VALTRA S-SERIES
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Valta’s roots have been growing deep in the Scandinavian soil for almost a century. Today we’re renowned for our reliability, versatility, durability and Scandinavian heritage.

What makes our tractors so superior? We build them to match every customer’s individual needs, to withstand the harshest climates and to deliver the highest levels of performance.

To provide the ultimate in power, comfort and ease of use, we’ve created dozens of unique and patented innovations in technology and design. Because for us, being the genuine power partner means providing a high-quality product and competitive technology, together with unsurpassed service and support that will satisfy the most demanding customer.
Valtra S - engineered for comfort

Valtra S Series offers total economy and comfort combined with excellent engineering and latest, intelligent tractor control system. Operator comfort extends to new dimensions, smooth driving due to a well balanced chassis, long wheelbase, hydropneumatic front axle suspension and roomy quiet cab with TwinTrac reverse drive system (optional).

Comfort and ergonomics combined to a reliable, economical AGCO Sisu Power off-road engine and efficient AVT transmission gives the word productivity a new meaning. Readiness to latest precision farming technology is off course standard in Valtra S Series models.

Optimal weight distribution for field tasks.
TwinTrac
Ergonomical four post cab.
Noise level 71 dB
Cab with air suspension
AVT (AGCO Variable Transmission)
Diesel tank
AdBlue tank
Long wheelbase
TOTAL OPERATOR COMFORT BUILT IN

The spacious cab of the Valtra S Series provides excellent all-round visibility. Combined with clear and easy-to-use ergonomic placing of the main controls and instruments on an adjustable armrest supports the idea of total economy and productivity.

Cab suspension
The Valtra S Series cab is fitted with a new four-point pneumatic suspension system. With four fixed damping air springs it guarantees optimum driving comfort in all conditions. The air supply is by means of compressor run by the tractor engine.

Personally adjustable operator comfort is further ensured by the air sprung Valtra Evolution seat, with active seat climatisation.
**TWINTRAC**

**Steer by Wire.**
The TwinTrac reverse drive system, with its unique visibility and driving position, with similar controls for both reverse and forward operation, sets new standards for driving ergonomics. To make reverse driving easier, a second steering wheel is located in the rear of the cab, along with the shuttle lever and pedals. The steering column is adjustable in all directions, also sideways. TwinTrac utilises a new type of steering valve which responds to electronic commands. The steering commands are sent via CAN-bus to the valve, so there is no need for a separate valve or hydraulic pipe works.

TwinTrack is optional equipment
POWER IN YOUR HANDS

Comfort equals productivity
Every detail has been carefully thought out.
The unique handrail structure gives the driver a firm and steady grip, and the Valtra ARM moves together with the driver’s seat when it is rotated 180° to the TwinTrac position. Valtra ARM has controls of the transmission, hydraulics and tractor speed, as well as implement functions, more precise and accurate, and that means better productivity and safety.

The Valtra ARM includes another innovation: the introduction of similar control functions on different transmissions. First time ever three different tractor models and transmissions can be operated with the same user interface (Valtra Direct, Versu and S Series). For a tractor fleet owner this means shorter training sessions and downtime.

The clearly laid out work light control is on the side pilar. As standard there are six working lights in the rear and in front. Optionally there can be selected upper main lights and work lights on handrails and work lights on rear fenders, as well as Xenon worklights.
**QUICKSTEER**

The number of steering wheel turns is adjustable by potentiometer. It disengages and changes back to regular steering ratio as soon as the tractor does above 20 kph. The separate switch is used to activate/deactivate the QuickSteer-function. QuickSteer is a standard feature in all Valtra S-models and it makes especially headland turns more fast and easy.
THE HEART OF THE S SERIES

8.4CTA-4V AGCO Sisu Power off-road engine is available with ground-breaking SCR technology. The SCR engine is standard on the Valtra S352 and optionally available on other S Series models. In terms of fuel efficiency, the new SCR engines represent the best technology available on the market, with up to 10% lower fuel consumption than competitors. The new more efficient and powerful engines, combined with AGCO’s continuously variable transmission and Valtra’s control system - which is standard on all models - meets the needs of even the most demanding users.

