



# Technical Information

The information and specifications included in this publication were in effect at the time of approval for printing. Illustrations, descriptions, references and technical data contained in this document are for guidance only and may not be considered as binding. Multiquip Inc. reserves the right to discontinue or change specifications, design or the information published in this publication at any time without notice and without incurring any obligations.

## Product Group: Trowels

Model: HHXDF5, HHNG5, HTXG6DF, STXDF, JWN24HTCSL, LD6, LD6SL

## Trowels used for Polishing Applications

This document addresses service and maintenance concerns for ride-on trowels used in floor polishing applications.

MQ Whiteman Ride-On Trowels are designed for floating and finishing freshly poured concrete. Increasingly contractors are installing aftermarket accessories to repurpose trowels for floor polishing applications. The polishing process uses diamond pads and water to remove material from the finished surface, which creates an abrasive cement slurry that coats key components of the machine.

Slurry accumulation affects the free movement of rotating components such as the lower pulley, upper clutch, drive line, trowel arms, thrust plate bearings and bushings. This slurry accelerates wear, reduces component service life, diminishes performance and eventually creates unwanted downtime.

To maintain performance and reliability of trowels used in polishing applications, equipment owners should take measures to minimize premature wear and damage resulting from slurry buildup.

- Consider adding covers or shielding to deflect slurry from moving parts.
- Do not use any type of form oil as this could contaminate components

**Regular cleaning and preventative maintenance is necessary to maintain performance. Damage resulting from improper maintenance or misapplication is not covered by the Multiquip Limited Warranty.**

### End of Operation Recommended Preventative Maintenance

*(Removal of covers may be needed to allow for full inspection and cleaning.)*

- Wash the unit at the end of the day with a pressure washer, focusing on the lower spider drive, gearbox and CVT drive system areas.
- Start the unit and allow it to warm up, then run at a slow speed in place to help remove any standing water.
- Make sure the unit is greased after the unit is cleaned. Greasing the thrust plate bushing, trowel arms and cross shaft bearings will help purge out any water or contaminants remaining in those areas.
- Using a spray lubricant, lubricate all moving rod end bearings (Hiem Joints) in the steering system and stabilizer ring and gearbox pivot points. Avoid spraying the drive belt, CVT clutch and pulley areas where the belt drives.



***Plastic added to the outside of the guard rings to keep slurry from splashing onto works and nearby walls or columns. All the splash is being contained back into the trowel components.***



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**Both photos show slurry splash onto the upper clutch area. Once allowed to harden the clutch movable components will be limited and not operate correctly.**

**Shown is a customer added clean emissions Exhaust Catalyst. Trowel model HHXDF5 is OEM equipped from Kubota with a EPA approved catalyst internal to the existing muffler. Adding any type of catalyst or air scrubber is prohibited and may void the warranty provided by the engine manufacturer.**







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*Shown is concrete slurry splashed into the lower pulley, limiting it from closing and its overall operation. Drive performance will be lost and belt slippage resulting in belt damage will occur.*



*Heavy slurry build up on arms and pitch bolt area also add weight to the unit. When rotating this makes for an out of balanced rotation resulting in damaging vibrations.*



*Heavy slurry built up on the spider and thrust plate area. Bearing and bushing failure will occur as well as potential for the gearbox output shaft seal to be damaged.*



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*Shown is the charcoal canister that is part of the gasoline evaporative emission system. The lower air intake port in both photos are restricted or fully plugged with slurry. If the unit was switched from LPG fuel to gasoline, engine operation will be affected.*



*Slurry build up on hydraulic components may reduce cooling and increase chance of contamination during servicing.*



*Slurry build up on frame and steering cylinder.*