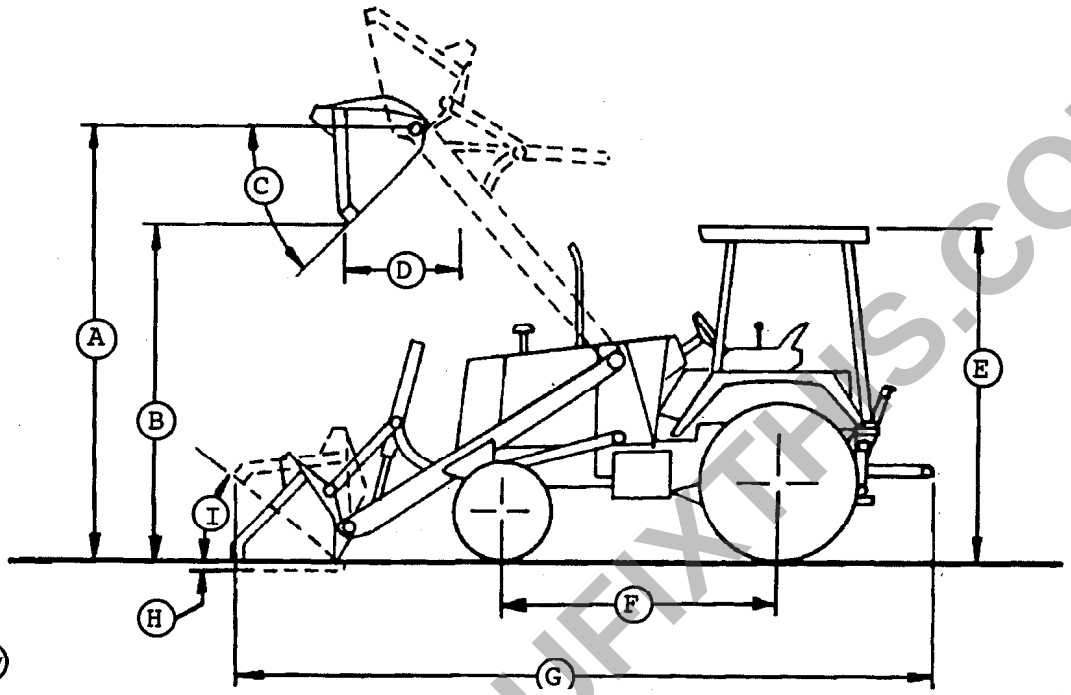
210C LANDSCAPE LOADER



T7593AK (CV)

T7593AK -UN-07OCT91

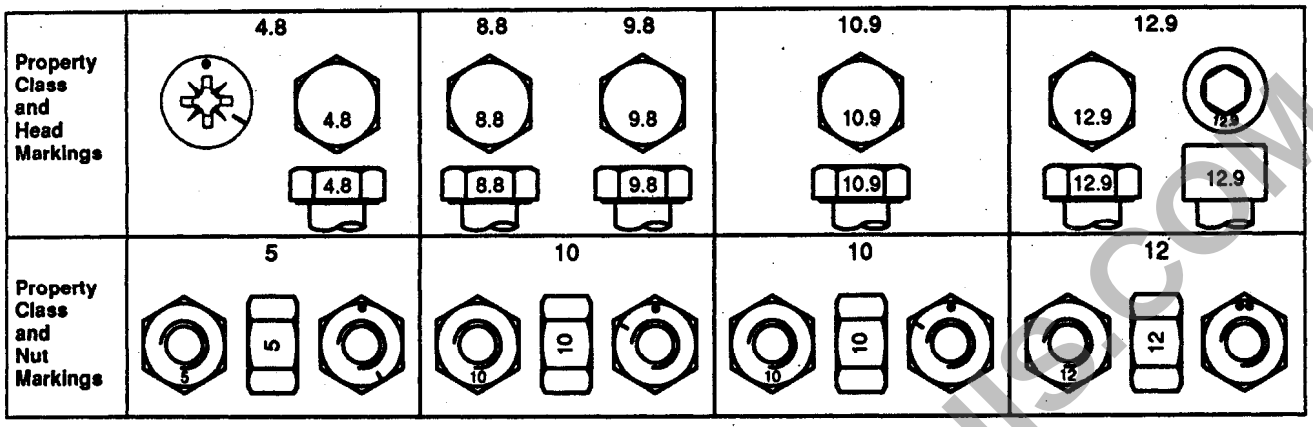
A-Height to bucket hinge pin, max	3.23 m (10 ft 11 in)
B-Dump clearance, bucket @ 45 degrees	2.70 m (8 ft 10 in)
C-Bucket dump angle, max.	45 degrees
D-Reach from cent of rear axle	737 mm (29 in)
E-Height to top of low clearance ROPS	2.46 m (8 ft 1 in)
Height to top of canopy	2.58 m (8 ft 5.5 in)
F-Wheel base	2110 mm (83 in)
G-Overall length with 3-point hitch	4.85 m (15 ft 11 in)
H-Digging depth below ground, bucket level	100 mm (4 in)
I-Roll back at ground level	40 degrees
Operating weight (backhoe loader)	5035 kg (11 100 lb)
(landscape loader)	4730 kg (10 400 lb)
(MFWD adds)	86 kg (190 lb)
Operating control	Single lever
Breakout force	3039 kg (29.8 kN)(6700 lb)
Lifting capacity, full height	2140 kg (4600 lb)
Height to top of muffler	2.51 m (8 ft 3 in)
Ground clearance, min.	305 mm (12 in)
Raising time to full height	4.5 sec.
Bucket dump time	1.1 sec.
Bucket lowering time (power down)	2.5 sec.