The electronic engine management system broadens the operating range within which the tractor is operating at optimum fuel efficiency.
e3 TECHNOLOGY

e3, used in Valtra S, is an SCR process (Selective Catalytic Reduction). It's a new technology, one that is operator and environment friendly. Most importantly, e3 delivers cleaner emissions together with best engine performance. SCR technology treats the downstream exhaust with Diesel Exhaust Fluid (DEF)/ AdBlue which breaks down into harmless nitrogen and water vapor.

Bottom line, the e3 process, along with electronic engine management, allows these AGCO SISU POWER diesel engines to run better, stay cooler and last longer.
INCREASED PRODUCTIVITY WITH BETTER ENGINE AND TRANSMISSION ADAPTABILITY

To get the best performance, Valtra S has three operating modes and an advantageous speed management. By selecting the right operating mode for your work, you can optimize fuel efficiency, work output and ease of driving.

The drive pedal can control speed or engine revs. The speed management is always at your service:

- Two-speed cruises and two-engine rpm cruises
- Speed cruise controls in Valtra ARM
- Engine RPM controls on side panel
- Speed cruise and rpm cruise can be used at the same time
- In PTO-use engine cruise recalls the engine speed needed to reach the selected PTO-speed
AUTOMATIC MODE
Default when starting the engine. Simple basic principle: the automatic mode uses the highest possible transmission ratio to optimise fuel economy. When pulling a load in difficult terrain the transmission changes the ratio to maintain a constant ground speed (the engine speed increases).

AUTOMATIC MODE in PTO use
If the engine speed is set, for example when using PTO, the transmission decreases the driving speed when the load exceeds the power available. Loader wagon work is a good example.

SEMI-AUTOMATIC MODE
The drive pedal works as normal accelerator pedal. The CVT lever adjusts the transmission ratio in relation to the engine speed. The further back the lever is, the more revs are required to reach a certain speed. If speed is set with the cruise control, then moving the lever backwards lowers the transmission ratio and increases the engine revs at the same time. Semi-automatic mode is good for pulling work, especially when the operator wants to be in control of engine revs.

MANUAL MODE
The transmission ratio is controlled solely by the CVT lever. No automatic transmission applied, but the tractor stops when braking. In many PTO works the speed can be controlled easily by using the lever, and if stopping is needed, simply use the brakes (AutoTraction). The manual mode is suitable for many PTO jobs, such as potato or special crop harvesting.
EASY TO USE HYDRAULICS

High-output load sensing hydraulics
Powerful linkages: 5 tonnes in front and 12 tonnes in the rear. Load sensing circuit with 200 l/min pump capacity for closed centre hydraulic system with full electronic flow and time control.

High specified Valtra Autocontrol Power Lift
Like all components in the Valtra S Series, the power lift is highly specified. Twin external lift cylinders right specified hitch and drawbar for each of the markets, and Cat. 3 or 4 hook type top and lower links. External linkage and spool valve can be controlled on rear fenders.

Valtra S Series tractors come complete, with fully integrated front linkage system which is a part of tractor’s overall design and complements the front suspension perfectly.

Two optional front hydraulic couplers with spool valves of their own, provide hydraulic service for implements and, with an overall lift capacity of five tons, Valtra S Series can easily handle all heavy-duty implement combinations applications.
Power and hydraulics controls
1. Display (terminal)
2. Hydraulics on/off
3. Buttons for display operations
4. Hydraulic flow presets/operators own settings
5. Hydraulics front or rear
6. Diverter valves (e.g. front loader)
7. Joystick with buttons (to operate 2 front or rear valves)
8. U-pilot (headland management) play/pause
9. U-pilot stop
10. Increase the set cruise speed
11. Decrease the set cruise speed
12. Cruise speed preset, memory 1
13. Cruise off
14. Cruise speed preset, memory 2
15. Autocontrol power lift Up/Stop/Down
16. Power lift fast soil engagement
17. Autocontrol power lift depth control
18. CVT lever
19. Linear joysticks for rear valves
20. Hand rail

External remote controls
21. Front lift
22. Rear lift and one service valve
POWER OUT AS YOU LIKE IT

High output two-speed PTO
There are two PTO options available: 540E + 1000 or 1000E + 1000. Electronic control monitors the engagement for smooth start as well as for tractor and implement protection. Additional mudguard mounted controls increase convenience and safety.

Power and Economy
Std PTO speed of 1000 r/min is achieved close to 2000 engine r/min, also where the Agco Sisu Power engine deliver its maximum output. With the Agco Variable transmission there is the possibility to select any ground speed to be used with the selected PTO speed. So there is the ability to get highest power to be available for any operation. That keeps the productivity high.

