



OPERATING INSTRUCTIONS

MQ WHITEMAN RIDE-ON POWER TROWEL MD82



US Revision #0 (19/12/24)
AUS Version 1.0 (July 2026)

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EXCLUSIVE TO



OPERATION MANUAL



WHITEMAN **MODEL** **MD82**

HYDRAULIC RIDE-ON TROWEL **(KUBOTA WG1605 DUAL-FUEL GAS/PROPANE ENGINE)**

Revision #0 (12/19/24)

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THIS MANUAL MUST ACCOMPANY THE EQUIPMENT AT ALL TIMES.

PN: 48934

PROPOSITION 65 WARNING



SILICOSIS/RESPIRATORY WARNINGS

WARNING



SILICOSIS WARNING

Grinding/cutting/drilling of masonry, concrete, metal and other materials with silica in their composition may give off dust or mists containing crystalline silica. Silica is a basic component of sand, quartz, brick clay, granite and numerous other minerals and rocks. Repeated and/or substantial inhalation of airborne crystalline silica can cause serious or fatal respiratory diseases, including silicosis. In addition, California and some other authorities have listed respirable crystalline silica as a substance known to cause cancer. When cutting such materials, always follow the respiratory precautions mentioned above.

WARNING



RESPIRATORY HAZARDS

Grinding/cutting/drilling of masonry, concrete, metal and other materials can generate dust, mists and fumes containing chemicals known to cause serious or fatal injury or illness, such as respiratory disease, cancer, birth defects or other reproductive harm. If you are unfamiliar with the risks associated with the particular process and/or material being cut or the composition of the tool being used, review the material safety data sheet and/or consult your employer, the material manufacturer/supplier, governmental agencies such as OSHA and NIOSH and other sources on hazardous materials. California and some other authorities, for instance, have published lists of substances known to cause cancer, reproductive toxicity, or other harmful effects.

Control dust, mist and fumes at the source where possible. In this regard use good work practices and follow the recommendations of the manufacturers or suppliers, OSHA/NIOSH, and occupational and trade associations. Water should be used for dust suppression when wet cutting is feasible. When the hazards from inhalation of dust, mists and fumes cannot be eliminated, the operator and any bystanders should always wear a respirator approved by NIOSH/MSHA for the materials being used.

TABLE OF CONTENTS

MD82 Ride-On Trowel

NOTICE

Specifications are subject to change without notice.

Proposition 65 Warning	2
Silicosis/Respiratory Warnings	3
Table of Contents	4
Checklists	5
Safety Information	6–12
Lifting and Transporting	13–16
Specifications	17
Dimensions	18
General Information	19
Components (Trowel)	20–23
Components (Engine)	24–25
Diagnostic Display	26–28
Setup and Inspection	29–32
Operation	33–38
Maintenance	40–54
Troubleshooting	55–64
Electrical Component Locator	65
Fuse and Relay Locator	66
Lights Wiring Diagram	67
Spray Wiring Diagram	68
Seat Switch Wiring Diagram	69
Horn/Cruise Control Wiring Diagram	70
Foot Pedal and Speed Dial Wiring Diagram	71
Hydraulic Pump Wiring Diagram	72
Hydraulic Motors Wiring Diagram	73
Hydraulic Coolers Wiring Diagram	74–75
Pitch Wiring Diagram	76–77
Fuel System Wiring Diagram	78–79
Display and CAN Wiring Diagram	80–81
Power and Ignition Wiring Diagram	82–83
Electrical Schematic	84–89
Hydraulic Component Locator	90
Hydraulic System Diagram	91

CHECKLISTS

Training Checklist			
No.	Description	OK?	Date
1	Read operation manual completely		
2	Machine layout, location of components, checking of engine and hydraulic oil levels		
3	Fuel system, refueling procedure		
4	Operation of spray and lights		
5	Operation of controls (machine not running)		
6	Safety controls, safety stop switch operation		
7	Emergency stop procedures		
8	Startup of machine, pre-heat, engine choke		
9	Maintaining a hover		
10	Maneuvering		
11	Pitching		
12	Matching blade pitch. Twin-Pitch™		
13	Concrete finishing techniques		
14	Shutdown of machine		
15	Lifting of machine (lift loops)		
16	Machine transport and storage		

Daily Pre-Operation Checklist		✓	✓	✓	✓	✓	✓
1	Engine oil level						
2	Hydraulic oil level						
3	Radiator coolant level						
4	Condition of blades						
5	Blade pitch operation						
6	Safety stop switch operation						

SAFETY INFORMATION

DO NOT operate or service the equipment before reading the entire manual. Safety precautions should be followed at all times when operating this equipment. Failure to read and understand the safety messages and operating instructions could result in injury to yourself and others.



SAFETY MESSAGES

The four safety messages shown below will inform you about potential hazards that could injure you or others. The safety messages specifically address the level of exposure to the operator and are preceded by one of four words: **DANGER**, **WARNING**, **CAUTION** or **NOTICE**.

SAFETY SYMBOLS



DANGER

Indicates a hazardous situation which, if not avoided, **WILL** result in **DEATH** or **SERIOUS INJURY**.



WARNING

Indicates a hazardous situation which, if not avoided, **COULD** result in **DEATH** or **SERIOUS INJURY**.



CAUTION

Indicates a hazardous situation which, if not avoided, **COULD** result in **MINOR** or **MODERATE INJURY**.

NOTICE

Addresses practices not related to personal injury.

Potential hazards associated with the operation of this equipment will be referenced with hazard symbols which may appear throughout this manual in conjunction with safety messages.

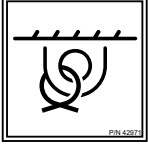
Symbol	Safety Hazard
A black silhouette of a person wearing a gas mask, with a cloud of gas or smoke around their head.	Lethal exhaust gas hazards
A black silhouette of a flame or explosion.	Explosive fuel hazards
A black silhouette of a hand over a flame.	Burn hazards
A black silhouette of a hand near a rotating part, represented by a circle with a gear-like edge.	Rotating parts hazards
A black silhouette of a hand near a fluid spray, represented by a cloud of droplets or gas.	Pressurized fluid hazards
A black silhouette of a hand near a hydraulic line, represented by a cylinder and a hose.	Hydraulic fluid hazards

SAFETY INFORMATION

SAFETY DECALS

Decals associated with the safe operation of this equipment are defined below.

DECAL	DEFINITION
	CAUTION Burn Hazard HOT PARTS can burn skin. DO NOT touch hot parts . Allow machine sufficient amount of time to cool before performing maintenance.
	WARNING Lifting/Crush Hazard NEVER allow any person to stand underneath the trowel while lifting. DO NOT lift trowel with pans attached. ALWAYS make sure handle is securely attached.
	WARNING Cancer and Reproductive Harm This equipment may contain or produce chemicals and substances known to cause cancer, birth defects and other reproductive harm. ALWAYS work in a well-ventilated area and ALWAYS wear approved safety equipment.
	DANGER Guard Hazard DO NOT operate equipment with guards removed. Serious bodily injury could result.
	DANGER Training This machine to be operated by qualified personnel only. Ask for training as needed.
	DANGER Inhalation Hazard DO NOT use this equipment in an enclosed area . The engine used with this equipment emits harmful levels of carbon monoxide which can cause severe bodily harm — even death!
	DANGER Rotating Blade Hazard Keep hands, fingers, and feet clear of engine fan blades and guard rings. Moving parts can cut. DO NOT remove guards. Stop engine before servicing.
	WARNING Fire, Smoking, Explosion, Inhalation Hazard DO NOT smoke or light matches near this equipment. This equipment contains highly flammable fuel. DO NOT use this equipment in an enclosed area.

DECAL	DEFINITION
	NOTICE Radio Noise This product complies with Canadian ICES-002.
	NOTICE Read Manual To avoid injury, you must read and understand the operator's manual before using this machine.
	NOTICE Protective Clothing ALWAYS wear appropriate clothing when operating the trowel.
	NOTICE Lifting Location Attach a suitable lifting device here to lift the unit.
	NOTICE Tie-Down Location ALWAYS tie-down equipment during transport.
	NOISE LEVEL Indicates value of the sound power of the equipment measured at operator's seat.
	UNLEADED GASOLINE The engine used in this equipment runs on unleaded gasoline .
	WARNING NEVER disable or disconnect the seat switch. It is provided for operator safety. Injury may result if it is disabled, disconnected or improperly maintained.

SAFETY INFORMATION

GENERAL SAFETY

⚠ CAUTION

- **NEVER** operate this equipment without proper protective clothing, shatterproof glasses, respiratory protection, hearing protection, steel-toed boots and other protective devices required by the job or city and state regulations.



- Avoid wearing jewelry or loose-fitting clothes that may snag on the controls or moving parts, as this can cause serious injury.

- **NEVER** operate this equipment when on medication or when not feeling well due to fatigue or illness.



- **NEVER** operate this equipment under the influence of drugs or alcohol.



- **ALWAYS** clear the work area of any debris, tools, etc. that would constitute a hazard while the equipment is in operation.

- No one other than the operator is to be in the working area when the equipment is in operation.

- **NEVER** use the equipment for any purpose other than its intended purposes or applications.

NOTICE

- This equipment should only be operated by trained and qualified personnel 18 years of age and older.
- Whenever necessary, replace nameplate, operation and safety decals when they become difficult to read.
- Manufacturer does not assume responsibility for any accident due to equipment modifications. Unauthorized equipment modification will void all warranties.
- **NEVER** use accessories or attachments that are not recommended by Multiquip for this equipment. Damage to the equipment and/or injury to the user may result.
- **ALWAYS** know the location of the nearest fire extinguisher.
- **ALWAYS** know the location of the nearest first aid kit.
- **ALWAYS** know the location of the nearest phone or **keep a phone on the job site**. Also, know the phone numbers of the nearest **ambulance**, **doctor** and **fire department**. This information will be invaluable in the case of an emergency.



SAFETY INFORMATION

TROWEL SAFETY

DANGER

- Engine fuel exhaust gases contain poisonous carbon monoxide. This gas is colorless and odorless, and can cause **DEATH** if inhaled.
- The engine of this equipment requires an adequate free flow of cooling air. **NEVER** operate this equipment in any enclosed or narrow area where the free flow of air is restricted. If the air flow is restricted it will cause injury to people and property and serious damage to the equipment or engine.

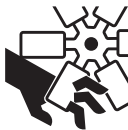


- **NEVER** operate the equipment in an explosive atmosphere or near combustible materials. An explosion or fire could result causing **severe bodily harm or even death**.



WARNING

- **NEVER** use your hand to find hydraulic leaks. Use a piece of wood or cardboard. Hydraulic fluid injected into the skin must be treated by a knowledgeable physician immediately or **severe injury or death** can occur.
- **ALWAYS** keep clear of rotating or moving parts while operating the trowel.
- **NEVER** disconnect any **emergency or safety devices**. These devices are intended for operator safety. Disconnection of these devices can cause **severe injury, bodily harm or even death**. Disconnection of any of these devices will void all warranties.



CAUTION

- **NEVER** allow passengers or riders on the trowel during operation.
- **NEVER** lubricate components or attempt service on a running machine.
- **NEVER** place your feet or hands inside the guard rings while starting or operating this equipment.

NOTICE

- **ALWAYS** keep the machine in proper running condition.
- Fix damage to the machine and replace any broken parts immediately.
- **ALWAYS** store equipment properly when it is not being used. Equipment should be stored in a clean, dry location out of the reach of children and unauthorized personnel.
- A safety manual for operating and maintenance personnel of concrete power trowels produced by the Association of Equipment Manufacturers (AEM) can be obtained for a fee by ordering through their website at www.aem.org.

Order FORM PT-160

ENGINE SAFETY

WARNING

- **NEVER** place hands or fingers inside the engine compartment while the engine is running.
- **NEVER** operate the engine with heat shields or guards removed.
- Keep fingers, hands, hair and clothing away from all moving parts to prevent injury.
- **DO NOT** remove the radiator cap while the engine is hot. High-pressure boiling water will gush out of the radiator and severely scald any persons in the general area of the trowel.
- **DO NOT** remove the coolant drain plug while the engine is hot. Hot coolant will gush out of the coolant tank and severely scald any persons in the general area of the trowel.
- **DO NOT** remove the engine oil drain plug while the engine is hot. Hot oil will gush out of the oil tank and severely scald any persons in the general area of the trowel.



CAUTION

- **NEVER** touch the hot exhaust manifold, muffler or cylinder. Allow these parts to cool before servicing the equipment.



SAFETY INFORMATION

NOTICE

- **DO NOT** allow the engine to run unattended at a high idle position for longer than 5 minutes. The hydraulic system will overheat if the engine idles for too long without spinning the rotors.
- **NEVER** run the engine without an air filter or with a dirty air filter. Severe engine damage may occur. Service the air filter frequently to prevent engine malfunction.
- **NEVER** tamper with the factory settings of the engine or engine governor. Damage to the engine or equipment can result if operating in speed ranges above the maximum allowable.



FUEL SAFETY (GASOLINE)

DANGER

- **NEVER** start the engine near spilled fuel or combustible fluids. Fuel is extremely flammable and its vapors can cause an **explosion** if ignited.
- **ALWAYS** refuel in a well-ventilated area, away from sparks and open flames.
- **ALWAYS** use extreme caution when working with **flammable** liquids.
- **DO NOT** fill the fuel tank while the engine is running or hot.
- **NEVER** overfill the fuel tank, as spilled fuel could ignite if it comes into contact with hot engine parts or sparks from the ignition system.
- Store fuel in appropriate containers, in well-ventilated areas and away from sparks and flames.
- **NEVER** use fuel as a cleaning agent.
- **NEVER** smoke around or near the equipment. **Fire or explosion** could result from fuel vapors or if fuel is spilled on a hot engine.



FUEL SAFETY (LPG/PROPANE)

DANGER

- **DO NOT** fill the propane tank within 25 feet (7.62 meters) of buildings and line of adjoining structures that may be a source of ignition.
- Remove all combustible materials including dry grass and leaves within 25 feet (7.62 meters) of LPG dispenser.
- Before filling, visually inspect the propane tank for dents, cracks, and excessive corrosion.
- **NEVER** fill the propane tank if it is damaged, corroded, displays leaks at fittings/valves, or contains foreign material.
- **NEVER** fill the propane tank if pressure relief or fill valves are damaged.
- **ALWAYS** fill the propane tank in a well-ventilated area, away from sparks and open flames. Liquid propane gas is odorless and invisible.
- **DO NOT** fill the propane tank while the engine is running or hot.
- **DO NOT** smoke around or near the equipment. Fire or explosion could result from gas vapors.
- Accumulation of liquid propane gas vapors may result in the development of an oxygen-deficient atmosphere which carries a risk of asphyxiation.
- **NEVER** enter a gas cloud area. This condition produces an oxygen-deficient atmosphere that could be fatal.



CAUTION

- **ALWAYS** use protective gloves when handling the propane tank. Liquid propane gas will cause cold burns if it comes into contact with the skin.
- The eyes and body must be protected when handling all liquid propane gas products. **ALWAYS** wear protective eye safety glasses and clothing.
- Liquid propane gas is heavier than air—an underground or low-level leak might not be detected immediately.

SAFETY INFORMATION

BATTERY SAFETY

DANGER

- **DO NOT** drop the battery. There is a possibility that the battery will explode.
- **NEVER** expose the battery to open flames, sparks, cigarettes, etc. The battery contains combustible gases and liquids. If these gases and liquids come into contact with a flame or spark, an **explosion** could occur.



WARNING

- **ALWAYS** wear safety glasses when handling the battery to avoid eye irritation. The battery contains acids that can cause injury to the eyes and skin.
- Use well-insulated gloves when picking up the battery.
- **ALWAYS** keep the battery charged. If the battery is not charged, combustible gas will build up.
- **DO NOT** charge the battery if frozen. The battery can **explode**. When frozen, warm the battery to at least 61°F (16°C).
- **ALWAYS** recharge the battery in a well-ventilated environment to avoid the risk of a dangerous concentration of combustible gases.
- If the battery liquid (dilute sulfuric acid) comes into contact with **clothing or skin**, rinse skin or clothing immediately with plenty of water.
- If the battery liquid (dilute sulfuric acid) comes into contact with **eyes**, rinse eyes immediately with plenty of water and contact the nearest doctor or hospital to seek medical attention.



CAUTION

- **ALWAYS** disconnect the **NEGATIVE** battery terminal before performing service on the equipment.
- **ALWAYS** keep battery cables in good, working condition. Repair or replace all worn cables.

TRANSPORTING SAFETY

CAUTION

- **DO NOT** allow any person or animal to stand underneath the equipment while it is being lifted.
- Ride-on trowels are very heavy and awkward to move around. Use proper heavy lifting procedures. **NEVER** attempt to lift the trowel by the guard rings.
- **NEVER** use the grab bars for lifting of the trowel. **ALWAYS** attach lifting slings/chains to the **lift loops only**.
- **NEVER** lift the trowel with the operator on the machine.



NOTICE

- Two lifting straps should have a minimum lifting capacity of 2,120 pounds (962 kg) and the lifting gear must be capable of lifting at least this amount.
- **NEVER** transport the trowel with float pans attached unless safety catches are used and are specifically cleared for such transport by the manufacturer.
- **NEVER** hoist the trowel more than three feet off the ground with float pans attached.
- Before lifting, make sure that the lift loops are not damaged.
- **ALWAYS** make sure the crane or lifting device has been properly secured to the lift loops of the equipment.
- **ALWAYS** shut down the engine before transporting.
- **DO NOT** lift the equipment while the engine is running.
- Tighten the fuel tank cap securely and close the fuel cock to prevent fuel from spilling.
- **NEVER** lift the trowel to unnecessary heights.
- **ALWAYS** tie down equipment during transport by securing the equipment with straps. Inspect the straps to make sure they are not frayed or damaged.

SAFETY INFORMATION

TOWING SAFETY

CAUTION

- Check with your local, county or state safety towing regulations, in addition to meeting **Department of Transportation (DOT) safety towing regulations**, before towing the trowel.



ENVIRONMENTAL SAFETY/DECOMMISSIONING

NOTICE

Decommissioning is a controlled process used to safely retire a piece of equipment that is no longer serviceable. If the equipment poses an unacceptable and unrepairable safety risk due to wear or damage or is no longer cost effective to maintain (beyond life-cycle reliability) and is to be decommissioned (demolition and dismantlement), be sure to follow the rules below.

- **NEVER** pour waste or oil directly onto the ground, down a drain, or into any water source.
- Contact your country's Department of Public Works or a recycling agency in your area and arrange for proper disposal of any electrical components, waste, or oil associated with this equipment.
- When the life cycle of this equipment is over, remove the battery and bring it to an appropriate facility for lead reclamation. Use safety precautions when handling batteries that contain sulfuric acid.
- When the life cycle of this equipment is over, it is recommended that the trowel frame and all other metal parts be sent to a recycling center.



