WORKSHOP MANUAL

TB260

Serial No.126100001~

Book No. CQ1E001

WETB260-BB



MINI EXCAVATOR

TAKEUCHI

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Removing the swivel joint

1. Remove the upper frame.
   ☞ "Removing the upper frame"
2. Disconnect the hydraulic hoses from the swivel joint (1).
3. Take out the bolt holding the stopper in place, and remove the stopper (2).
   Bolt: ThreeBond #1324
   Bolt: 102 N·m (75.2 ft.-lb)
4. Take out the bolts holding the swivel joint (1) in place, and remove the swivel joint (1).
   Bolt: ThreeBond #1324
   Bolt: 256 N·m (189 ft.-lb)
5. Raise the swivel joint (1), and remove it.
   Swivel joint: 22 kg (49 lb)

Installing the swivel joint

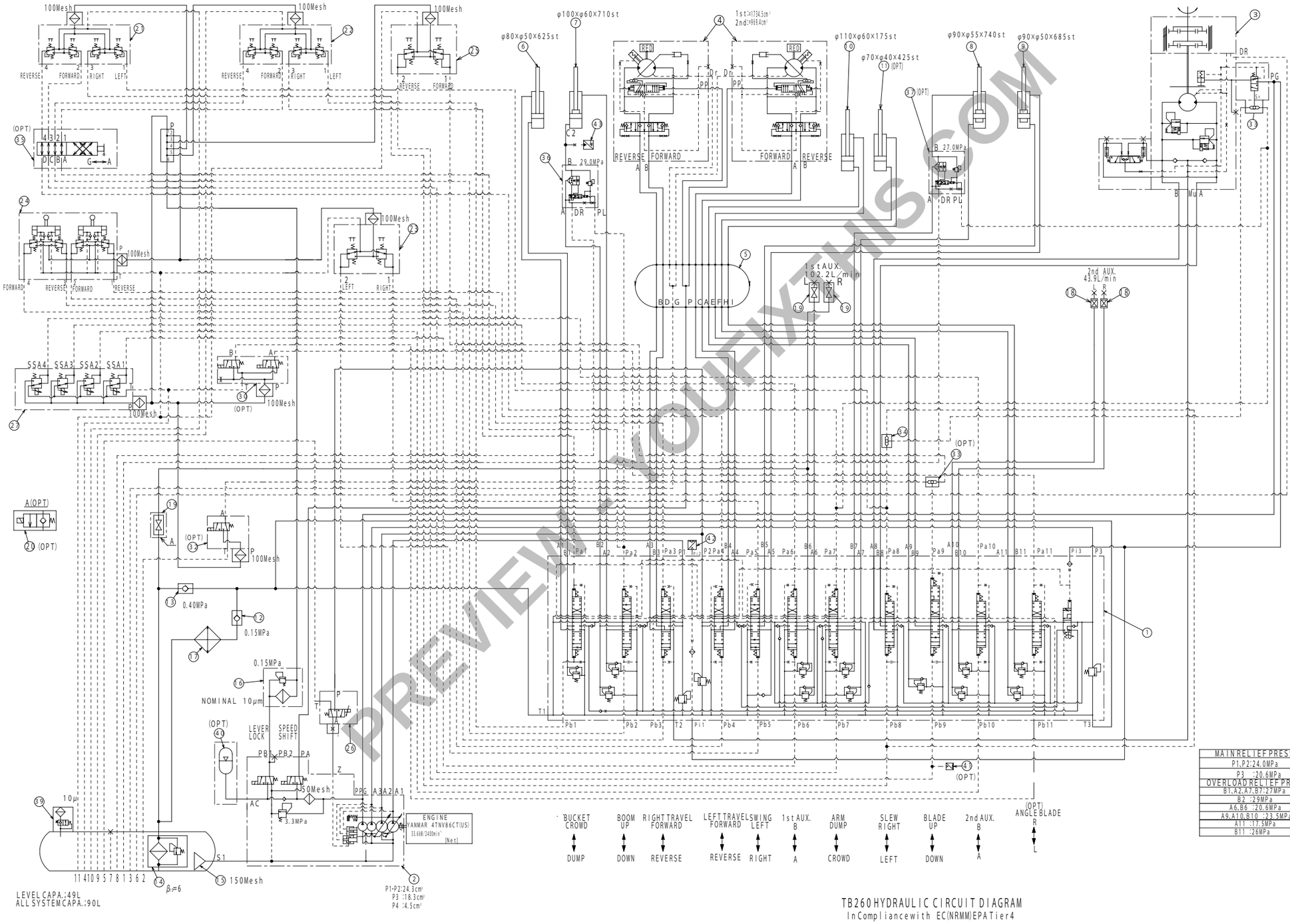
For installation, follow the same procedures as for removal but in the reverse order.

- When installing the swivel joint, secure it in place temporarily using bolts, and position the center using a dial gauge.
- Adjust the position so that the center offset is 1 mm (0.0394 in.) or less.

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HYDRAULIC CIRCUIT DIAGRAM



TB260 HYDRAULIC CIRCUIT DIAGRAM
In Compliance with EC(NRMM)EPA Tier4

Drawing No.	1/2
05501-00009	

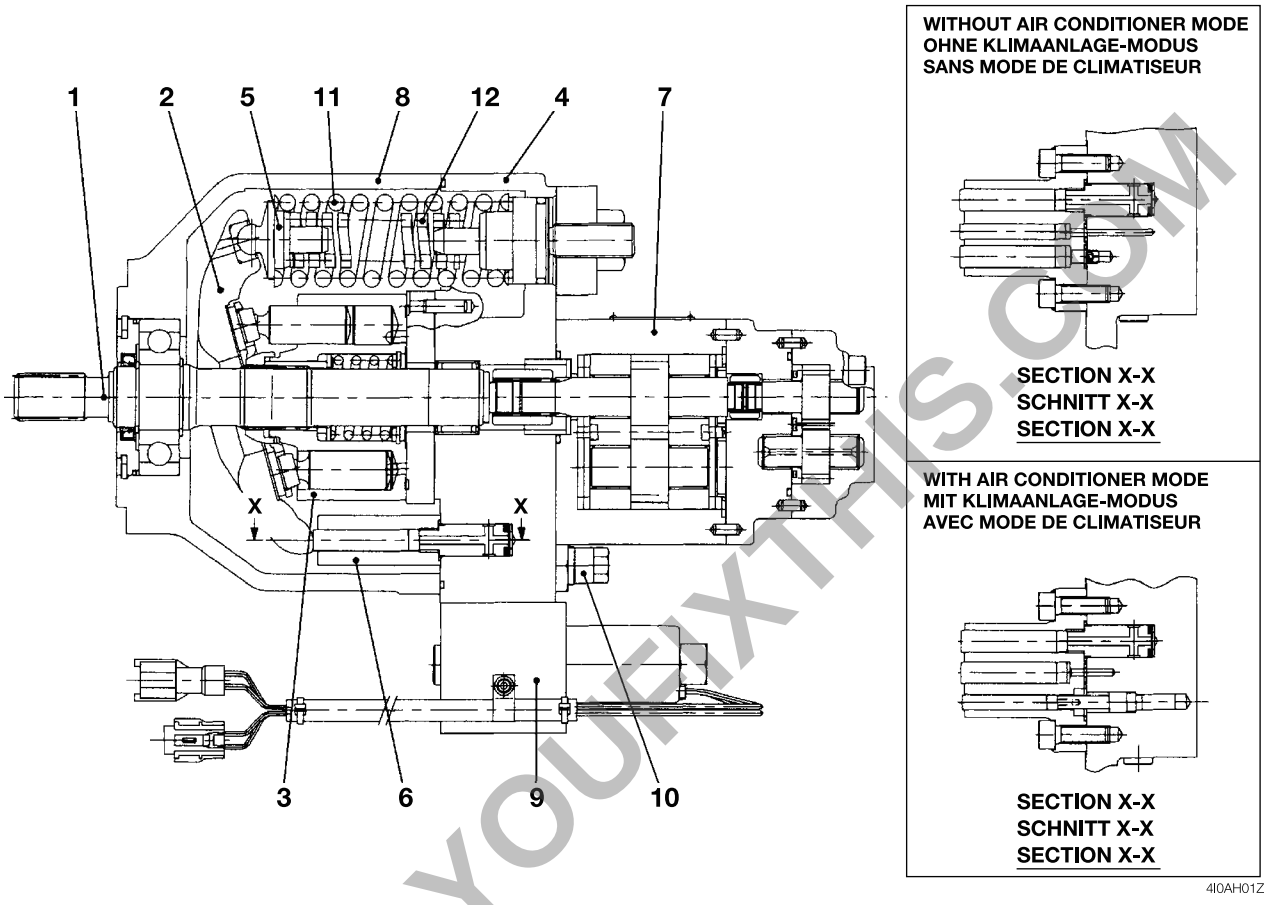
2F0AW01

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HYDRAULIC PUMP

Construction



1. Shaft
2. Swash plate
3. Cylinder block
4. Cover
5. Spring seat
6. Piston control
7. Gear pump
8. Housing
9. Solenoid valve
10. Relief valve
11. Spring (outer)
12. Spring (inner)

