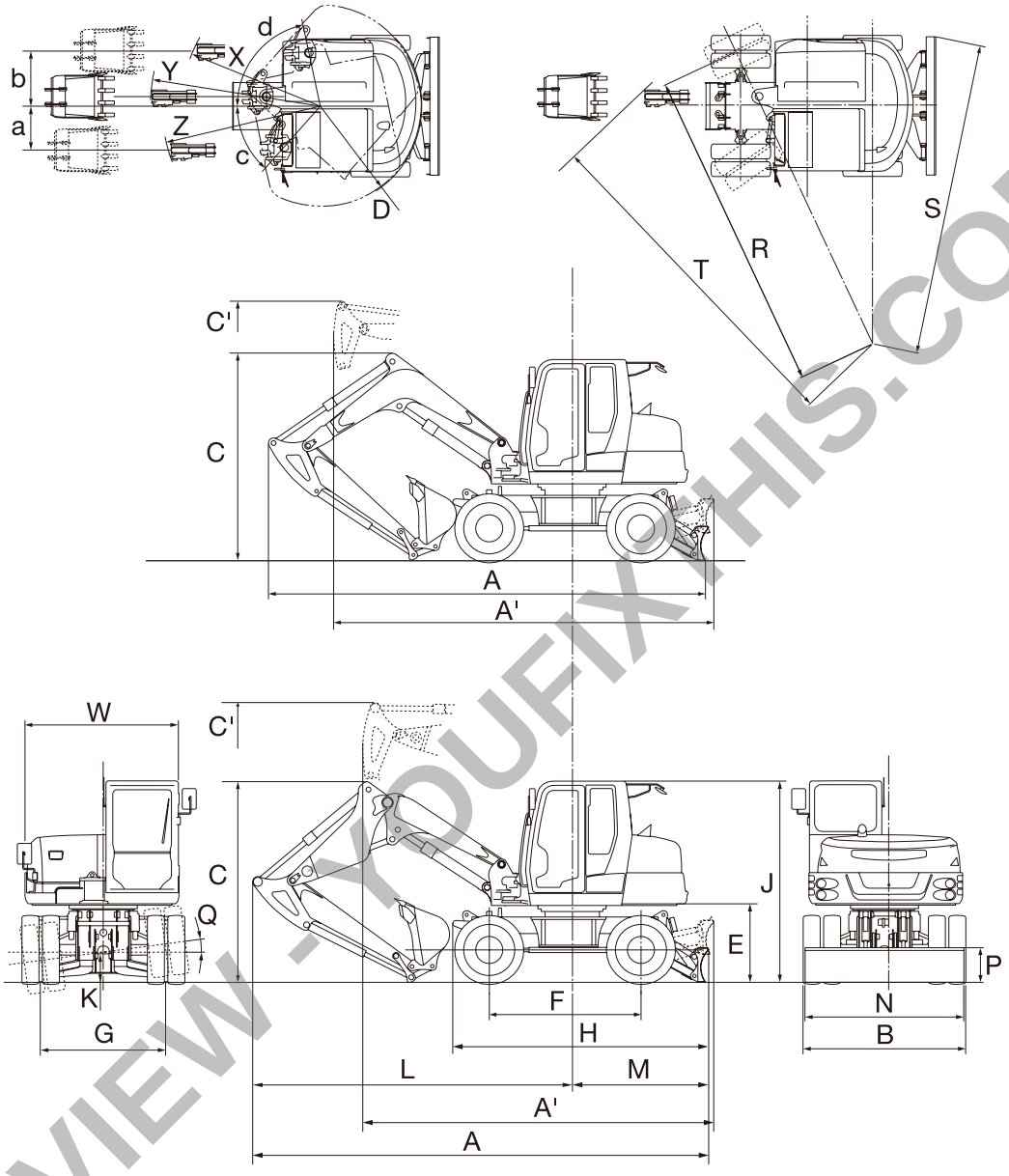
DIMENSIONAL DRAWING

Machine dimensions, rear blade specifications

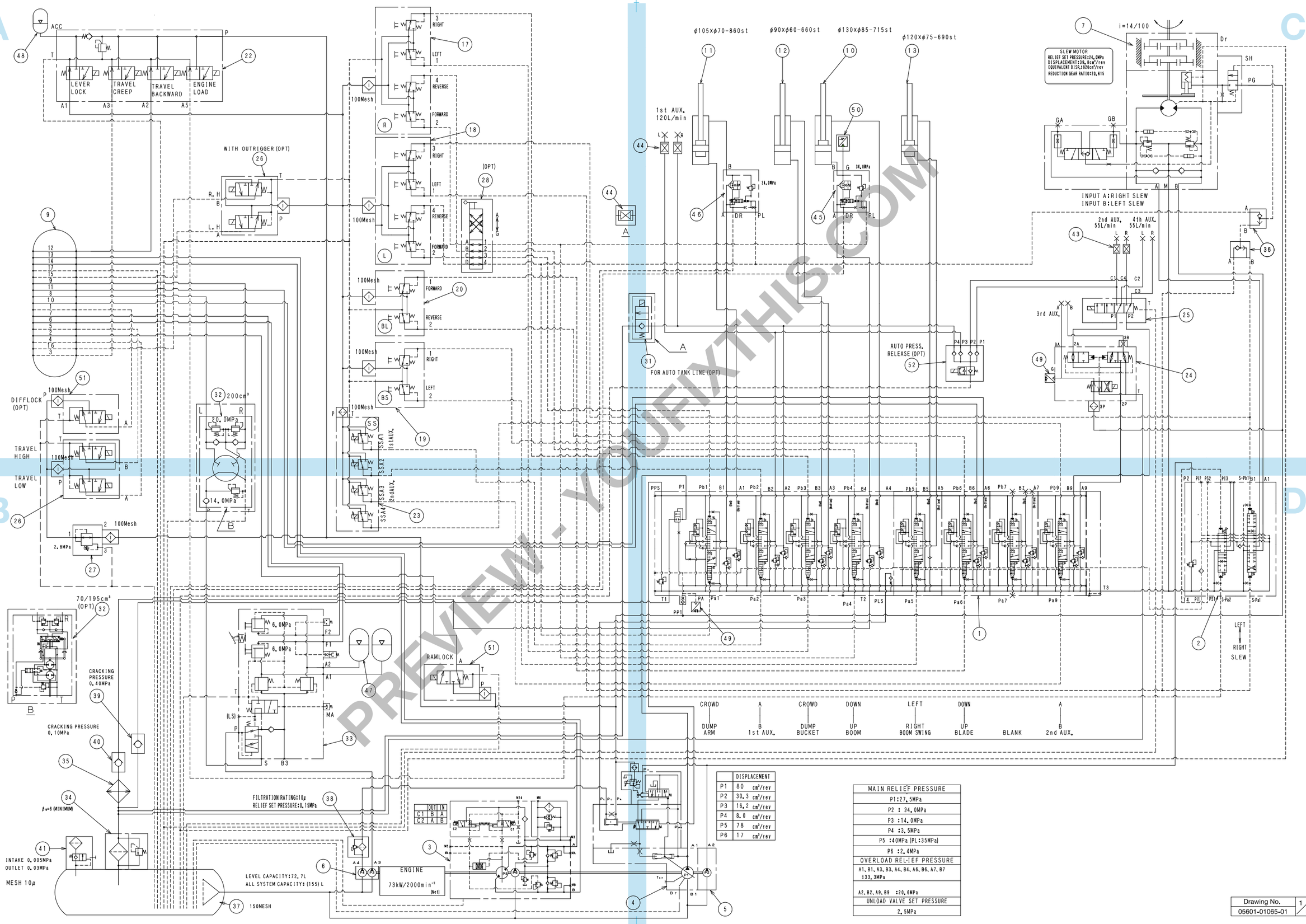


2A0BA01

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HYDRAULIC CIRCUIT DIAGRAM (Mono boom)



	DISPLACEMENT
P1	80 cm³/rev
P2	30.3 cm³/rev
P3	16.2 cm³/rev
P4	8.0 cm³/rev
P5	78 cm³/rev
P6	17 cm³/rev

MAIN RELIEF PRESSURE
P1:27.5MPa
P2 : 24.0MPa
P3 :14.0MPa
P4 :3.5MPa
P5 :40MPa (PL:35MPa)
P6 :2.4MPa
OVERLOAD RELIEF PRESSURE
A1, B1, A3, B3, A4, B4, A6, B6, A7, B7 :33.3MPa
A2, B2, A9, B9 :20.6MPa
UNLOAD VALVE SET PRESSURE
2.5MPa

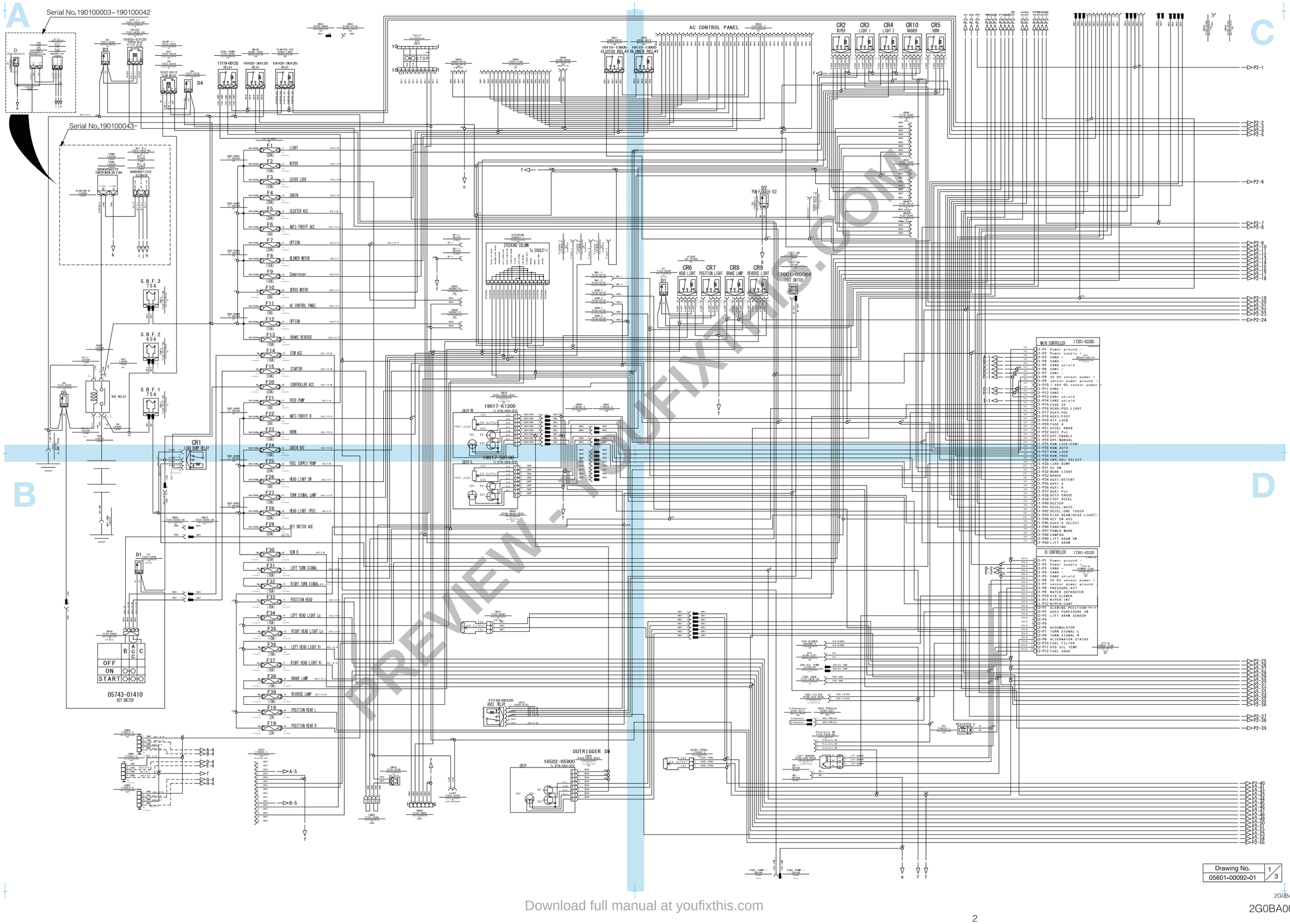
Drawing No.	
05601-01065-01	1/2

2F0BA03

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Electrical Schematic Diagram