Metal recycling involves the collection of metal from discarded products and its transformation into raw materials to use in manufacturing new products.

Recyclers and manufacturers alike promote the process of recycling metal. Using a metal recycling center promotes energy cost savings.

EMISSIONS INFORMATION (GASOLINE)

NOTICE

The engine used in this equipment is a dual-fuel engine (gasoline/LPG). The gasoline side of the engine has been designed to reduce harmful levels of carbon monoxide (CO), hydrocarbons (HC) and nitrogen oxides (NOx) contained in gasoline exhaust emissions.

This engine has been certified to meet US EPA evaporative emissions requirements in the installed configuration.

Attempts to modify or make adjustments to the engine emission system by unauthorized personnel without proper training could damage the equipment or create an unsafe condition.

Additionally, modifying the fuel system may adversely affect evaporative emissions, resulting in fines or other penalties.

EMISSIONS INFORMATION (LPG)

NOTICE

The engine used in this equipment has been designed to comply with EPA Tier 2 / CARB Tier 3 + EU Stage V regulations.

Any modifications to the fuel system or any adjustments made to the engine will cause the engine to be in **non-compliance** with emission regulations.

Emission Control Label

The emission control label is an integral part of the emission system and is strictly regulated.

The label must remain with the engine for its entire life.

If a replacement emission label is needed, please contact your authorized engine distributor.

LIFTING AND TRANSPORTING

WORK SAFELY!



WARNING



Failure to comply with these lifting instructions may result in **sling failure** and **severe personal injury or death**.

Only **qualified personnel** with proper training should perform this procedure. Follow all rigging and lifting safety rules when performing this procedure.

LIFTING SAFETY



CAUTION

- **NEVER** allow any person to stand underneath the equipment while lifting.
- Ride-on trowels are very heavy and awkward to move around. Use proper heavy lifting procedures and **DO NOT** attempt to lift the trowel by the guard rings.
- **ALWAYS** attach lifting slings to the **lift loops only**. **NEVER** use the grab bars for lifting of the trowel.
- **NEVER** lift the trowel with the operator on the machine.

NOTICE

- **NEVER** hoist the trowel more than three feet off of the ground with float pans attached.
- Before lifting, make sure that the lift loops are not damaged.
- **ALWAYS** make sure any lifting device has been properly secured to the lift loops of the trowel.
- **DO NOT** lift the trowel to unnecessary heights.
- **ALWAYS** shut down the engine before transporting.
- Tighten the fuel tank cap securely and close the fuel cock to prevent fuel from spilling.

SLING INSPECTION

Inspect the lifting slings provided with your trowel (Figure 1) **before each use**. If replacement slings are needed, refer to the parts manual included with your trowel for part numbers, and order from your Multiquip parts dealer or importer.

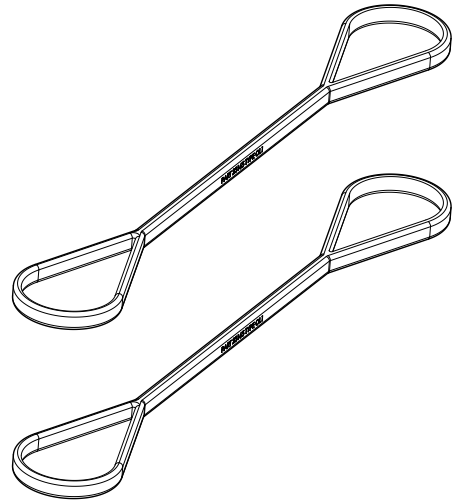
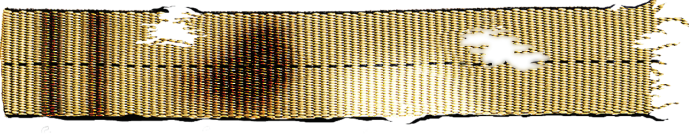
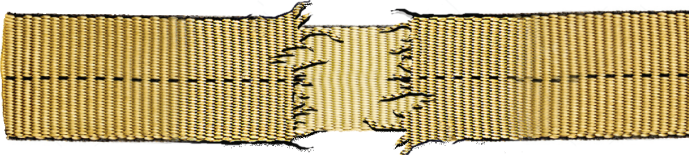
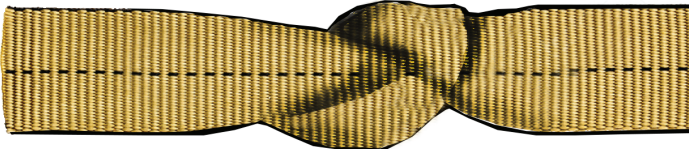


Figure 1. Lifting Slings

LIFTING AND TRANSPORTING

The Occupational Safety and Health Administration (OSHA) Regulation 29 CFR Part 1926.251 (e)(8)—*Removal from service* requires that the slings be inspected prior to each use, and **removed from service immediately** if any of the following conditions are found:

■ Holes, tears, cuts, or snags ■ Embedded particles ■ Abrasive wear that exposes core fibers	
■ Missing or unreadable Rated Capacity tags ■ Melting, charring, weld spatter, or chemical burns	
■ Broken or worn stitching that exposes the core fibers	
■ Knots	
■ Any other condition which may cause doubt as to the strength of the sling	

LIFTING AND TRANSPORTING

LIFTING PROCEDURE

The correct lifting slings (Figure 1) have been supplied with your trowel, in accordance to its weight per Occupational Safety and Health Administration (OSHA) Regulation 29 CFR Part 1926.251—*Rigging equipment for material handling*.

WARNING

ALWAYS inspect the lifting slings **before** each use.

The proper sling hitch method for connecting the lifting slings to the ride-on trowel is the **choker hitch**. The rated capacity of the slings for this method is indicated on the sling labels. **DO NOT** use any other type of sling hitch!

1. Secure the **lifting slings** to the **lift loops** (Figure 2), located to the left and right of the operator's seat.

WARNING

ALWAYS attach lifting slings/chains to the **lift loops** only. **NEVER** use the grab bars for lifting of the trowel.

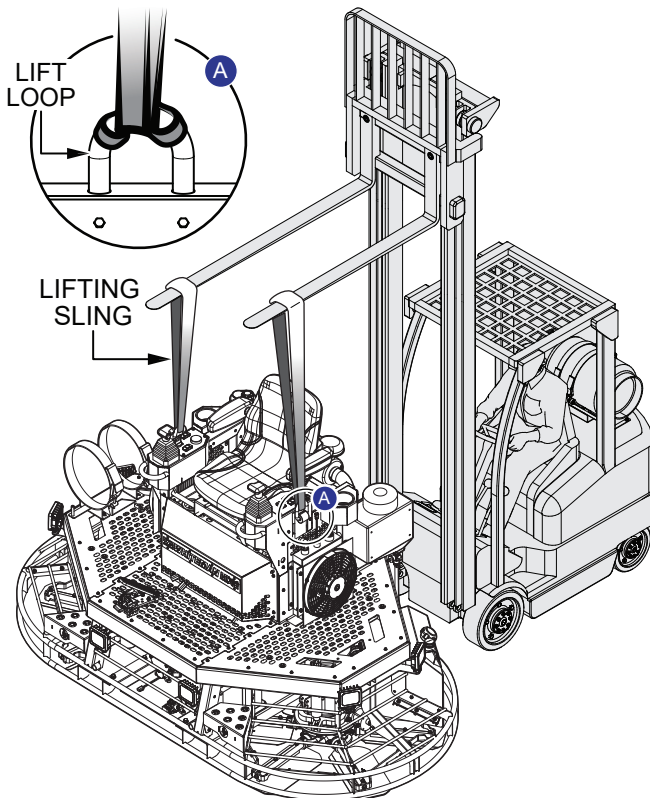


Figure 2. Lifting The Trowel (Lift Loops)

2. Insert forklift forks through the loops at the ends of the lifting slings. Keep the slings as close to vertical as possible.

NOTICE

MAKE SURE the forklift has adequate lifting capacity to lift the trowel.

3. If the **choke angle** (Figure 3) is **120 degrees or less**, the lifting strength of the slings must be de-rated as shown in Table 1, in accordance with ASME Standard B30.9.

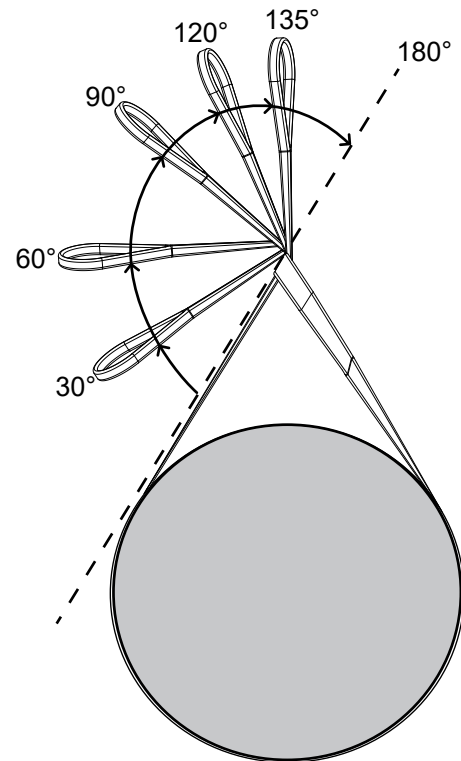


Figure 3. Choke Angle

Table 1. Choker Hitch Sling Capacity	
Choke Angle (°)	Rated Capacity (%)
Over 120	100
90–120	87
60–89	74
30–59	62
0–29	49

LIFTING AND TRANSPORTING

Forklift Pockets

Another method for lifting the trowel is with the forklift pockets. Insert forklift forks through the forklift pockets as shown in Figure 4.

NOTICE

MAKE SURE the forklift has adequate lifting capacity to lift the trowel.

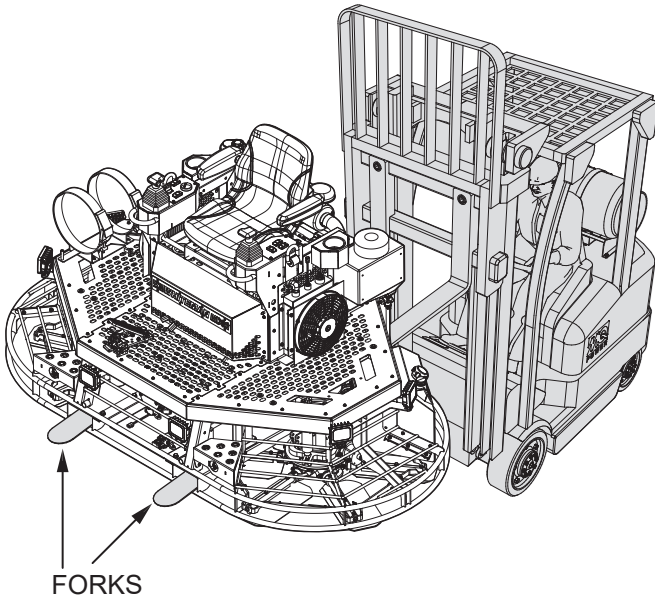


Figure 4. Lifting The Trowel (Forklift Pockets)

TRANSPORTING THE TROWEL

After the trowel has been lifted onto a flatbed truck, do the following:

1. Locate the **tie-down symbols** (Figure 5) on each side of the trowel.

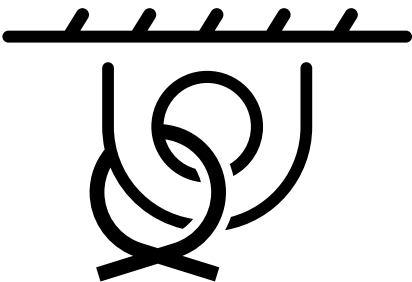


Figure 5. Tie-Down Symbol

2. Attach suitable tie-down straps to the locations marked by the tie-down symbols. Be sure to connect the tie-down strap hooks directly to the trowel as shown in Figure 6. **DO NOT** wrap the tie-downs around the frame as shown in Figure 7.

NOTICE

Use tie-downs with flat hooks or U-hooks only.

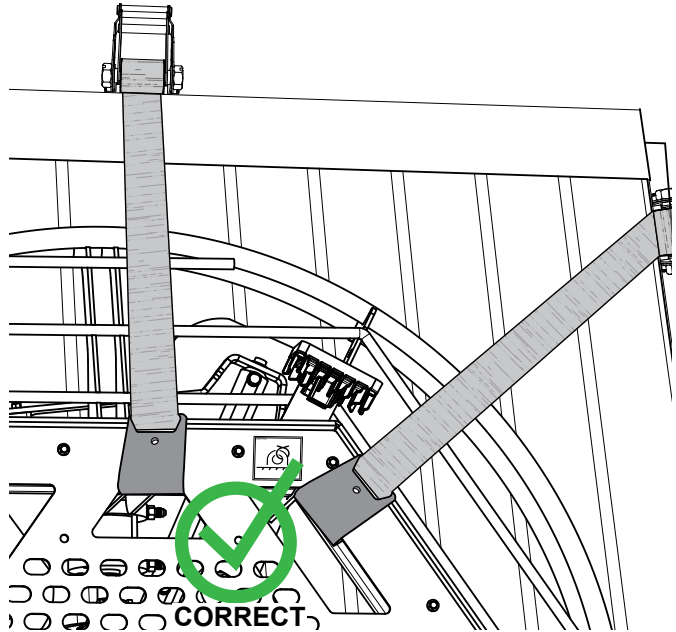


Figure 6. Tie-Down Method (Correct)

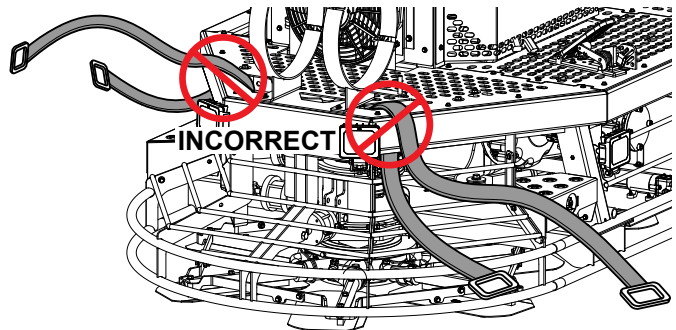


Figure 7. Tie-Down Method (Incorrect)

3. Secure the trowel to a flatbed with the tie-down straps, making sure they are properly tied to prevent movement of the trowel during transport.

SPECIFICATIONS

Table 2. Trowel Specifications

Trowel Model	MD82
Operating Weight	1,818 lb. (824.6 kg)
Shipping Weight	2,118 lb. (960.7 kg)
Maximum Rotor Speed	170 rpm
Blades per Rotor	6
Path Width	91 in. (2,311 mm)
Hydraulic Oil Reservoir Capacity	0.45 gal. (1.70 L)
Hydraulic Oil System Capacity	9.5 qt. (8.99 L)
Hydraulic Oil Type	Parker DuraClean ISO 46

Table 3. Engine Specifications

Model	Kubota WG1605-GL-E3	
Type	Vertical, water-cooled, 4-cycle, spark-ignited, dual-fuel	
Number of Cylinders	4	
Bore × Stroke	3.11 × 3.09 in. (79 × 78.4 mm)	
Displacement	93.79 in. ³ (1.537 L)	
Rated Output	Gasoline	57 hp (42.5 kW @ 3,600 rpm)
	LPG	55 hp (41 kW @ 3,600 rpm)
Lube Oil Capacity	4.25 qt. (4.02 L)	
Lube Oil Type	API service category SL or higher	
Coolant Capacity	7.25 qt. (6.86 L)	
Coolant Type	50% ethylene-glycol type long-life coolant + 50% distilled water	
Spark Plug Type	NGK IFR6F8DN	
Spark Plug Gap	0.028–0.031 in. (0.7–0.8 mm)	
Gasoline Type	Unleaded or E10	
Gasoline Capacity	9.0 gal. (34 L)	
Liquid Propane Type	Commercial LPG only	

Table 4. MD82 Noise and Vibration Emissions

Guaranteed Sound Pressure Level at Operator Station per ISO 11201, in dB(A)	97
Guaranteed Sound Power Level per ISO 3744, in dB(A)	126
Whole Body Vibration per ISO 13105: $\Sigma A(8)$, in m/sec ²	0.002

NOTES:

1. Sound pressure and power levels are “A” weighted measures per ISO 226:2003 (ANSI S1.4-1981). They are measured using operating conditions of the machine which generate the most repeatable but highest values of the sound levels. Under normal circumstances, the sound level will vary depending on the condition of the material being worked upon.
2. The vibration level indicated is the vector sum of the RMS (root mean square) values of amplitudes on each axis, standardized to an 8-hour exposure period, and obtained using operating conditions of the machine that generate the most repeatable but highest values in accordance with the applicable standards for the machine.
3. Per EU Directive 2002/44/EC, the daily exposure action value for whole body vibration is 0.5 m/s² $\Sigma A(8)$. The daily exposure limit value is 1.15 m/s² $\Sigma A(8)$.

NOTICE

Specifications are subject to change without notice.

