



3600 Series

3660 - 3670 - 3680 F/GE 3 cylinder

3675 - 3685 - 3695 - 36105 F/GE/GT 4 cylinder

FIVE SPEED / HI-LO - POWER SHUTTLE



VALPADANA
think compact





Valpadana's new 3600 Series includes three innovative and technologically avant-garde product ranges able to meet all the requirements of the modern user. This new series provides tangible evidence of the company's mission, i.e. that of producing sure-fire *specialistic vehicles* for the modern large-scale orchard and vineyard market.

Always sensitive to changing trends and to the way that new systems become quickly modified, Valpadana proposes three dedicated versions in the new 3600 series: these are **F**, **GT** and **GE**, which have the same transmissions but differ as to size and use.

- **F**: since the track width can be narrowed even when tyres of a considerable size are used, this easily handled version with its tight turning radius is particularly suitable for work in orchards, vineyards and for all other crops grown in narrow treelists rows with short headlands.

- **GE**: with its lowered driving seat, is ideal for overhead installations, "Y"-type planting configurations and work in greenhouses. Moreover, thanks to its **low center of gravity**, it is also excellent for use with all hillside crops.

New 3600 series, the specialisation continues.



F = Narrow



GT = Wide

- **GT:** features such as the **wide track**, the **lengthened wheelbase** plus the ability to mount **oversized tyres**, allow this version to be used for more than mere orchard and vineyard jobs since it is also able to provide the **stability and strength** required for **open field work**.

The new 3600 Series vehicles radically change the whole outlook to farming work, while the increase in "added value" is made tangible by use of the 3 and 4-cylinder **new Perkins engines** that comply with the strict "**Euro 2/USA TIER 2**" standard making them even more **economical, silent and environment-friendly**. The **new transmission** with five speed plus **De-Clutch Control** and **Power Shuttle** make the machines both **easy to handle and versatile** to use. The **new driving seat** on a sprung platform **dampens all vibrations and reduces the noise perceived**. The ergonomic way in which the controls are arranged ensure they are instinctively accessible and make work less stressing for the operator. Lastly, there's the **new computerized control panel** which, besides keeping the operator constantly informed about the **vital functions of the vehicle**, **detects the real PTO rate, the instantaneous ground speed** and calculates the **area worked**.

All this, plus the **new electrohydraulic system** that engages the **PTO**, ensuring smooth starts even on load; the **increased steering angle**; the **auxiliary tank** that considerably lengthens the autonomy of the vehicles; the **powerful integral braking system**; the hydraulic circuit with its **dedicated pump and flow rate of up to 82 l/min** and the **bonnet that fully opens** to make routine servicing work much easier.



GE = Ground Effect



New Perkins 1100 Series "Euro 2 / USA TIER 2" engines: ready to hand

These engines feature a **1100 cc unitary swept volume** in the aspirated or turbocharged versions with three cylinders (1103) or four cylinders (1104), available with **58 to 98 HP (ISO)** power ratings and with maximum torque from the lowest rates.

With their high-level basic technology, they are environment-friendly engines with a **low noise level and low consumptions, very low vibrations and very tough construction**, able to provide **long lasting service while maintaining fade-free performances**.

These new Perkins engines make the 3600 series vehicles unrivalled when it comes to autonomy and the ability to adapt to temperate climates, also thanks to their **new heat exchanger with expansion vessel and auxiliary tank**.



The front axle that makes the difference

In actual fact, the two front axles available in the 3600 Series, one "wide" and the other "narrow", depending on the size of the rear axles, are what makes the difference amongst the three models: F, GT and GE.

The newly shaped bodywork allows operators to achieve the **maximum steering angle** even in the narrow configuration and with very large tyres.

Double cross universal couplings, watertight epicyclic final drives, the strength and quality of the spinning mechanisms, the efficient hydraulically controlled oil-cooled internal disc braking system and differential lock with simultaneous hydraulic control, make the front axle one of the important parts of the chassis featured by the vehicles in the new 3600 Series.