For operations where the highest output is not asked, there is the economy PTO. The nominal speed (540 or 1000 r/min, which has to be selected when ordering the tractor) is reached with reduced engine speed of ca. 1600 r/min. That result even lower fuel consumption and noise levels.

Headland use
When Auto-mode is selected, the PTO will automatically disengage when power lift is raised or when the ground speed exceeds 25 km/h. PTO will also re-engage when the power lift is lowered again. If more advanced headland operations are needed, to Valtra’s U-pilot headland management can be easily programmed to control all PTO, speed management, implement hydraulics and power lift operations – front and rear - by pushing one button.

Front PTO
A front PTO with a nominal speed of 1000 r/min can be fitted to all Valtra S models as optional equipment.
Valtra S Series uses AVT (AGCO variable transmission). It is no secret that this type of transmission has been the most popular transmission for large tractors in Europe for many years. It has won this position not only because of its versatility and reliability, but also because of its fuel saving efficiency. Especially in contracting work, where a lot of road driving is required, this type of transmission provides significant fuel savings compared to other type of transmissions used in high hp tractors.

The AVT transmission has two work areas. Work area A is to be used in all work situations requiring heavy pulling force. Work area B is for general road transport.
PRODUCTIVE FEATURES AND OPTIONS

- Powerful linkage and hydraulics mean excellent field performance
- Six rear spool valves are available
- Heavy-duty three-point linkage
- Suspended front axle having excellent ground clearance with good turning angles even with larger tyre sizes
- Exceptionally powerful brakes

Valtra S Series tractors are fast and powerful, so they need an extraordinarily strong braking system. All models are fitted with oil immersed, power-assisted disc brakes. Optional pneumatic or hydraulic trailer brakes can be specified. As already long time well-respected feature in smaller Valtra tractors, an automatic parking brake is standard feature in Valtra S as well. Valtra parking brake is operated by means of the shuttle lever and it further increases the safety and user friendliness of the tractor.
Auto-Guide for faster, precision farming
The optional Auto-Guide satellite navigation system uses leading GPS technology to guide your tractor and implements at higher rates of speed and accuracy. This is especially valuable for more accurate operation at night, in low visibility or when working in pre-emergent crops.

Auto-Guide steers the tractor, without operator input, to make parallel bouts avoiding overlap or un-worked land. This reduces driver fatigue and fuel usage, eliminates unnecessary chemical application and can significantly increase productivity.

U-Pilot headland management system
Headlands, where the tractor and implement is turned around ready for another run up the field, are areas where time can be lost while the driver spends valuable time controlling the implement and tractor.

U-pilot has been developed to help the driver in these tricky situations. Valtra’s U-Pilot significantly reduces the amount of repetitive work on the headland, increasing productivity while reducing fatigue. The system also reduces the risk of human error and is fitted as STD in Valtra S.

ISOBUS
ISOBUS communication system (ISO 11783) shares data between the tractor and the implement. A virtual terminal inside the cab is used to control implements, display input data and save information. ISOBUS makes it easy to control modern implements, especially those with many features and a high level of automation. The number of ISOBUS compatible implements is increasing rapidly.

Valtra’s solution is to enlarge the operator’s view with a separate terminal sharing ISOBUS, AutoGuide and monitoring camera use. No tractor functions are controlled by means of this terminal but by means of monitors in Valtra ARM and in dashboard.

Autoguide readiness and ISOBUS are standard features in Valtra S. Terminal and Topdock are options.
SERVICING AND MAINTENANCE

The Valtra S Series is simple and straightforward for servicing and maintenance. The change intervals for the engine, transmission and hydraulics oils are long, and changing oil is easy to do. To ensure reliable and uninterrupted running, only fluids that have been specially designed for the tractor are used. All of these aspects are a benefit to our customers in all regions and climates. The S Series has been designed to provide easy access to the cooling system, air cleaner, oil and fuel filters. The engine cover lifts vertically to facilitate maintenance. The cooling system can also be opened separately for cleaning.
VALTRA CUSTOMER CARE

It is extremely important for Valtra to take care of Valtra tractors throughout their whole lifespan. The world wide service specialists and spare parts personnel are being regularly trained by using the latest technology and training methods. Reliable and fast spare parts service guarantees you the shortest possible downtime during any season.