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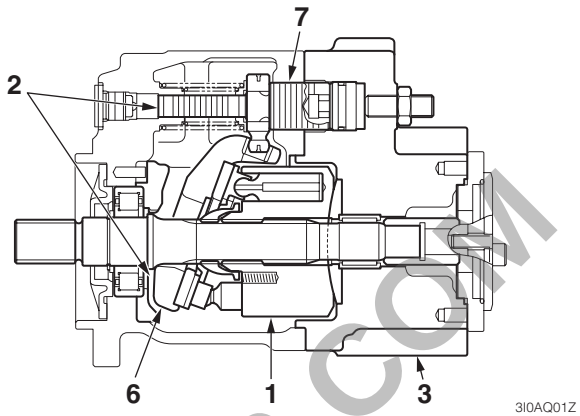
Drawing No. 05601-00092-01 1/3

2G0BA041

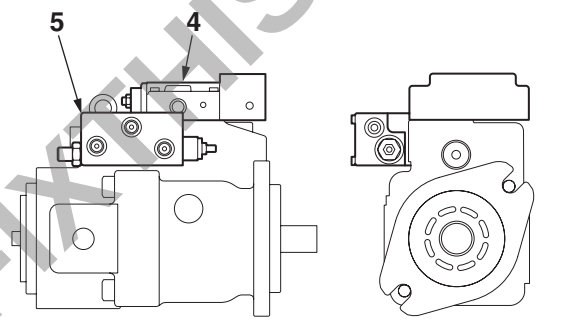
2G0BA002

HYDRAULIC PUMP

In broad terms, this pump comprises a cylinder block group (1), a swash plate group (2), and a valve cover group (3). The cylinder block group (1) constitutes the main part of the piston pump, which performs rotary motion. The swash plate group (2) adjusts the discharge volume, and the valve cover group (3) switches between the intake and discharge of oil.
The pump is also equipped with a control section comprising a horsepower control regulator (4) and a load-sensing control regulator (5), allowing it to control a swash plate (6) and a servo piston (7) in order to adjust the discharge volume.



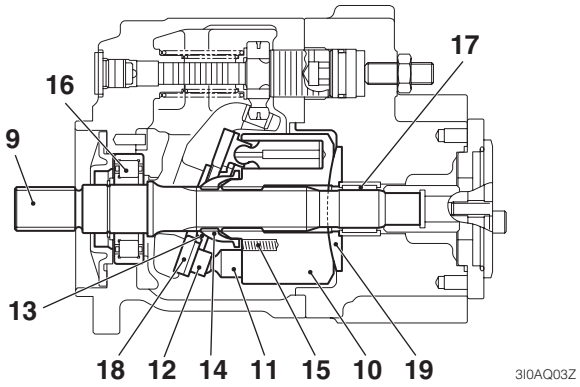
3I0AQ01Z



3I0AQ02Z

Piston pump

The cylinder block group comprises a drive shaft (9), a cylinder block (10), pistons (11), shoes (12), a plate (13), a guide (14), and springs (15). The drive shaft (9) is supported at both ends by bearings (16) and (17). The shoes (12) is caulked by the pistons (11) so as to form a ball joint. In addition, it also features a pocket section that balances hydraulic pressure in order to reduce the thrust force produced by load pressure and slide smoothly on the shoe plate (18). In order that the sub-group comprising the pistons (11) and shoes (12) can move smoothly on the shoe plate (18), it is pressed against the shoe plate (18) by the springs (15) and mounted on the shoe plate (18) by means of the plate (13) and the guide (14). In the same way, the cylinder block (10) is also pressed against a valve plate (19) by the springs (15).



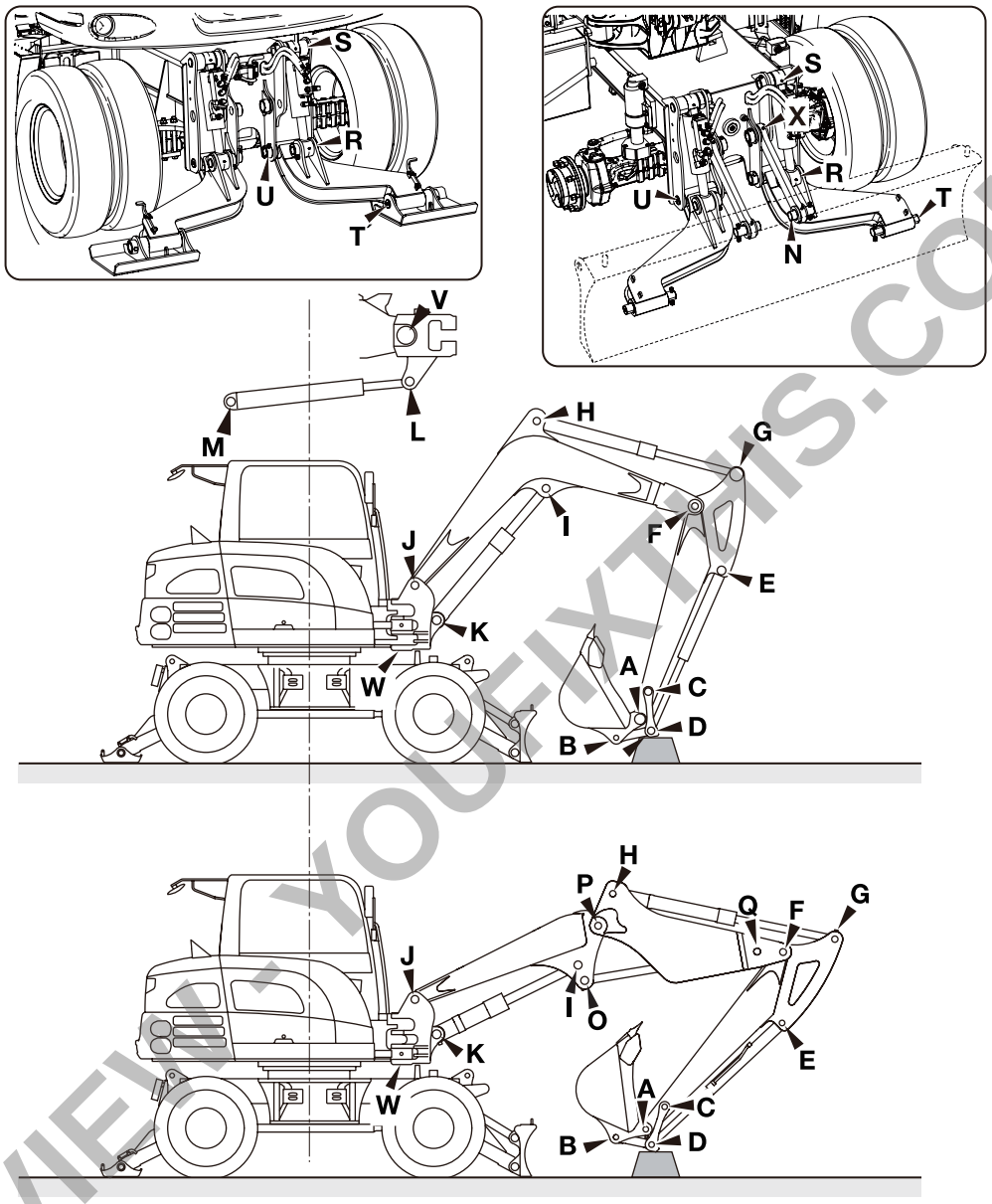
3I0AQ03Z

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SERVICE STANDARDS

Clearance for pin and bushing



4A0BA01

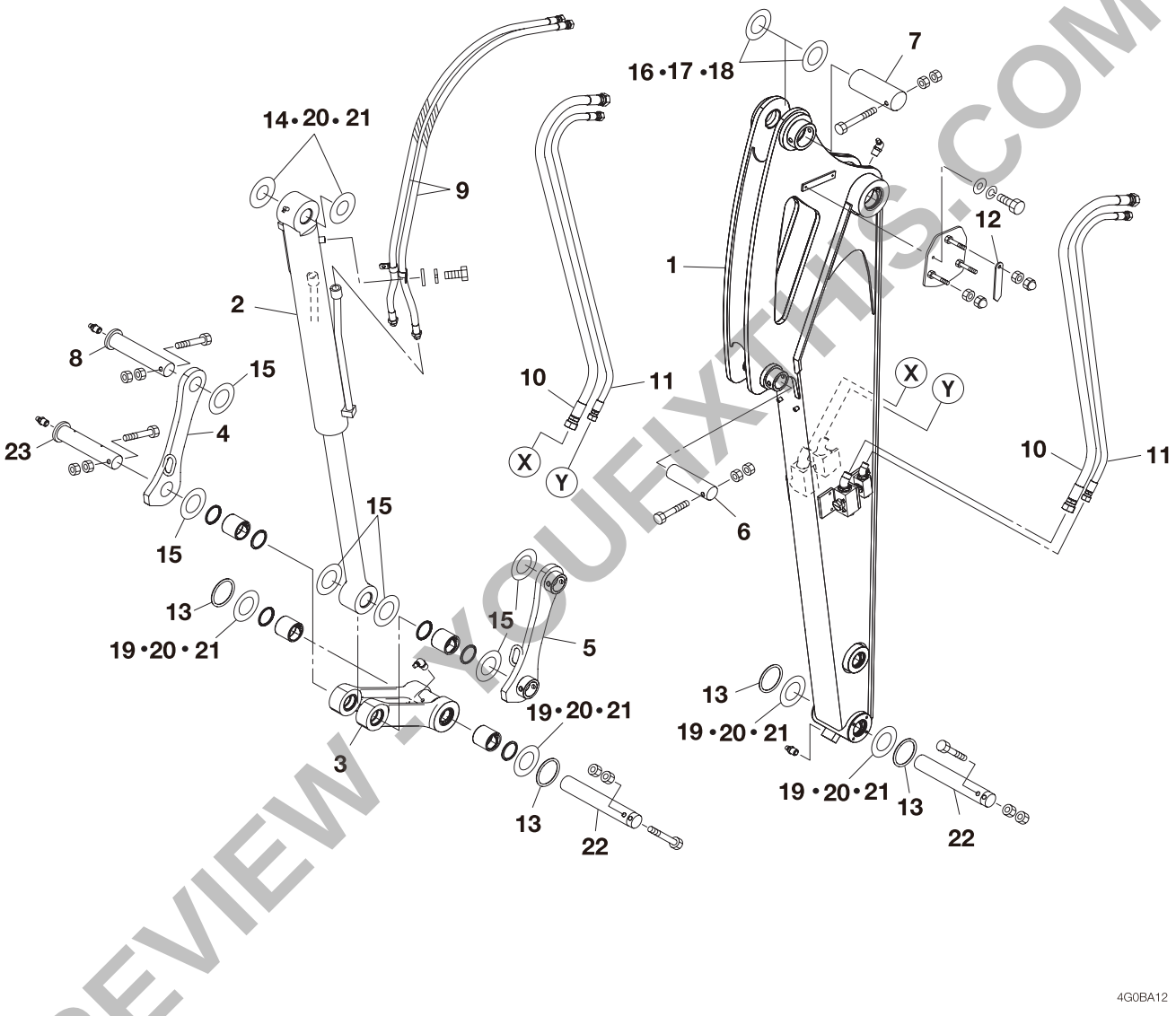
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ATTACHMENTS