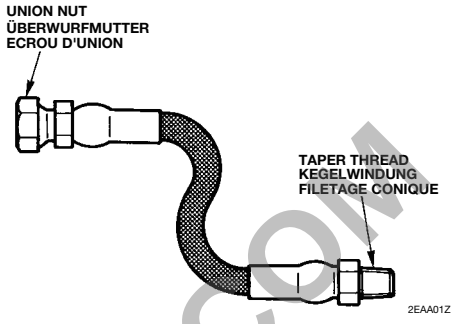
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TIGHTENING TORQUE

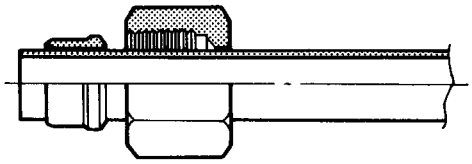
Hydraulic hose

Hose fitting size	Tightening torque			
	Union nut (G)		Taper thread (R)	
	N·m	ft.-lb	N·m	ft.-lb
1/8	$9.8^{+4.9}_{0}$	$7.3^{+3.5}_{0}$	11.8 ± 1.2	8.7 ± 0.8
1/4	$24.5^{+4.9}_{0}$	$18.1^{+3.5}_{0}$	29.4 ± 2.9	21.7 ± 2.1
3/8	$49.0^{+4.9}_{0}$	$36.2^{+3.5}_{0}$	53.9 ± 5.4	39.8 ± 3.9
1/2	$58.8^{+4.9}_{0}$	$43.4^{+3.5}_{0}$	88.3 ± 8.8	65.1 ± 6.4
3/4	$117.7^{+4.9}_{0}$	$86.8^{+3.5}_{0}$	147.1 ± 14.7	108.5 ± 10.7
1	$137.3^{+4.9}_{0}$	$101.3^{+3.5}_{0}$	196.1 ± 19.6	144.7 ± 14.3



Bite-type pipe fitting for steel pipe

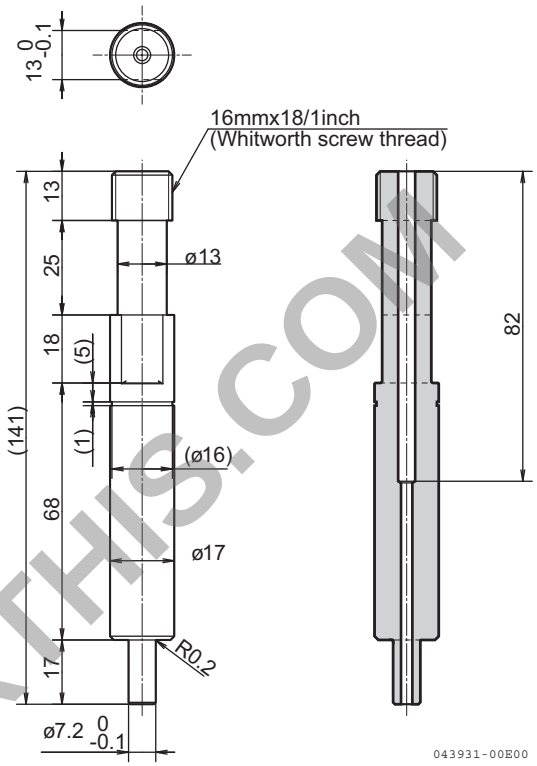
Outer diameter of pipe (mm)	Tightening torque	
	N·m	ft.-lb
8	34.3 ± 4.9	23.5 ± 3.5
10	41.7 ± 2.5	30.7 ± 1.7
12	58.8 ± 4.9	43.4 ± 3.5
15	88.3 ± 4.9	65.1 ± 3.5
16	93.2 ± 4.9	68.7 ± 3.5
18	132.4 ± 4.9	97.6 ± 3.5
22	205.9 ± 9.8	151.8 ± 7.2
27.2	245.2 ± 9.8	181.0 ± 7.2
28	313.8 ± 19.6	231.4 ± 14.3
32	313.8 ± 19.6	231.4 ± 14.3
35	411.9 ± 19.6	303.7 ± 14.3



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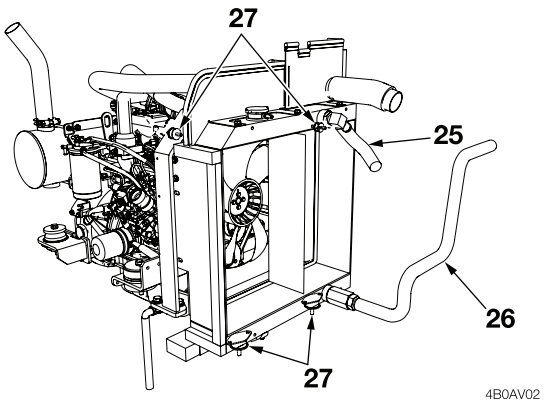
SPECIAL SERVICE TOOLS

Compression gauge	For measuring compression pressure YANMAR Part No.129978-92950 For detailed dimensions, *refer to Compression gauge adapter (129A00-92950) on page 6-22.*	

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Removing the engine

1. Remove the battery ground cable from the battery terminal.
2. Remove the covers.
   ☞ "Removing the covers"
3. Remove the air cleaner (18).
4. Loosen the radiator cap, and bleed out the engine coolant from the drain valve (17).
   • Engine coolant volume: 11.0 L (11.6 USLqt)
5. Disconnect the hoses (14) and (15) from the radiator assembly (9).
6. Disconnect the hose from the drain valve (17).
7. Disconnect the hose from the sub-tank (16), and remove the sub-tank.
8. Bleed out the gas from the air conditioner unit, and remove the hose from the condenser.
   ☞ "Air conditioner"
9. Drain the hydraulic oil from the tank.
   ☞ "Removing the hydraulic tank"
10. Disconnect the hydraulic hoses (25) and (26) from the radiator assembly (9).
11. Take out the fixing nuts (27) holding the cushion rubber in place, and remove the radiator assembly (9).
    • Slowly hoist up the radiator assembly while slowly pulling it forward so that the shroud does not strike the cooling fan.
    kg : 45 kg (100 lbs)
12. Remove the hydraulic pump.
    ☞ "Removing the hydraulic pump"
13. Disconnect the fuel hoses on the engine side.
    ☞ "Removing the hydraulic tank"
14. Disconnect the battery cable and the engine electrical wiring on the engine side.
    • Attach an identification label to each wiring.
    ☞ "2. Wire harness diagram"
    ☞ "Removing the battery"
15. Disconnect the engine ground cable (12).
16. Take out the bolts, and suspend the engine.
    Nut×4: 102 N·m (75.2 ft.-lb)
    kg : 170 kg (375 lb)



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SPECIFICATION TABLES

Operating mass	Rubber crawler	Canopy	kg (lb)	–
		Cab	kg (lb)	5660 (12480)
	Steel crawler	Canopy	kg (lb)	–
		Cab	kg (lb)	5850 (12895)
Rated horse power			kW (hp)	33.6 (45.1)
			min^{-1} (rpm)	2400 (2400)
Bucket capacity	Heaped capacity		m^3 ($ft.^3$)	0.168 (5.93)
	Struck capacity		m^3 ($ft.^3$)	0.127 (4.48)

Performance

Standard loading mass			kg (lb)	230 (505)
Slew speed			min^{-1} (rpm)	–
Travel speed	Rubber crawler	1st	km/h (mph)	–
		2nd	km/h (mph)	–
	Steel crawler	1st	km/h (mph)	–
		2nd	km/h (mph)	–
Maximum tractive force			kN (lbf)	62.3 (14000)
Gradeability			%	58
			deg.	30
Ground pressure	Rubber crawler	Canopy	kPa (psi)	–
		Cab	kPa (psi)	31.1 (4.51)
	Steel crawler	Canopy	kPa (psi)	–
		Cab	kPa (psi)	32.3 (4.68)
Noise level	Sound-power level		dB (A)	–
	Sound-pressure level*		dB (A)	–

*: At the operator location as stipulated by ISO 6396: 2008.