Valtra Service Kits and AGCO Parts
Valtra Service Kits and AGCO Parts ensure the carefree and safe operation of your tractor for as long as you own it. The high-quality genuine spare parts are designed for your tractor. They are tested, guaranteed and easy to install.

Valtra’s ready-prepared service kits for 100-hour, 500-hour and 1000-hour services include all necessary original parts, guaranteeing quality and results. Using original parts helps ensure your safety.
# TECHNICAL SPECIFICATIONS

<table>
<thead>
<tr>
<th>Engine Performance</th>
<th>S232</th>
<th>S262</th>
<th>S292</th>
<th>S322</th>
<th>S352</th>
</tr>
</thead>
<tbody>
<tr>
<td>Max. hp @ 2000 rev/min</td>
<td>Hp (kW)</td>
<td>270 (199)</td>
<td>295 (217)</td>
<td>320 (236)</td>
<td>350 (258)</td>
</tr>
<tr>
<td>Rated hp @ 2200 rev/min</td>
<td>Hp (kW)</td>
<td>240 (177)</td>
<td>265 (195)</td>
<td>290 (213)</td>
<td>320 (236)</td>
</tr>
<tr>
<td>Max. torque @ 1400 rev/min</td>
<td>Nm</td>
<td>1185</td>
<td>1295</td>
<td>1400</td>
<td>1492</td>
</tr>
<tr>
<td>Emission control</td>
<td>EGR/SCR (e3)</td>
<td>EGR/SCR (e3)</td>
<td>EGR/SCR (e3)</td>
<td>EGR/SCR (e3)</td>
<td>SCR (e3)</td>
</tr>
<tr>
<td>Specific optimum fuel consumption</td>
<td>g/kWh</td>
<td>190*</td>
<td>190*</td>
<td>190*</td>
<td>190*</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Engine</th>
<th>Diesel, direct injection AGCO SISU POWER</th>
<th>84 CTA Turbo</th>
</tr>
</thead>
<tbody>
<tr>
<td>Volume / Number of cylinders</td>
<td>8.4 l</td>
<td>6</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Transmission</th>
<th>Type</th>
<th>Agco variable transmission (AVT)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Work area A</td>
<td>0.03-28 km/h Forward and 0.03-16 km/h reverse</td>
<td></td>
</tr>
<tr>
<td>Work area B</td>
<td>0.03-50** km/h Forward and 0.03-38 km/h reverse</td>
<td></td>
</tr>
<tr>
<td>Operation modes</td>
<td>Automatic, Semi-automatic and manual</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Power Take-Off (Rear)</th>
<th>Operation and control</th>
<th>Independent, electro-hydraulic, start/stop control on armrest and on rear fender, with headland automation</th>
</tr>
</thead>
<tbody>
<tr>
<td>PTO speed @ engine rev/min</td>
<td>1000 rpm (21 spline shaft)</td>
<td>rev/min</td>
</tr>
<tr>
<td>Flanged shaft</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>Economy PTO</td>
<td>540 or 1000 rev/min</td>
<td>rev/min</td>
</tr>
<tr>
<td>Shaft diameter, 35 mm (13/8in)</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>Front Linkage</td>
<td>Integrated, electronic control</td>
<td></td>
</tr>
<tr>
<td>Lift capacity</td>
<td>kg</td>
<td>5000</td>
</tr>
</tbody>
</table>

* = Manufacturer’s test value of SCR engine  
** = Depending on market legislation