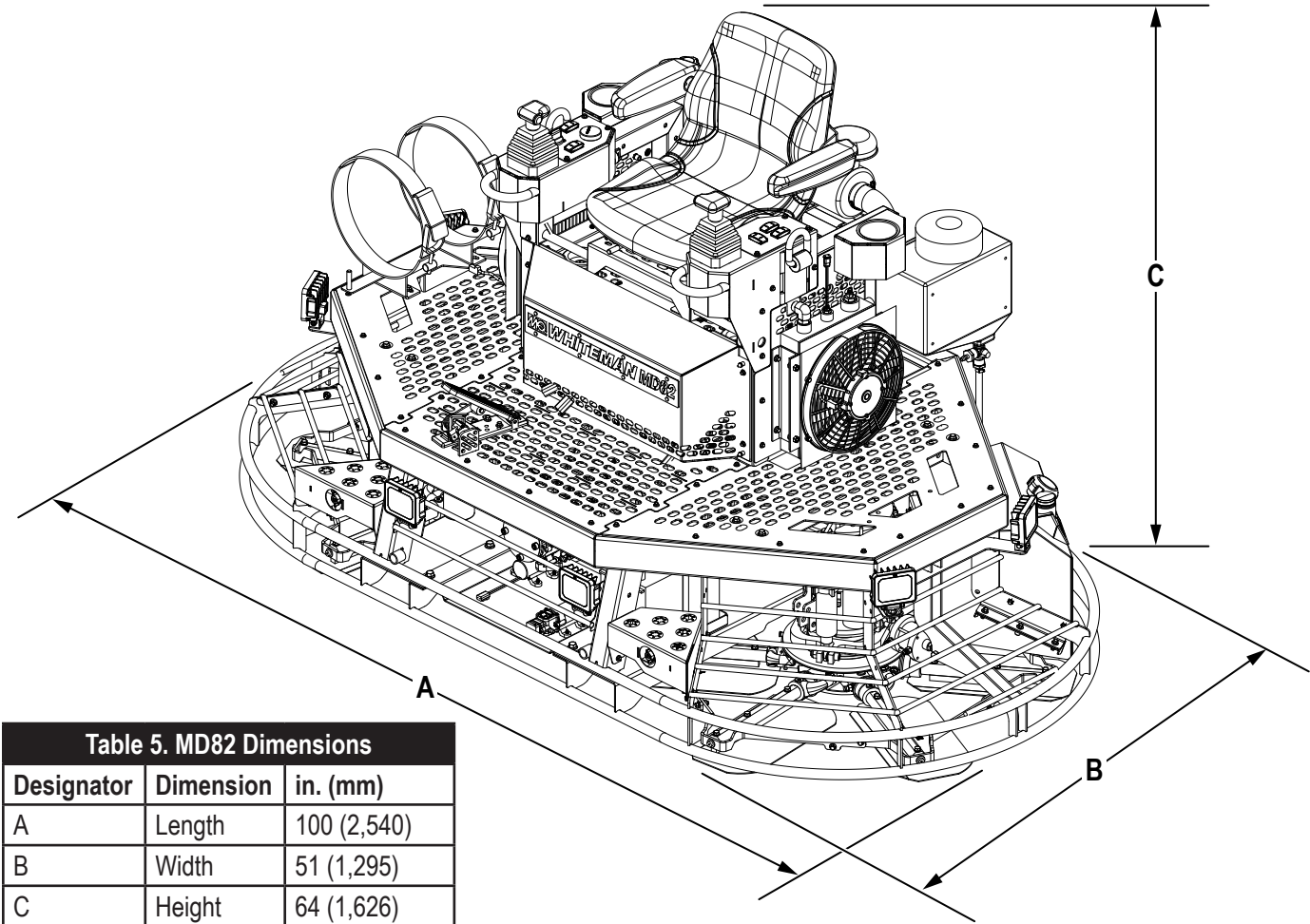


Table 5. MD82 Dimensions		
Designator	Dimension	in. (mm)
A	Length	100 (2,540)
B	Width	51 (1,295)
C	Height	64 (1,626)

Figure 8. MD82 Dimensions

INTENDED USE

Operate the MD82 ride-on trowel, tools, and components in accordance with the manufacturer's instructions. Use of any other tools for stated operation is considered contrary to designated use. The risk of such use lies entirely with the user. The manufacturer cannot be held liable for damages as a result of misuse.

SAFE OPERATION

Read all safety information carefully. Safety instructions will be found throughout this manual and on the machine. Keep all safety information in good, readable condition. Operators should be well trained on the operation and maintenance of the trowel.

FAMILIARIZATION

The MD82 ride-on power trowel is designed for the floating and finishing of concrete slabs.

Walk around the trowel and take note of the major components—engine, blades, air cleaner, fuel system, ignition switch, etc. Make sure there is always a proper level of lubricating oil in the engine and a proper level of hydraulic oil in the hydraulic oil reservoir.

Before using your trowel, test it on a flat, watered-down section of finished concrete. This test run will familiarize you with the trowel's controls and will increase your confidence in operating the trowel. You will learn how the trowel handles under actual operating conditions. Refer to the **Operation** section of this manual for more information.

ENGINE

The MD82 is equipped with a Kubota WG1605-GL-E3 dual-fuel engine which operates on either unleaded gasoline or liquefied petroleum gas (liquid propane). Refer to the engine operator's manual for specific instructions regarding engine operation and maintenance.

DUAL-FUEL SYSTEM

The MD82 is equipped with a gasoline fuel tank and can be equipped with a liquid propane/liquefied petroleum gas (LPG) tank. Fuel systems can be switched during operation without interruption.

BLADES

The blades of the MD82 finish concrete as they are rotated across the surface. Blades are classified as *combination* (10 or 8 inches wide) or *finish* (6 inches wide). The MD82 is equipped with six blades per rotor equally spaced in a radial pattern and attached to a vertical rotating shaft by means of a spider assembly.

OPTIMIZED HYDRAULIC SYSTEM

The spider assemblies are powered by two high-torque hydraulic motors driven by an axial-piston, tandem hydraulic pump for increased overall system performance.

HYDRAULIC STEERING

Dual palm-grip joystick controls are provided for steering. Located to the left and right of the operator's seat, the joysticks are linked to three hydraulic steering cylinders located within the frame of the machine.

DIAGNOSTIC DISPLAY

The MD82 is equipped with a diagnostic display that communicates with the engine's electric control unit (ECU) and the trowel's machine control unit (MCU) using the SAE J1939 Controller Area Network (CAN) bus protocol.

TRAINING

For proper training, please use the **Training Checklist** form located in the front of this manual. This checklist will provide an outline for an experienced operator to provide training to a new operator.

COMPONENTS (TROWEL)

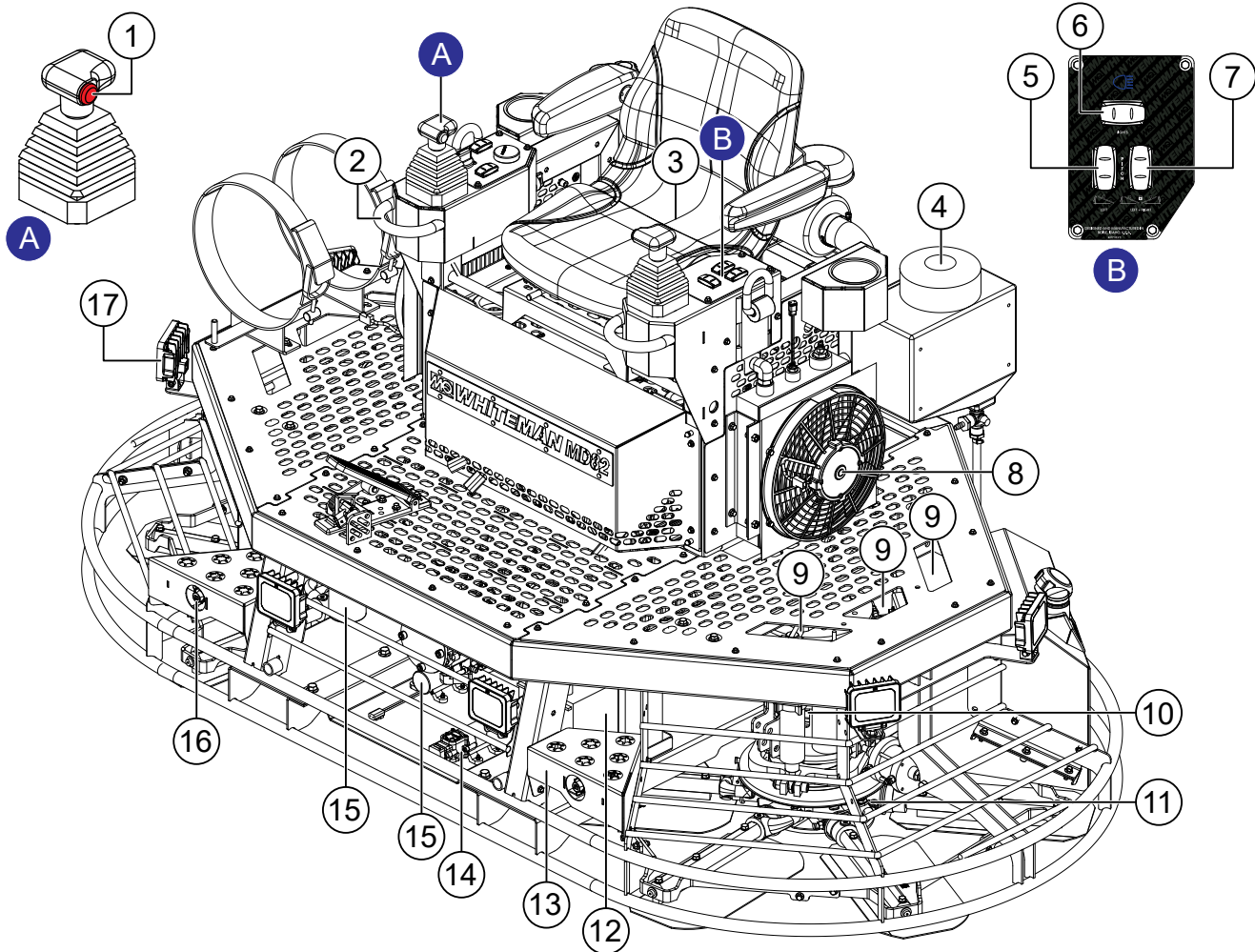


Figure 9. Trowel Components

1. **Retardant Spray Control Buttons (2)** — Left- and right-hand buttons control the flow of retardant spray through the nozzles at the front of the trowel. Located on the steering control handles.
2. **Grab Bars (2)** — Always use the grab bars to lift yourself onto the trowel.

WARNING

NEVER use the grab bars for lifting of the trowel for transport. **ALWAYS** attach lifting slings/chains to the **lift loops only**. Refer to the **Lifting and Transporting** section for details.

3. **Seat Switch** — Safety feature stops blade rotation when the operator leaves the seat. The trowel blades will not turn and engine speed will not rise above idle unless the operator is seated.

4. **Retardant Spray Tank** — Holds up to 3 gallons (11.3 liters) of retardant. Remove the filler cap to add retardant to the tank.
5. **Blade Pitch Control Switch (Left Pitch)** — Adjusts the left-side blade pitch independently of the right side.
6. **Light Switch** — Activates the 6 LED trowel lights.
7. **Blade Pitch Control Switch (Twin Pitch™)** — Adjusts the blade pitch on both rotors simultaneously.
8. **Hydraulic Coolers (2)** — Left- and right-side hydraulic coolers maintain the optimum hydraulic oil operating temperature.
9. **Tie-Down Locations (6)** — Secure tie-down straps to these attachment points when transporting the trowel.

COMPONENTS (TROWEL)

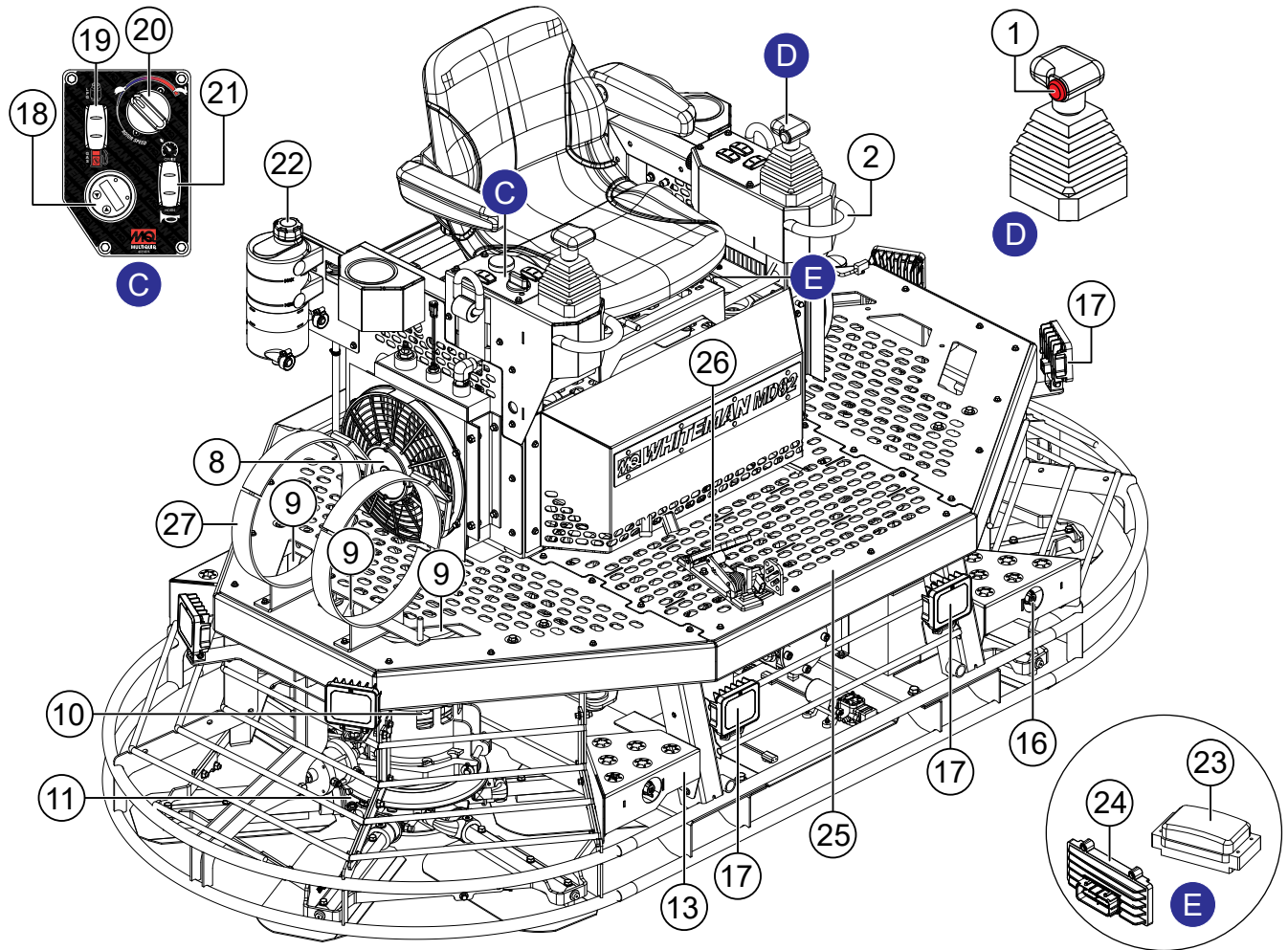


Figure 10. Trowel Components (Cont.)

10. **Hydraulic Motors (2)** — Left- and right-side direct-drive hydraulic motors rotate the spider assemblies.
11. **Spider Assemblies (2)** — Left- and right-side spider assemblies each contain six trowel arms with 8-inch combination blades equally spaced in a radial pattern.
12. **Battery** — Provides +12VDC to the electrical system.
13. **Steps (4)** — Use the steps to mount and dismount the trowel.
14. **Retardant Spray Pumps (2)** — Left- and right-side pumps deliver retardant spray from the retardant tank to the spray nozzles. Actuated by the buttons on the steering control handles.
15. **Hydraulic Filter** — Filters hydraulic fluid as it enters the system. Equipped with 10-micron glass-filled filter media.
16. **Retardant Spray Nozzles (2)** — Left- and right-side nozzles provide uniform coverage of retardant over the slab surface.
17. **Lights (6)** — 20-watt LED lights provide illumination for indoor or nighttime finishing.
18. **Diagnostic Display** — J1939-compliant device provides parameter data, displays active and stored fault messages, and tracks machine and engine hours. See the Diagnostic Display section for more information.
19. **Fuel Selector Switch** — Use to select either gasoline or propane/LPG fuel. Fuels can be switched while the engine is running.

COMPONENTS (TROWEL)

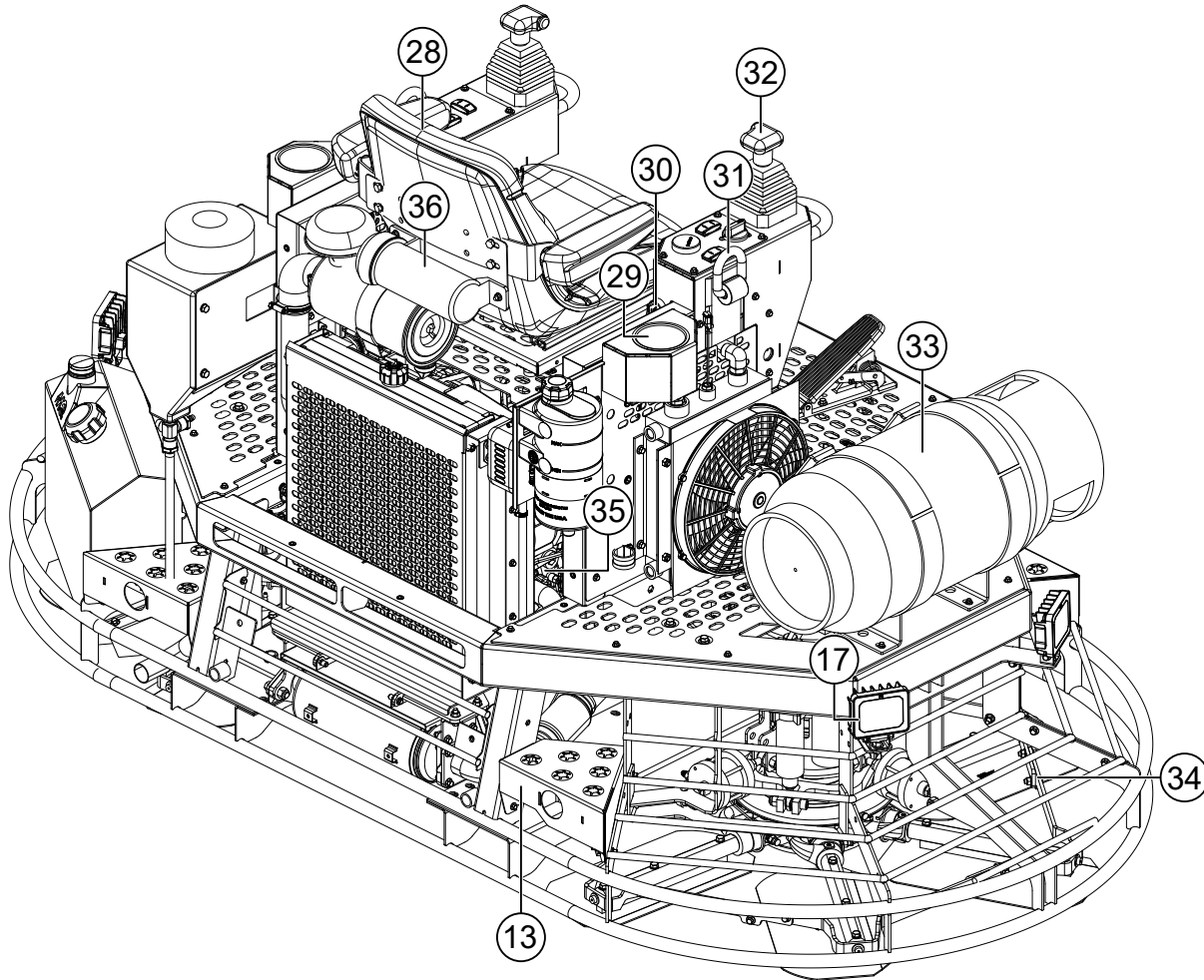


Figure 11. Trowel Components (Cont.)