Dimensions of completed machine

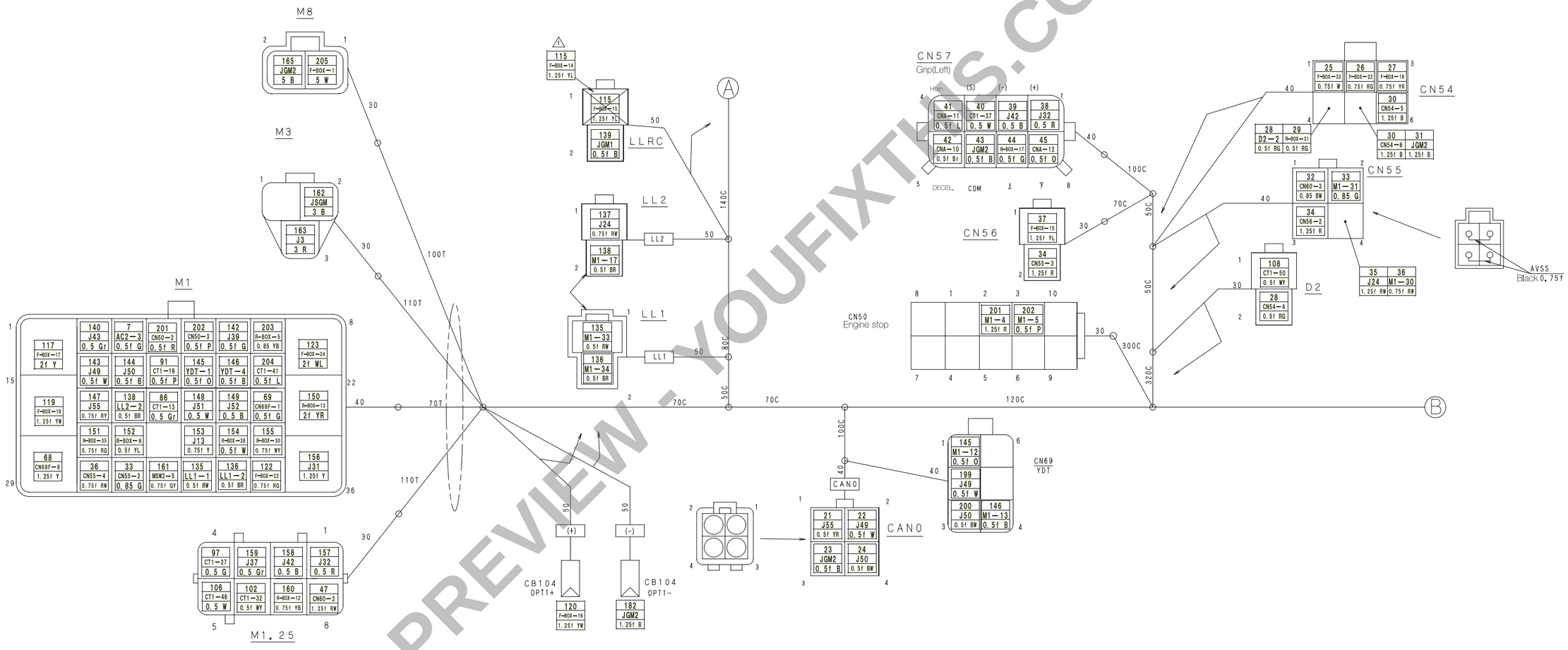
Overall length	Standard arm		mm (in.)	–
	Middle arm		mm (in.)	5540 (218)
	Long arm		mm (in.)	5550 (218.5)
Overall width	During normal operation		mm (in.)	2000 (78.7)
	Track retracted		mm (in.)	–
Overall height	Rubber crawler	Canopy	mm (in.)	–
		Cab	mm (in.)	2600 (102.4)
	Steel crawler	Canopy	mm (in.)	–
		Cab	mm (in.)	2590(102.0)

Dimensions of base machine

Overall length of base machine		mm (in.)	3155 (124.1)
Overall width of base machine	During normal operation	mm (in.)	2000 (78.7)
	Track retracted	mm (in.)	–
Upper structure overall width		mm (in.)	1870 (73.6)
Upper structure overall width	Left	mm (in.)	950 (37.5)
	Right	mm (in.)	920 (36.1)
Cab overall width		mm (in.)	1040 (40.9)

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Drawing No.	3/5
05542-00063-1	

2H0AW11

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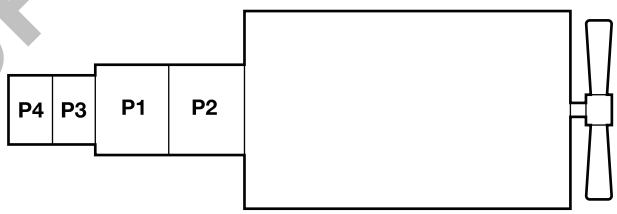
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OVERALL MACHINE

No operation is possible.

1	Check the hydraulic oil level.	Insufficient	Add hydraulic oil.
	Sufficient		
2	Check the hydraulic pump.	Faulty	• Repair or replace the hydraulic pump. • Replace the coupling.

1. Check the hydraulic oil level.
   Check the hydraulic oil tank level.
   ☞ "4. Disassembly and assembly, Hydraulic oil tank"
   When adding, use the same brand of oil currently being used.
   ☞ "2. Service data, Fuel and lubricant table"
2. Checking the hydraulic pump.
   • Checking the pump pressure
   ☞ "2. Service data, Performance criteria"



2DAA011Z

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Hydraulic system

Hydraulic pump drive system				Engine direct coupling
Hydraulic pump	Type			Variable displacement type double axial piston + double gear
	Quantity			1
	Delivery	P1	L/min. (US gal./min.)	58.3 (15.4)
		P2	L/min. (US gal./min.)	58.3 (15.4)
		P3	L/min. (US gal./min.)	43.9 (11.6)
		P4	L/min. (US gal./min.)	10.8 (2.9)
	Hydraulic pump control system			All horsepower control
Main relief valve pressure setting			MPa (psi)	24.0 (3480)
			MPa (psi)	24.0 (3480)
			MPa (psi)	20.6 (2990)
			MPa (psi)	3.3 (480)
Hydraulic tank pressure				Pressure tank
Control valve	Type			Directional control valve,12 valves in series (standard spec)
	Operation type			–
Hydraulic oil filter	Type			Glass fiber filter type
	Filter precision			BETA10 = 6
	Installation position			Return circuit (in hydraulic tank)
Hydraulic oil cooler	Cooling system			Air cooling
	Radiation surface area		m^2 ($ft.^2$)	–

Operating device

Cab	Position	Left side
	Construction	Suspension seat, adjustable
Cab or canopy	Construction	Steel-enclosed cab with fully reinforced glass windows, canopy with steel support columns
Control levers and pedals	Shifting operation	Variable travel speed switch (with right joystick grip controller) and accelerator adjuster (with dial knob)
	Travel operation	Hydraulic pilot-operated, 2 levers
	Slew operation	Hydraulic pilot-operated
	Arm operation	Hydraulic pilot-operated
	Bucket operation	Hydraulic pilot-operated
	Boom operation	Hydraulic pilot-operated
	Boom swing operation	Hydraulic pilot-operated, pedal-operated system
	Other	Auxiliary line piping operation: Hydraulic, pilot-operated pedal system
Instruments, switches		Cluster gauge (5.7-in. LCD panel), light, Power mode, high-altitude mode, auto-deceleration function, 1st auxiliary line piping detent, lift alarm, and beacon light.
Lighting device		Headlight, boom light (12 V-55 W H3 halogen), side light (12 V-20 W)

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SAFETY ALERT SYMBOL



This symbol represents the safety alert.
The message that follows the symbol contains important information regarding human safety.
Read and understand the message to avoid personal injury or death.