TX,115,RR,1999 -19-03DEC91

290192

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METRIC BOLT AND CAP SCREW TORQUE VALUES



TS1163 -19-04MAR91

Size	Class 4.8				Class 8.8 or 9.8				Class 10.9				Class 12.9			
	Lubricated[a]		Dry[a]		Lubricated[a]		Dry[a]		Lubricated[a]		Dry[a]		Lubricated[a]		Dry[a]	
	N·m	lb-ft	N·m	lb-ft	N·m	lb-ft	N·m	lb-ft	N·m	lb-ft	N·m	lb-ft	N·m	lb-ft	N·m	lb-ft
M6	4.8	3.5	6	4.5	9	6.5	11	8.5	13	9.5	17	12	15	11.5	19	14.5
M8	12	8.5	15	11	22	16	28	20	32	24	40	30	37	28	47	35
M10	23	17	29	21	43	32	55	40	63	47	80	60	75	55	95	70
M12	40	29	50	37	75	55	95	70	110	80	140	105	130	95	165	120
M14	63	47	80	60	120	88	150	110	175	130	225	165	205	150	260	190
M16	100	73	125	92	190	140	240	175	275	200	350	225	320	240	400	300
M18	135	100	175	125	260	195	330	250	375	275	475	350	440	325	560	410
M20	190	140	240	180	375	275	475	350	530	400	675	500	625	460	800	580
M22	260	190	330	250	510	375	650	475	725	540	925	675	850	625	1075	800
M24	330	250	425	310	650	475	825	600	925	675	1150	850	1075	800	1350	1000
M27	490	360	625	450	950	700	1200	875	1350	1000	1700	1250	1600	1150	2000	1500
M30	675	490	850	625	1300	950	1650	1200	1850	1350	2300	1700	2150	1600	2700	2000
M33	900	675	1150	850	1750	1300	220	1650	2500	1850	3150	2350	2900	2150	3700	2750
M36	1150	850	1450	1075	2250	1650	2850	2100	3200	2350	4050	3000	3750	2750	4750	3500

DO NOT use these values if a different torque value or tightening procedure is given for a specific application. Torque values listed are for general use only. Check tightness of fasteners periodically.

Shear bolts are designed to fail under predetermined loads. Always replace shear bolts with identical property class.

Fasteners should be replaced with the same or higher property class. If higher property class fasteners are used, these should only be tightened to the strength of the original.

Make sure fasteners threads are clean and that you properly start thread engagement. This will prevent them from failing when tightening.

Tighten plastic insert or crimped steel-type lock nuts to approximately 50 percent of the dry torque shown in the chart, applied to the nut, not to the bolt head. Tighten toothed or serrated-type lock nuts to the full torque value.

[a] *"Lubricated means coated with a lubricant such as engine oil, or fasteners with phosphate and oil coatings. "Dry means plain or zinc plated without any lubrication.*

DX,TORQ2 -19-05JUN91

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OPERATIONAL CHECKOUT PROCEDURE

Use this procedure to check all systems and functions on the machine.

This checkout procedure is designed so technician can make a quick check of the operation of the machine while sitting in operators seat.

A location will be required which is level, has adequate space to complete the driving checks and to work machine. The engine, power train and hydraulic oil must be at operating temperature.

Complete the necessary visual checks (oil levels, oil condition, external leaks, loose hardware, loose linkage, etc.) prior to doing the checkout procedure.

No special tools or gauges are needed. Always start in the left column and read completely, follow this sequence from left to right. Read each check completely before performing.

At the end of each check if no problem is found (OK:), you will be instructed to GO TO NEXT CHECK. If problem, (NOT OK:) is indicated, you will be given repair required and Group location or CTM number. If verification is needed you will be given next best source of information after GO TO:

Group 10 (System Operational Checks)

Group 15 (System Diagnostic Checks)

Group 20 (Adjustments)

Group 25 (Test)

CTM (Component Technical Manual)

T59,9005,K1 -19-09OCT91

❶ GAUGE, INDICATOR AND DIRECTION LEVER LOCK CHECKS (ENGINE OFF)

T82,95,J10 -19-27OCT88

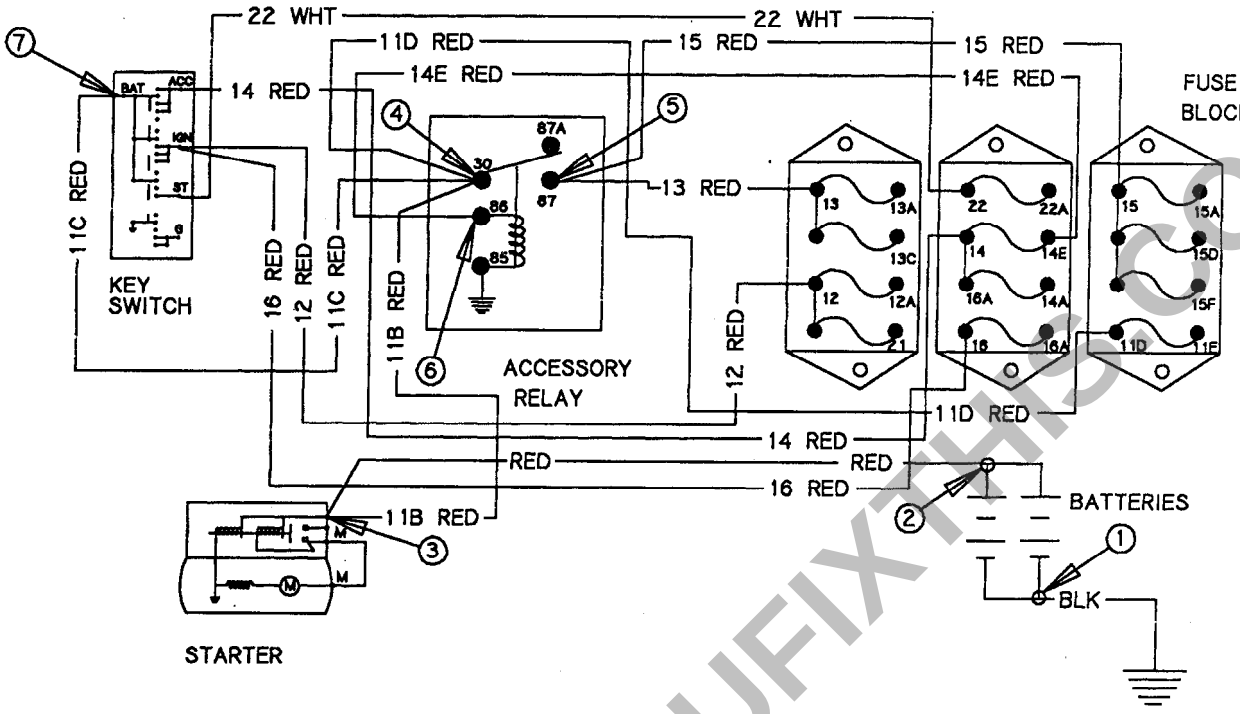
GAUGE, INDICATOR AND FNR LEVER LOCK CHECK	Engage park brake. Move FNR lever to neutral position and engage latch. Apply slight effort to FNR lever forward and reverse. Turn key switch to ON position.	*LISTEN: Solenoid click should be heard when key is turned on.* *LOOK: Fuel gauge should move to correct fuel level reading.* *LOOK: FNR lever latch must move freely and lever must remain locked in neutral position.*	**OK:** Go to next check. **NOT OK:** Go to Group 9015-15, Gauge and Monitor Circuit. (Fuel Gauge Does Not Work Or Give Accurate Reading.) **NOT OK:** Adjust or lubricate FNR lever latch.