- 20. **Rotor Speed Dial** — Scales rotor speed as determined by the foot pedal. TURTLE (slow) position = 1/3 foot pedal signal, RABBIT (fast) position = full foot pedal signal. See the **Operation** section for more information.
- 21. **Horn/Cruise Control Rocker Switch** — Use to activate the horn or to activate/deactivate cruise control.
- 22. **Hydraulic Oil Reservoir** — Holds up to 0.45 gallons (1.70 liters) of hydraulic oil. Use Parker DuraClean ISO 46 or equivalent hydraulic oil only.
- 23. **Power Distribution Module** — Contains machine fuses and relays.
- 24. **Machine Control Unit (MCU)** — Connects to machine sensors, switches, actuators, fuse box, engine, and display to control the machine.
- 25. **Trowel Platform** — Spacious platform provides easy access to the operator's seat and service areas.
- 26. **Foot Pedal** — Controls engine/rotor speed. See the **Operation** section for more information.
- 27. **Propane Tank Straps** — When utilizing a propane (LPG) tank, these straps with latches secure the tank to the frame.
- 28. **Operator's Seat** — Adjustable operator's seat with armrests. Tilts forward for service access.
- 29. **Cup Holders (2)** — Left- and right-hand stainless steel cup holders.
- 30. **Ignition Switch** — Insert the ignition key here and turn clockwise to start the engine.
- 31. **Lift Loops (2)** — Attach lifting slings here to lift the trowel. Refer to the **Lifting and Transporting** section for more information.

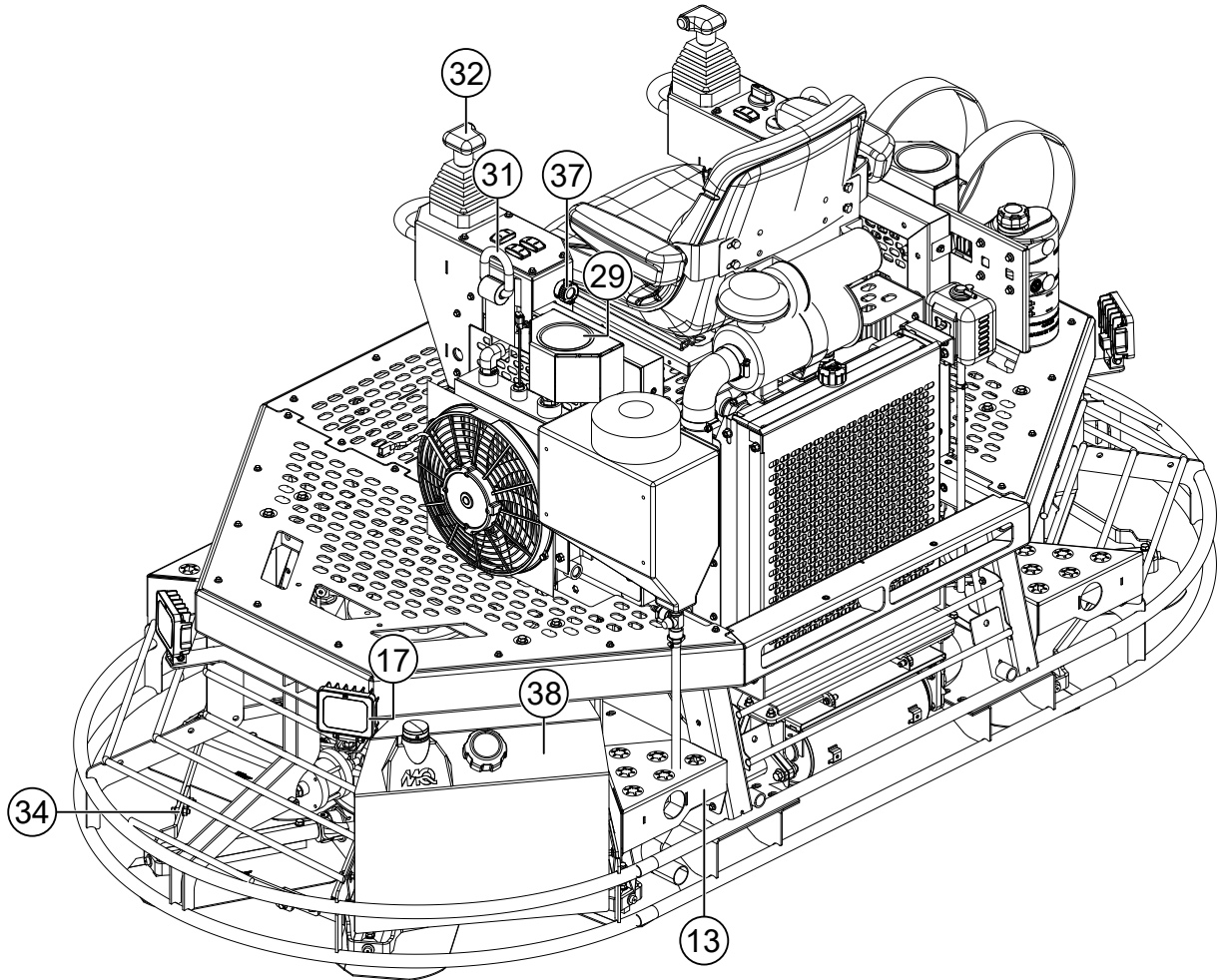


Figure 12. Trowel Components (Cont.)

- 32. **Steering Control Handles (2)** — Located to the left and right of the operator, these dual palm-grip joysticks are linked to three hydraulic steering cylinders. Refer to the **Operation** section to learn more about steering.
- 33. **Propane Tank** — Sold separately. Holds up to 33.5 lb. (36.3 liters) of liquified petroleum gas (LPG). Use commercial-grade LPG only.
- 34. **Stabilizer Rings (2)** — Sectional design provides enhanced stability and facilitates maintenance.
- 35. **Engine/Hydraulic Pump Assembly** — Kubota WG1605-GL-E3 dual-fuel engine powering a variable displacement, tandem hydraulic pump. Refer to the **Components (Engine)**, **Operation**, and **Maintenance** sections for more information.
- 36. **Document Holder** — Storage for trowel and engine manuals.
- 37. **Service Port** — Connect the Whiteman Service Tool (WST) here to install and update trowel software and perform adjustments and calibrations.
- 38. **Fuel Tank** — Holds 9 gallons (34 liters) of gasoline. Remove the fuel filler cap to add gasoline to the fuel tank. Use unleaded or E10 gasoline only.

COMPONENTS (ENGINE)

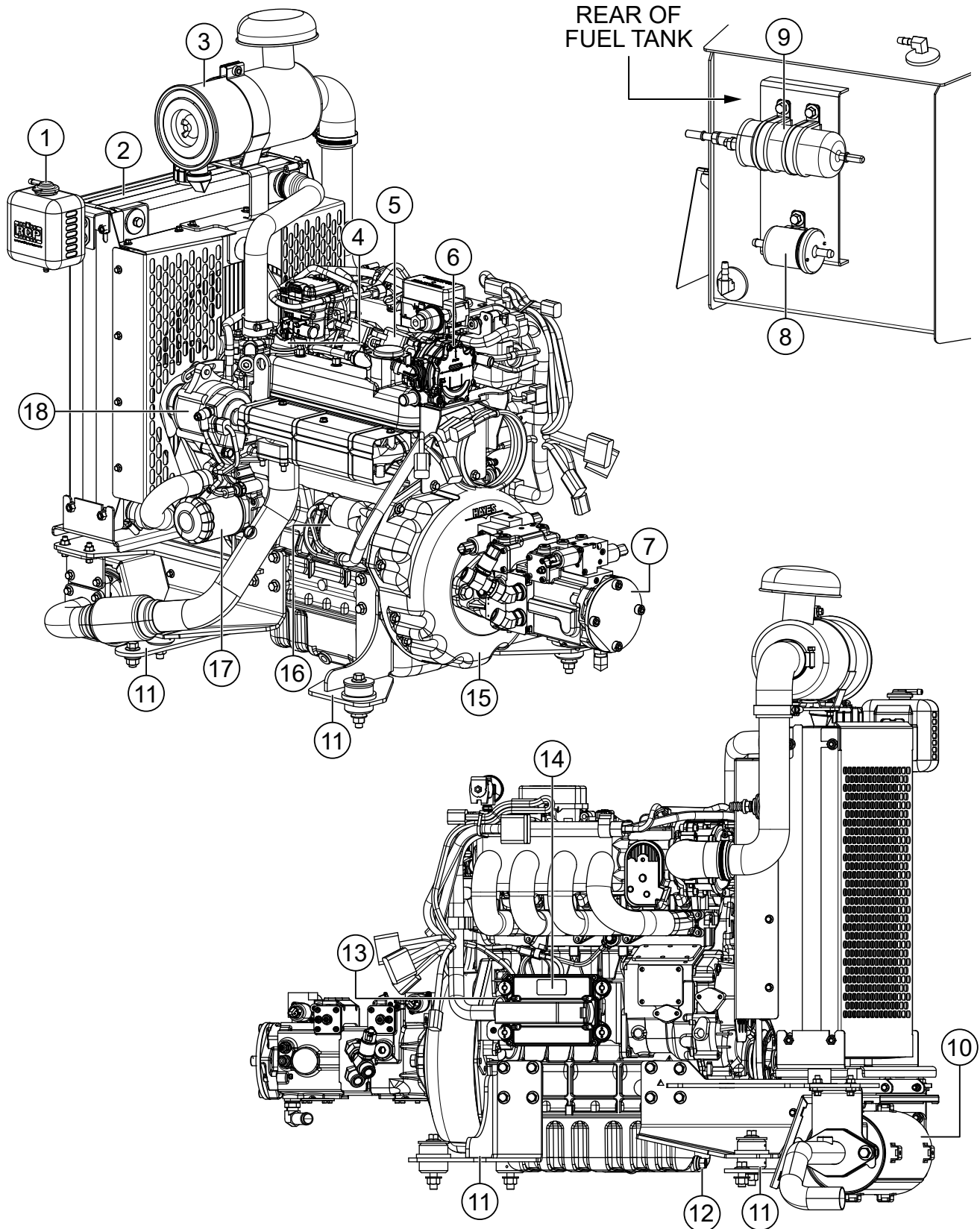


Figure 13. Kubota WG1605-GL-E3 Engine Assembly

COMPONENTS (ENGINE)

The MD82 utilizes a **Kubota WG1605-GL-E3 dual-fuel engine** (Figure 13) equipped with the following components:

1. **Overflow Bottle** — Supplies coolant to the radiator when the coolant level is low. Fill to the level indicated on the bottle.
2. **Radiator** — Dissipates heat generated by the engine during combustion to prevent overheating.
3. **Air Cleaner** — Prevents dirt and debris from entering the engine's combustion chambers.
4. **Oil Filler Port** — Remove the cap to add fresh lubricating oil as specified in Table 3.
5. **Spark Plugs (4)** — Provide spark to the ignition system. Set the spark plug gap to 0.028 – 0.032 in. (0.7 – 0.8 mm).
6. **LPG Vapor Regulator** — Provides LPG pressure regulation and vaporization control.
7. **Hydraulic Pump** — Variable displacement, tandem hydraulic pump drives the hydraulic motors that rotate the blades.
8. **Fuel Filter** — Filters fuel contaminants.
9. **Fuel Pump** — Delivers fuel from the tank to the engine.
10. **Muffler with Heat Shield** — Reduces noise from the engine exhaust system.
11. **Engine Mounts with Rubber Isolators (4)** — Secure the engine to the trowel frame and reduce noise and vibration.
12. **Oil Drain Plug** — Remove the oil drain plug to drain lubricating oil from the engine crankcase.
13. **Oil Dipstick** — Remove to check the amount and condition of oil in the crankcase.
14. **Engine Control Unit (ECU)** — Communicates with engine sensors and actuators to ensure optimal engine performance.
15. **Coupler** — Connects the engine to the hydraulic pump.
16. **Starter/Solenoid** — Starts the engine when the ignition key is rotated to the START position.
17. **Oil Filter** — Filters lubricating oil contaminants.
18. **Alternator** — Provides power to the electrical system and charges the battery.

NOTICE

For more information, refer to the Kubota engine operator's manual.

DIAGNOSTIC DISPLAY

The **diagnostic display** (Figure 14) is located on the right-hand control console and provides instrumentation via the SAE J1939 controller area network (CAN). The display enables equipment operators to view many different engine parameters and service codes.

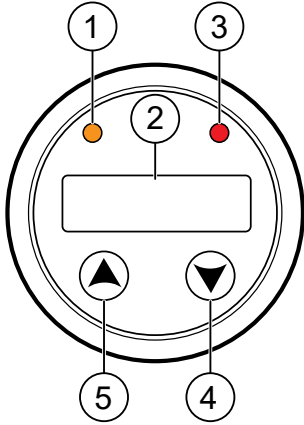


Figure 14. Diagnostic Display

The keypad on the diagnostic display is a capacitive touch-sensing system. There are no mechanical switches to wear or stick. This display unit will operate in extreme hot or cold weather conditions.

The engine's engine control unit (ECU) diagnoses engine faults and the trowel's machine control unit (MCU) diagnoses machine faults. Both sets of faults can be reviewed on the display's Active Faults and Stored Faults menu screens. See Table 6 for a complete list of actions available on the diagnostic display. See Table 12 – Table 15 for a complete list of fault codes.

The following definitions describe the controls and functions of the diagnostic display (Figure 14).

1. **Warning Lamp (Amber)** — When lit (AMBER), a minor fault has occurred. The operator should shut down the machine *as soon as possible* and correct the fault.
2. **Display Screen** — Graphical backlight LCD screen.
3. **Stop Lamp (Red)** — When lit (RED), a major fault has occurred. The operator should shut down the machine *immediately* and correct the fault.
4. **Down Arrow Button** — Press to scroll downward through the display menu options.
5. **Up Arrow Button** — Press to scroll upward through the display menu options.

Display Parameters

The following are some of the parameters displayed on the diagnostic display:

- Engine Speed (Eng RPM)
- Engine Oil Pressure (Oil Pres)
- Engine Coolant Temperature (Cool Tmp)
- Voltage (Sys Volt)
- Total Engine Hours (Eng Hrs)
- Percent Load at Current RPM (Load @ RPM)
- Engine Oil Temperature (Oil Temp)

DIAGNOSTIC DISPLAY

Table 6. Diagnostic Display Menu

Menu Item	Options	Action
Show 1-Up	Switch to the parameter display.	Press and hold the Up and Down Arrow buttons momentarily. When the buttons are released, broadcast parameters are displayed.
Active Faults	The Active Faults (Active FLTS) menu shows the suspect parameter number (SPN), failure mode identifier (FMI), and occurrence count (OC) for faults currently broadcasting on the CAN bus. When a new fault message is received, the display automatically switches to Active Faults.	The left (Amber, Warning) or right (Red, Shutdown) LED lights to indicate the status of the fault. If there is more than one fault, the display automatically scrolls through each fault. To return to the Main menu, press and release the Up and Down Arrow buttons simultaneously.
Stored Faults	The Stored Faults (Stored FLTS) menu shows the SPN, FMI, and OC for any stored faults. A message is sent to the ECU, and the ECU responds with what is stored in history. No information will be displayed if there are no stored faults.	Use the Up and Down Arrow buttons to scroll through the list if there is more than one stored fault. To return to the Main Menu, press and release the Up and Down Arrow buttons simultaneously.
Set Units	The Set Units menu will allow the user to select between the following unit settings: English Metric kPa Metric BAR Exit An asterisk (*) to the right of a setting indicates it is the current setting.	To enter the Set Units menu, momentarily press both Arrow buttons and release. Scroll through the options using the Down Arrow button. Choose a unit by momentarily pressing the Up and Down arrow buttons. An asterisk displays at the right. To leave this menu, scroll down to EXIT, press both Arrow buttons and release.
Set 1-Up	Use this menu to set the parameters you want to monitor. An asterisk (*) to the right of the parameter indicates it is selected.	Press the Up and Down Arrow buttons at the same time to select the currently displayed parameter. Press the Up and Down Arrow buttons at the same time while Exit is displayed to return to the main menu. Exit is the last item in the parameter list.

DIAGNOSTIC DISPLAY

Table 6. Diagnostic Display Menu

Menu Item	Options	Action
Scroll ON/OFF	When Scroll is ON, the parameters you select to display automatically scroll with about 5 seconds on each parameter reading. If Scroll is OFF, view parameters manually by pressing the Up or Down Arrow button.	To toggle ON or OFF, press the Up and Down Arrow buttons at the same time.
Machine Hours ON/OFF	When set to ON, machine hours are calculated by the display unit once the RPM is above 100.	Scroll to Machine Hours. To toggle ON or OFF, press the Up and Down Arrow buttons at the same time.
Tier 4 ON/OFF	When Tier 4 is set to OFF, other Tier 4 menu items are not available.	To toggle ON or OFF, press the Up and Down Arrow buttons at the same time. Tier 4 is not available on this trowel.
Backlight	The Backlight menu allows you to select the desired backlight level. The range is 0–100% in 5% increments.	Press the Up and Down buttons at the same to toggle into and out of the adjustment screen.

SETUP AND INSPECTION

BATTERY

CAUTION

Use all safety precautions specified by the battery manufacturer when handling the battery. See the **Safety Information** section of this manual for details on battery safety.

1. Make sure the battery is properly secured in the battery tray with the **battery strap** (Figure 15).

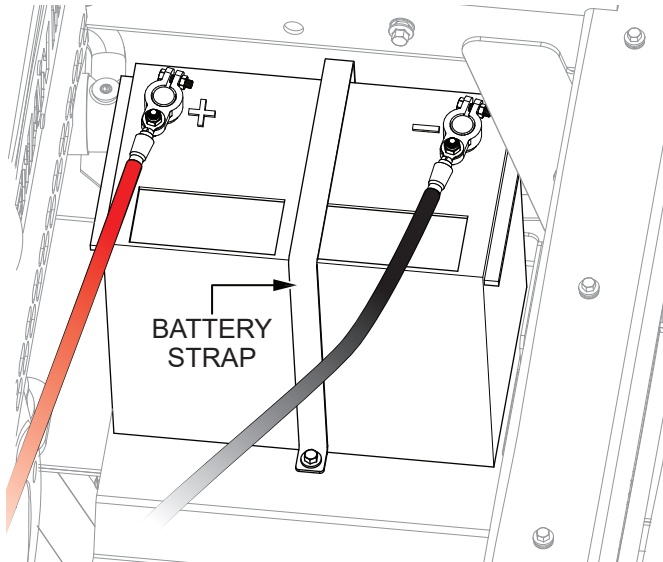


Figure 15. Battery Connections

2. Connect the positive (RED) battery cable to the positive (+) terminal on the battery, then connect the negative (BLACK) battery cable to the negative (-) terminal. See Figure 15.