Safety label

Safety labels are used to alert operators or other people exposed to the risks of injury or damage. There are the following three types of labels.
Read the labels carefully as they are important for your safety.

⚠ DANGER

The word “DANGER” indicates an imminently hazardous situation which, if not avoided, is likely to result in serious injury or death.

⚠ WARNING

The word “WARNING” indicates a potentially hazardous situation which, if not avoided, could result in serious injury or death.

⚠ CAUTION

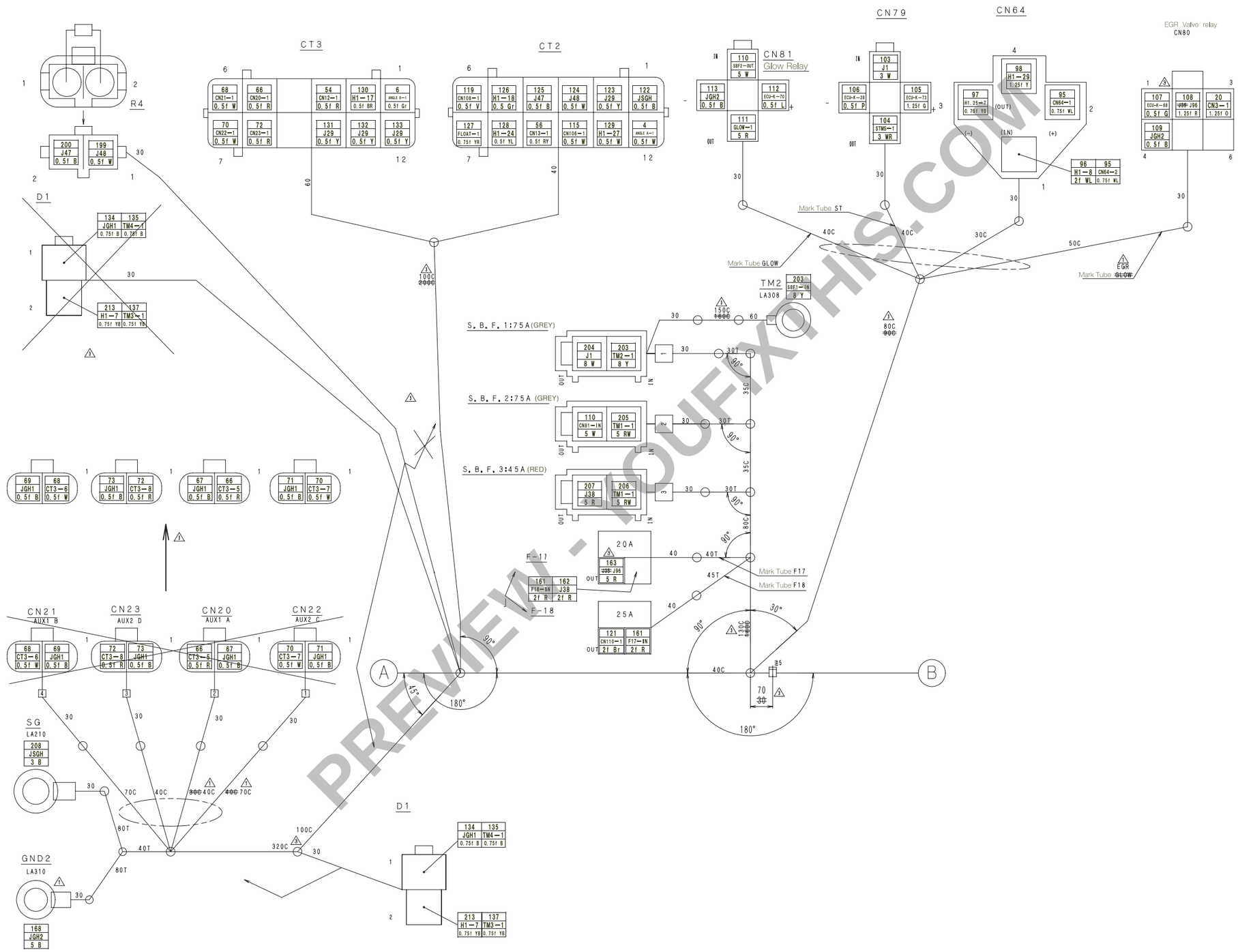
The word “CAUTION” indicates a potentially hazardous situation which, if not avoided, may result in minor or moderate injury.

IMPORTANT: The word “IMPORTANT” is used to alert operators and maintenance personnel about situations which could result in damage to the machine and its components.

This manual is intended for trained and qualified personnel only. Warnings or cautions described in this manual do not necessarily cover all safety measures. It is also impossible to cover all hazards and risks which may be associated with the maintenance of the machine in every environment. For maintenance work, each person must take adequate safety precautions against possible hazards in the respective working environment.

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Drawing No.	3/7
05542-00061-3	

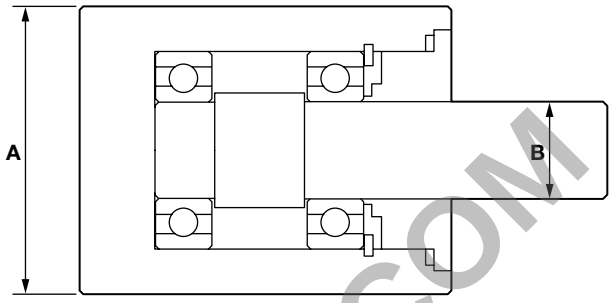
2H0AW04

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SERVICE STANDARDS

Carrier roller

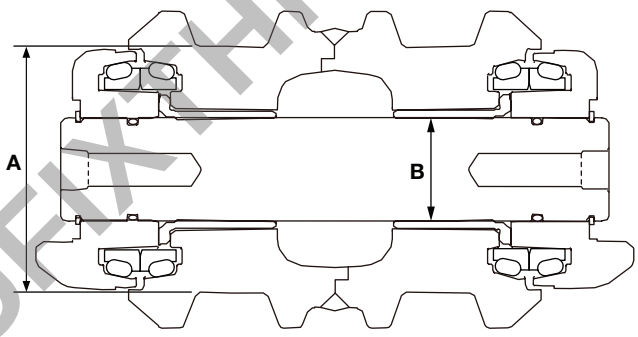
Code	Criteria, mm (in.)	
	Standard dimension	Allowable value
A	84 (3.3)	80 (3.1)
B	30 (1.2)	–



4A0AF01Z

Track roller

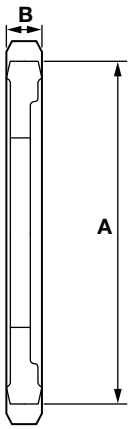
Code	Criteria, mm (in.)	
	Standard dimension	Allowable value
A	95 (3.7)	89 (3.5)
B	40 (1.6)	–



4A0AV01

Sprocket

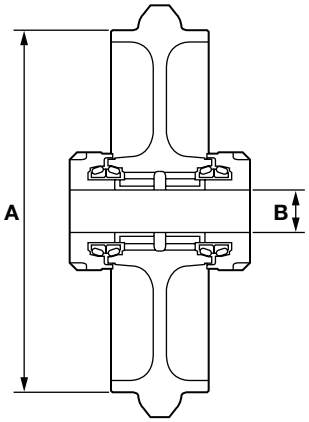
Code	Criteria, mm (in.)	
	Standard dimension	Allowable value
A	380.4 (14.98)	374.4 (14.74)
B	44 (1.7)	–