** = Standard  ● = Optional  – = Not applicable/available
## TECHNICAL SPECIFICATIONS

<table>
<thead>
<tr>
<th>Linkage and Hydraulics</th>
<th>S232</th>
<th>S262</th>
<th>S292</th>
<th>S322</th>
<th>S352</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rear linkage</td>
<td>Autocontrol D, Drive Balance Control, slip control</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lower links</td>
<td>Cat 3 or 4, hook type</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Maximum lift capacity</td>
<td>kg</td>
<td>12000</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Closed Centre Load Sensing (CCLS)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Max pump output</td>
<td>litre/min</td>
<td>200 (175 available for implements)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hydraulic oil</td>
<td>separate, max 71 litres available for implements</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Work hydraulics at front</td>
<td>Up to 2 electronic spool valves, Joystick controls</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Work hydraulics at rear</td>
<td>Up to 6 electronic spool valves, 4 fingertip and 2 joystick</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hydraulic couplers rear</td>
<td>“Decompression” couplers with connect/disconnect under pressure function</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Steering</td>
<td>Hydrostatic, tilt/telescopic steering column</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>QuickSteer</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>Brakes</td>
<td>Oil cooled, multi-plate discs, hydraulic actuation with power assistance</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Parking brake</td>
<td>Integrated with shuttle lever, hydraulic</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Trailer brakes</td>
<td>Optional</td>
<td>Hydraulic or pneumatic</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4WD Front axle</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Type</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Max steering angle</td>
<td>degrees</td>
<td>55</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Suspension</td>
<td>Hydropneumatic, rigid axle as option</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Wheels and Tyres</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Front</td>
<td>600/70R28</td>
<td>620/65R34</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rear</td>
<td>650/85R38</td>
<td>710/75R42</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Capacities (with SCR-engine)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fuel tank</td>
<td>litre</td>
<td>590</td>
<td>590</td>
<td>590</td>
<td>590</td>
</tr>
<tr>
<td>AdBlue tank</td>
<td>litre</td>
<td>30</td>
<td>30</td>
<td>30</td>
<td>30</td>
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<tr>
<td>Cab</td>
<td>S232</td>
<td>S262</td>
<td>S292</td>
<td>S322</td>
<td>S352</td>
</tr>
<tr>
<td>---------------------------</td>
<td>------</td>
<td>------</td>
<td>------</td>
<td>------</td>
<td>------</td>
</tr>
<tr>
<td>4-post with 4 -point pneumatic suspension</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Standard equipment**

- De-luxe “flat floor” cab, opening rear window, air conditioning, four speed fan with heater unit, adjustable steering column, Valtra Evolution seat, Auto-Guide provision and ISOBUS ready, 6 working lights at rear and 4 in front, Valtra ARM with terminal.

**Optional equipment**

- TwinTrac reverse drive, automatic air conditioning, upper main lights, Xenon working lights, foot room heater, ISOBUS terminal.

**Weights and Dimensions (approximate, less fuel)**

<table>
<thead>
<tr>
<th>Weight at no load (with full tank, without additional weights)</th>
<th>kg</th>
<th>10300 kg to 11500 kg</th>
<th>10300 kg to 11500 kg</th>
<th>10300 kg to 11500 kg</th>
<th>10300 kg to 11500 kg</th>
<th>10300 kg to 11500 kg</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wheelbase (A)</td>
<td>mm</td>
<td>3105</td>
<td>3105</td>
<td>3105</td>
<td>3105</td>
<td>3105</td>
</tr>
<tr>
<td>Length, links horizontal (B)</td>
<td>mm</td>
<td>4868</td>
<td>4868</td>
<td>4868</td>
<td>4868</td>
<td>4868</td>
</tr>
<tr>
<td>Height to roof (C)</td>
<td>mm</td>
<td>2357</td>
<td>2357</td>
<td>2357</td>
<td>2357</td>
<td>2357</td>
</tr>
<tr>
<td>Height to ground (D)</td>
<td>mm</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Rear 1025 mm with 710/85R38 tyres Rear 800 mm with 620/75R30 tyres</td>
</tr>
<tr>
<td>Maximum external width (E)</td>
<td>mm</td>
<td>2550</td>
<td>2550</td>
<td>2550</td>
<td>2550</td>
<td>2550</td>
</tr>
<tr>
<td>Ground clearance (F)</td>
<td>mm</td>
<td>472</td>
<td>472</td>
<td>472</td>
<td>472</td>
<td>472</td>
</tr>
<tr>
<td>Turning radius w brakes / w.o. brakes</td>
<td>m</td>
<td>7.4/8.4</td>
<td>7.4/8.4</td>
<td>7.4/8.4</td>
<td>7.4/8.4</td>
<td>7.4/8.4</td>
</tr>
</tbody>
</table>

* = Manufacturer’s test value of SCR engine  ** = Depending on market legislation
Valtra is a worldwide brand of AGCO. AGCO, Your Agriculture Company, is a premier manufacturer of agricultural equipment, providing high-tech solutions for professional farmers feeding the world. The company is dedicated to delivering superior customer service, innovation and quality. AGCO products are distributed in more than 140 countries worldwide.