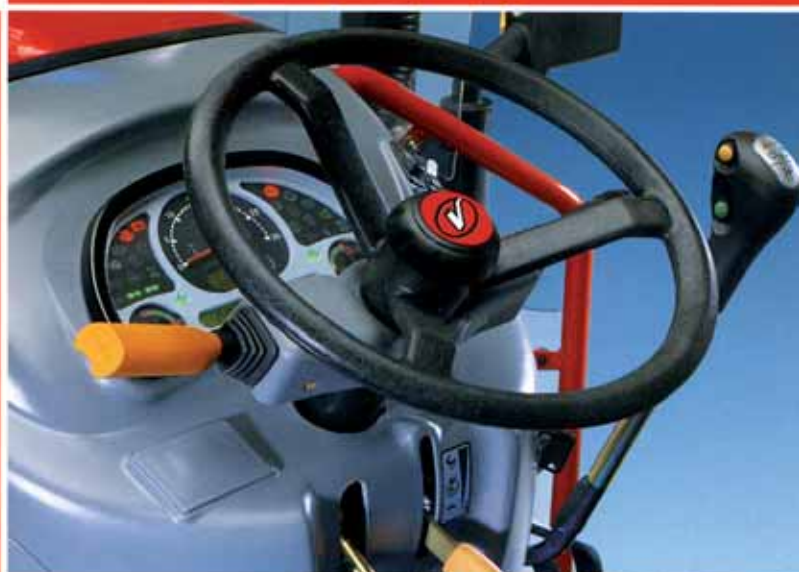
Modular transmissions to obtain the utmost: 40 FWD+40 REV with De-Clutch Control and Power Shuttle

The "basic" configuration with dry double disc transmission clutch, features a gearbox with 5 synchronized speeds, three reductions and synchronized mechanical reverse shuttle with electrohydraulically controlled oil-cooled plate clutch, for a 15FWD+15REV gearbox to which the creeper can be added, thus achieving a 20FWD+20REV synchronized gearbox of the mechanical type with hydraulically engaged PTO.

The "intermediate" configuration comes with a gearbox with 5 synchronized speed gears, three reductions, creeper and electrohydraulically controlled reverse shuttle with oil-cooled clutch assemblies (Power Shuttle). All this makes for a 20FWD+20REV gearbox with electrohydraulic reverse shuttle and electrohydraulic PTO engagement.

Lastly, the "high bracket" configuration features the gearbox with 5 synchronized speed gears, three reductions and shuttle with electrohydraulically controlled oil-cooled plate clutch assemblies (Power Shuttle), all conditioned by the HI-LO electrohydraulic control system which reduces the speed engaged by 20%, aided by the electrohydraulic De-Clutch Control, meaning that the operator need not use the clutch pedal when changing gear. This high-level configuration is provided with a 40FWD+40REV transmission with full electrohydraulic control for the utmost in comfort when driving.

All versions offer a variety of speeds in logic sequence. This ensures that all the implements available on the market can be used in a perfect way, allowing the operator to choose the right speed for every job.



**New transmission 40 Forw + 40 Rev.
with De-Clutch Control and Power Shuttle:**

***VALPADANA COMPACT PHILOSOPHY
FOR ORCHARD TRACTORS***



Hydra-PTO: 2

All the new models
electrohydraulic
540/750 RPM or
The new type of
guarding both the
The revolutions of
itored on the disp
This instrument is
quantity of liquid
the right amount
There is also an
when trailers with
a vehicle with si
the utmost safe



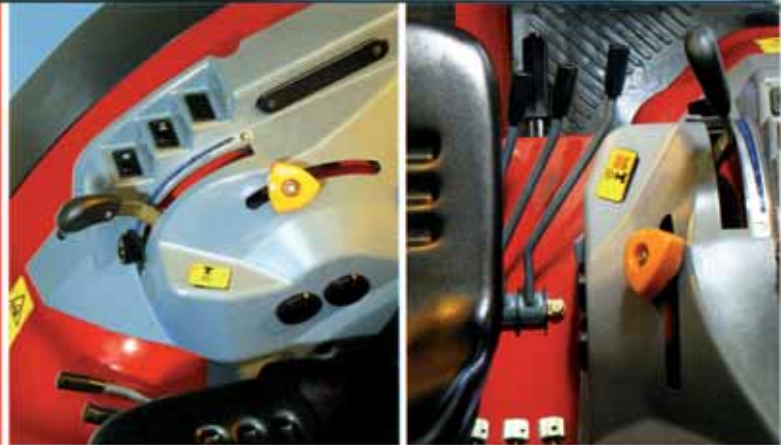
2 speeds for savings

Models in the 3600 Series feature the **hydraulically engaged** (basic transmission) **electric PTO**. Moreover, the operator can select two rotation speeds: the standard or the optional **540/1000 RPM**.