4A0AF03Z

Idler

Code	Criteria, mm (in.)	
	Standard dimension	Allowable value
A	350 (13.8)	344 (13.5)
B	45 (1.8)	–

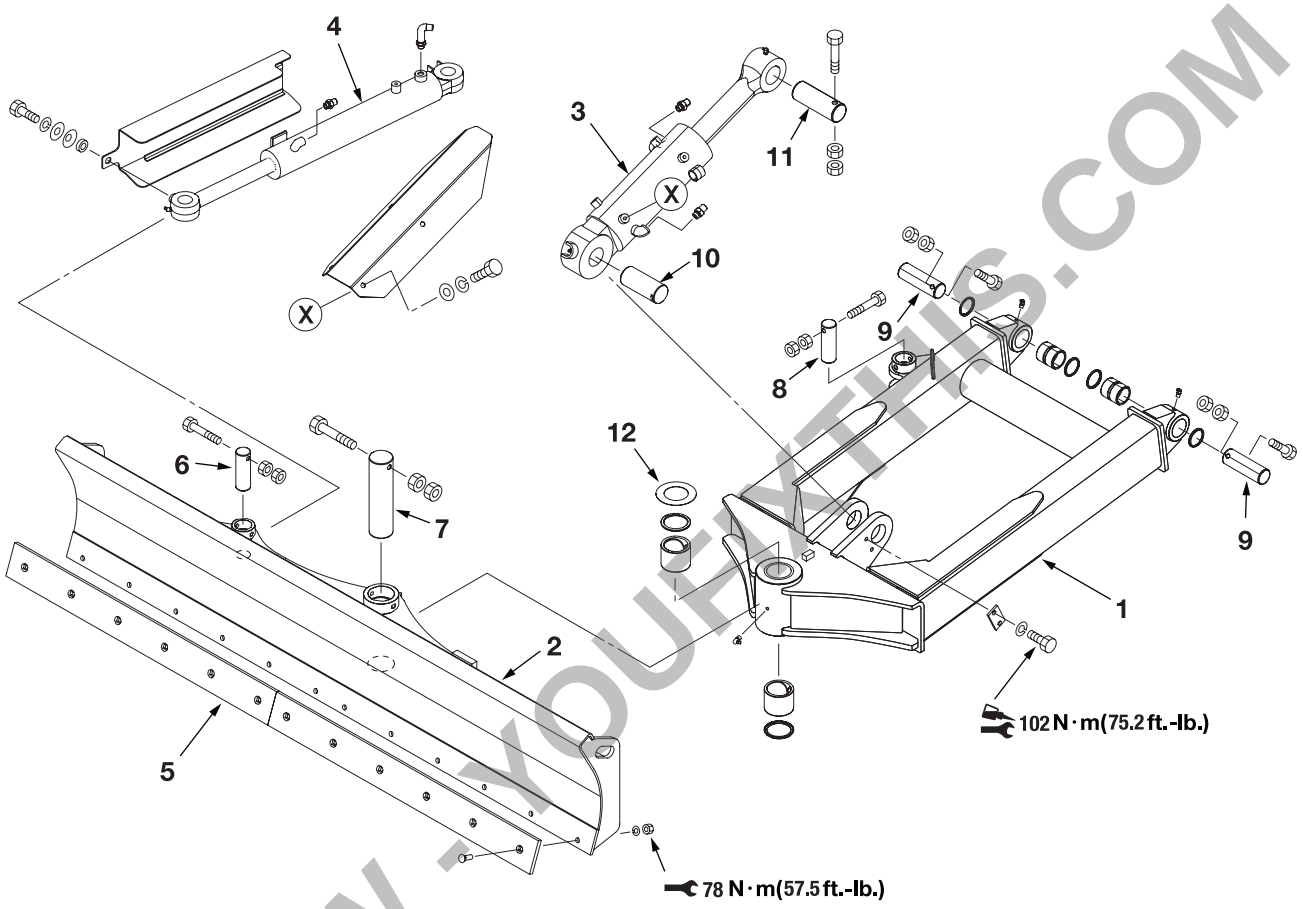


4A0AF04Z

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Angle blade



4G0AW05

1 Insert the bolt from the underside, and tighten on the double nut from the top side.
ThreeBond #1324

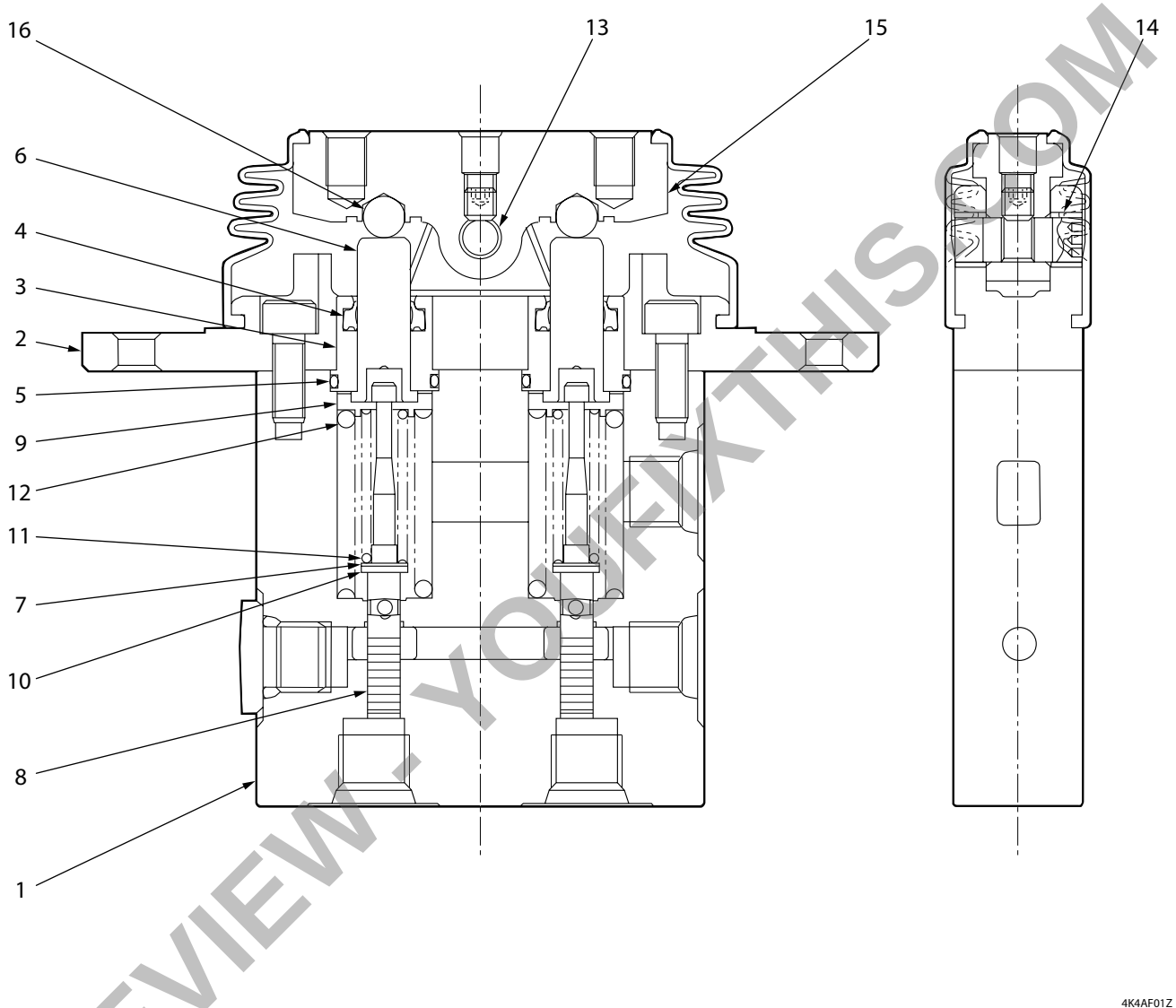
1. Blade arm
2. Blade
3. Blade cylinder
4. Angle cylinder
5. Pin
6. Pin
7. Pin
8. Pin
9. Pin
10. Pin
11. Pin
12. Shim (Selected usage)