Hoe attachment

Arm



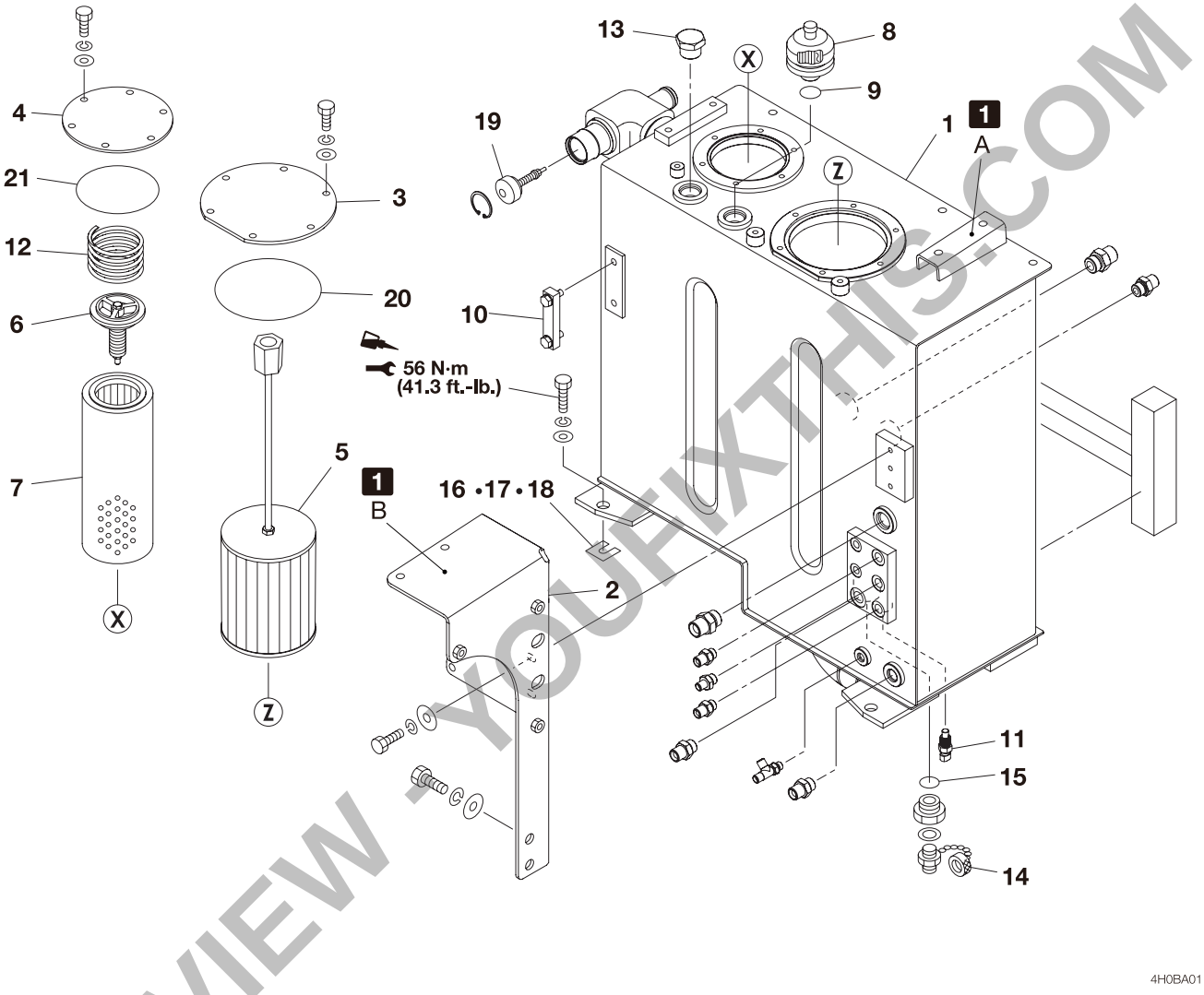
4G0BA12

1. Arm
2. Bucket cylinder
3. Bucket link
4. Guide link R
5. Guide link L
6. Pin
7. Pin
8. Pin
9. Hose
10. Hose
11. Hose
12. Gauge
13. O-ring
14. Shim (00036-00154), selected usage
15. Shim (00036-00155), selected usage
16. Shim (00036-00218), selected usage
17. Shim (00036-00199), selected usage
18. Shim (00036-00217), selected usage
19. Shim (00036-00265), selected usage
20. Shim (00036-00061), selected usage
21. Shim (00036-00060), selected usage
22. Pin
23. Pin

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HYDRAULIC TANK



ThreeBond #1324

1 Surface A and surface B are to be oriented parallel to each other.

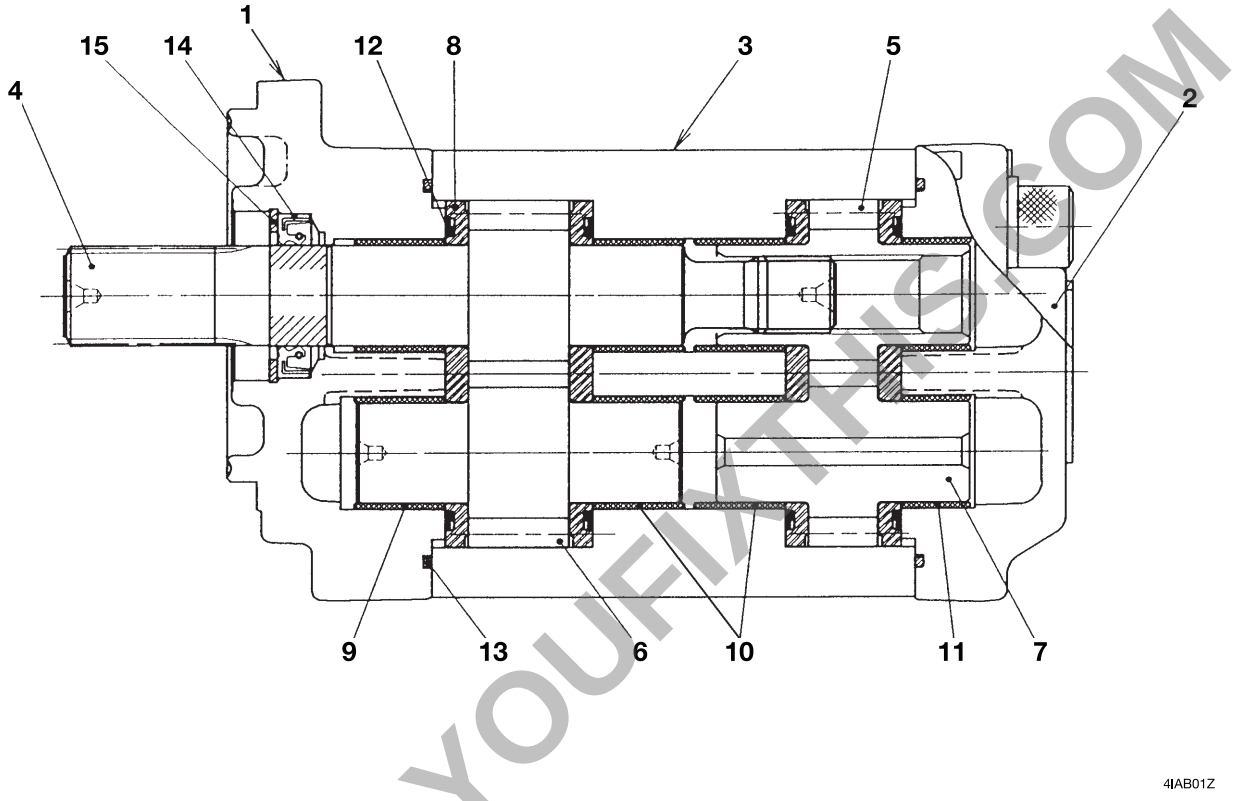
1. Hydraulic tank
2. Bracket
3. Cover
4. Cover
5. Filter
6. Valve
7. Filter
8. Air breather
9. O-ring
10. Sight gauge
11. Temperature sensor
12. Spring
13. Plug
14. Drain plug
15. O-ring
16. Shim (03230-54001), selected usage
17. Shim (03230-54002), selected usage
18. Shim (03230-54003), selected usage
19. Check valve
20. O-ring
21. O-ring

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GEAR PUMP (STEERING, PILOT PRESSURE)

Construction



4IAB01Z

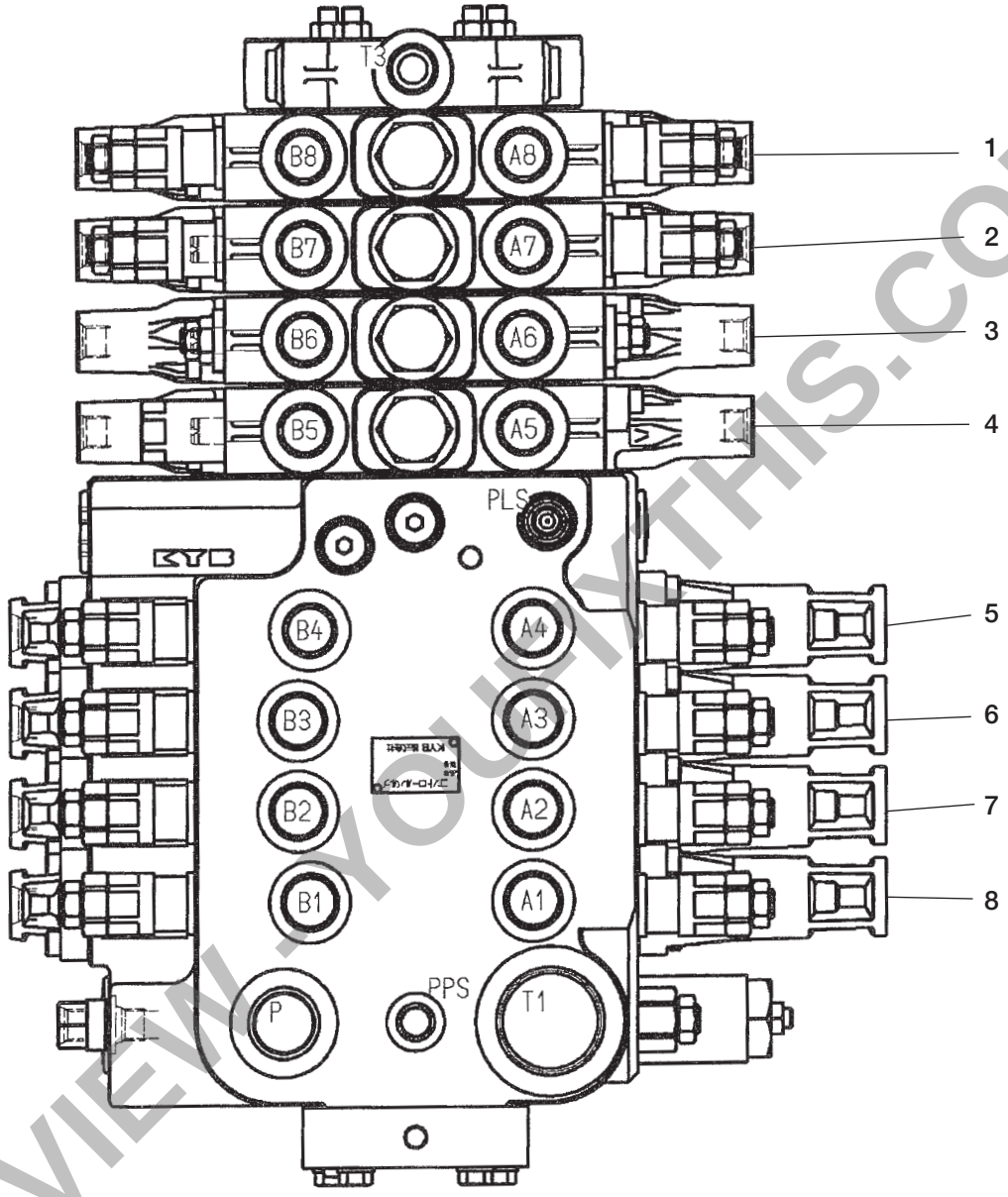
1. Flange	6. Driven gear	11. Bushing
2. Rear cover	7. Driven gear	12. Gasket
3. Housing	8. Bushing	13. Gasket
4. Drive gear	9. Bushing	14. Oil seal
5. Drive gear	10. Bushing	15. Snap ring