T59,9005,C122 -19-17JAN92

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POWER CIRCUIT SCHEMATIC



TX,9015,QQ1471 -19-16JAN92

POWER AND GROUND CIRCUIT OPERATION

The 12-volt power circuit includes batteries and main current paths to the primary distribution points.

With key switch OFF, voltage is to the battery, starter, accessory relay, logic module and battery terminal of the key switch.

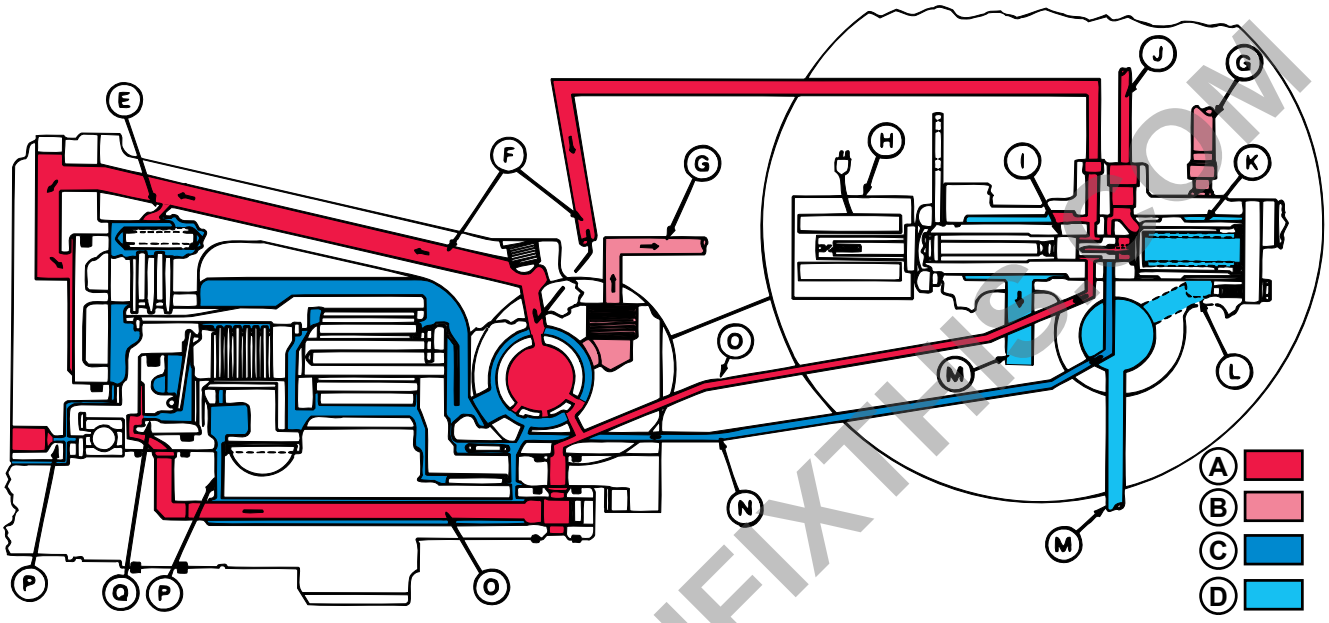
When key switch is moved from "OFF" position, current separates and continues through IGN, ACC, and ST terminals to main fuse block. Key switch G terminal is ground in bulb check and start positions.

TX,9015,QQ1464 -19-16JAN92

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REVERSER CONTROL VALVE CIRCUIT



T6225AR -UN-

A—Regulated Pressure Oil
B—Medium Pressure Oil
C—Lubrication Oil
D—Pressure Free Oil
E—Reverser Lube Orifice
F—Reverse Brake Oil
G—To Torque Converter
H—Disconnect Solenoid
I—Disconnect Spool
J—From Oil Pump
K—Regulating Piston
L—Spool Leakage For Rear Bearing Lubrication
M—To Reverser Oil Pan
N—Lubrication Oil Passage
O—Forward Clutch Oil
P—Lubrication Oil Passage
Q—Forward Lube Orifice

NOTE: Both forward and reverse clutches are shown pressurized to identify oil passages only. Disconnect spool is shown in neutral position.

T59,9020,J114 -19-16JAN92

9020
15
1

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I
III
2

ADDITIONAL METRIC CAP SCREW TORQUE VALUES

CAUTION: Use only metric tools on metric hardware. Other tools may not fit properly. They may slip and cause injury.

Check tightness of cap screws periodically. Torque values listed are for general use only. Do not use these values if a different torque value or tightening procedure is listed for a specific application.

Shear bolts are designed to fail under predetermined loads. Always replace shear bolts with identical grade.

Fasteners should be replaced with the same or higher grade. If higher grade fasteners are used, these should only be tightened to the strength of the original.

Make sure fastener threads are clean and you properly start thread engagement. This will prevent them from failing when tightening.

Tighten cap screws having lock nuts to approximately 50 percent of amount shown in chart.



T6873AA -UN-18OCT88

T-Bolt



T6873AB -UN-18OCT88

H-Bolt



T6873AC -UN-18OCT88

M-Bolt

METRIC CAP SCREW TORQUE VALUES*

Nominal Dia	T-Bolt N·m	T-Bolt lb-ft	H-Bolt N·m	H-Bolt lb-ft	M-Bolt N·m	M-Bolt lb-ft
8	29	21	20	15	10	7
10	63	46	45	33	20	15
12	108	80	88	65	34	25
14	176	130	137	101	54	40
16	265	195	206	152	78	58
18	392	289	294	217	118	87
20	539	398	392	289	167	125
22	735	542	539	398	216	159
24	931	687	686	506	274	202
27	1372	1012	1029	759	392	289
30	1911	1410	1421	1049	539	398
33	2548	1890	1911	1410	735	542
36	3136	2314	2401	1772	931	687