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PILOT VALVE (SWING, BLADE)

Construction



4K4AF01Z

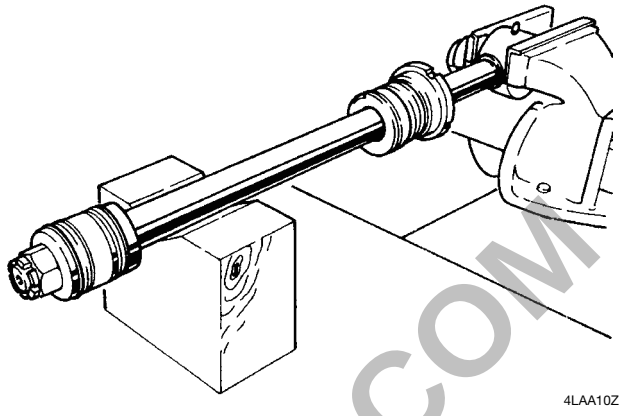
1. Casing	7. Shim	13. Shaft
2. Cover	8. Spool	14. Bushing
3. Plug	9. Spring seat	15. Cam
4. Seal	10. Washer	16. Ball
5. O-ring	11. Spring	
6. Push rod	12. Spring	

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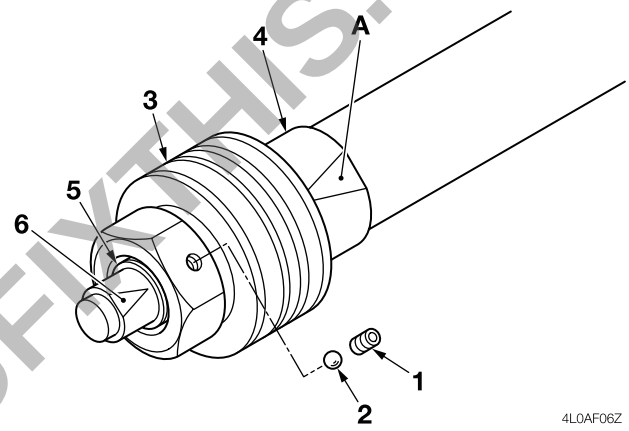
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Piston rod assembly

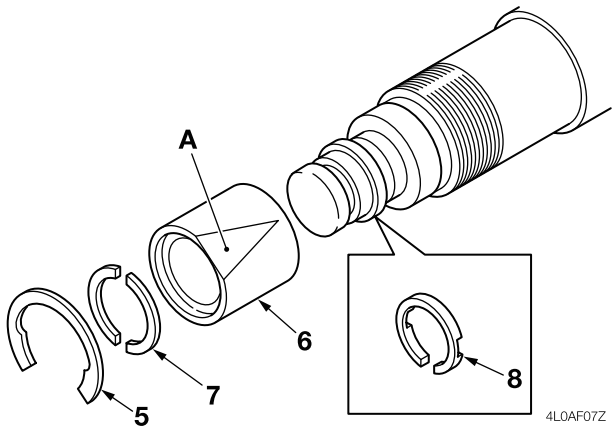
1. Fasten the piston rod assembly horizontally.



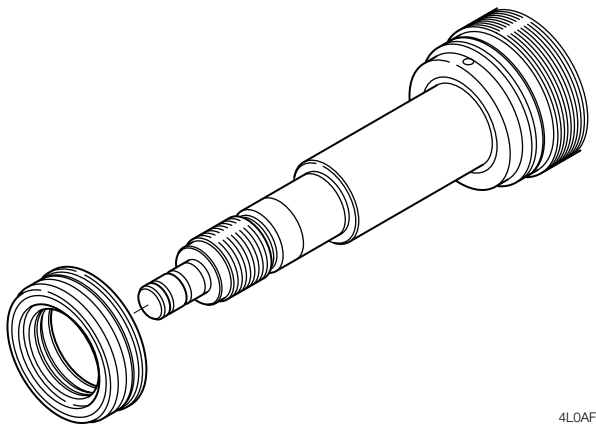
2. Remove the pistons.
   a. Take out the set screw (1), and remove the ball (2).
      • The set screw (1) is swaged at two points with a punch. Remove the punched parts using a hand drill.
   b. Remove the piston (3).
   c. Remove the cushion bearing (4).



   d. Remove the snap ring (5).
   e. Push down on the cushion bearing (6), remove the stopper (7) and then pull out the cushion bearing.
   f. Remove the cushion seal (8).



3. Remove the holder assembly.



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General Precautions

- Perform disassembly and assembly work in a clean place. Provide clean containers to hold parts during disassembly.
- Clean around the ports before disassembly. Remove paint around connectors with a wire brush.
- Clean the disassembled parts with wash oil.
- Put alignment marks on all parts to reassemble them in the same positions.
- After each disassembly, replace all seals and apply a thin layer of grease to them.
- Check each part for abnormal wear or seizing. Remove any burrs with sandpaper.

Disassembly

1. Take out the bolts and remove the hub from the flange (3).
   - Hold the hub in a vise.
   - During assembly, use a pipe on the stopper pin of the shaft to check that the shaft rotates smoothly.

   Bolt: 55.0 N·m (40.6 ft.-lb)
2. Remove the O-ring (8) from the groove in the hub.
3. Remove the snap ring (12), and remove the spacer (4).
   - During assembly, check to make sure that the snap ring turns in the groove.
   - Orient the spacer so that the chamfered side points inward.
4. Attach the mounting jig to the hub (2), and remove the shaft (1).
   - During assembly, apply adequate amounts of grease to the sliding surfaces between the shaft and rotor and to the seals. While making sure to keep parts in their proper relative positions, insert the shaft into the hub.
   - Being careful not to damage the seals, tap on the shaft lightly with a plastic hammer or similar tool to keep it straight and ensure that it is inserted evenly.
5. Remove each seal from its proper groove using a pin with a sharp point so as not to damage the sides of the grooves.
   - During assembly, be careful when attaching the seals so as not to damage them.
   - Do not forcibly twist, bend, or otherwise deform any part of the seal.
   - After attaching the seals, apply grease to each seal.