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CONTROL VALVE

Construction



4J0BA01

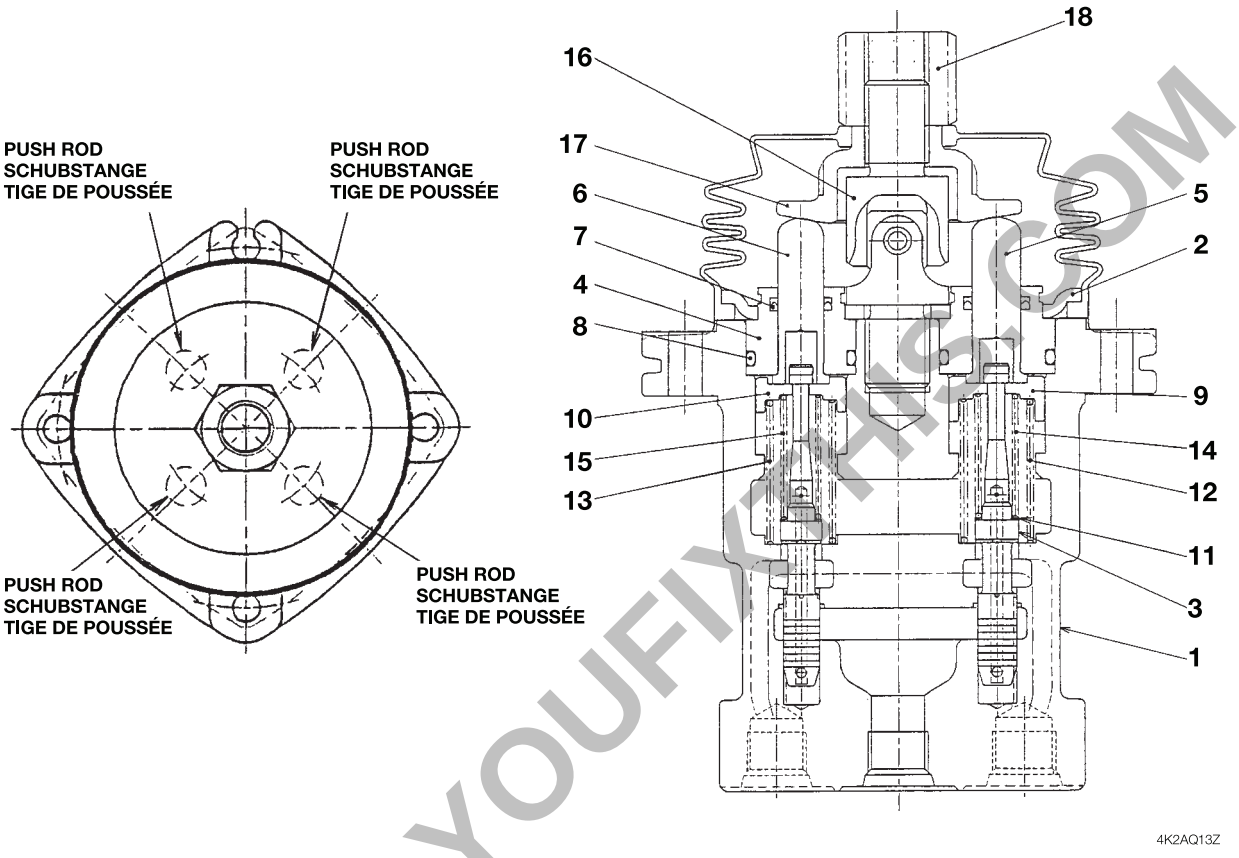
1. Auxiliary section 2
2. Adjust section
3. Blade section
4. Swing section
5. Boom section
6. Bucket section
7. Auxiliary section 1
8. Arm section

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PILOT VALVE (CONTROL LEVER)

Construction



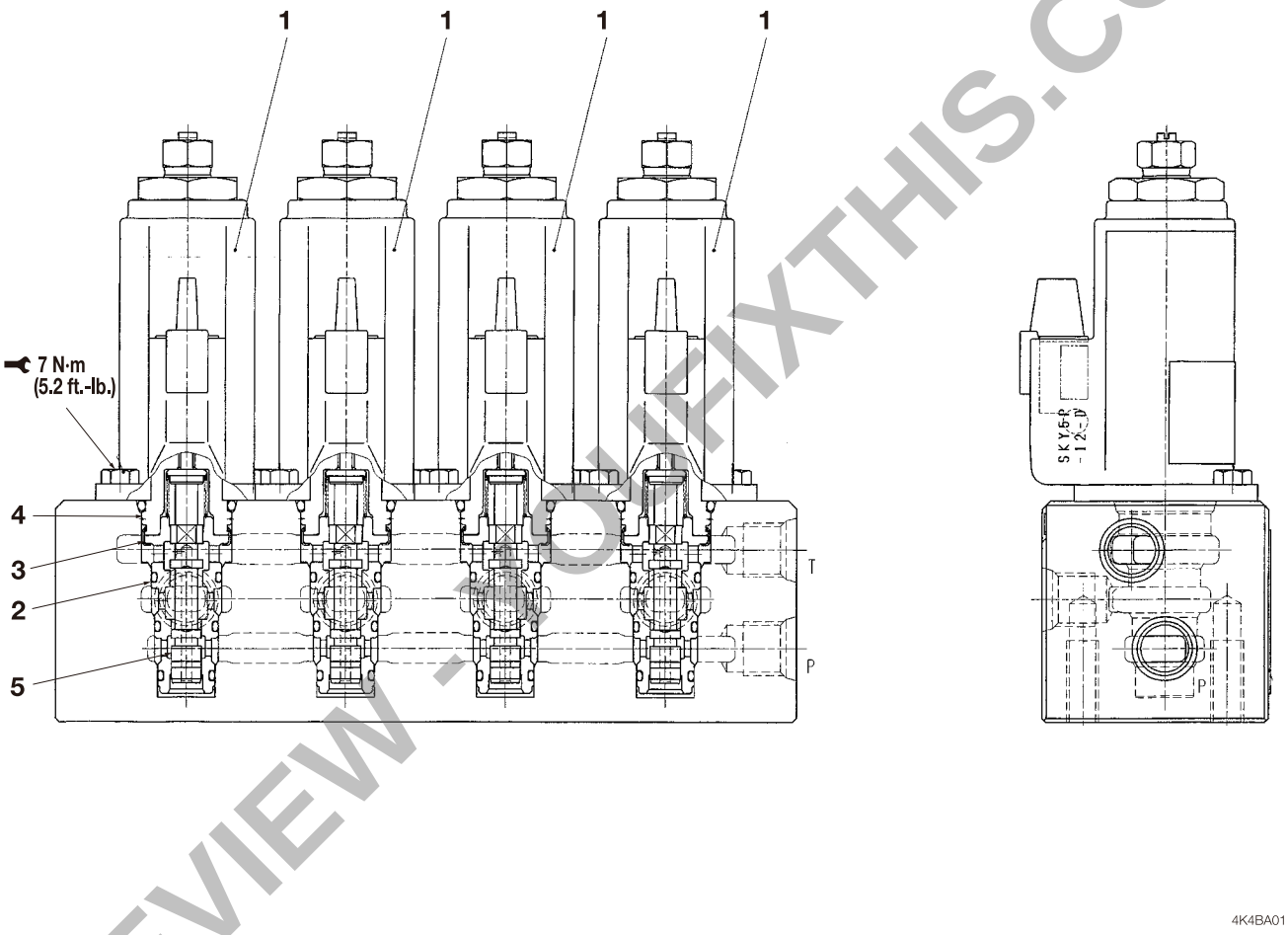
1. Casing	7. Seal	13. Spring
2. Plate	8. O-ring	14. Spring
3. Spool	9. Spring seat	15. Spring
4. Plug	10. Spring seat	16. Joint
5. Push rod	11. Washer 2	17. Cam
6. Push rod	12. Spring	18. Adjusting nut

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PROPORTIONAL CONTROL SOLENOID VALVE

Construction



4K4BA01

1. Proportional control solenoid
2. Bolt
3. Retaining ring
4. Solenoid
5. Spool

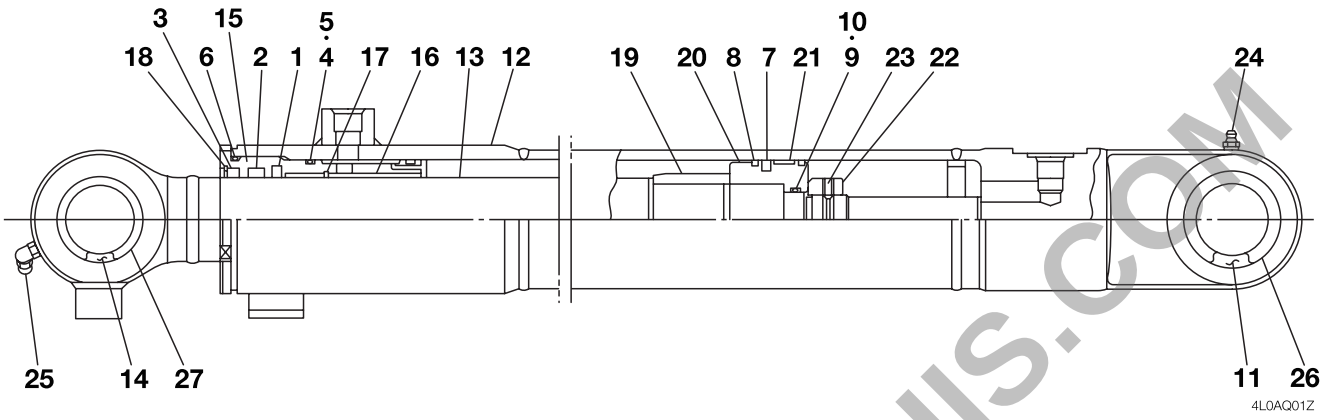
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CYLINDERS