The **electrohydraulic control** allows the PTO shaft to start in a modular way, safely rotating components of the vehicle and those of the implement.

The **1" 3/8 diameter output shaft** in its upper position, can be constantly monitored by a display installed on the control panel.

This is essential when mist blowers are used as it informs the operator about the mist sprayed, depending on the instantly measured ground speed. This means that the amount of product can be dosed in the treated area without polluting the environment. An option whereby the **PTO is synchronized** with the wheel revolutions, useful when driving functions are used. It makes the tractor-trailer assembly the same as for driving and braking wheels, so that work can be done in critical conditions in any weather.



Power lift with draft, position control and intermix function: dedicated to all implements

The Class 2 bars with quick couplings are specially shaped and adjustable to make hitching easier and facilitate the use of all the standard implements available on the market.

The maximum lifting capacity at the ball-ends rises to 2600 kg while the draft and position control functions allow the implements to be moved with millimetric precision. Lastly, the intermix function helps when the implements must work at depth, even in soil of varying texture.

Twin lock and 4 WD with electrohydraulic engagement.

Simultaneous locking of the front and rear differential is electrohydraulically controlled and features an automatic releasing device operated with use of the steering brakes.

The four-wheel drive can also be conveniently engaged with the relative button, installed in an ergonomic position.

Auxiliary hydraulic circuit: high performances and the utmost versatility

Thanks to the dedicated pump, the hydraulic flow rate reaches 82 l/min and is able to supply a large number of hydraulically towed implements.

The standard configuration for the F and GE models has two control valves of which one is SA/DA and the other DA with floating position. Model GT features a third DA control valve.

Installed in a logical position, the hydraulic taps are the PUSH-PULL type.

Driver's seat on a sprung platform: the utmost in comfort

The new, generously sized and perfectly sealed **platform** rests on four Silent-blocks that attenuate the vibrations and considerably lower the noise level.

The **ergonomic positions** of the controls and relative regulators, the **new insulated and air-conditioned cab** and the **new computerized digital instrument panel**, make driving these vehicles the very best place to work when it comes to **cleanliness and comfortable surroundings**.



Cab for all-round visibility

The **most outstanding** feature of the 3600 Cab tractor is the all-round visibility of the cab provided by the all-glass side doors hinged onto the rear post. The interiors, stylish and accurately finished, are largely made using the modern composite materials of automotive design.

All controls are arranged in a comfortable and intuitive position, according to current ergonomic standards. The adjustable seat, the hydraulic steering and the height adjustable steering wheel further improve the tractor manoeuvrability. The heating/ventilation and air-conditioning system is installed on the cab roof and integrated by a filter designed to purify the air inside the cab with considerable benefits for the driver in terms of comfort, safety and health. Natural ventilation is ensured by the openable front and rear windscreens.