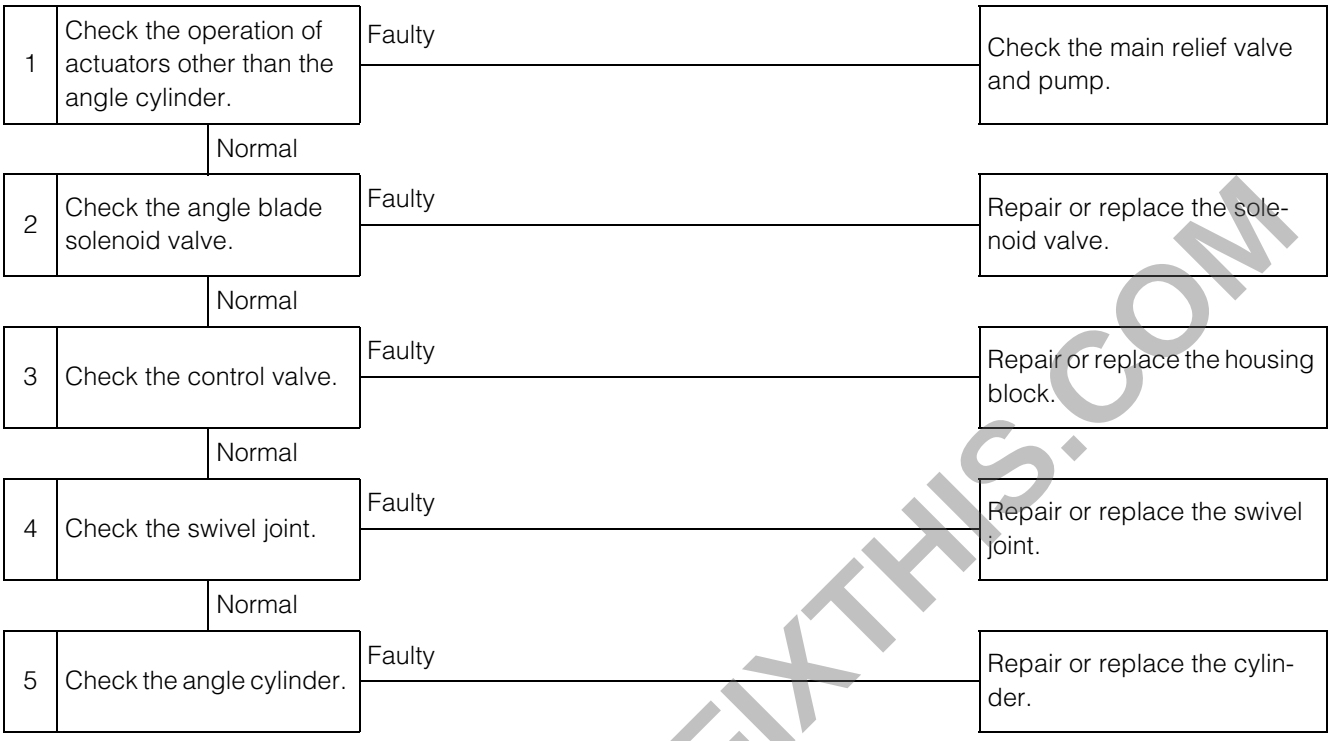
Assembly

For assembly, refer to the construction diagram and reverse the disassembly procedure.

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Angle cylinder lacks force.



1. Check the operation of actuators other than the angle cylinder.
   ☞ "5. Troubleshooting, Angle blade, Angle cylinder does not move."
2. Check the angle blade solenoid valve.
   ☞ "5. Troubleshooting, Angle blade, Angle cylinder does not move."
3. Check the control valve.
   ☞ "5. Troubleshooting, Angle blade, Angle cylinder does not move."
4. Check the swivel joint.
   ☞ "5. Troubleshooting, Angle blade, Angle cylinder does not move."
5. Check the angle cylinder.
   ☞ "5. Troubleshooting, Angle blade, Angle cylinder does not move."

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B-1

Major causes	Remedies
Locked blower motor	Replace the blower motor.
Incorrect wiring	Inspect (referring to wiring diagram)
Wiring shorting	Check wiring.

C-1

Major causes		Remedies
Ambient temperature is abnormally high Defective cooling of condenser	Fan is blocked with dust or dirt.	Wash fins in water.
Too much refrigerant		Bleed refrigerant to appropriate volume.
Air in cooling cycle		Drain all refrigerant, evacuate, and charge to appropriate volume.

C-2

Major causes		Remedies
Too much refrigerant.		Bleed refrigerant to appropriate volume.
Defective compressor	Broken head switch.	Replace compressor.
	Damaged intake valve.	
	Foreign matter trapped in intake valve.	
Expansion valve open too much	Defective valve.	Replace valve.
	Poor contact of pressure bulb.	Repair

C-3

Major causes		Remedies
Ambient temperature is abnormally low		
Inadequate refrigerant	Inadequate refrigerant volume.	Charge to appropriate volume.
	Gas leaks.	Perform a leak test, repair leaks, and charge refrigerant.
Defective compressor	Defective intake or discharge valve.	Replace compressor.
Defective expansion valve	Valve blocked with foreign matter	Replace valve.
	Gas bled from pressure bulb.	Replace valve.
	Temporary valve blockage due to moisture freezing (moisture ingress).	Replace valve and receiver and thoroughly evacuate.

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Crank Rotation Sensor

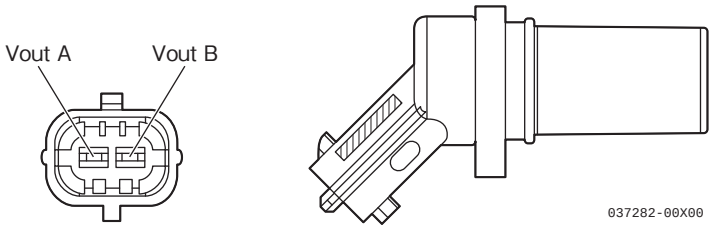


Figure 4-7

Part No.	129A00-21710
Sensor installation tightening torque	8 ± 2 N·m

Cam Speed Sensor

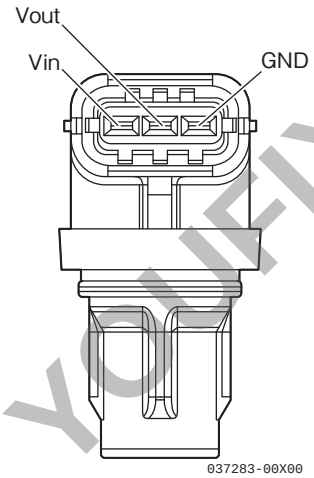


Figure 4-8

Part No.	129A00-14710
Sensor installation tightening torque	8 ± 0.5 N·m

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4. Reinstall the diaphragm, diaphragm plate, spring and diaphragm cover. Tighten the diaphragm bolts to specified torque.

Failure of the diaphragm and/or spring will cause the loss of pressure control and allow an excessive amount of crankcase fumes to be routed to the intake manifold. This could result in excessive deposits in the intake system, high engine exhaust smoke levels, excessive engine oil consumption, and/or engine run-on due to the burning of the engine oil.

Every 2000 Hours of Operation

Perform the following maintenance every 2000 hours of operation.

- **Check and replace fuel hoses and engine coolant hoses**
- **Lap the intake and exhaust valves. If necessary**

■ Check and replace fuel hoses and engine coolant hoses

NOTICE



- Always be environmentally responsible.

- Follow the guidelines of the EPA or other governmental agencies for the proper disposal of hazardous materials such as engine oil, diesel fuel and engine coolant. Consult the local authorities or reclamation facility.
- Never dispose of hazardous materials irresponsibly by dumping them into a sewer, on the ground, or into ground water or waterways.
- Failure to follow these procedures may seriously harm the environment.

Regularly check the fuel system and engine coolant system hoses. If they are cracked or degraded, replace them. Replace the hoses at least every two years.

■ Lap the intake and exhaust valves

Adjustment is necessary to maintain proper contact of the valves and seats. *See Inspection of intake and exhaust valves on page 6-33*.

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6. **3TNV88C - 4TNV86CT:** Remove the O-ring **(Figure 6-53, (2))** and dowels **(Figure 6-53, (5))**.

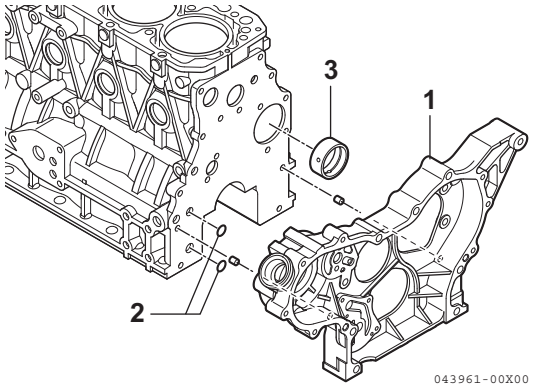


Figure 6-53

Disassembly of Crankshaft and Piston Components

■ Removal of pistons

NOTICE

Keep the piston pin parts, piston assemblies, and connecting rod assemblies together to be returned to the same position during the reassembly process. Label the parts using an appropriate method.

NOTICE

Engines with high operating hours may have a ridge near the top of the cylinders that will catch the piston rings and make it impossible to remove the pistons. Use a suitable ridge reamer to remove ridges and carbon prior to removing the pistons.

Note: Pistons can fall from cylinder block if the engine is inverted. Rotate the engine so the connecting rods are horizontal before removing the connecting rod caps.

1. Using a feeler gauge, measure the connecting rod side clearance as shown **(Figure 6-54)**. *See Connecting Rod on page 6-14 for the standard limit.* If the measurement is out of specification, replace the crankshaft, connecting rod, or both.