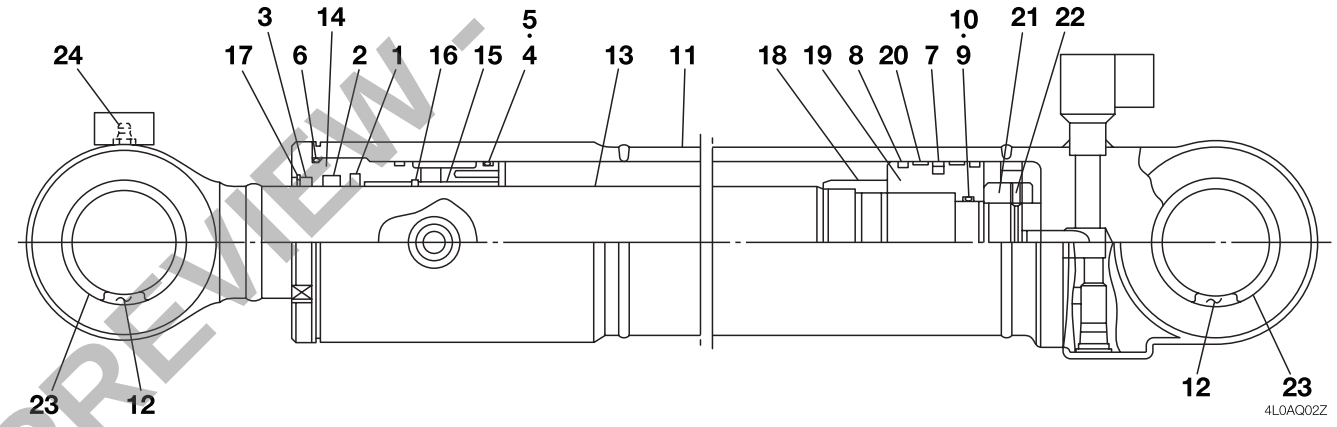
Construction

Boom cylinder



1. Buffer seal
2. Rod packing
3. Dust seal
4. O-ring
5. Backup ring
6. O-ring
7. Piston packing
8. Dust ring
9. O-ring
10. Backup ring
11. Bushing
12. Tube assembly
13. Rod assembly
14. Bushing
15. Rod cover
16. Bushing
17. Retaining ring
18. Retaining ring
19. Cushion ring
20. Piston
21. Wear ring
22. Nut
23. Set screw
24. Grease fitting
25. Grease fitting
26. Dust seal
27. Dust seal

Arm cylinder



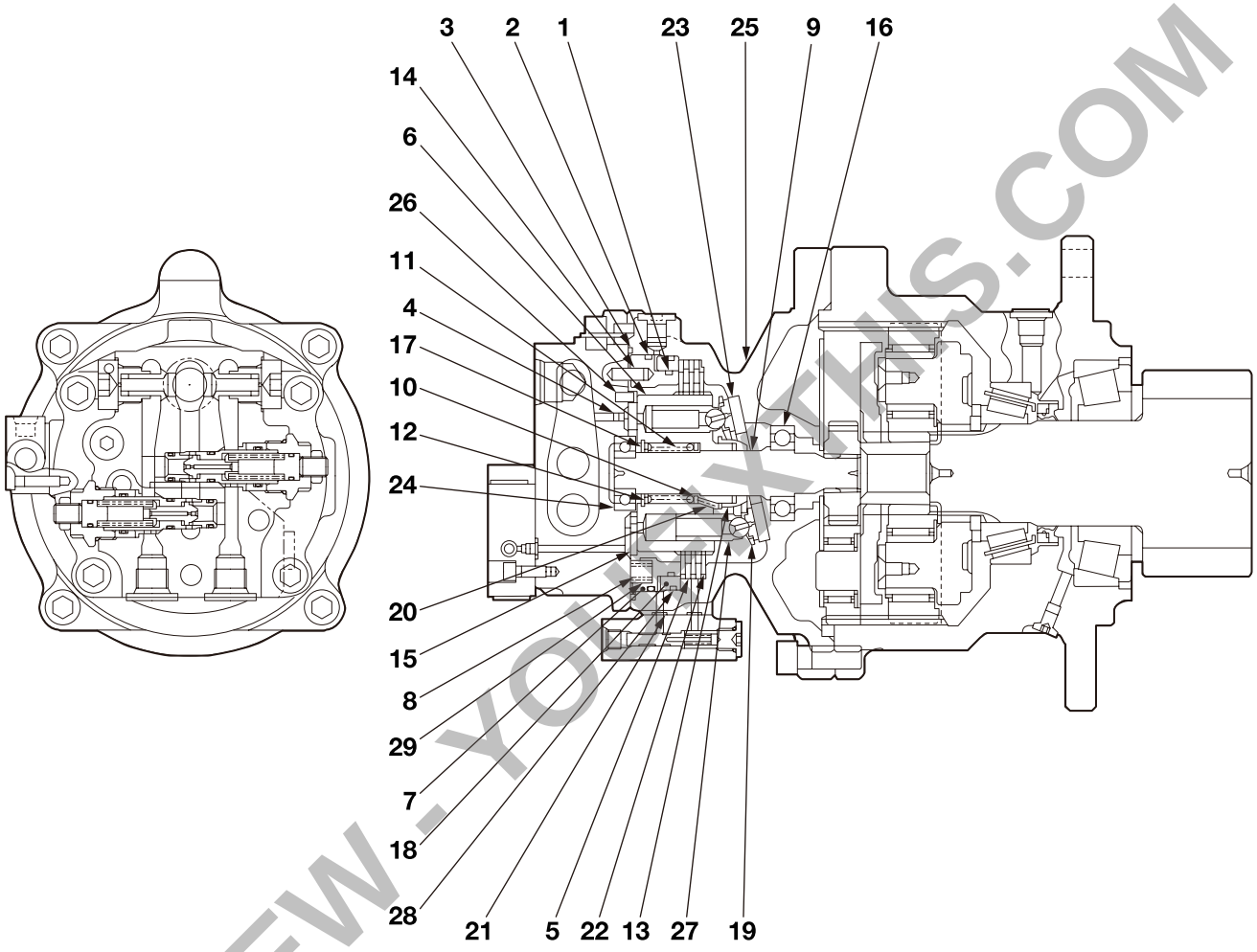
1. Buffer seal
2. Rod packing
3. Dust seal
4. O-ring
5. Backup ring
6. O-ring
7. Piston packing
8. Dust ring
9. O-ring
10. Backup ring
11. Bushing
12. Tube assembly
13. Rod assembly
14. Rod cover
15. Bushing
16. Retaining ring
17. Retaining ring
18. Cushion ring
19. Piston
20. Wear ring
21. Nut
22. Set screw
23. Dust seal
24. Grease fitting

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SLEW MOTOR

Construction



4N0AQ01Z

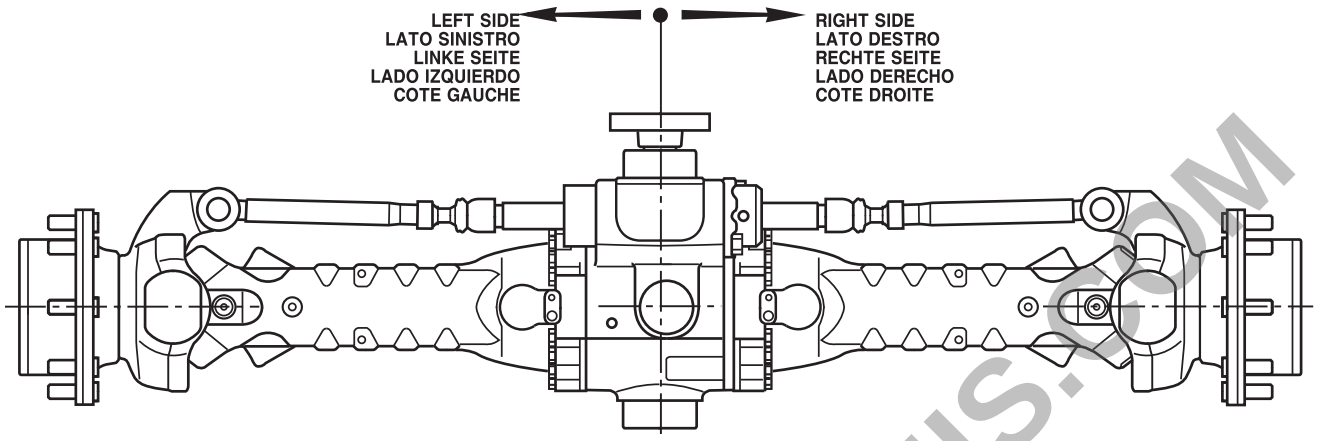
1. O-ring
2. O-ring
3. O-ring
4. Orifice
5. Friction disc
6. Cylinder block
7. Break piston
8. Spring
9. Shaft
10. Retainer
11. Spring
12. Retainer
13. Guide
14. Pin
15. Valve plate
16. Bearing
17. Snap ring
18. Collar
19. Shoe holder
20. Pin
21. O-ring
22. Center disc
23. Swash plate
24. Bearing
25. Case
26. Pin
27. Piston
28. O-ring
29. Spring

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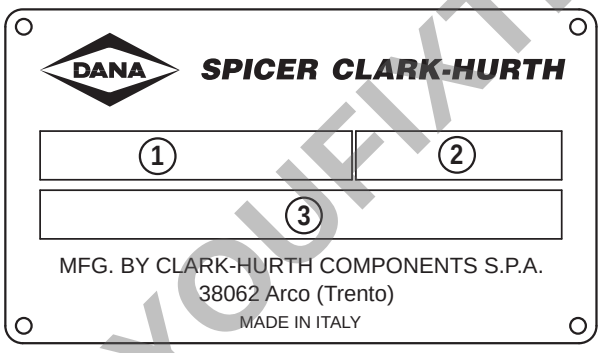
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SPECIFICATIONS

DEFINITION OF VIEWPOINTS



DATA PLATE



1 - Type and model unit - modification index

2 - Serial number

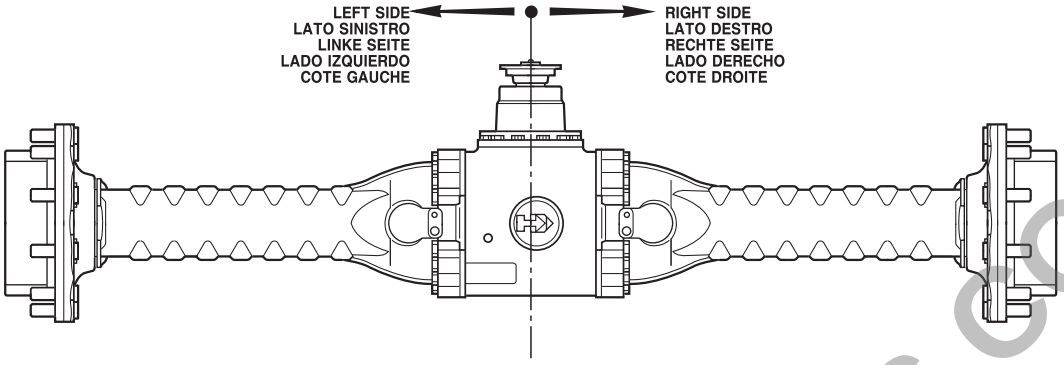
3 - Lubricant

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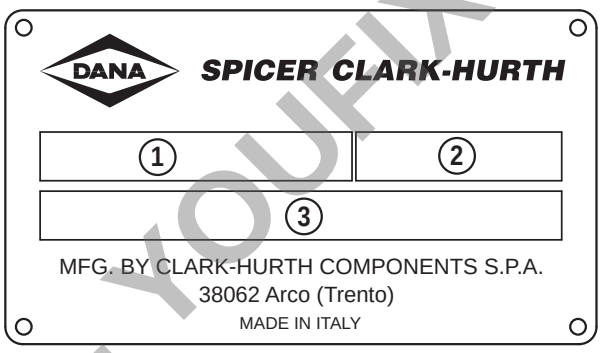
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SPECIFICATIONS