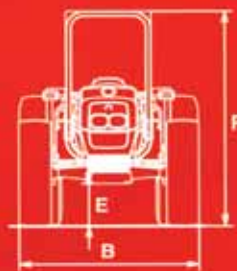
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| | 3660 F / GE | | 3670 F / GE | | 3675 F / GE / GT | | 3680 F / GE | | 3685 F / GE / GT | | 3695 F / GE / GT | | 36105 F / GE / GT | |
|-------------------------------------------------------|----------------------------------|----------------------------|----------------------------------|----------------------------|----------------------------------|----------------------------|----------------------------------|----------------------------|----------------------------------|----------------------------|----------------------------------|----------------------------|----------------------------------|----------------------------|
| | Five Speed (15FWD +15REV) | HI-LO (30FWD +30REV) | Five Speed (15FWD +15REV) | HI-LO (30FWD +30REV) | Five Speed (15FWD +15REV) | HI-LO (30FWD +30REV) | Five Speed (15FWD +15REV) | HI-LO (30FWD +30REV) | Five Speed (15FWD +15REV) | HI-LO (30FWD +30REV) | Five Speed (15FWD +15REV) | HI-LO (30FWD +30REV) | Five Speed (15FWD +15REV) | HI-LO (30FWD +30REV) |
| "Green" engine | | | | | | | | | | | | | | |
| Perkins Euro 2/Tier 2 direct-injection engine | 1103C-33 | | 1103C-33T | | 1104C-44 | | 1103C-33T | | 1104C-44 | | 1104C-44T | | 1104C-44T | |
| max. power (ISO) | HP/kW 58,5 / 43 | | 66,9 / 49,2 | | 68,2 / 50,2 | | 74,8 / 55 | | 81,6 / 60 | | 91,9 / 67,6 | | 98,5 / 72,5 | |
| net PTO power (ISO) | HP/kW 54 / 40* | | 62 / 45,5* | | 63 / 46,5* | | 69 / 51* | | 75,5 / 55,5* | | 85 / 62,5* | | 91 / 67* | |
| max. torque | Nm 222 | | 270 | | 273 | | 291 | | 292 | | 380 | | 364 | |
| displacement / nr. of cylinders | cm ³ 3300 / 3 | | 3300 / 3 Turbo | | 4400 / 4 | | 3300 / 3 Turbo | | 4400 / 4 | | 4400 / 4 Turbo | | 4400 / 4 Turbo | |
| fuel tank capacity model F/GE | lt 43 + (25 OPT) | | 43 + (25 OPT) | | 43 + (25 OPT) | | 43 + (25 OPT) | | 43 + (25 OPT) | | 43 + (25 OPT) | | 43 + (25 OPT) | |
| fuel tank capacity model GT | - | | - | | 65+(25 OPT) | | - | | 65+(25 OPT) | | 65+(25 OPT) | | 65+(25 OPT) | |
| Clutch | | | | | | | | | | | | | | |
| independent dry dual clutch | inch 11 | | 11 | | 11 | | 11 | | 11 | | 12 | | 12 | |
| mechanically operated | STD | | STD | | STD | | STD | | STD | | STD | | STD | |
| multi-disc wet clutch | STD | | STD | | STD | | STD | | STD | | STD | | STD | |
| De-clutch Control: clutch control by button | STD | | STD | | STD | | STD | | STD | | STD | | STD | |
| Transmission | | | | | | | | | | | | | | |
| sincromesh mecc. shuttle | STD - | | STD - | | STD - | | STD - | | STD - | | STD - | | STD - | |
| power shuttle | OPT STD | | OPT STD | | OPT STD | | OPT STD | | OPT STD | | OPT STD | | OPT STD | |
| creeper | OPT OPT | | OPT OPT | | OPT OPT | | OPT OPT | | OPT OPT | | OPT OPT | | OPT OPT | |
| | (20FWD (40FWD +20REV) +40REV) | | (20FWD (40FWD +20REV) +40REV) | | (20FWD (40FWD +20REV) +40REV) | | (20FWD (40FWD +20REV) +40REV) | | (20FWD (40FWD +20REV) +40REV) | | (20FWD (40FWD +20REV) +40REV) | | (20FWD (40FWD +20REV) +40REV) | |
| Power take-off | | | | | | | | | | | | | | |
| dry disk-hydraulically operated | STD - | | STD - | | STD - | | STD - | | STD - | | STD - | | STD - | |
| oil bath multi disks / electro-hydraulically operated | OPT STD | | OPT STD | | OPT STD | | OPT STD | | OPT STD | | OPT STD | | OPT STD | |
| 2 speeds: 540/750 rpm & ground speed | STD | | STD | | STD | | STD | | STD | | STD | | STD | |
| 2 speeds: 540/1000 rpm & ground speed | OPT | | OPT | | OPT | | OPT | | OPT | | OPT | | OPT | |
| 4WD front axle | | | | | | | | | | | | | | |
| electrohydraulic 4WD engagement | STD | | STD | | STD | | STD | | STD | | STD | | STD | |
| max. steering angle | 55° | | 55° | | 55° | | 55° | | 55° | | 55° | | 55° | |
| Twin-Lock electrohydraulic diff-locks | STD | | STD | | STD | | STD | | STD | | STD | | STD | |
| Brakes | | | | | | | | | | | | | | |
| oil-immersed graphite-coated rear brakes 8 discs | STD | | STD | | STD | | STD | | STD | | STD | | STD | |
| oil-immersed graphite-coated front brakes 4 discs | STD | | STD | | STD | | STD | | STD | | STD | | STD | |
| IBS Integral Braking System | STD | | STD | | STD | | STD | | STD | | STD | | STD | |
| Hydraulic power lift | | | | | | | | | | | | | | |
| std lifting capacity | Kg 2600 | | 2600 | | 2600 | | 2600 | | 2600 | | 2600 | | 2600 | |
| hydr. pump delivery (power lift+steering) | lt/min 52,3+29,9 | | 52,3+29,9 | | 52,3+29,9 | | 52,3+29,9 | | 52,3+29,9 | | 52,3+29,9 | | 52,3+29,9 | |
| cat. 2 three-point linkage | STD | | STD | | STD | | STD | | STD | | STD | | STD | |
| auxiliary valves | 2 F/GE | | 2 F/GE | | 2 F/GE - 3 GT | | 2 F/GE | | 2 F/GE - 3 GT | | 2 F/GE - 3 GT | | 2 F/GE - 3 GT | |
| Cab | | | | | | | | | | | | | | |
| cab / auto-radio fitting facilities | OPT F | | OPT F | | OPT F / GT | | OPT F | | OPT F / GT | | OPT F / GT | | OPT F / GT | |
| heating / ventilation | OPT F | | OPT F | | OPT F / GT | | OPT F | | OPT F / GT | | OPT F / GT | | OPT F / GT | |
| air-conditioning | OPT F | | OPT F | | OPT F / GT | | OPT F | | OPT F / GT | | OPT F / GT | | OPT F / GT | |
| openable rear and front doors | OPT F | | OPT F | | OPT F / GT | | OPT F | | OPT F / GT | | OPT F / GT | | OPT F / GT | |
| digital instruments | OPT F | | OPT F | | OPT F / GT | | OPT F | | OPT F / GT | | OPT F / GT | | OPT F / GT | |
| sprung seat | OPT F | | OPT F | | OPT F / GT | | OPT F | | OPT F / GT | | OPT F / GT | | OPT F / GT | |