ENGINE OIL

NOTICE

ALWAYS check the engine oil level before starting or more than 5 minutes after stopping the engine.

NOTICE

Use motor oil that meets or exceeds the requirements for **API service category SL or higher**.

NOTICE

When using a brand of engine oil that is different than the previous one, be sure to drain all of the previous oil before adding the new oil. See **Changing Engine Oil and Filter** in the **Maintenance** section of this manual.

1. Make sure the trowel is secured on a level surface with the engine stopped.
2. Pull the **engine oil dipstick** (Figure 16) out of its holder and wipe it with a clean rag.

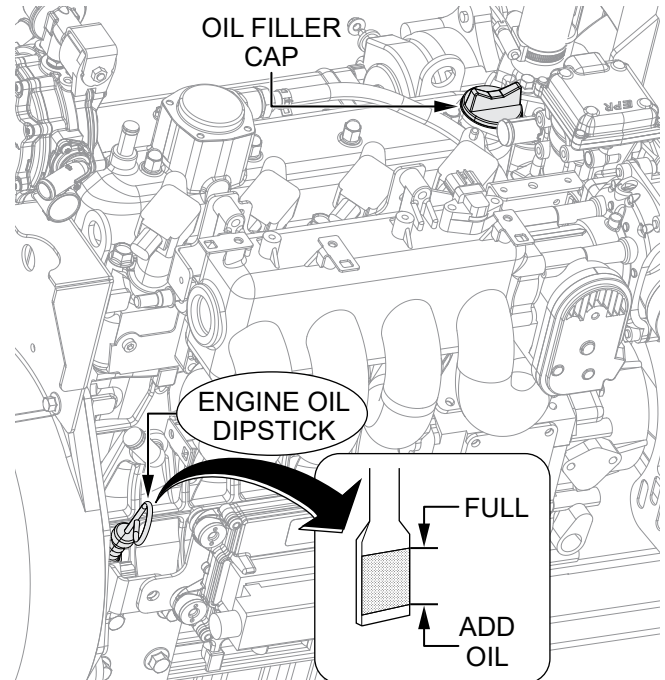


Figure 16. Engine Oil Dipstick And Filler Cap

3. Fully insert the dipstick then remove it again.
4. Determine if engine oil is low. Oil should be between the upper and lower marks (Figure 16) on the dipstick.
5. If the oil is below the lower mark on the dipstick, remove the **oil filler cap** (Figure 16) and add engine oil up to the upper mark on the dipstick. Refer to Table 3 for engine oil capacity and Table 7 for recommended oil viscosity.

NOTICE

NEVER overfill the oil pan. **ALWAYS** wait at least 5 minutes for any added oil to drain down to the oil pan before rechecking the level.

Table 7. Recommended Oil Viscosity

Ambient Temperature	Oil Type
Above 77°F (25°C)	SAE 30 or SAE 10W-30 SAE 15W-40
32°F to 77°F (0°C to 25°C)	SAE 20 or SAE 10W-30
-4°F to 32°F (-20°C to 0°C)	SAE 10W or SAE 10W-30
Below -4°F (-20°C)	SAE 5W-30

SETUP AND INSPECTION

ENGINE COOLANT

Kubota recommends ethylene glycol (EG) type long-life coolant for use in their engines, which can be purchased in concentrate (and mixed with 50% demineralized water) or pre-diluted. See the Kubota engine owner's manual for further details.

! WARNING



When adding coolant/antifreeze mix to the radiator, **DO NOT** remove the radiator cap until the unit has completely cooled. The possibility of **hot coolant** exists which can cause **severe burns**.

Day-to-day addition of coolant is performed at the reserve tank. When adding coolant to the radiator, **DO NOT** remove the radiator cap until the unit has completely cooled. See Table 8 for engine/radiator and reserve tank coolant capacities.

Table 8. Coolant Capacity

Engine and Radiator	7.25 qt. (6.86 L)
Reserve Tank	1.05 qt. (1.0 L)

NOTICE

Check the coolant level daily. Normally, only the coolant level in the reserve tank needs to be checked. However, the radiator cap should be opened once a week to verify that coolant is visible (full) inside the radiator.

Verify that the coolant level in the **coolant reserve tank** (Figure 17) is between the **LOW** and **FULL** markings on the tank.

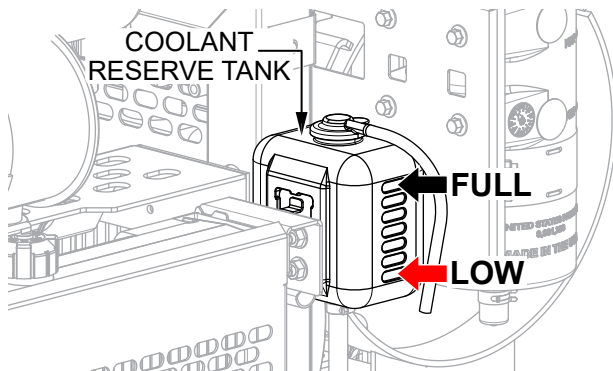


Figure 17. Coolant Reserve Tank

HYDRAULIC OIL

1. Make sure the trowel is secured on a level surface with the engine stopped.
2. Visually inspect the level of hydraulic oil in the **hydraulic oil reservoir** (Figure 17). Hydraulic oil should be visible between the **MIN** and **MAX** lines on the reservoir.

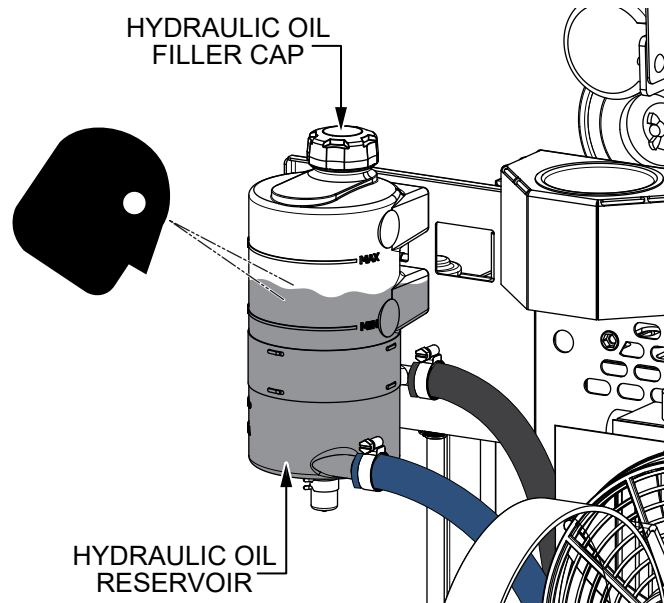


Figure 18. Hydraulic Oil Level Inspection

! CAUTION



Hydraulic oil can get **HOT!** **ALWAYS** allow hydraulic oil to cool before removing the fill cap. **NEVER** remove the fill cap when the oil is hot or spillage will occur. **ALWAYS** clean up any spilled hydraulic oil immediately.

3. If the hydraulic oil level is low, remove the **hydraulic oil filler cap** (Figure 18), and add hydraulic oil up to a level midway between the **MIN** and **MAX** lines on the reservoir. **DO NOT** overfill. Use only Parker DuraClean ISO 46 hydraulic oil or equivalent. Replace the filler cap when finished.

SETUP AND INSPECTION

FUEL

Gasoline

DANGER

Gasoline fuel is **highly flammable** and can be dangerous if mishandled.

NEVER smoke while refueling. **NEVER** attempt to refuel while the engine is hot or running.

1. Make sure the trowel is secured on a level surface with the engine stopped.
2. Read the **gasoline fuel gauge** (Figure 19) on the **fuel tank** to determine if the gasoline level is low.

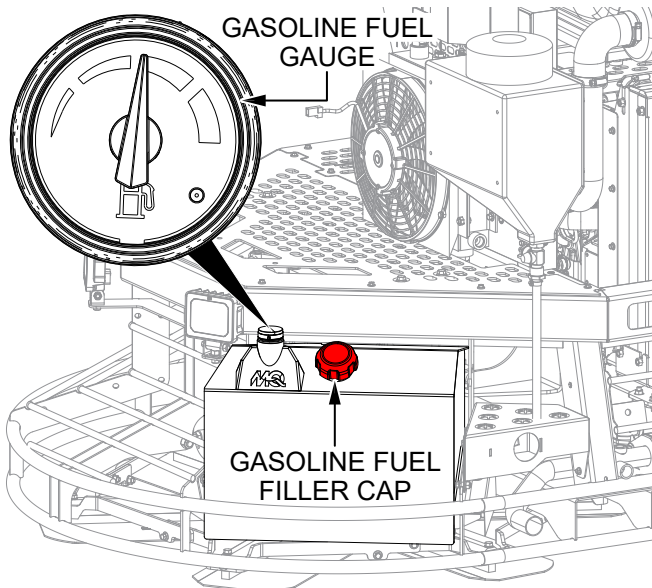


Figure 19. Gasoline Level Inspection

3. If fuel is low, remove the **gasoline fuel filler cap** (Figure 19) and fill the tank with clean, fresh, unleaded or E10 gasoline. **DO NOT** overfill. The fuel tank holds 9 gallons (34 liters) of gasoline.

DANGER



Fuel spillage on a **hot** engine can cause a **fire** or **explosion**. If fuel spillage occurs, wipe up the spilled fuel completely to prevent fire hazards. **NEVER** smoke around or near the trowel.

4. Replace the fuel filler cap when finished adding gasoline.

Propane (Option)

1. Turn the **LPG shutoff valve** (Figure 20) clockwise until closed.

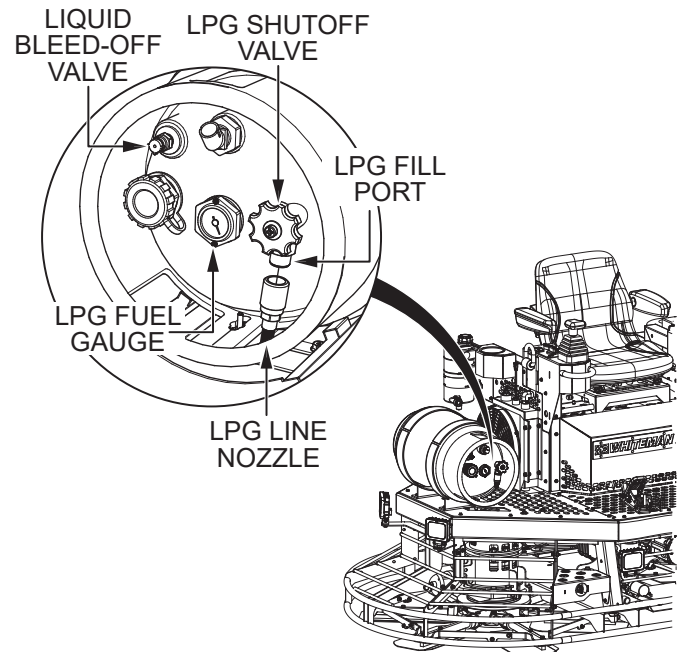


Figure 20. LPG Shutoff Valve

2. Read the **LPG fuel gauge** (Figure 21) on the propane tank to determine if the propane level is low.

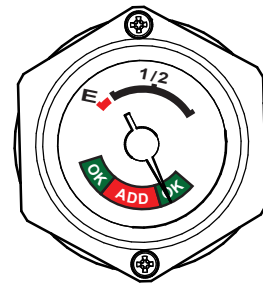


Figure 21. LPG Fuel Gauge

3. If the propane fuel level is low, refer to the following section for replacement of the propane tank.

NOTICE

Use commercial-grade propane only.

SETUP AND INSPECTION

Propane Tank Replacement

NOTICE

The engine used with this equipment runs on liquid propane/liquefied petroleum gas (LPG). **DO NOT** use vapor propane. Liquid propane and vapor propane **ARE NOT** interchangeable.

9. Reconnect the LPG line nozzle to the propane tank fill port.
10. Turn the LPG shutoff valve counterclockwise to open.

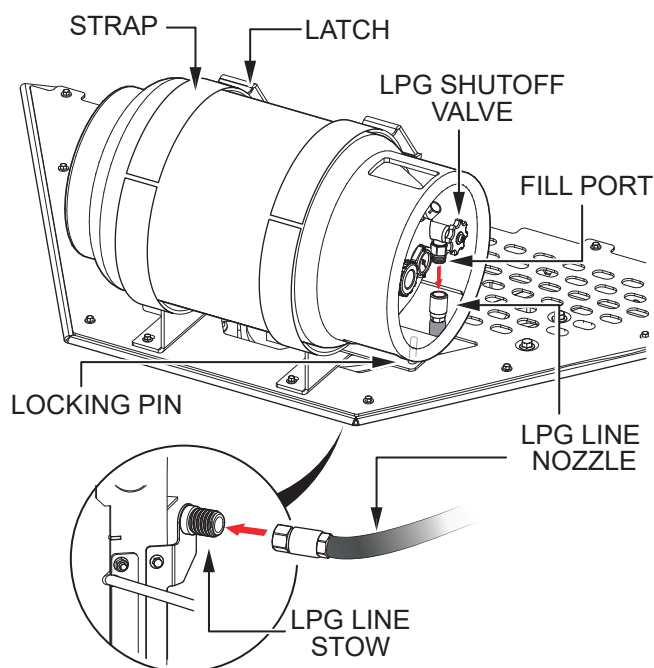


Figure 22. Propane Tank Removal

Refer to Figure 22 when replacing the propane tank:

1. Make sure the trowel is secured on a level surface with the engine stopped.
2. Turn the **LPG shutoff valve** clockwise until closed.
3. Disconnect the **LPG line nozzle** from the **propane tank fill port**.
4. Connect the LPG line nozzle to the **LPG line stow**.
5. Release the **latches** on the **propane tank straps**.
6. Push backward and lift upward to remove the propane tank.
7. Place the new propane tank onto the tank bracket. Align the locking slot with the **locking pin** on the tank bracket.
8. Secure the latches on the propane tank straps.

OPERATION

The following section is intended to assist the operator with operation of the trowel. It is extremely important to read this section carefully before attempting to use the trowel in the field. **DO NOT** operate the trowel until this section is thoroughly understood.

WARNING



Operate the trowel only in areas with adequate ventilation. **NEVER** operate in confined areas or in areas where the free flow of air is restricted.

CAUTION



ALWAYS wear approved eye and hearing protection while operating the trowel.

NOTICE

This trowel is equipped with a safety seat switch. The trowel blades will not rotate unless an operator is sitting in the seat.

BOARDING THE TROWEL

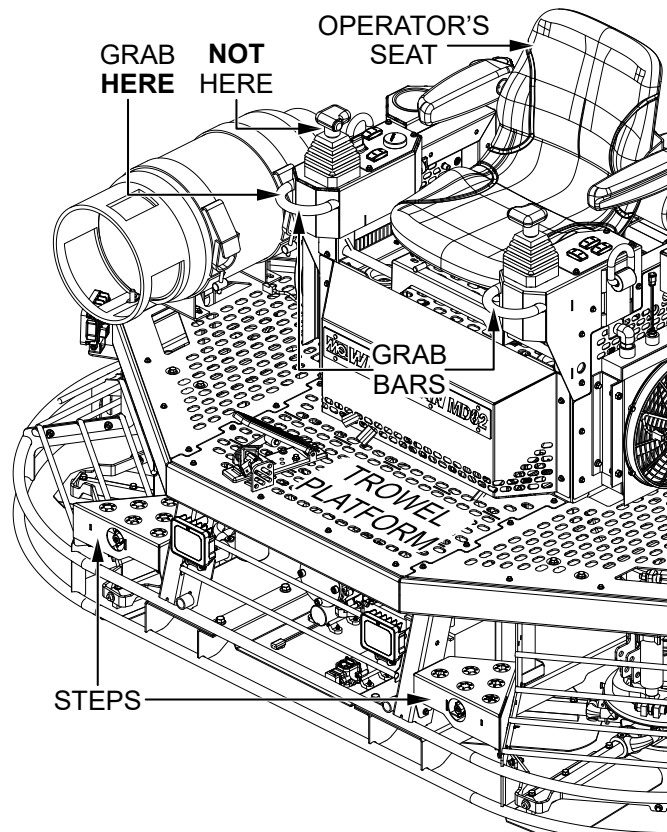


Figure 23. Boarding The Trowel

While standing in front of the trowel, grasp one of the **grab bars** (Figure 23) and place a foot on one of the **steps**. Lift yourself onto the **trowel platform** and sit down in the **operator's seat**.

NOTICE

DO NOT grab the steering control joysticks to lift yourself onto the trowel. Damage to the joysticks may result. **ALWAYS** use the grab bars to lift yourself onto the trowel.

STARTING THE ENGINE

1. Use the **fuel selector switch** (Figure 24) to select **GAS** or **LPG** fuel mode. The **LED light** on the switch will turn **ON** when **LPG** is selected, and will turn **OFF** when **gasoline** is selected.

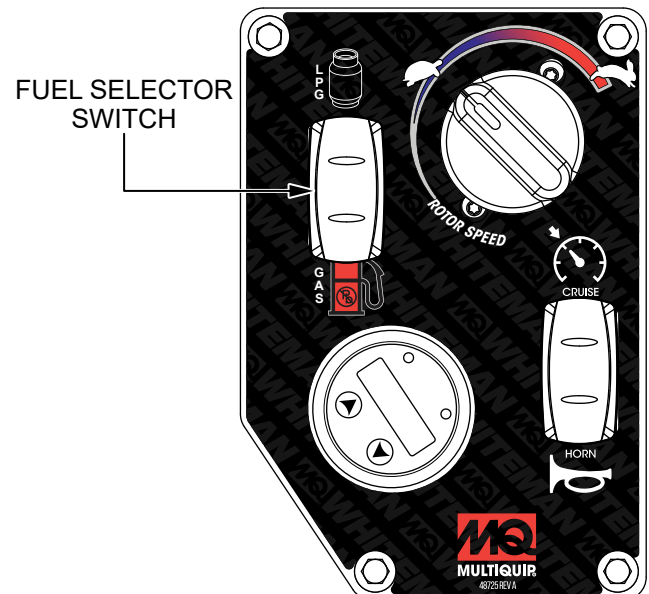


Figure 24. Fuel Selector Switch

NOTICE

Fuel modes can be switched while the trowel is running. The engine does not need to be stopped when changing fuel modes.