DEFINITION OF VIEWPOINTS



DATA PLATE



1 - Type and model unit - modification index

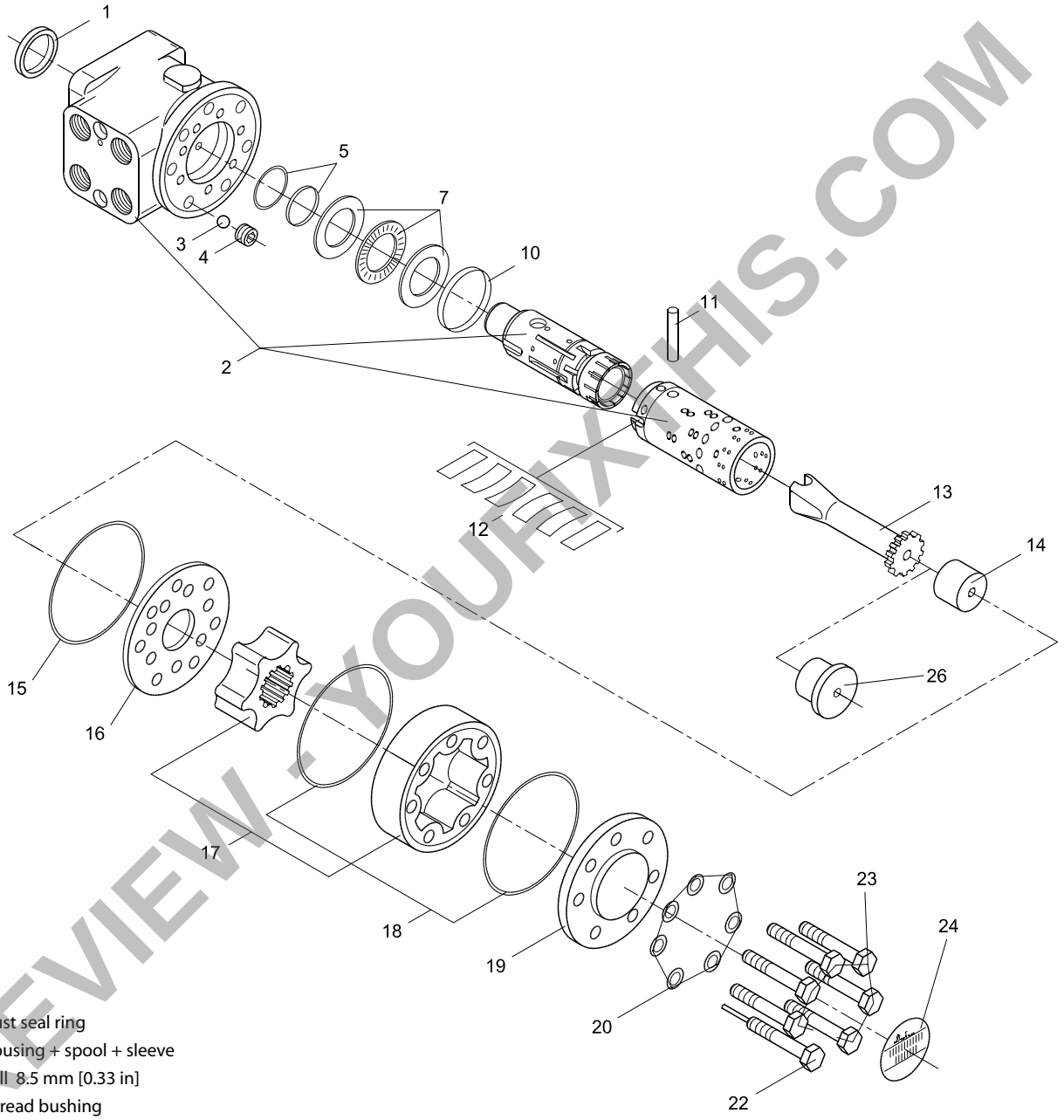
2 - Serial number

3 - Lubricant

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Exploded view OSPB



150-385.10

1 Dust seal ring
2 Housing + spool + sleeve
3 Ball 8.5 mm [0.33 in]
4 Thread bushing
5 O-ring with kin-ring or Roto Glyd
7 Bearing assembly
10 Ring for springs
11 Cross pin 6 • 41 mm [0.24 • 1.61 in]
12 Neutral position springs
13 Cardan shaft
14 Spacer
15 O-ring 80,5 • 1,5 mm [3.17 • 0.06 in]
16 Distributor plate
17 Gearwheel
18 O-ring 75.92 • 1,78 mm [2.99 • 0.07 in]
19 End cover
20 Washer 8.2 • 11,9 • 1.0 mm [0.32 • 0.47 • 0.04 in]
22 Special screw
23 Screw
24 Name label
26 Spacer

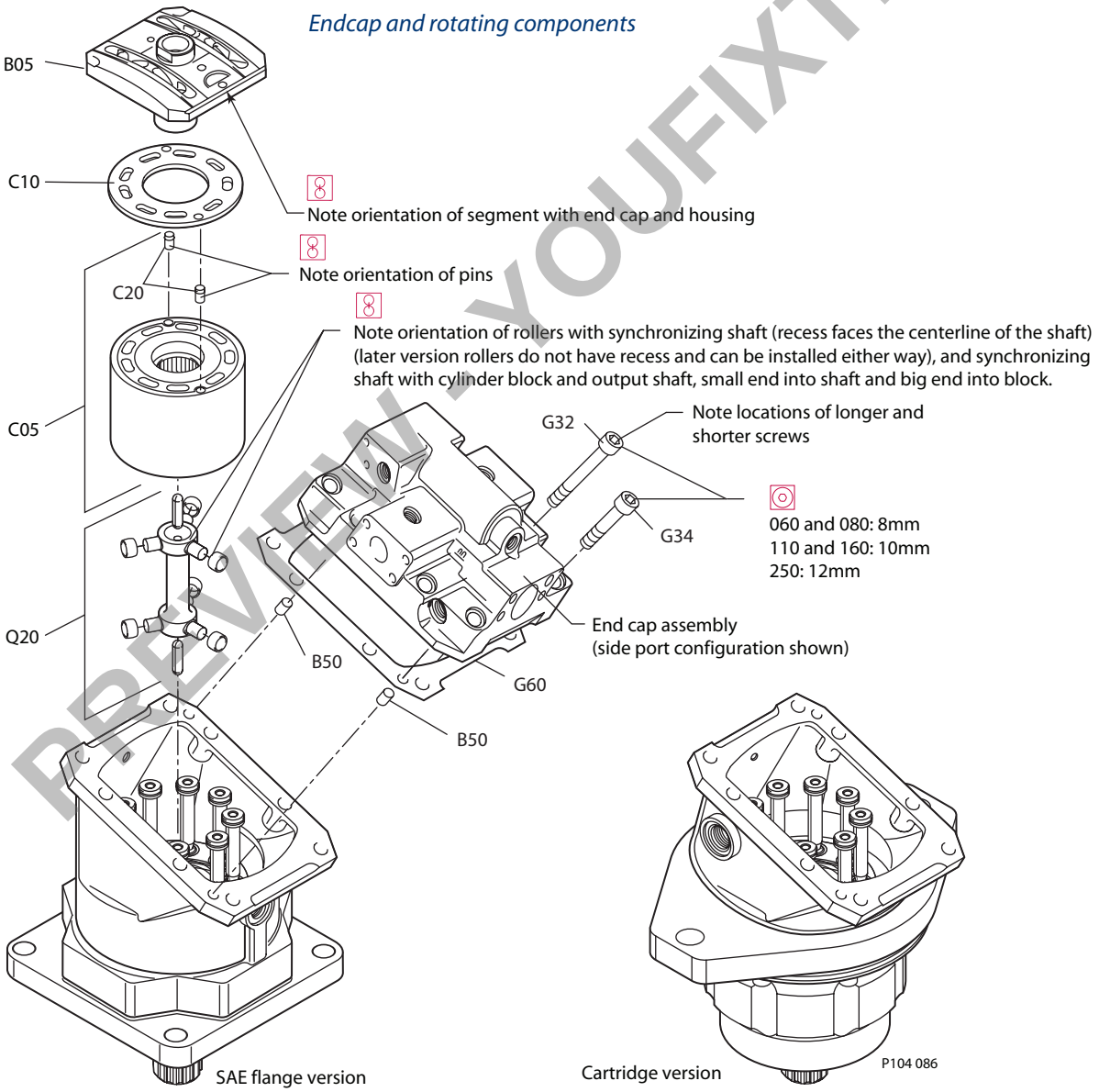
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ENDCAP

Following procedures in the *Series 51 and 51-1 Service Manual*, **11008567**: Remove the control and multi-function block (if installed). Remove the 4-way valve spool and sleeve (if installed). Remove the threshold springs and guides. Remove the control springs (if installed). Remove the ramp springs and guides (if installed). Remove the minimum angle servo cover from the motor. Remove the loop-flushing valve and charge relief valve.

1. Remove the screws (G32 and G34) retaining the end cap assembly to the motor housing.
2. Remove the end cap assembly.
3. Remove the gasket (G60); discard.
4. Remove the alignment pins (B50).