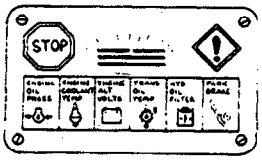
**Torque tolerance is ±10%.*

04T,90,M170 -19-21JAN92

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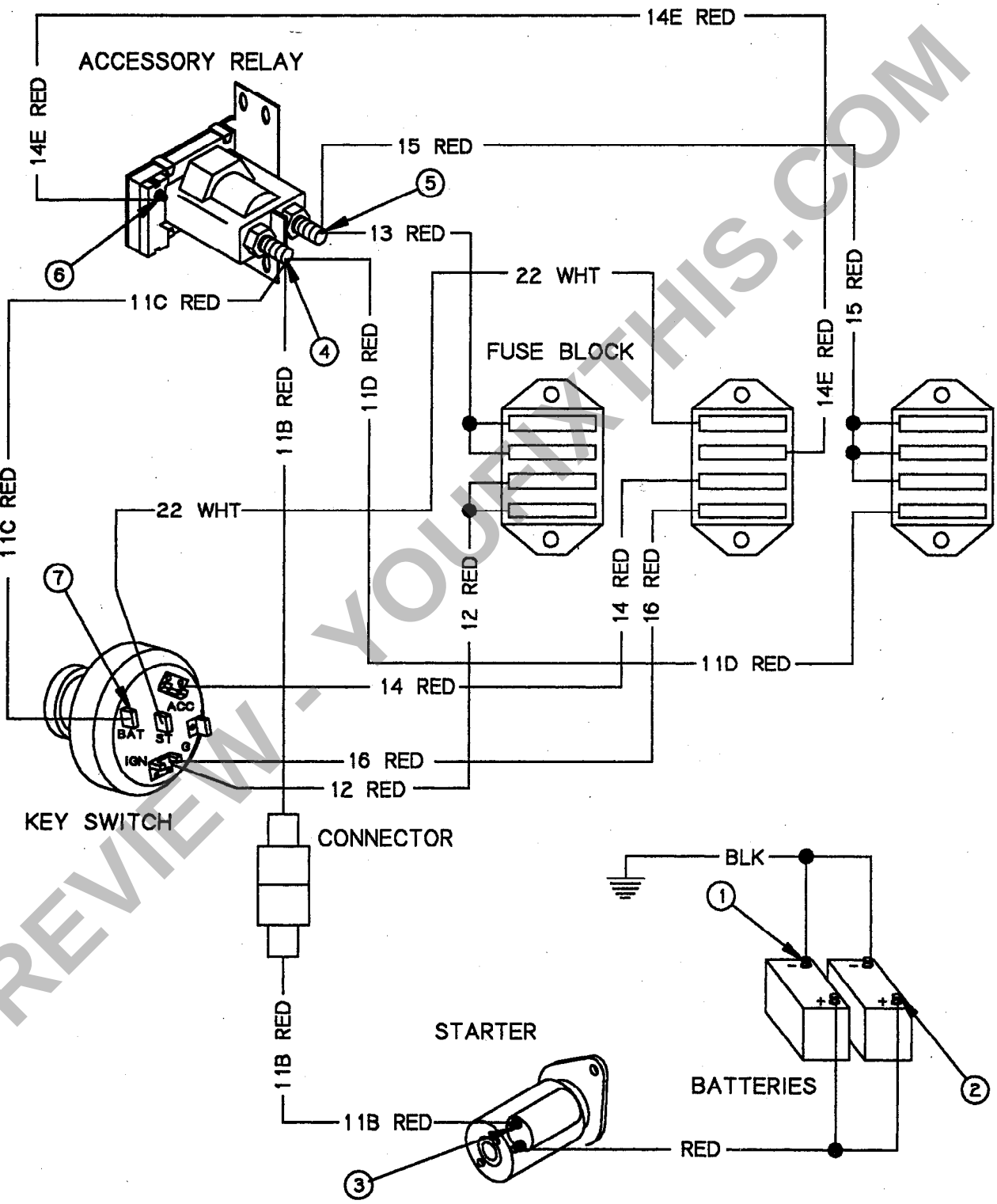
9005
10
2

MONITOR INDICATOR LIGHTS AND ALARM CHECKS	 T6171AA -UN-09DEC88	Turn key switch to BULB CHECK position and hold. *LOOK: All six monitor indicator lights and CAUTION light must be on. STOP light must flash and alarm must BEEP.* *LISTEN: Starting motor must NOT operate.*	**OK:** Go to next check. **NOT OK:** Check Monitor fuse. **NOT OK:** Go to Group 9015-10, Gauge and Monitor Checks-Display Monitor Check **NOT OK:** If motor starts and bulb check position is OK, key switch is failed or there is a short in wiring. Go to Group 9015-10, Key Switch Test. T59,9005,C123 -19-17JAN92

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POWER AND GROUND WIRING DIAGRAM