2. Insert the **ignition key** into the **ignition switch** (Figure 25).

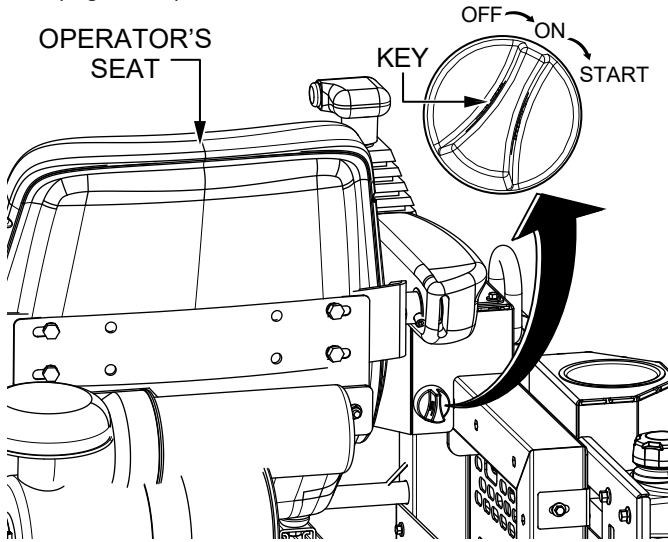


Figure 25. Ignition Key Switch

3. Turn the ignition key clockwise to the **ON** position (Figure 25). The **AMBER and RED LEDs** on the **diagnostic display** (Figure 26) will flash and the **menu display** will cycle through the preset parameters until the engine is started.

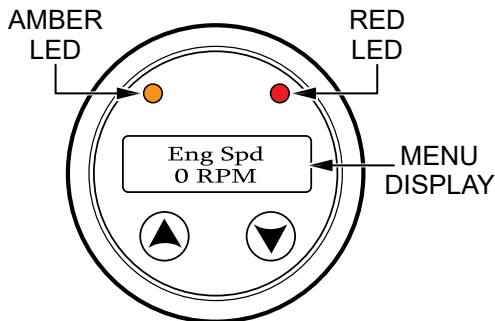


Figure 26. Diagnostic Display

4. Turn the ignition key fully **clockwise** to the **START** position and listen for the engine to start. Once the engine has started, release the ignition key.
5. Let the engine warm up for 2–3 minutes. Listen for any abnormal sounds.
6. The diagnostic display's amber and red LEDs (Figure 26) will turn **OFF** if no engine or machine faults are present.
7. If the amber or red LED is **ON**, there is an active fault condition. Shut down the engine and correct the problem before continuing operation. Refer to the **Troubleshooting** section for more information.

TESTING THE SEAT SWITCH

Make sure the safety seat switch is operational prior to using the trowel each day.

1. With the engine running, depress the foot pedal to start rotating the blades. Observe that the blades are rotating.
2. Rise from the operator's seat.
3. Verify that the blades stop rotating while the engine continues to run.
4. If blade rotation has stopped, the seat switch is working.
5. If blade rotation continues, the seat switch is not working. Stop the engine immediately and correct the problem.

WARNING

NEVER disable or disconnect the seat switch. It is provided for operator safety. Injury may result if it is disabled, disconnected, or improperly maintained.

Operator Presence Safety Interlocks

1. Full engine throttle is allowed only when operator presence is detected.
2. Engine speed changes to idle (1,000 rpm) when the operator leaves the seat or the foot pedal is released.

ENGINE AND ROTOR SPEED

Foot Pedal

The **foot pedal** (Figure 27) controls engine and rotor speed. The position of the foot pedal determines the rotational speed of the blades. Lightly depress the foot pedal to rotate the blades slowly. Increase pressure on the foot pedal to increase rotor speed. Fully depress the foot pedal to rotate the blades at full speed.

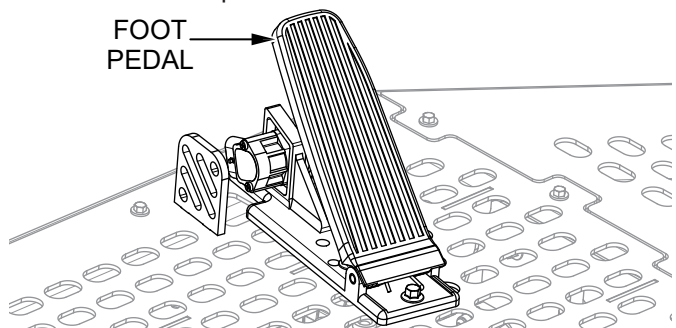


Figure 27. Foot Pedal

NOTICE

Engine throttle will accelerate to full speed (3,600 rpm) when the foot pedal is depressed and the operator's presence is detected.

Rotor Speed Dial

The **rotor speed dial** (Figure 28) scales the rotor speed determined by the foot pedal signal.

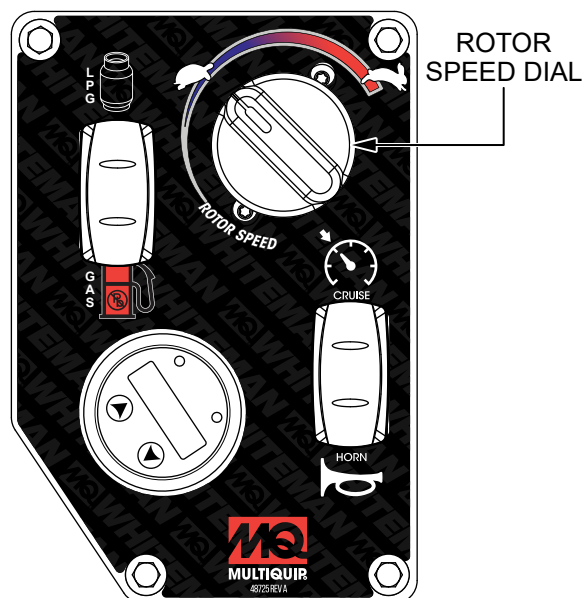


Figure 28. Rotor Speed Dial

When the rotor speed dial is placed in the **TURTLE** (slow) position, rotor speed will be 1/3 of the foot pedal signal. When placed in the **RABBIT** (fast) position, rotor speed will be 100% of the foot pedal signal. To attain maximum rotor speed (170 rpm), the foot pedal must be fully depressed and the rotor speed dial must be in the **RABBIT** (fast) position.

Cruise Control

Engaging **cruise control** will set and maintain engine speed. The cruise control feature allows an operator to release the foot pedal during operation.

1. Start the engine and depress the **foot pedal** (Figure 27) to increase engine speed.
2. Press the **cruise control button** (Figure 29).

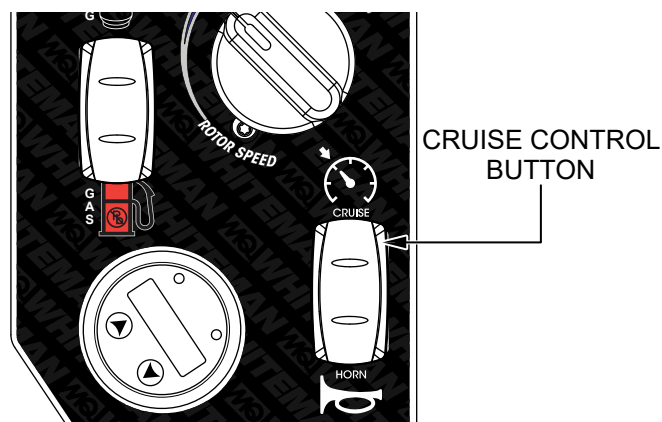


Figure 29. Cruise Control Button

3. Release the foot pedal. The engine will maintain the set speed.
4. Use the **rotor speed dial** (Figure 28) to increase or decrease rotor speed while cruise control is engaged.
5. Disengage cruise control by doing any of the following:
 - Press the foot pedal.
 - Stand up from the operator's seat.
 - Press the cruise control button again.

Cruise Control Safety Interlocks

Cruise control will be disabled if the following occurs:

1. Operator presence is not detected (not sitting in seat).
2. An engine or machine fault code is active.
3. The foot pedal calibration process has been started.

BLADE PITCH

1. Press **UP** or **DOWN** on the **Twin Pitch™** switch (Figure 30) to change pitch on both rotors simultaneously (but non-synchronously).

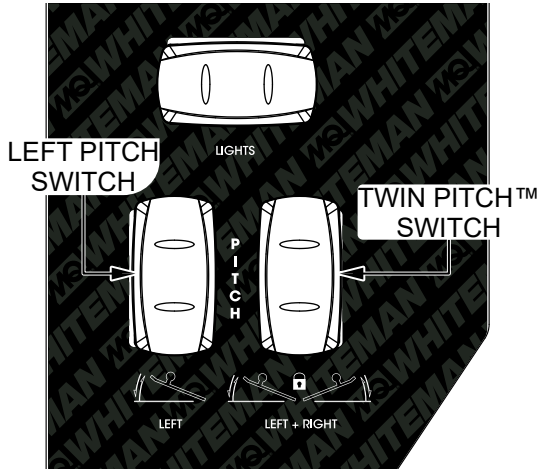


Figure 30. Blade Pitch Switches

2. Press **UP** or **DOWN** on the **Left Pitch** switch (Figure 30) to change pitch on the left rotor only. The right rotor pitch will remain constant.

STEERING

Two palm-grip **joysticks** (Figure 31), located to the left and right of the **operator's seat**, provide directional control for the trowel.

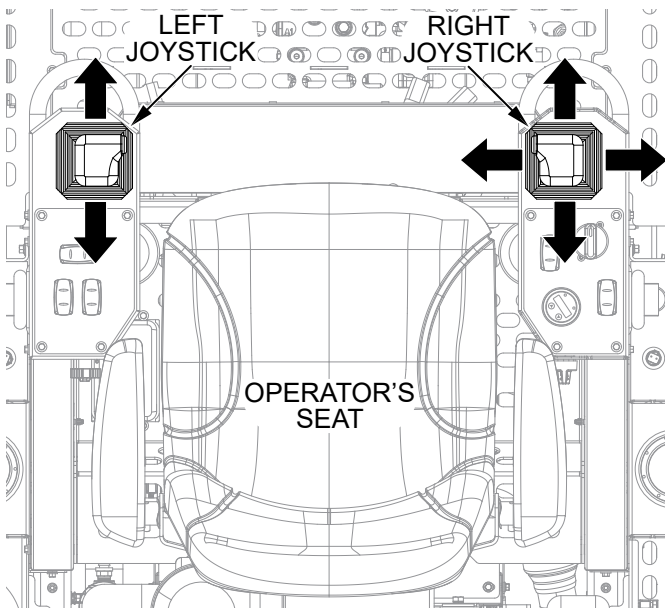


Figure 31. Steering Control Joysticks

Table 9 illustrates the various directional positions of the joysticks and their effect on the movement of the trowel.

NOTICE

All directional references with respect to the joysticks are from the operator's seat position.

Table 9. Joystick Directional Positioning	
CONTROL JOYSTICK & DIRECTION	RESULT
Move LEFT Joystick FORWARD ↑	Causes only the left side of the ride-on trowel to move forward.
Move LEFT Joystick BACKWARD ↓	Causes only the left side of the ride-on trowel to move backward.
Move RIGHT Joystick FORWARD ↑	Causes only the right side of the ride-on trowel to move forward.
Move RIGHT Joystick BACKWARD ↓	Causes only the right side of the ride-on trowel to move backward.
Move BOTH Joysticks FORWARD ↑ ↑	Causes the ride-on trowel to move forward in a straight line.
Move BOTH Joysticks BACKWARD ↓ ↓	Causes the ride-on trowel to move backward in a straight line.
Move RIGHT Joystick to the RIGHT →	Causes the ride-on trowel to move to the right.
Move RIGHT Joystick to the LEFT ←	Causes the ride-on trowel to move to the left.

1. Push both the left and right joysticks **forward** (Figure 32).

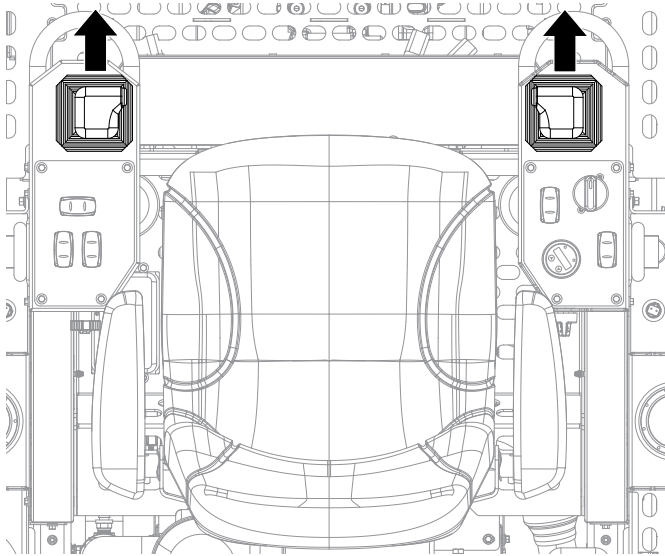


Figure 32. Joysticks (Forward)

2. With your right foot, slowly depress the foot pedal halfway. Notice that the trowel begins to move in a forward direction. Release both joystick controls to stop forward movement, then remove your right foot from the foot pedal.
3. Practice holding the machine in one place as you increase blade speed. When about 75% of maximum rotor speed has been reached, the blades will be moving at proper finishing speed. The machine may be difficult to keep in one place. Trying to keep the trowel stationary is good practice for operation.
4. Practice maneuvering the trowel using the information listed in Table 9. Practice controlled motions as if you are finishing a slab of concrete. Practice edging and covering a large area.
5. Try adjusting the pitch of the blades. This can be done with the trowel stopped or while the trowel is moving. Test the operation of the retardant spray and lights.

6. Pull both the left and right joysticks **backward** (Figure 33) and repeat steps 2 through 5 while substituting the word 'reverse' for 'forward'.

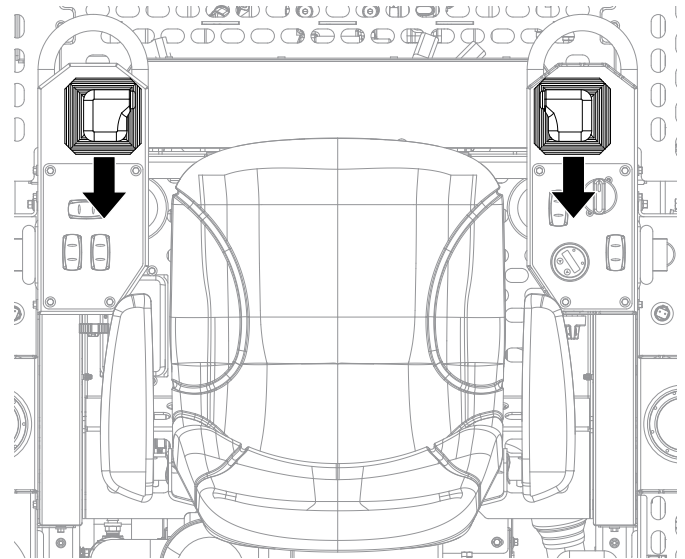


Figure 33. Joysticks (Reverse)

ENGINE SHUTDOWN

1. Take your foot off of the foot pedal and allow the engine to idle for a few minutes.
2. Turn the ignition key **counterclockwise** to the **OFF** position, then remove the key.
3. Clean and remove any debris from the trowel.

FLOAT PAN INSTALLATION

Float pans attach to the trowel arms and allow early floating on wet concrete and easy movement from wet to dry areas. They are also very effective at embedding large aggregates and surface hardeners.

WARNING

ALWAYS install float pans either in the work area or in an area that is next to and level with the work area.

NEVER lift the trowel with float pans attached.

1. Make sure the trowel blades are pitched flat.
2. Lift the trowel just enough to slide a **float pan** under the **blades**. Lower the finisher onto the pan with the blades between the **blade stops** (Figure 34).

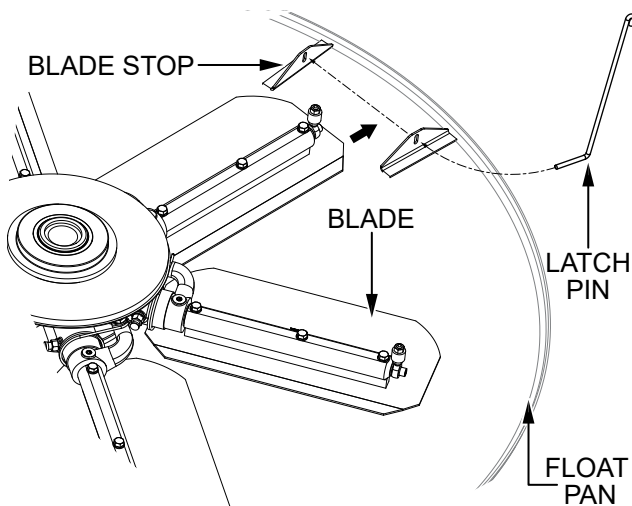


Figure 34. Float Pan Installation (Latch Pins)

3. Route a **latch pin** through the holes in the blade stops as shown in Figure 34.

4. After it has been routed through the **blade stop** holes, rotate the **latch pin** so the end that is bent approximately 90 degrees lays flat on the surface of the **float pan**. See Figure 35.

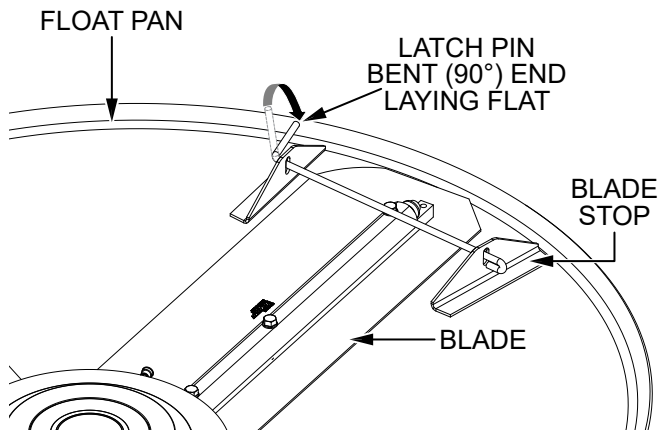


Figure 35. Latch Pin Placement

5. Make sure the blade edges are secured between the blade stops, and the latch pin is secured completely over the blade, locking it in place.
6. Repeat steps 2–4 for the remaining finisher blades.
7. Make sure the float pans are well secured to the blades before the trowel is put back into operation.
8. Periodically check the latch pins during normal operation to ensure they are still in the correct position.