Endcap and rotating components



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The System Circuit

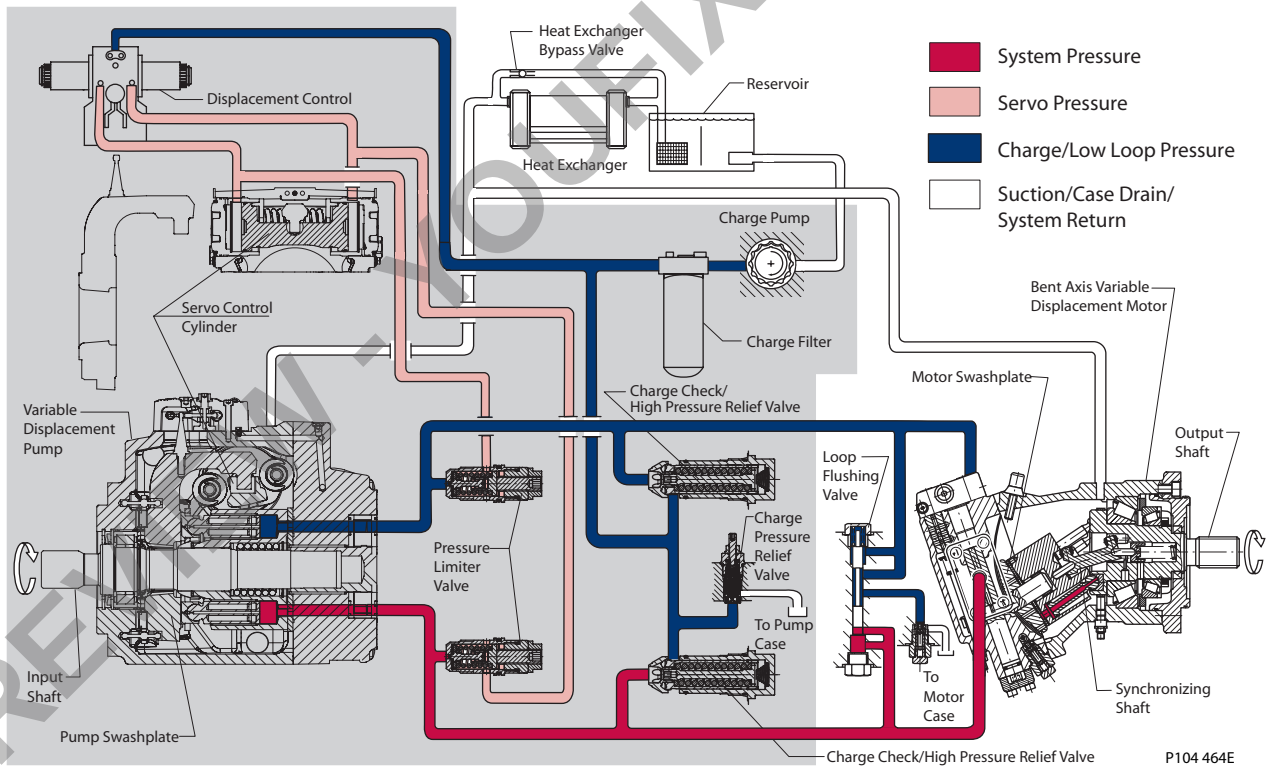
The Basic Closed Circuit

Hydraulic lines connect the main ports of the pump to the main ports of the motor. Fluid flows in either direction from the pump to the motor and back. Either of the hydraulic lines can be under high pressure. In pumping mode the position of the pump swashplate determines which line is high pressure as well as the direction of fluid flow.

Case Drain and Heat Exchanger

The pump and motor require case drain lines to remove hot fluid from the system. The pump and motor drain from the topmost port to ensure the cases remain full of fluid. The motor case drain can connect to the lower drain port on the pump housing or it can tee into the case drain line upstream of the heat exchanger. A heat exchanger with bypass valve cools the case drain fluid before it returns to the reservoir.

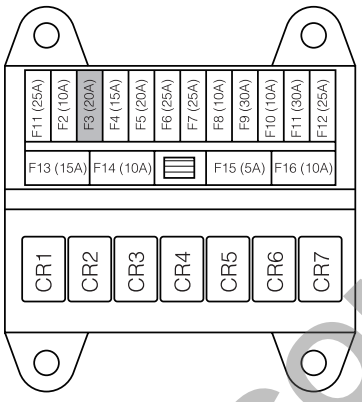
System Circuit Diagram



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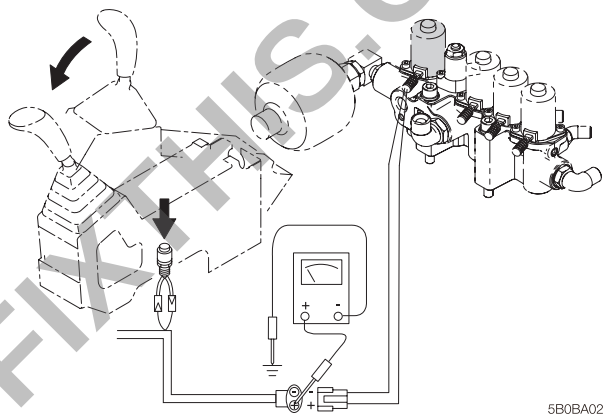
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2. Check the fuse.
   Check the fuse F3 in the circuit that operates the solenoid valve.

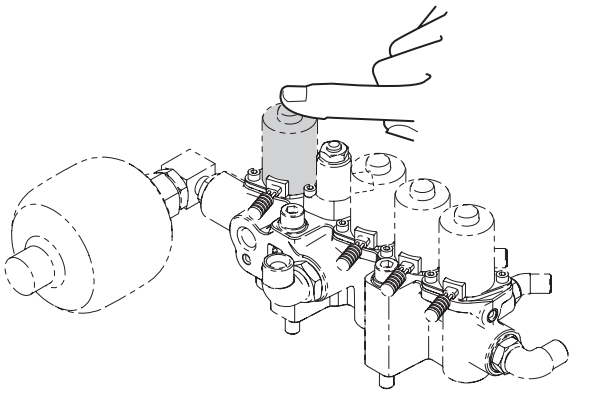


5B0AV01

3. Check the limit switch.
   a. The limit switch can be switched ON by moving the lever stand to the driving position.
      Then, use a tester to check if there is voltage up to the lever lock solenoid valve.
      The switch is normal if a voltage is applied.
   b. Check the harness continuity.
   c. Check the limit switch.
   d. Check the controller.
   ☞ "2. Service data, Electrical circuit diagram"


5B0BA02

4. Check the lever lock solenoid valve.
   Check according to the guidelines below.
   a. Turn ON the starter switch.
   b. Lightly press down the protruding part on the solenoid end.
   c. The limit switch changes from OFF to ON using the lever stand.
   d. If you feel vibration under your fingers when the spool is moved and the circuit is switched, the lever lock solenoid valve is normal.


5B0BA03

5. Check the pilot relief valve.
   Measure the relief pressure of the pilot relief valve.
   • If the measured value is within the specifications, the pilot relief valve is normal.
   ☞ "2. Service data, Performance criteria"

6. Check the pilot valve.
   Disconnect the control valve end of the hose connecting the pilot valve and control valve (slew). Attach a pressure gauge to the disconnected hose.
   • Attach plugs to the control valve ports.
   • Operate the lever (slew), and measure the pressure.
   • The pilot valve is working normally if the pressure ranges between 0 MPa and 3.5 MPa (0 psi and 508 psi), according to the lever angle.

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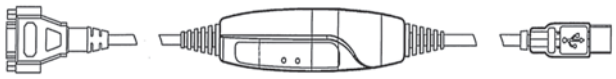
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2. CONNECTION METHODS

- To use the Maintenance Software program, complete Steps 2-2 to 2-4 in sequential order.
- Screens shown and installation instructions may vary depending on the operating system used due to differences in the language settings and OS used among other factors. Refer to the instruction manual for the computer you are using for additional information should you have questions or need computer-specific assistance.
- Note that the PLUS+1 GUIDE Service Tool installation method may change without prior notice. Contact Takeuchi Manufacturing should any questions arise regarding installation.

2-1. Items needed

1. Computer
2. Service Tool (Product no.: 05601-00119)
   - Installation CD for the Maintenance Software (Product no. 05601-00120)
   - Maintenance Tool (Product no. 17301-41810)



6S1AT01

   - Cable assembly (Product no.: 17301-41820)



6S1AT02

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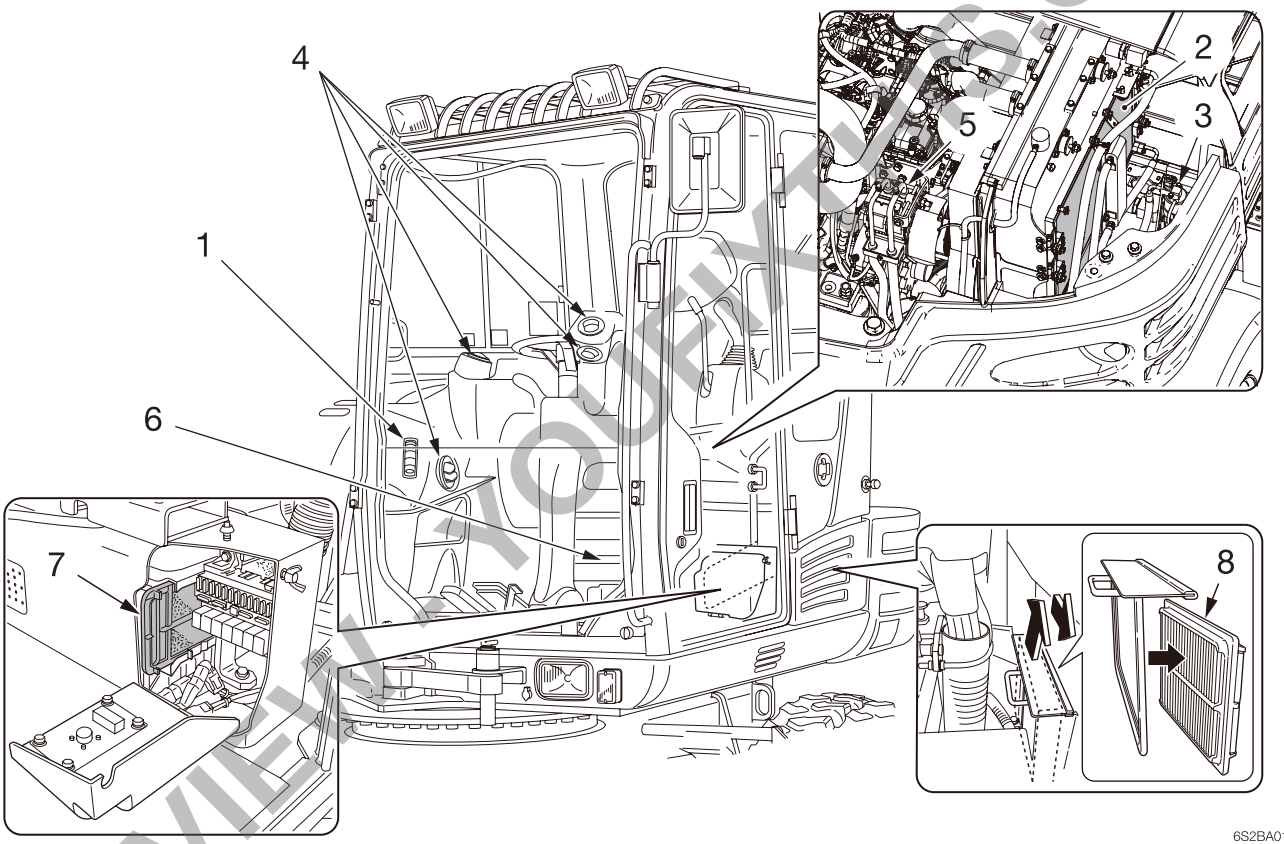
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AIR CONDITIONER

[1] Product Overview

1. Outline

An overview of the air conditioner is described below.
The compressor is a major component of an air conditioner. A swashplate-type compressor is used in this product. It is installed in the engine compartment.
The air conditioning unit is located under the seat in the cab. The required air temperature between cold and hot can be set using the temperature-control switch to maintain the working space in the cab at a comfortable level of cooling, heating, or dehumidification.
The cooled or heated air flow is controlled by the temperature-control switch and the fan switch (6 levels and AUTO).
The diagram shows the installation positions of the major air conditioner components and the pipe routes.