T7650AD CV

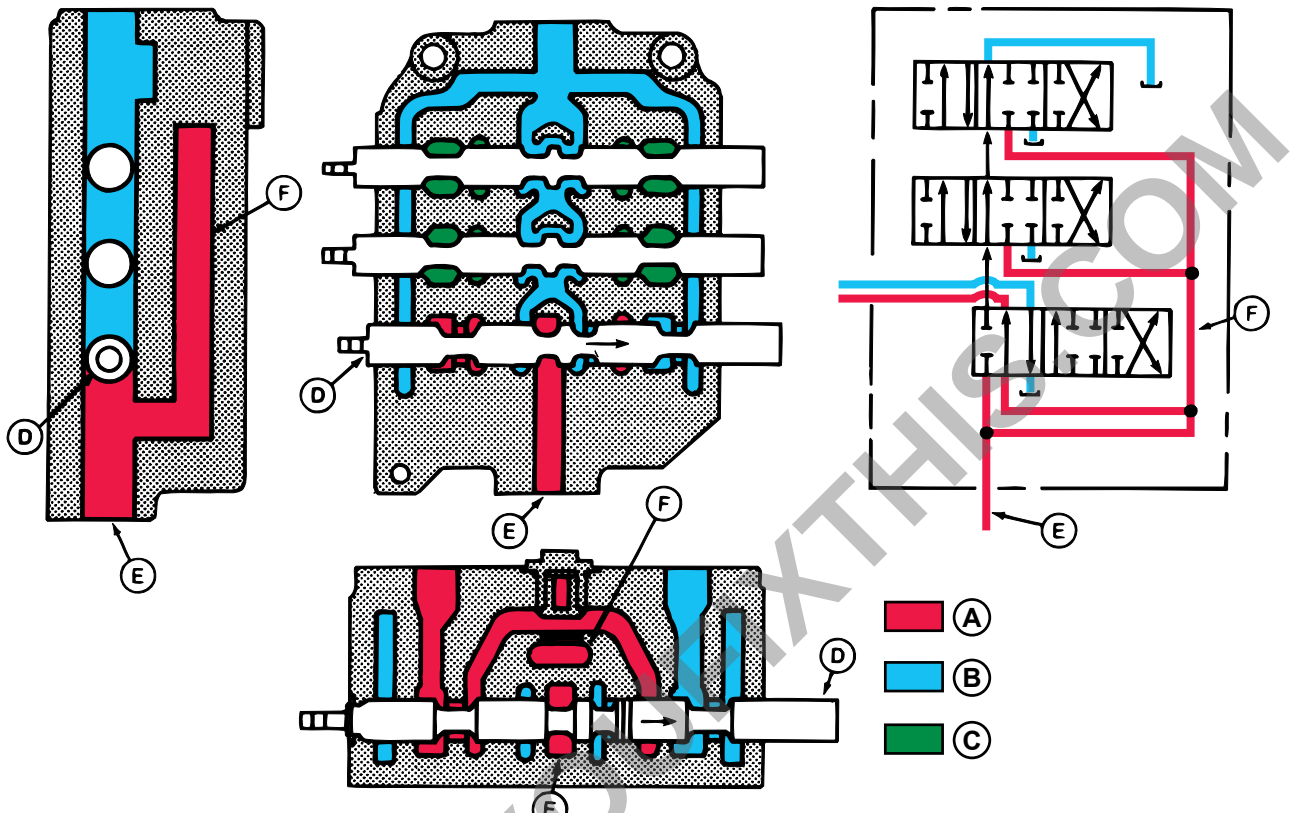
T7650AD -19-11DEC91

TX,9015,QQ1381 -19-16JAN92

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OPEN-CENTER HYDRAULIC SYSTEM



TX7624AA -UN-

A—Pressure Oil (From Main Hydraulic Pump)
B—Return Oil (Pressure Free)
C—Trapped Oil
D—Valve Spool
E—Inlet (From Pump)
F—Power Passage

NOTE: This illustration is for example only. This particular valve is not used on 210C, 310C or 315C Loader Backhoe.

Open-center system requires that the control valve spool be "OPEN" in the center to allow pump flow to pass through the valve and return to the reservoir. The main hydraulic pump supplies a constant flow of oil. This pressure oil must have a path for return when it is not required to operate a function.

A "Power Passage" (F) in the valve allows pressure oil to flow to all the control valve sections regardless of their spool positions.

With spool (D) moved to activate a function pressure oil flows to that function. Without a power passage no flow would be available to the other valves downstream of the activated function. With a power passage a parallel connection is made to the other valves downstream.

With the power passage providing a parallel connection, more than one function may be operated at a time.

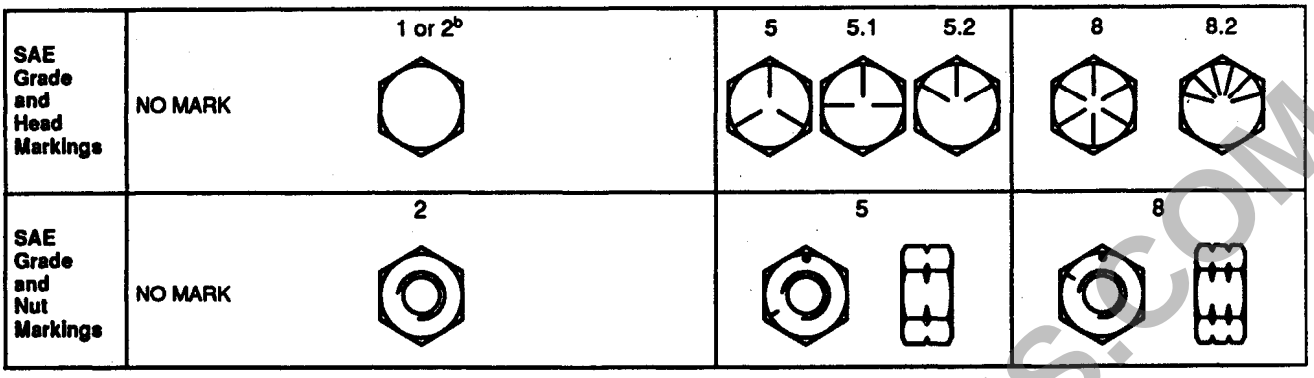
However, the function requiring the least amount of pressure will move first.

TX,9025,DS3949 -19-15JAN92

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UNIFIED INCH BOLT AND CAP SCREW TORQUE VALUES



TS1162 -19-04MAR91

Size	Grade 1				Grade 2[b]				Grade 5, 5.1, or 5.2				Grade 8 or 8.2			
	Lubricated[a]		Dry[a]		Lubricated[a]		Dry[a]		Lubricated[a]		Dry[a]		Lubricated[a]		Dry[a]	
	N·m	lb-ft	N·m	lb-ft	N·m	lb-ft	N·m	lb-ft	N·m	lb-ft	N·m	lb-ft	N·m	lb-ft	N·m	lb-ft
1/4	3.7	2.8	4.7	3.5	6	4.5	7.5	5.5	9.5	7	12	9	13.5	10	17	12.5
5/16	7.7	5.5	10	7	12	9	15	11	20	15	25	18	28	21	35	26
3/8	14	10	17	13	22	16	27	20	35	26	44	33	50	36	63	46
7/16	22	16	28	20	35	26	44	32	55	41	70	52	80	58	100	75
1/2	33	25	42	31	53	39	67	50	85	63	110	80	120	90	150	115
9/16	48	36	60	45	75	56	95	70	125	90	155	115	175	130	225	160
5/8	67	50	85	62	105	78	135	100	170	125	215	160	215	160	300	225
3/4	120	87	150	110	190	140	240	175	300	225	375	280	425	310	550	400
7/8	190	140	240	175	190	140	240	175	490	360	625	450	700	500	875	650
1	290	210	360	270	290	210	360	270	725	540	925	675	1050	750	1300	975
1-1/8	470	300	510	375	470	300	510	375	900	675	1150	850	1450	1075	1850	1350
1-1/4	570	425	725	530	570	425	725	530	1300	950	1650	1200	2050	1500	2600	1950
1-3/8	750	550	950	700	750	550	950	700	1700	1250	2150	1550	2700	2000	3400	2550
1-1/2	1000	725	1250	925	990	725	1250	930	2250	1650	2850	2100	3600	2650	4550	3350

DO NOT use these values if a different torque value or tightening procedure is given for a specific application. Torque values listed are for general use only. Check tightness of fasteners periodically.