NOTES

[illegible]

MAINTENANCE

Table 10. Maintenance Schedule*1

Item	Maintenance Interval											
	Daily	After First 50 Hours	Every 50 hours	Every 100 hours	Every 200 hours	Every 500 hours	Every 1,000 hours	Every 1,500 hours	Every 2,000 hours	Every 3,000 hours	Every Year	Every 2 Years
Engine Maintenance												
Check each part	X											
Check engine oil level	X											
Check fuel pipe and clamps connector	X											
Check fan belt	X											
Check fan belt with auto tensioner	X											
Check radiator coolant	X											
Clean air cleaner element (if necessary)	X											
Check fuel tank LPG line (if necessary)	X											
Check fuel pipe and clamps			X									
Clean air cleaner element				X								
Clean fuel filter				X								
Adjust fan belt tension (if necessary)				X								
Replace fuel filter (if necessary)				X								
Clean spark plug (if necessary)				X								
Adjust spark plug (if necessary)				X								
Change engine oil		X			X							
Replace oil filter cartridge		X			X							
Check fuel tank LPG line					X							
Check radiator hoses and clamp bands					X							
Change fan belt						X						
Check PCV valve							X					
Check hot water line of LPG vaporizer regulator							X					
Check LPG lock off valve							X					
Adjust valve clearance*2, 3							X					
Replace oil separator element								X				
Replace spark plug*4									X			
Replace fan belt with auto tensioner										X		
Replace air cleaner element*5											X	
Check intake pipe and clamp bands											X	
Replace fuel filter											X	
Clean fuel tank (gasoline line)											X	
Replace fuel pipe and clamps (gasoline line)											X	
Clean radiator and water jacket											X	
Replace intake pipe and clamp bands												X
Replace fuel pipe and clamps (LPG line)												X
Replace breather tube												X

Table 10. Maintenance Schedule*¹

Item	Maintenance Interval											
	Daily	After First 50 Hours	Every 50 hours	Every 100 hours	Every 200 hours	Every 500 hours	Every 1,000 hours	Every 1,500 hours	Every 2,000 hours	Every 3,000 hours	Every Year	Every 2 Years
Engine Maintenance												
Replace hot water line of LPG vaporizer regulator												X
Check inner parts of LPG vaporizer regulator*2												X
Replace radiator coolant												X
Replace radiator hoses and clamp bands												X
Replace rubber piping related oil separator												X
Trowel Maintenance												
Lubricate spiders and thrust collars	X											
Inspect electrical wiring for cuts, abrasions, or corrosion		X		X								
Replace spider assembly retaining hardware	After first 25 hours, then every 100 hours											
Check all fasteners for tightness	Every 400 hours											
Replace hydraulic oil and filter	After first 100 hours, then every 250 hours											
*1 For commercial use, log hours of operation to determine proper maintenance intervals.												
*2 If you do not have the proper tools and/or are not mechanically proficient, contact your local Kubota dealer.												
*3 No adjustment is needed on models equipped with HLA (Hydraulic Lash Adjuster).												
*4 This is not necessary to keep the emission related warranty valid.												
*5 Change more often when operating in dusty conditions.												

CAUTION

Certain maintenance operations or machine adjustments require specialized knowledge and skill. Attempting to perform maintenance operations or adjustments without the proper knowledge, skills, or training could result in equipment damage or injury to personnel. When in doubt, consult your dealer.

Use Table 10 as a general maintenance guideline. For additional engine maintenance instructions, refer to the Kubota engine owner's manual.

TROWEL CLEANUP

NEVER allow concrete to harden on the trowel. Wash any concrete off the trowel with water immediately after use. Be careful to not spray a hot engine or muffler. An old paint brush or broom may help loosen any concrete that has started to harden.

ENGINE AIR CLEANER

The **engine air cleaner** (Figure 36) is equipped with a dry-type filter element. Never apply oil to the air cleaner.

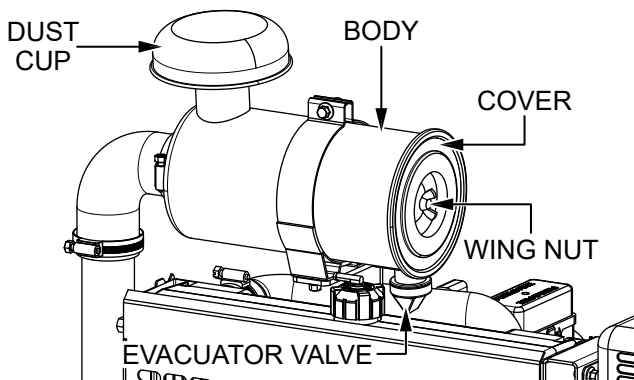


Figure 36. Engine Air Cleaner

1. To remove large dust and dirt particles, open the **evacuator valve** (Figure 36) once a week under ordinary conditions, or daily when used in dusty conditions.
2. Remove the **wing nut** (Figure 36) and **air cleaner cover** to inspect the filter element. Clean or replace the filter element if it is dirty. Avoid touching the element except when cleaning. Replace the element if it is damaged.

3. When dry dust adheres to the filter element, blow clean, dry compressed air through the element from the inside out. Compressed air pressure must be less than 30 psi (2.1 kgf/cm², 205 kPa). Maintain a reasonable distance between the nozzle and the filter.
4. Replace the filter element every year or every 6 cleanings.
5. Replace the filter element if it is excessively dirty (heavily stained).
6. If the inside of the **air cleaner body** (Figure 36) is dirty or wet, wipe it clean with a dry cloth.
7. Open and clean out the **dust cup** (Figure 36) before it becomes half full with dust, usually once a week under ordinary conditions, or daily when used in dusty conditions.

NOTICE

NEVER run the engine with the air cleaner removed.

NOTICE

Operating the engine without an air filter, or with a damaged air filter, will allow dirt to enter the engine, causing rapid engine wear.

REPLACING ENGINE OIL AND FILTER

1. Make sure the engine is **OFF** and has had sufficient time to cool.
2. Disconnect the spark plug wires and keep them away from the spark plugs.
3. Disconnect the negative (black) battery cable from the negative (–) battery terminal.
4. Remove the engine oil dipstick.
5. Remove the **oil drain plug** and **gasket** (Figure 37), and allow the oil to drain into a suitable container.

NOTICE

Engine oil will drain more easily when the oil is **warm**.

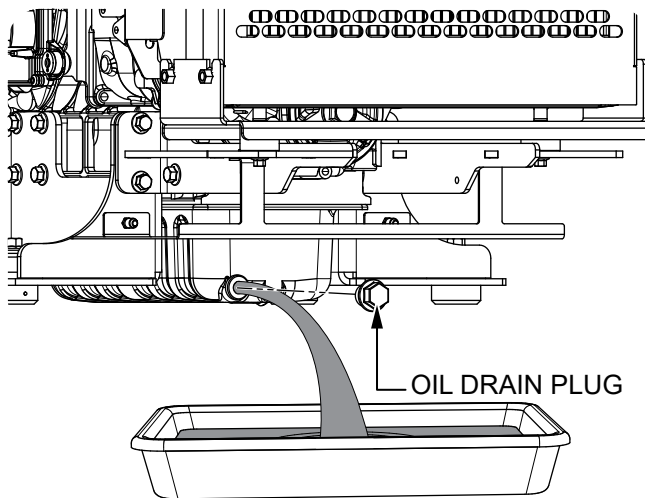


Figure 37. Draining The Engine Oil

6. After the oil has fully drained, replace the drain plug gasket and reinstall the oil drain plug with the new gasket. Tighten securely.
7. Remove the oil filler cap and slowly add new engine oil up to the upper limit of the oil level gauge. **DO NOT** overfill.
8. Replace the oil filler cap and make sure the dipstick is fully inserted.

9. Using a **filter wrench** (Figure 38), remove the **engine oil filter**.

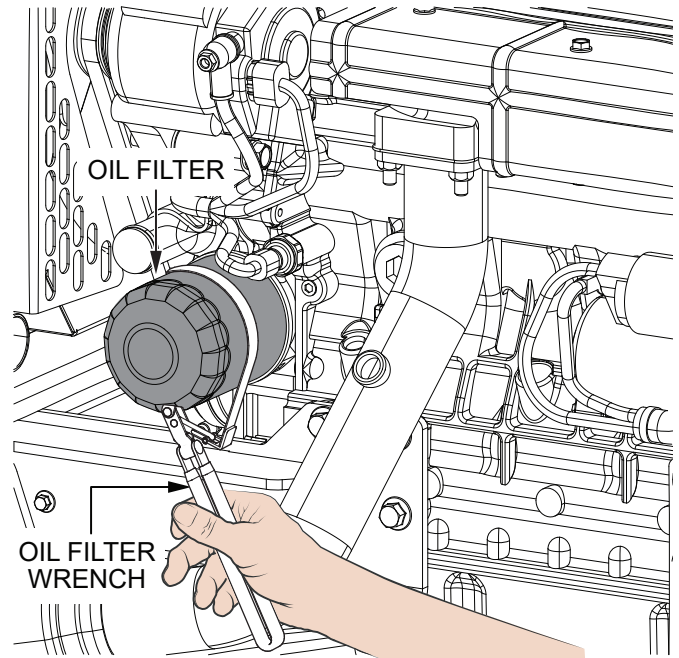


Figure 38. Oil Filter Removal

10. Clean the sealing surface where the filter mounts onto the engine.
11. Lightly coat the **gasket** of the new oil filter (Figure 39) with clean engine oil.

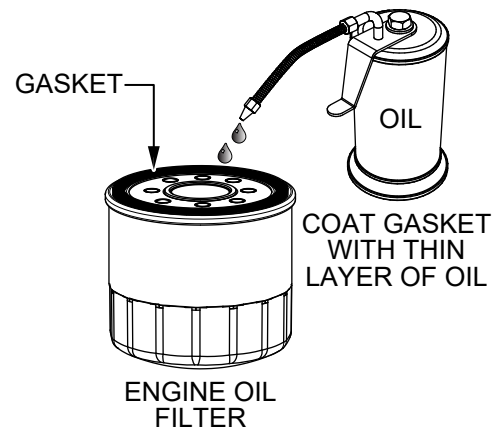


Figure 39. Lubricate New Oil Filter Gasket

12. Install the new filter by hand until it contacts the engine sealing surface, then tighten it another 1/2 to 3/4 turn. **DO NOT** use a filter wrench or any other tool to tighten the filter.
13. Reconnect the spark plug wires to the spark plugs.

14. Reconnect the negative (black) battery cable to the negative (–) battery terminal.
15. After the oil filter has been replaced, the engine oil level normally decreases a little. Therefore, run the engine for awhile and check for oil leaks through the seal before rechecking the engine oil level. Add oil if necessary.

SPARK PLUGS

1. Make sure the engine is cool before servicing the spark plugs.
2. Disconnect the spark plug caps, and remove any dirt from around the spark plug area.
3. Remove the spark plugs using a spark plug wrench.
4. Inspect the **spark plugs** (Figure 40). Replace a spark plug if it is damaged or badly fouled, if the **sealing washer** is in poor condition, or if the **electrode** is worn.

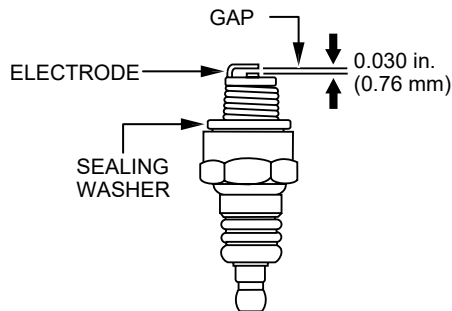


Figure 40. Engine Spark Plug

5. Measure the spark plug **electrode gap** (Figure 40) with a wire-type feeler gauge. If necessary, adjust the gap to 0.028–0.031 in. (0.7–0.8 mm) by carefully bending the side electrode.
6. Install the spark plug carefully, by hand, to avoid cross-threading.
7. After the spark plug is seated, use a spark plug wrench to compress the sealing washer. Torque to 18–21.6 lbf·ft (25–30 N·m).
8. Attach the spark plug caps to the spark plugs.

NOTICE

A loose spark plug can overheat and damage the engine. Overtightening the spark plug can damage the threads in the cylinder head.

HYDRAULIC OIL FILTER

Change the **hydraulic oil filter** (Figure 41) after the first 100 hours of use, then every 250 hours. Use 10-micron, glass-filled filter elements only.

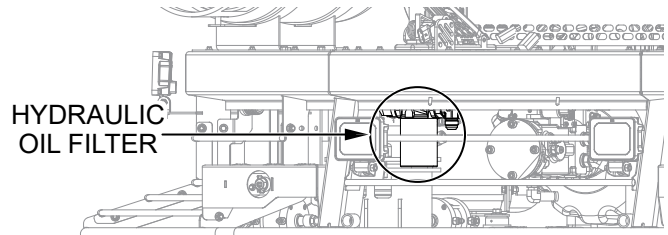


Figure 41. Hydraulic Oil Filter

Draining The Hydraulic Oil

CAUTION



Hydraulic oil can get **HOT!**

ALWAYS allow hydraulic oil to cool before performing this procedure.

1. Place an appropriate container beneath the **hydraulic oil reservoir** (Figure 42) to catch the hydraulic oil as it drains.

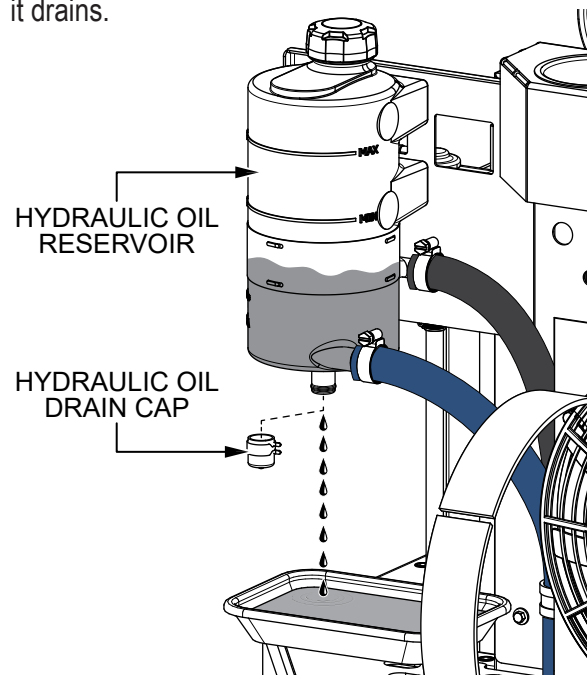


Figure 42. Draining The Hydraulic Oil

2. Remove the **hydraulic oil drain cap** (Figure 42) and allow the hydraulic oil to drain completely from the reservoir. Replace the drain cap when finished.

BATTERY

1. Check and clean the battery terminals for corrosion.
2. Disconnect the negative (–) battery terminal during storage. If the unit will be stored where the ambient temperature will drop to –15°C or less, remove and store the battery in a warm, dry place.
3. Check the manufacturer's recommendations for maintaining and charging the battery.

NOTICE

NEVER attempt to charge a battery that is frozen. **The battery can explode** unless first allowed to thaw.

TROWEL LUBRICATION

Regular lubrication is required to maintain your trowel in optimal working condition. Schedule maintenance lubrication according to Table 11 below.

Table 11. Trowel Lubrication Schedule

Components	No. of Zerk Fittings	No. of Shots per Fitting	Interval
Spiders (2)	6 each	1 to 1½	Every day
Thrust Collars (2)	2 each	1	Every day

Spiders (Daily)

Perform the following lubrication procedure after **every 8 hours of operation**.

1. Locate one of the **Zerk grease fittings** on either **spider assembly** (Figure 43). Remove the **Zerk fitting cap** and set it aside.

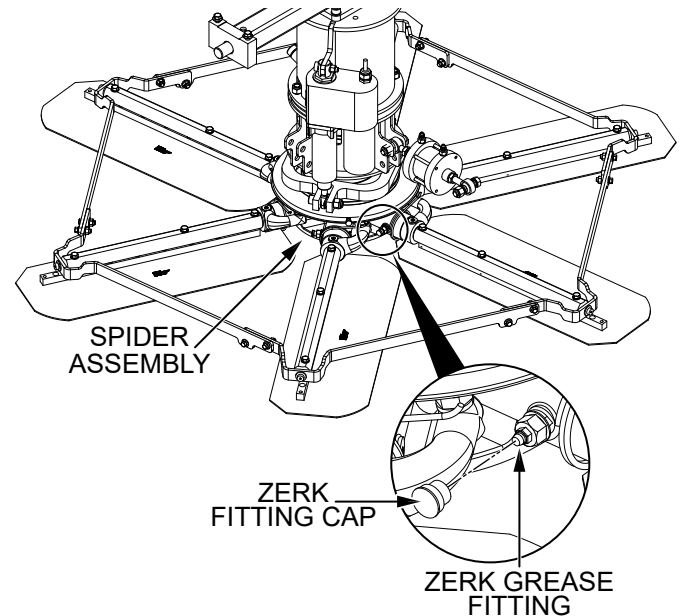


Figure 43. Spider Lubrication

2. Wipe the Zerk grease fitting clean to prevent abrasive material from entering the fitting during lubrication.
3. Lubricate the Zerk grease fitting with 1–1½ shots of multipurpose grade grease. Replace the Zerk grease fitting cap when finished.
4. Repeat steps 1–3 for the remaining grease fittings (total of 12) on both spider assemblies.

Thrust Collars (Daily)

Perform the following lubrication procedure after **every 8 hours of operation**.

1. Locate the **Zerk grease fittings (2)** on either thrust collar (Figure 44). Remove the **Zerk fitting caps** and set them aside.

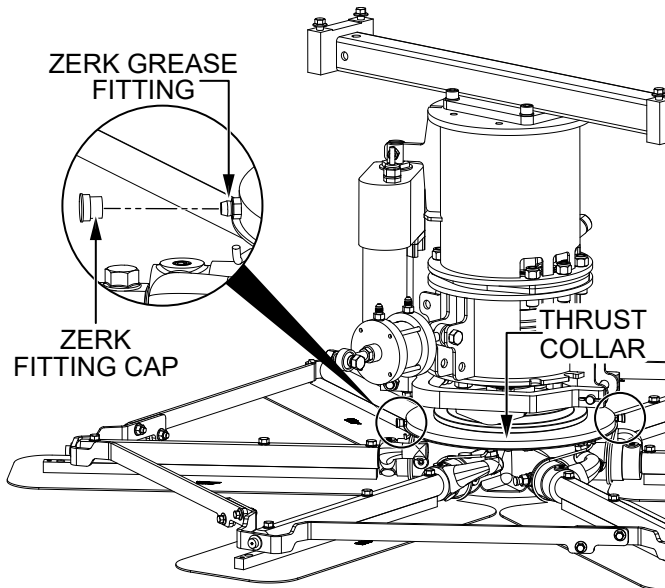


Figure 44. Thrust Collar Lubrication

2. Wipe the Zerk grease fittings clean to prevent abrasive material from entering the fittings during lubrication.
3. Lubricate both of the Zerk grease fittings with one shot each of multipurpose grade grease. Replace the Zerk grease fitting caps when finished.
4. Repeat steps 1–3 for the grease fittings on the remaining thrust collar.