6S2BA01

1. Defroster
2. Condenser
3. Receiver dryer
4. Outlet
5. Compressor
6. Air conditioner unit
7. Recirculating air filter
8. External air filter

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ERROR CODES FOR TB295W VEHICLES

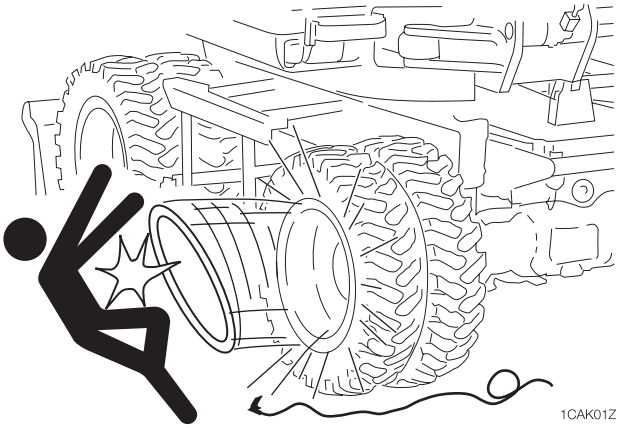
Sections other than the Travel Section

Code	Type of Error/Malfunction	Detection port	Criteria for Triggering Errors/Malfunctions	Limitations on operation under an error/a malfunction	Buzzer ON (Y/N)	Emergency Warning Lamp ON (Y/N)
9	ACC key not detected	MC_C1P44	No input from the ACC key switch	No limits	O	O
19	Parameter version conflict occurred	–		No limits	O	O
107	OX1 part number error occurred	CAN1	Failure of controller (IOX) to meet criteria	No limits	O	O
127	IX1 part number error occurred	CAN1	Failure of controller (IX1) to meet criteria	No limits	O	O
147	IOX1 part number error occurred	CAN0	Failure of controller (IOX1) to meet criteria	No limits	O	O
402	CAN0 communications error occurred	CAN0	CAN0 communications failure	No limits	O	O
502	CAN communications error occurred (ECM)	CAN0	No data received from the ECM	No limits	O	O
602	CAN communications error occurred (Cluster gauge)	CAN0	No data received from the cluster gauge	No limits	O	O
612	CAN communications error occurred (OX024)	CAN1	No data received from the OX controller	No limits	O	O
622	CAN communications error occurred (IX024)	CAN1	No data received from the IX controller	No limits	O	O
652	CAN communications error occurred (IOX024)	CAN0	No data received from the IOX controller	No limits	O	O
672	CAN communications error occurred (MC2)	CAN2	No data received from the main controller 2 (Travel system)	No limits	O	O
1703	Main power supply voltage error occurred (Voltage high)	MC_C1P2	Power supply voltage 30 V or higher	No limits	O	O
1704	Main power supply voltage error occurred (Voltage low)	MC_C1P2	Power supply voltage 21 V or lower	No limits	O	O
1713	OX024 power supply voltage error occurred (Voltage high)	OX_C1P2	Power supply voltage 30 V or higher	No limits	O	O
1714	OX024 power supply voltage error occurred (Voltage low)	OX_C1P2	Power supply voltage 21 V or lower	No limits	O	O
1723	IX024 power supply voltage error occurred (Voltage high)	IX_C1P2	Power supply voltage 30 V or higher	No limits	O	O
1724	IX024 power supply voltage error occurred (Voltage low)	IX_C1P2	Power supply voltage 21 V or lower	No limits	O	O
2503	Sensor 1 voltage error occurred (Voltage high)	MC_C1P8	Power supply voltage 21 V or higher and sensor voltage 5.2 V or higher	Sensor input (MC) cancelled	O	O
2504	Sensor 1 voltage error occurred (Voltage low)	MC_C1P8	Power supply voltage 21 V or higher and sensor voltage 4.8 V or lower			
2513	Sensor 2 voltage error occurred (Voltage high)	IX_C1P6	Power supply voltage 21 V or higher and sensor voltage 5.2 V or higher	Sensor input (IX) cancelled	O	O
2514	Sensor 2 voltage error occurred (Voltage low)	IX_C1P6	Power supply voltage 21 V or higher and sensor voltage 4.8 V or lower			
3300	Alternator charge faulty	IX_C2P9	Alternator status set to ON	No limits	O	O
3401	Engine oil pressure error occurred	CAN0	Pressure below 100 kPa	No limits	O	O
3500	Overheating occurred	CAN0	Water temperature at 105°C (221°F) or higher	No limits	O	O
3600	Air cleaner clogged	IX_C1P10	Air cleaner clogging sensor ON	No limits	O	O
3700	Water separator alarm	CAN0	Water separator turned ON	No limits	O	O
3350	Fuel filter clogged (1st stage)	CAN0	Fuel filter clogging warning alarm set to 1	No limits	–	O
3359	Fuel filter clogged (2nd stage)		Fuel filter clogging warning alarm set to 2	No limits	O	O
3360	DPD overload error occurred		DPD amber lamp mode set to 3	No limits	O	O
3810	Line filter clogged	IX_C2P10	Hydraulic oil temperature at 20°C (68°F) or above and resistance at 98 Ω to 147 Ω (Standard: 122 Ω)	No limits	O	O
3815	Line filter sensor wiring disconnected		Resistance at 1021 Ω or above	No limits	O	O
3816	Line filter sensor wiring short-circuited		Resistance at 60 Ω or below	No limits	O	O
3820	Overheating occurred affecting the hydraulic oil temperature	IX_C2P11	Hydraulic oil temperature at 103°C (217.4°F) or above	No limits	O	O
3825	Hydraulic oil temperature sensor wiring disconnected	IX_C2P11	Resistance at 65000 Ω or above	No limits	O	O
5303	Accelerator sensor error occurred (Short-circuiting)	MC_C1P21	Sensor voltage at 4.7 V or above	Low idle	O	O
5304	Accelerator sensor error occurred (Wire disconnect)	MC_C1P21	Sensor voltage at 0.3 V or below			
5505	Change in the resistance of the fuel gauge occurred (Resistance spike)	IX_C1P12	Sensor resistance at 1 kΩ or above	FE transmission of CAN signals for the fuel gauge	O	O
5603	Lift alarm sensor error occurred (Short-circuiting)	MC_C1P46	Sensor voltage at 4.75 V or above	Cluster, lift alarm warning lamps flash: Light up for 0.3 s then turn off for 0.3 s	O	O
5604	Lift alarm sensor error occurred (Wiring disconnect)	MC_C1P46	Sensor voltage at 0.25 V or below			

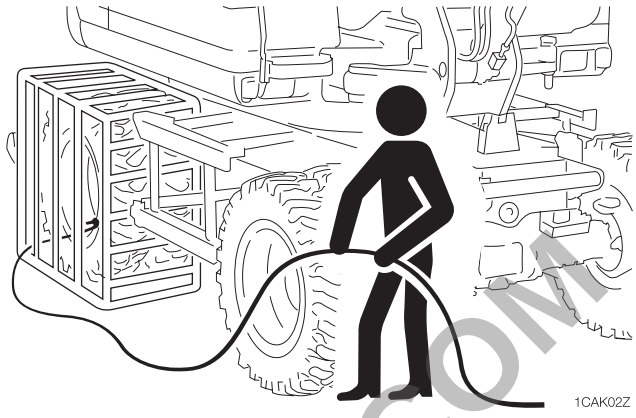
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Inspection and maintenance of the tires


1CAK01Z

- Attempting to separate the tires from the rims may cause explosion, resulting in severe injury or even death. Always ask a dealer or service technician to handle such repairs.
- Replacement of a tire requires the use of special tools and procedures. Each step needs to be completed correctly to ensure that the process is carried out safely. Ask a qualified service technician or agent to handle tire replacement.
- Make sure to maintain tire air pressure at the specified level. Do not add air above the specified pressure.
- Inspect each tire and wheel daily. Make sure that there are no problems such as low air pressure, slits or bubbles in the tire, or damaged rims. Refrain from driving the vehicle if any are found.
- It is operating normally if the air pressure in the tire will go up while the vehicle is being driven. Do not attempt to lower the air pressure in such cases.


1CAK02Z

- Move away from the vehicle when adding air to the tires. Use a long hose with a clip-on chuck to add air to the tires. Always stand behind where the tire touches the ground when adjusting the air pressure.
- Do not attempt to use an alcohol injector to fill the tires or pump a volatile gas into the tires.
- Do not attempt to cut or weld wheels with air-filled tires attached. The tire could rupture and explode as air is released.
- Tire replacement needs to be completed by a qualified service technician using the proper procedures and equipped with the proper safety equipment. Make sure that the tire is checked to confirm the proper size before the new or replacement tire, wheel, and other parts are placed on the vehicle.
- Make sure to have a cable restraint or safety cage in use at all times when adding air to a newly repaired tire.

Pressure adjustment for hydraulic devices

- The pressure for hydraulic devices is adjusted by Takeuchi Mfg. to optimal conditions before products are shipped for delivery to the customer. The pressure will not need to be adjusted again except in products that undergo disassembly and assembly procedures.

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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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a

I Montare sulla boccola di guida (16) gli anelli OR (15), (17), (18) e lubrificarli.
Montare la boccola (16) sull'asta cambio (19).

D Auf die Führungsbuchse (16) die O-Ringe (15), (17), (18) montieren und diese schmieren.
Die Buchse (16) auf die Stellstange (19) montieren.

E Montar sobre el casquillo de guía (16) los anillos OR (15), (17), (18) y lubrificarlos.
Montar el casquillo (16) sobre la astilla cambio (19).

F Monter sur la douille de guidage (16) les anneau-xO'Ring (15), (17), (18) et les lubrifier. Monter la douille (16) sur la tige de changement de vitesse (19).

b

I Inserire anello elastico (12).

D Spannring (12) einsetzen.

E Poner el anillo elastico (12).

F Insérer bague élastique (12).

c

I Montare sul pistone (13) gli anelli OR (11), (14) e lubrificarli.
Montare il pistone completo (15) sull'asta cambio (20) e assicurarlo con l'anello elastico (12).

D Auf den Kolben (13) die O-Ringe (11), (14) montieren und diese schmieren.
Den ganzen Kolben (15) auf die Stellstange (20) montieren und mit dem Kolbenring (12) befestigen.

E Montar sobre el piston (13) los anillos OR (11), (14) y lubrificarlos.
Montar el piston completo (15) sobre la astilla cambio (20) y asegurarlo con el anillo elastico (12).

F Monter sur le piston (13) les anneaux O'Ring (11), (14), puis les lubrifier.
Monter le piston complet (15) sur la tige du changement de vitesse (20), puis fixer ce dernier à l'aide de l'anneau ressort (12).

d

I Bloccare in posizione il pistone (13) con l'anello elastico (12).

D Den Kolben (13) mit dem Federring (12) festspannen.

E Bloquear en posición el pistón (13) con el anillo elástico (12).

F Bloquer en position le piston (13) avec la bague élastique (12).

e

I Spalmare la superficie di accoppiamento del cilindro cambio marce (9) con Loctite 510; montare il cilindro sull'asta cambio (19).
NOTA. Assicurarsi che il sigillante crei un velo continuo attorno ai fori di fissaggio.

D Die Kupplungsfläche des Schaltungszylinders (9) mit Loctite 510 schmieren. Den Zylinder auf die Stellstange(19) montieren.
BEMERKUNG. Die Dichtmasse gleichmäßig rund um die Gewindelöcher schmieren.

E Pasar la superficie de acoplamento del cilindro cambiom marchas (9) con Loctite 510; montar el cilindro sobre el astilla cambio (19).
NOTA. Asegurarse que el sigilante cree un velo continuo alrededor a los agujeros de fisaje.

F Enduire la superficie d'accouplement du cylindre changement de vitesses (9) avec du Loctite 510; monter le cylindre sur la tige du changement de vitesses (19).
REMARQUE. S'assurer que la colle forme une légére couche tout autour des trous de fixation.

f

I Rimontare le viti (8) spalmando sulle viti LOCTITE 242 .

D Schrauben (8) mit LOCTITE 242 schmieren .

E Volver a montar los tornillos (8), engrasando los tornillos con LOCTITE 242.

F Remonter les vis (8) en étalant du LOCTITE 242 sur les vis.

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