Shear bolts are designed to fail under predetermined loads. Always replace shear bolts with identical grade.

Fasteners should be replaced with the same or higher grade. If higher grade fasteners are used, these should only be tightened to the strength of the original.

Make sure fasteners threads are clean and that you properly start thread engagement. This will prevent them from failing when tightening.

Tighten plastic insert or crimped steel-type lock nuts to approximately 50 percent of the dry torque shown in the chart, applied to the nut, not to the bolt head. Tighten toothed or serrated-type lock nuts to the full torque value.

[a] *"Lubricated" means coated with a lubricant such as engine oil, or fasteners with phosphate and oil coatings. "Dry" means plain or zinc plated without any lubrication.*

[b] *Grade 2 applies for hex cap screws (not hex bolts) up to 152 mm (6-in.) long. Grade 1 applies for hex cap screws over 152 mm (6-in.) long, and for all other types of bolts and screws of any length.*

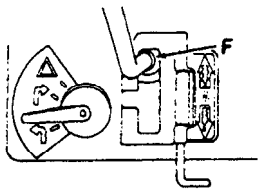
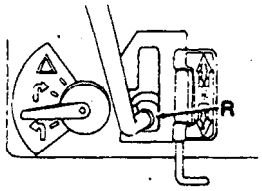
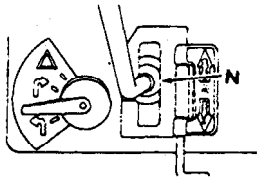
DX,TORQ1 -19-15MAR91

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❷ DIRECTION SELECTOR LINKAGE, NEUTRAL START SWITCH, START CIRCUIT AND REVERSE WARNING ALARM CHECKS

T82,95,J18 -19-17JAN92

DIRECTION SELECTOR LINKAGE CHECK	 T6171AD -UN-09DEC88  T6171AC -UN-09DEC88  T6171AB -UN-09DEC88	Engine off. Put transaxle in neutral. Turn key to ON position. Move FNR lever to forward, reverse, then neutral position. Observe and feel forward, neutral and reverse detents. *LOOK: FNR lever must align with neutral position in quadrant when reverser valve is neutral (center) detent position.* *LISTEN: You must hear neutral start switch "CLICK" as FNR lever is moved EQUAL distance from neutral to forward and reverse positions.* *FEEL: You must feel detent engagement in each position of FNR lever.*	**OK:** Go to next check. **NOT OK:** Adjust direction selector lever linkage. Go to Group 9020-20, Direction Selector Lever Linkage. **NOT OK:** If no "CLICK" inspect neutral start fuse. **NOT OK:** Go to Group 9015-10, Neutral Start Switch Check.

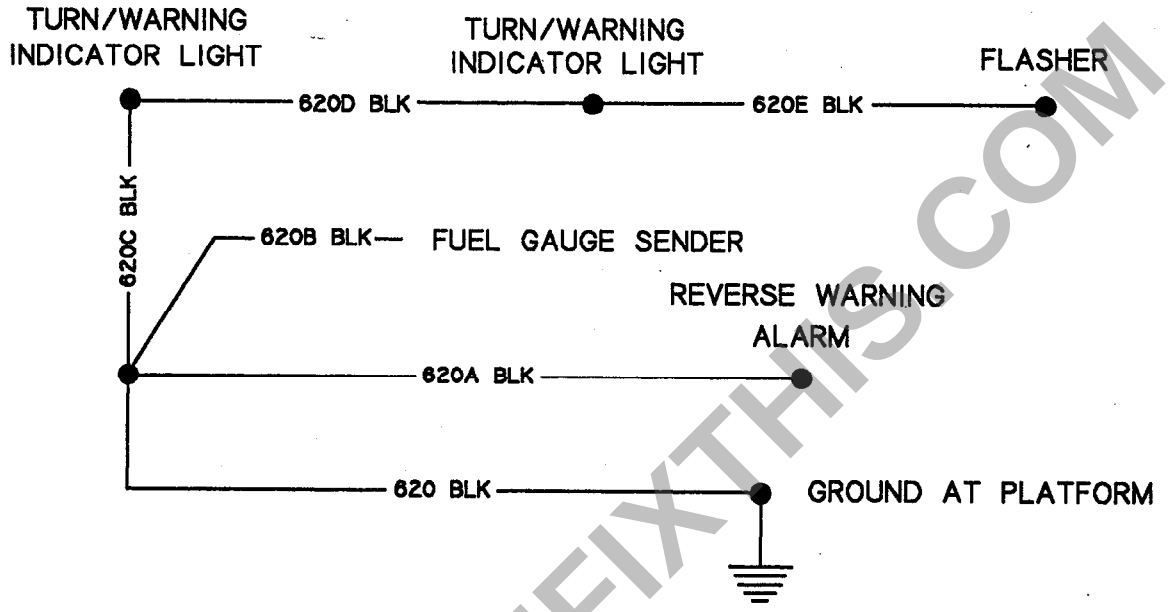
T59,9005,C126 -19-17JAN92

NEUTRAL START SWITCH CHECK	Put transaxle in neutral. Move FNR lever to forward position and turn key to START position. Move FNR lever to reverse position and turn key to START position. *LISTEN: Starting motor must NOT operate.*	**OK:** Go to next check. **NOT OK:** Adjust direction selector lever linkage. Go to Group 9020-20, Direction Selector Lever Linkage