Key: STD = standard; OPT = on request; - = not available; * power estimated by the manufacturer



| | 3660 | | 3670 3680 | | 3675 | | | 3685 | | | 3695 | | | 36105 | | |
|-------------------------------------------|---------|----------|--------------|----------|---------|----------|---------|---------|----------|---------|---------|----------|---------|---------|----------|---------|
| | F | GE | F | GE | F | GE | GT | F | GE | GT | F | GE | GT | F | GE | GT |
| Weights and dimensions with tyres: | 14.9R24 | 14.9LR20 | 14.9R24 | 14.9LR20 | 14.9R24 | 14.9LR20 | 14.9R24 | 14.9R24 | 14.9LR20 | 14.9R24 | 14.9R24 | 14.9LR20 | 14.9R24 | 14.9R24 | 14.9LR20 | 14.9R24 |
| A length | mm 3900 | 3900 | 3900 | 3900 | 4009 | 4009 | 4009 | 4009 | 4009 | 4009 | 4009 | 4009 | 4009 | 4009 | 4009 | 4009 |
| B min. width | mm 1319 | 1435 | 1319 | 1435 | 1319 | 1435 | 1479 | 1319 | 1435 | 1465 | 1319 | 1435 | 1479 | 1319 | 1435 | 1479 |
| C wheelbase | mm 2017 | 2017 | 2017 | 2017 | 2134 | 2134 | 2134 | 2134 | 2134 | 2134 | 2134 | 2134 | 2134 | 2134 | 2134 | 2134 |
| D height to steering wheel | mm 1450 | 1300 | 1450 | 1300 | 1450 | 1300 | 1450 | 1450 | 1300 | 1500 | 1450 | 1300 | 1450 | 1450 | 1300 | 1450 |
| E ground clearance | mm 380 | 304 | 380 | 304 | 380 | 304 | 380 | 380 | 304 | 430 | 380 | 304 | 380 | 380 | 304 | 380 |
| F height to safety frame | mm 2186 | 2150 | 2186 | 2150 | 2186 | 2150 | 2286 | 2186 | 2150 | 2336 | 2186 | 2150 | 2286 | 2186 | 2150 | 2286 |
| G height over cab | mm 2250 | - | 2250 | - | 2250 | - | 2250 | 2250 | - | 2250 | 2250 | - | 2250 | 2250 | - | 2250 |
| without ballast | kg 2675 | 2370 | 2675 | 2370 | 2845 | 2540 | 2865 | 2845 | 2540 | 2865 | 2845 | 2540 | 2865 | 2845 | 2540 | 2865 |
| with cab without ballast | kg 2805 | - | 2805 | - | 2975 | - | 2995 | 2975 | - | 2995 | 2975 | - | 2995 | 2975 | - | 2995 |



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