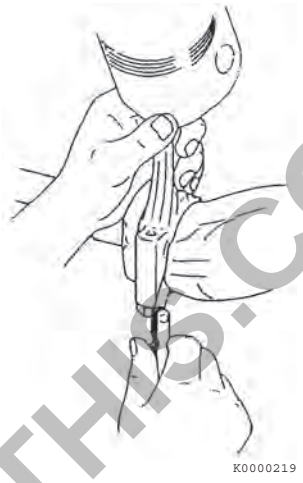


Figure 6-54

2. Measure bearing oil clearance prior to removing the pistons and connecting rods to determine extent of wear. Record the measurements.

NOTICE

Mark the connecting rod caps and connecting rods so the caps and connecting rods stay together.

1- Remove the bearing cap. Do not remove the bearing inserts at this time.

2- Wipe oil from the bearing insert and crankshaft journal surfaces.

3- Place a piece of PLASTIGAGE® **(Figure 6-55, (1))** along the full width of the bearing insert.

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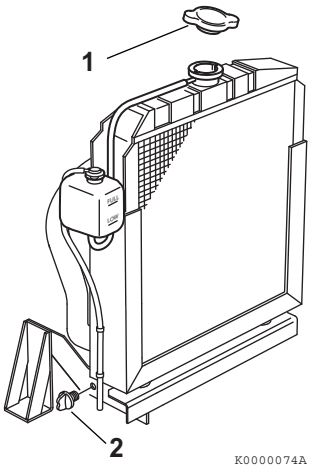


Figure 8-4

4. Drain the coolant from the engine block.
   - On models equipped with an oil cooler, remove the coolant hose **(Figure 8-5, (1))** at the oil cooler.

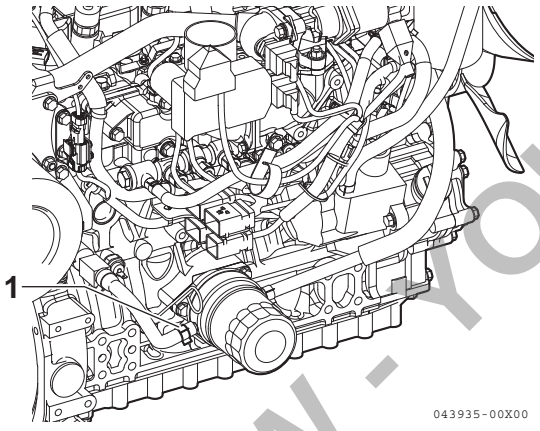


Figure 8-5

   - On models not equipped with an oil cooler, remove the coolant drain plug **(Figure 8-6, (1))** from the engine block.

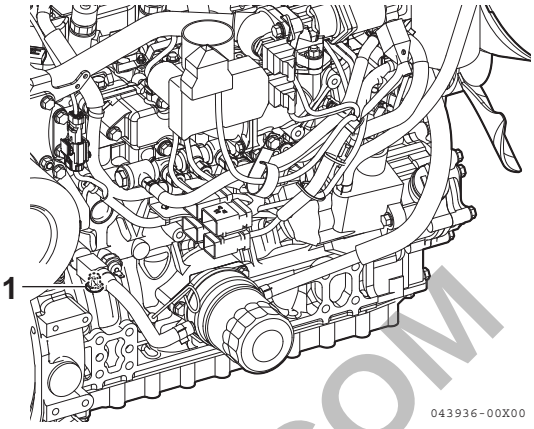


Figure 8-6

5. Loosen the alternator mounting bolts. Loosen and remove the V-belt and rotate the alternator away from the engine and out of the way.
6. Remove the engine coolant fan guard (if equipped), engine coolant fan **(Figure 8-7, (1))**, spacer **(Figure 8-7, (2))** and engine coolant pump V-pulley **(Figure 8-7, (3))**.

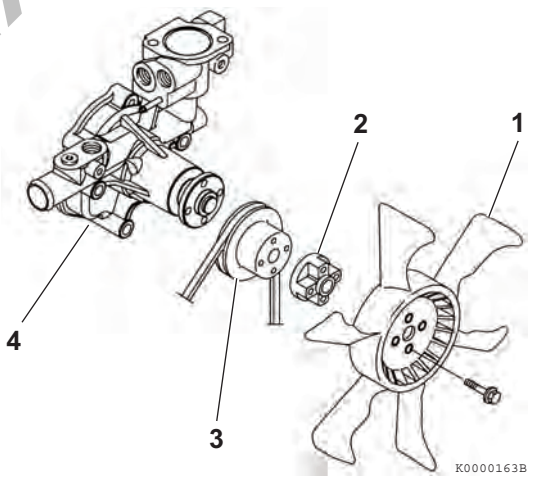


Figure 8-7

7. Disconnect the coolant hoses and the temperature switch lead wire from the engine coolant pump.
8. Remove the engine coolant pump **(Figure 8-7, (4))**. Discard the gasket.

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5. If the measured L dimension is outside the standard range, adjust the dust covers to obtain the standard range. Dust covers **(Figure 11-34, (1))** are available in 0.020 in. (0.5 mm) and 0.031 in. (0.8 mm) thicknesses.

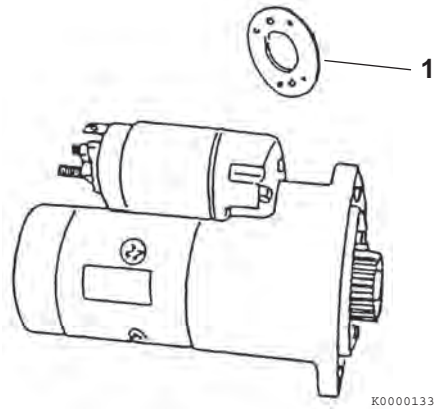


Figure 11-34

No-Load Test

Test the characteristics of the starter motor by performing a no-load test.

NOTICE

The starter motor can be damaged if operated continuously longer than 10 seconds while performing the no-load test.

1. Secure the starting motor in a vise or other suitable fixture.
2. Connect an ammeter **(Figure 11-35, (1))** in series between the battery positive (+) terminal **(Figure 11-35, (2))** and the main positive (+) terminal **(Figure 11-35, (3))** on the starter motor.

   Note: The ammeter and all wire leads used in this test must have a capacity equal to or greater than the amperage draw specification for the starter motor being tested.

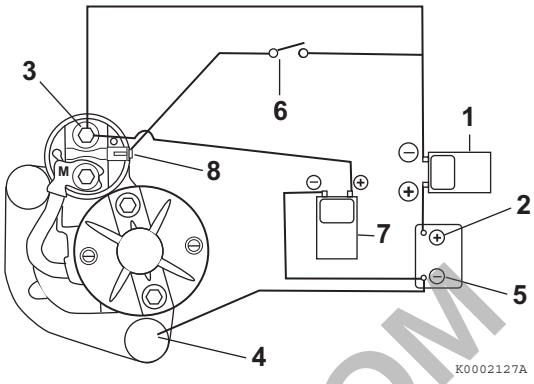


Figure 11-35

3. Connect a wire lead between the mounting base of the starter motor **(Figure 11-35, (4))** and the battery negative terminal **(Figure 11-35, (5))**.
4. Connect a voltmeter **(Figure 11-35, (7))** to the battery negative (-) terminal **(Figure 11-35, (5))** and the main positive (+) battery terminal **(Figure 11-35, (3))** on the starter motor.
5. Install a switch **(Figure 11-35, (6))** in a circuit between the battery positive (+) terminal **(Figure 11-35, (2))** and the starter magnetic switch (solenoid) terminal **(Figure 11-35, (8))** on the starter motor.
6. Use a suitable tachometer to monitor the rpm of the starter.
7. Turn the switch to the ON position. Monitor the rpm, amperage draw and voltage. For test specifications, *see 3TNV88C to 4TNV86CT - Standard and Optional and 4TNV98C and 4TNV98CT - Standard and Optional on page 11-4 for the appropriate starter motor.*

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