T82,95,J14 -19-17JAN92

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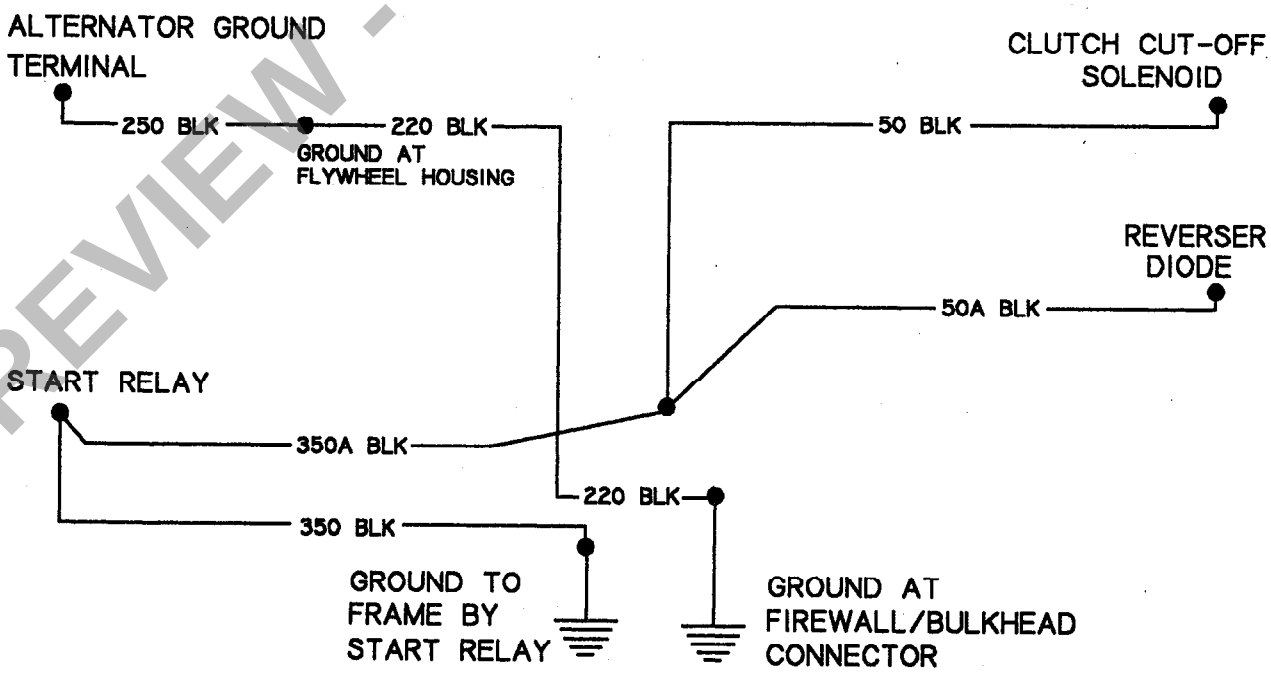


GROUND CIRCUIT WIRING DIAGRAM - PLATFORM HARNESS

T7650AE (CV)

T7650AE -19-11DEC91

TX,9015,QQ1383 -19-16JAN92



T7650AF (CV) GROUND CIRCUIT WIRING DIAGRAM - ENGINE HARNESS

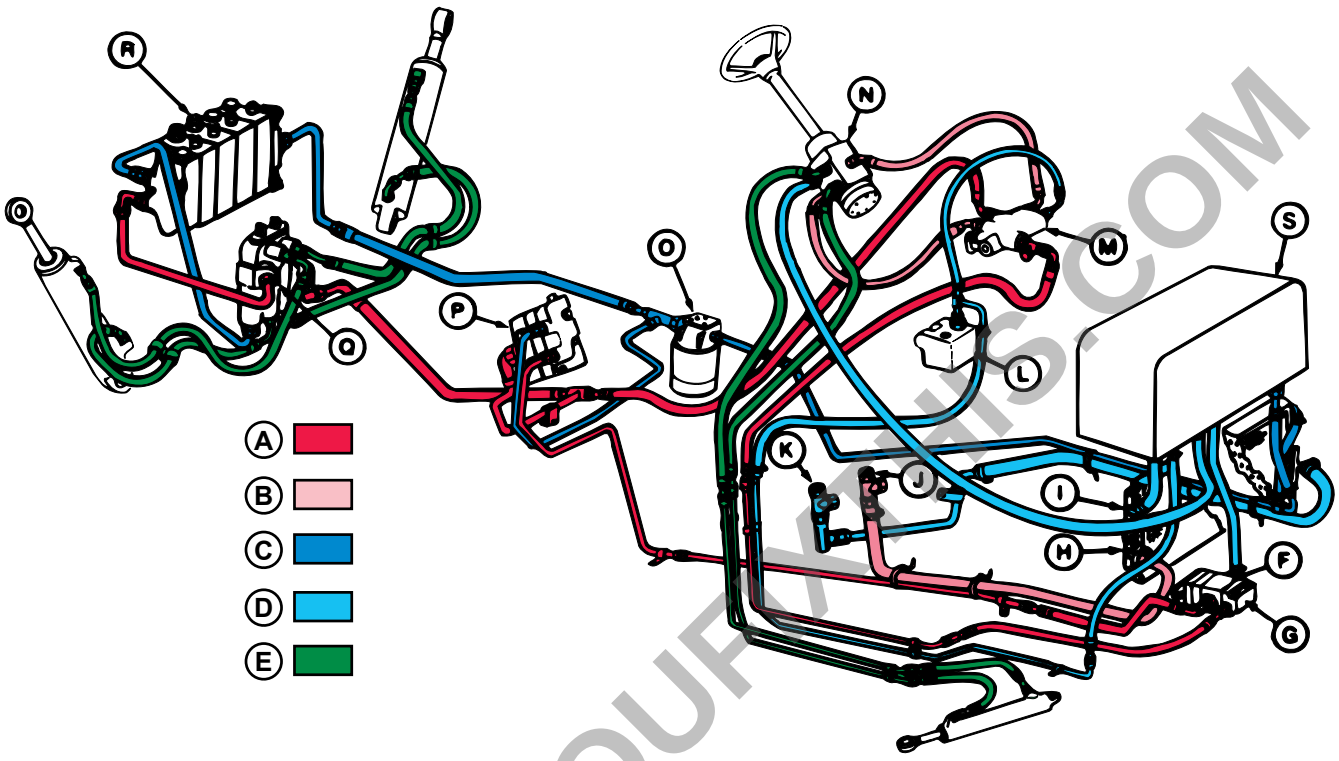
T7650AF -19-11DEC91

TX,9015,QQ1384 -19-16JAN92

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MAIN HYDRAULIC SYSTEM—210C



T6419AC -UN-

9025
05
2

A—High Pressure Oil
B—Low Pressure Oil
C—Return Oil (Low Pressure)
D—Return Oil (Pressure Free)
E—Trapped Oil
F—Main Hydraulic Pump
G—Steering Pump
H—Torque Converter Oil Cooler
I—Hydraulic System Oil Cooler
J—Torque Converter Out-To-Cooler
K—Reverser In-From Cooler
L—Service Brake Valve
M—Steering Priority Valve
N—Steering Control Valve
O—Main Hydraulic Filter
P—Loader Control Valve
Q—Stabilizer Control Valve
R—Backhoe Control Valve
S—Reservoir

Hydraulic oil flows through a strainer in reservoir (S) to the main hydraulic pump (F) and steering pump (G).

Pressure oil (A) from the main hydraulic pump flows to loader control valve (P). Pressure oil from the steering pump flows to the steering priority valve (M).

With steering valve (N) and loader control valves in neutral pressure oil is routed to the power beyond passages. Pressure oil from loader and steering priority valves then is combined and flows to stabilizer valve (Q).

With stabilizer valve in neutral pressure oil is routed through the stabilizer valve and to the backhoe valve (R).

With the backhoe valve in neutral pressure oil is routed through the valve and into the return circuit.

Return oil (C) from the backhoe and loader valves combine and flow through the main hydraulic filter (O).

Return oil is then routed to reservoir (S) and hydraulic oil cooler (I). A check valve (spring and poppet) located in the return line fitting on the bottom of the reservoir creates enough back pressure on returning oil to force a specific amount of oil through the cooler then to reservoir.

Low pressure oil (B) from torque converter out (J) (hottest oil in the hydraulic system) is routed to the torque converter cooler. Cooled oil is routed back to reverser (K).

T60,9025,J122 -19-17FEB88

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SECTION 9010—ENGINE/OPERATION TEST
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HANDLE FLUIDS SAFELY—AVOID FIRES

When you work around fuel, do not smoke or work near heaters or other fire hazards.

Store flammable fluids away from fire hazards. Do not incinerate or puncture pressurized containers.

Make sure machine is clean of trash, grease, and debris.

Do not store oily rags; they can ignite and burn spontaneously.



TS227 -UN-23AUG88

DX,FLAME -19-04JUN90

PREVENT BATTERY EXPLOSIONS

Keep sparks, lighted matches, and open flame away from the top of battery. Battery gas can explode.

Never check battery charge by placing a metal object across the posts. Use a volt-meter or hydrometer.

Do not charge a frozen battery; it may explode. Warm battery to 16°C (60°F).



TS204 -UN-23AUG88

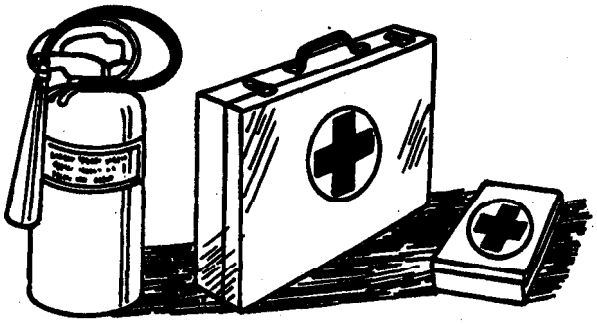
DX,SPARKS -19-04JUN90

PREPARE FOR EMERGENCIES

Be prepared if a fire starts.

Keep a first aid kit and fire extinguisher handy.

Keep emergency numbers for doctors, ambulance service, hospital, and fire department near your telephone.



TS291 -UN-23AUG88

DX,FIRE2 -19-04JUN90

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9005

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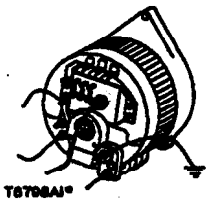
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ALTERNATOR AND REGULATOR (SERIAL NO. —766921)



T6796AI -UN-18OCT88

Disconnect leads at back of alternator. Remove rear cover. Reconnect all wire leads.

Run engine at fast idle.

On cab units, turn on dome light.

On canopy units, pull light switch out to first position.

Connect a wire from field terminal of alternator to ground.

LOOK: Dome light or taillight must get brighter when field terminal is grounded.

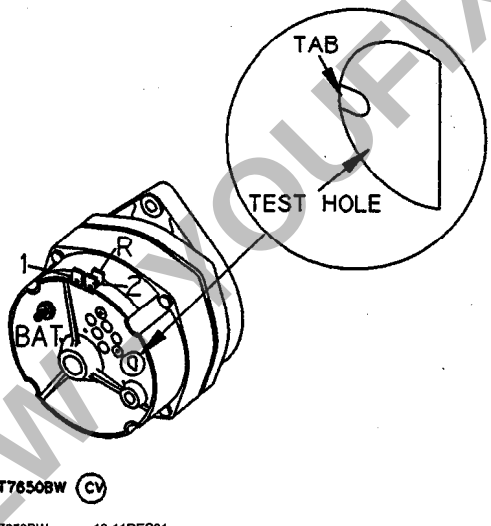
OK: Replace regulator.

NOT OK: Remove alternator. Check brushes and field. Go to Group 1672.

TX,9015,QQ1396 -19-16JAN92

9015 00 32

ALTERNATOR AND REGULATOR CHECK (SERIAL NO. 766922—)



T7650BW (CV)

T7650BW -19-11DEC91

Using a multimeter, connect to battery voltage at large terminal of starter, and ground other lead.

Start and run engine at 1500 rpm. Turn drive lights ON.

Insert a small screwdriver in alternator test hole and ground tab to alternator case.

LOOK: Voltage must steadily increase and lights get brighter when tab is grounded?

OK: Alternator is good, replace regulator.

NOT OK: Alternator is failed. Repair or replace.

TX,9015,QQ1397 -19-16JAN92

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Symptom	Problem	Solution
	Flywheel loose on crankshaft	Replace cap screws and tighten to specified torque. (See Repair Manual, Group 0400.)
	Transaxle parts worn or damaged	Repair or replace parts as necessary. (See Repair Manual, Group 0350.)
	Shifter forks on shafts worn	Replace parts as necessary. (See Repair Manual, Group 0350.)
	Reverser parts worn or damaged	Repair or replace parts as necessary. (See Repair Manual, Group 0350.)
	Cone point out of adjustment	Adjust to specifications. (See Repair Manual, Group 0350.)
	Incorrect backlash adjustment	Adjust to specifications. (See Repair Manual, Group 0350.)
	Differential gears damaged or worn	Repair or replace parts as necessary. (See Repair Manual, Group 0350.)
	Differential ring gear loose	Repair or replace parts as necessary. (See Repair Manual, Group 0350.)
	Worn bearings	Replace bearings and make all necessary adjustments. (See Repair Manual, Group 0350.)
	Axle shaft improperly adjusted	Adjust to specifications. (See Repair Manual, Group 0350.)
	Final drive planetary pinions or bearings damaged	Repair or replace planetary pinions. Replace bearings. (See Repair Manual, Group 0350.)
	Sun pinion damaged	Repair or replace. (See Repair Manual, Group 0350.)
	Worn final drive shaft and sun pinion	Repair or replace. (See Repair Manual, Group 0350.)
	Worn final drive shaft and sun pinion	Repair or replace. (See Repair Manual, Group 0350.)

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