CHANGING BLADES

It is recommended to change **ALL** of the trowel blades at the same time. If only one or some of the blades are changed, the machine will not finish consistently and the machine may wobble or bounce.

1. Place the machine on a flat, level surface. Pitch the blades as flat as possible using the blade pitch controls. Note the blade orientation on the trowel arms. This is important for ride-on trowels as the two sets of blades counter-rotate. Lift the trowel up and place blocks under the main guard rings to support it.
2. Remove the bolts and lock washers on a trowel arm, then remove the blade.
3. Scrape all concrete and debris from the trowel arm to allow proper seating of the new blade.
4. Install the new blade, maintaining the proper blade orientation as noted earlier.
5. Reinstall the bolts and lock washers.
6. Repeat steps 2–5 on all remaining trowel arms.

BLADE PITCH ADJUSTMENT

Maintenance adjustment of blade pitch is made by adjusting a bolt on the **trowel arm lever** (Figure 45). This bolt is the contact point of the **trowel arm** with the lower wear plate on the thrust collar.

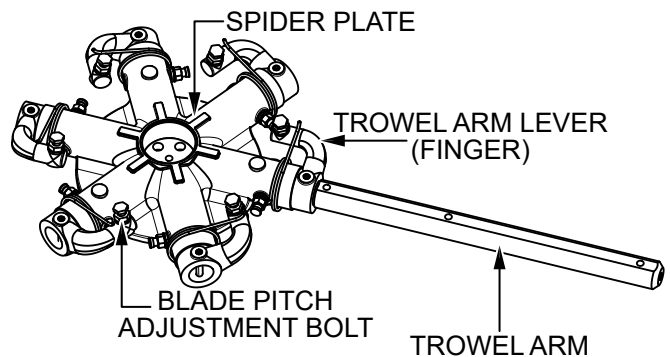


Figure 45. Blade Pitch Adjustment Bolt

The goal of adjustment is to promote consistent blade pitch and finishing quality. If blades are wearing unevenly, look for the following indications that adjustment may be necessary.

- Is one blade completely worn out while the others look new?
- Does the machine have a perceptible rolling or bouncing motion when in use?
- Do the guard rings rock up and down?

The easiest and most consistent way to make adjustments on the trowel arm levers is to use the **trowel arm adjustment tool** (P/N 9177). It comes with all the hardware necessary to perform this adjustment and instructions on how to use the tool.

If a trowel arm adjustment tool is not available and you can see or feel which blade is pulling harder, a temporary field adjustment can be made by adjusting the bolt that corresponds to that blade.

A better way to determine which blades need adjustment is to place the machine on a known **FLAT** surface (e.g. a steel plate) and pitch the blades as flat as possible. Look at the adjustment bolts. They should all barely make contact with the lower wear plate on the spider. If you can see that one of them is not making contact, some adjustment will be necessary.

Adjust the 'high' bolts that are touching the wear plate down to the level of the one that is not touching, or adjust the 'low' bolt up to the level of the higher ones. If possible, adjust the low bolt up to the level of the rest of the bolts. This is the fastest way, but may not always work. Verify that the blades pitch correctly after adjustment.

Blades that are incorrectly adjusted often will not be able to pitch flat. This can occur if the adjusting bolts are raised too high. Conversely, adjusting bolts that are too low will not allow the blades to be pitched high enough for finishing operations.

If the machine is still finishing poorly after blade pitch adjustment has been made, check the trowel blades, arms, and arm bushings for adjustment, wear, or damage.

NOTICE

After any blade adjustment, the pitch system should be recalibrated with the Whiteman Service Tool.

SPIDER ALIGNMENT

A clean, level area to test the trowel prior to and after trowel arm adjustment is essential. Any uneven spots in the floor or debris under the trowel will give an incorrect perception of alignment. A 3/4-inch-thick, flat steel plate is ideal for testing.

1. Place the trowel in a clean, level test area.
2. Pitch the blades as flat as possible. The adjustment bolts should all barely make contact with the lower wear plate on the spider. Figure 46 illustrates the correct alignment for a spider assembly as shipped from the factory.

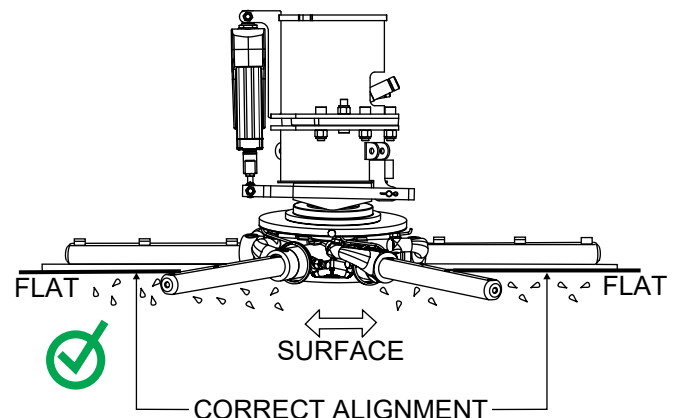


Figure 46. Correct Spider Alignment

3. If any adjustment bolts are not making contact with the lower wear plate, adjustment will be necessary. Figure 47 illustrates incorrect alignment, worn spider bushings, or bent trowel arms.

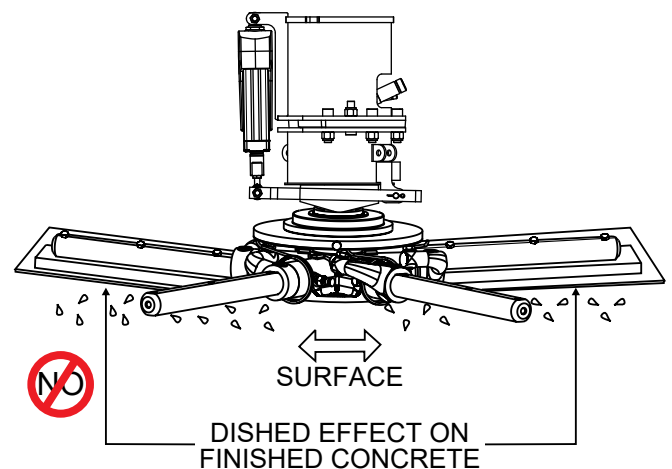


Figure 47. Incorrect Spider Alignment

SPIDER REMOVAL

To fully remove a spider assembly from the hydraulic motor shaft:

1. Disconnect the negative (**BLACK**) battery cable from the negative (-) terminal on the battery.
2. Lift the trowel as shown in the **Lifting and Transporting** section.
3. Place the trowel on **heavy-duty jack stands** (Figure 48) on secure, level ground in an area that is free of dirt and debris.

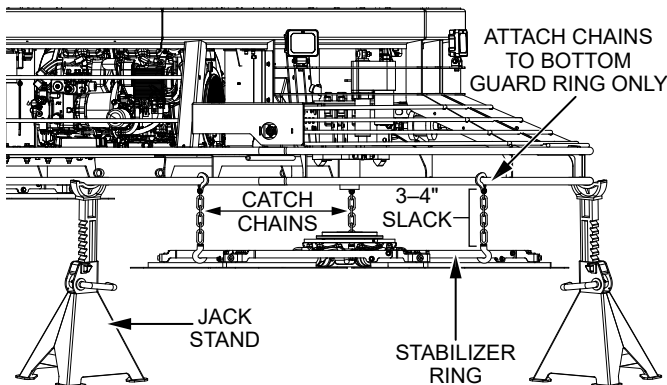


Figure 48. Preparation For Spider Removal

CAUTION

The bolt removal process may result in the sudden separation of the spider assembly from the hydraulic motor shaft. The use of catch chains is recommended to prevent the spider assembly from falling and striking personnel, causing bodily harm.

4. Attach one end of three equally spaced straps or **catch chains** to the **stabilizer ring** (Figure 48). Attach the other end of these straps or chains to the **bottom guard ring** in a manner that would prevent the spider assembly from falling.

CAUTION

DO NOT use the intermediate guard rings to support the spider assembly.

NOTICE

Make sure the catch chains are positioned so that they are equally spaced, with **no more than 3 to 4 inches of slack**.

5. Remove the **spider hub cap plug** (Figure 49) and set it aside.

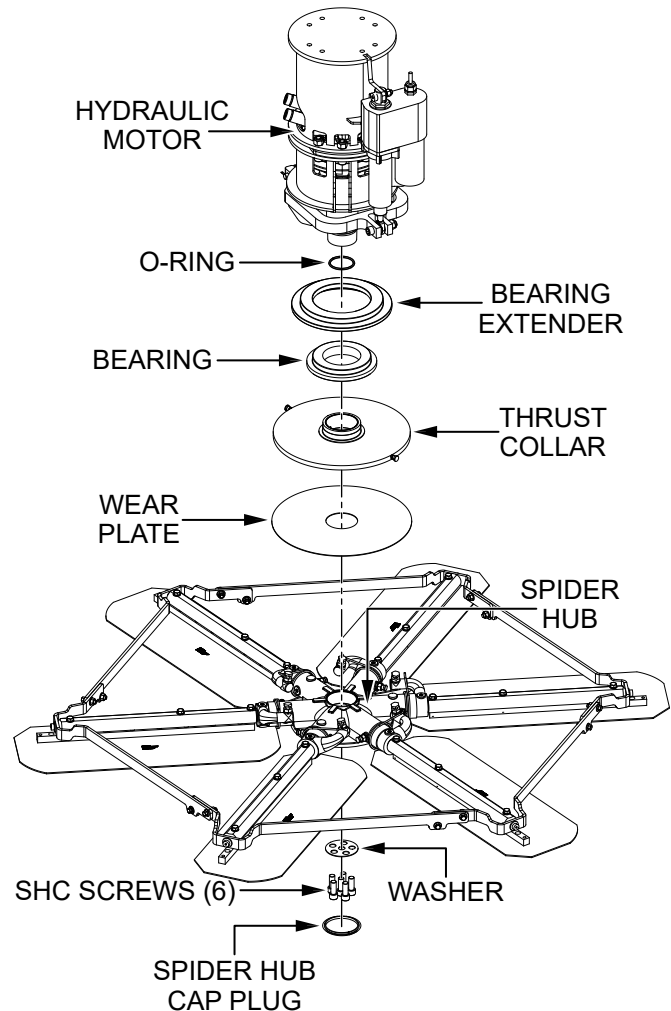


Figure 49. Rotor Assembly Components

6. Remove and set aside the **six socket-head screws** securing the **spider hub** to the hydraulic motor shaft (Figure 49).

7. When reassembling:

- Apply Loctite Blue 246 thread sealant to the socket-head screw *in the center* and torque to 40 lbf·ft (54.2 N·m).
- Apply Loctite Blue 246 thread sealant to the five remaining socket-head screws and torque the screws in a star pattern to 60 lbf·ft (81.3 N·m).
- Re-torque all five socket head screws in a star pattern to 90 lbf·ft (122 N·m).
- Re-torque all five socket head screws in a star pattern to 113 lbf·ft (153.2 N·m).

Trowel Blade Removal

Remove the three **hex head screws** securing the **trowel blades** to the trowel arms (Figure 50). Set the blades and screws aside.

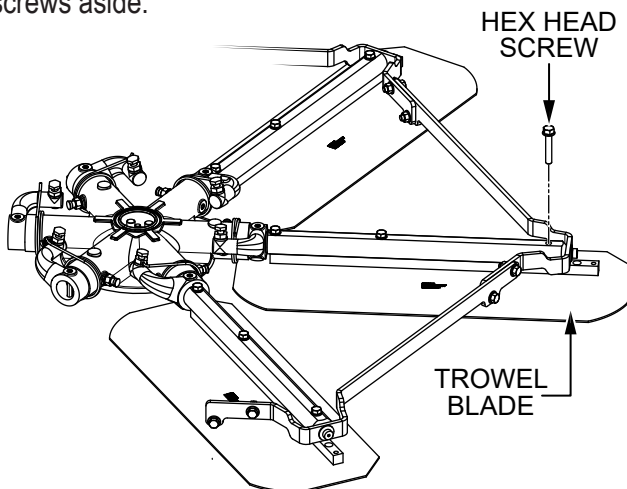


Figure 50. Blade Removal

Trowel Arm Removal

- Remove the hardware securing the **stabilizer struts** to the trowel arms (Figure 51). Set the struts and hardware aside.

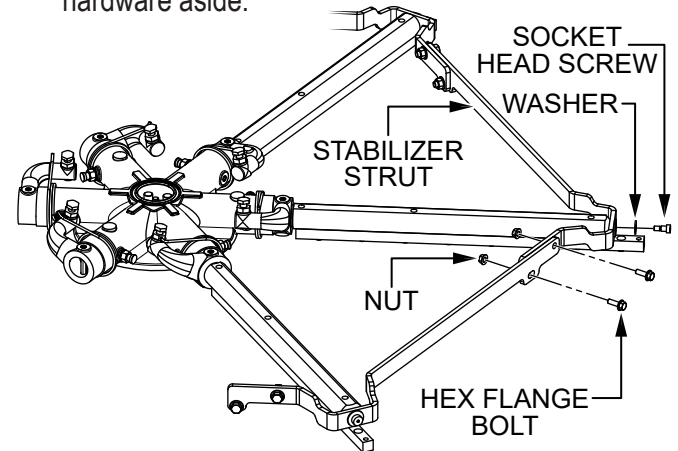


Figure 51. Stabilizer Ring Removal

- Each **trowel arm** is held in place at the **spider hub** by a hex head screw (Zerk grease fitting). Remove the **hex head screw** (Figure 52) from the spider hub.

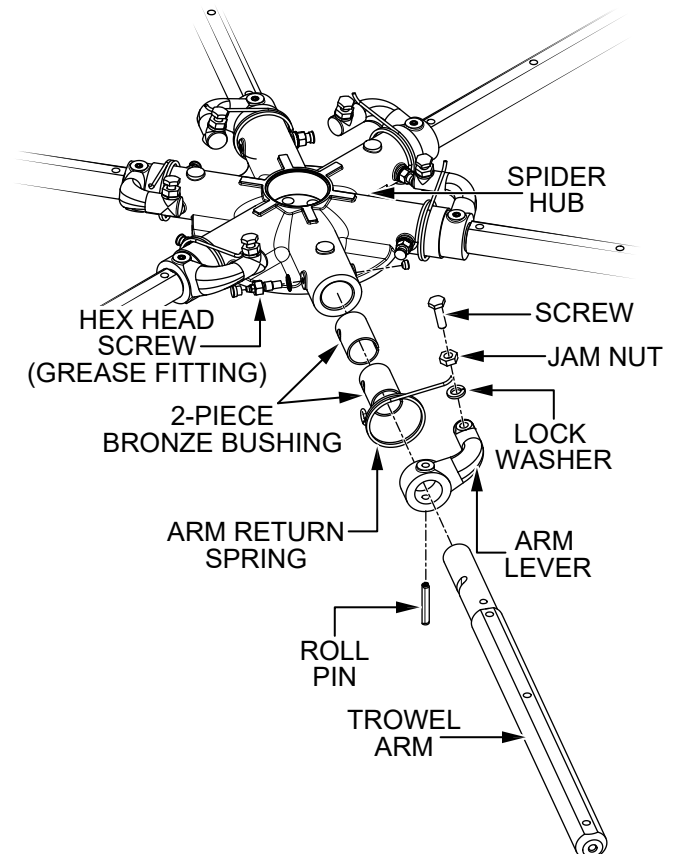


Figure 52. Trowel Arm Removal

3. Remove the **trowel arm** (Figure 52) from the **spider hub**.
4. Should the trowel arm insert (bronze bushing) come out with the trowel arm, remove the bushing from the trowel arm and set it aside. If the bushing is retained inside the spider hub, carefully remove the bushing.
5. Examine the **bronze trowel arm bushings** (Figure 53), and clean them if necessary. Replace the bushings if they are worn or out of round.

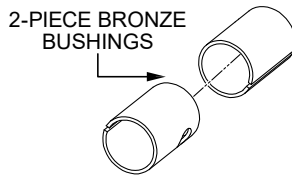


Figure 53. Bronze Bushings

6. Wire brush any buildup of concrete from all six sides of the trowel arm.
7. Repeat steps 2–6 for the remaining trowel arms.

Checking Trowel Arm Straightness

Trowel arms can be damaged by rough handling such as dropping the trowel on a pad or by striking exposed plumbing, forms or rebar while in operation. A bent trowel arm will prevent smooth, fluid rotation of the blades. If bent trowel arms are suspected, examine them for straightness as follows:

1. Place the trowel arm onto a thick steel plate, granite slab, or any other surface which is flat and true (Figure 54).

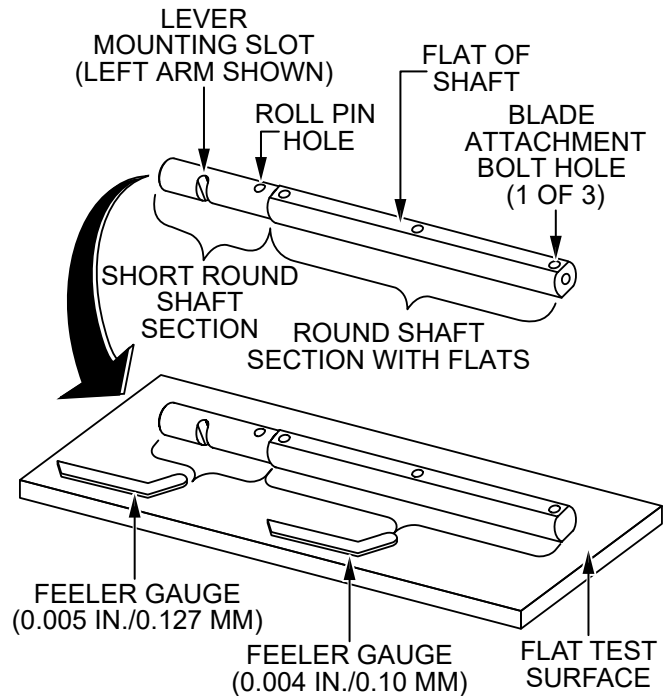


Figure 54. Checking Trowel Arm Straightness

2. Check each of the flat sides of the trowel arm (Figure 54). A **feeler gauge** of **0.004 in. (0.10 mm)** should not pass between the flat of the trowel arm and the test surface along its length on the test surface.
3. Check the clearance between the **short round shaft section** and the test surface as one of the flat sections of the arm rests on the test surface (Figure 54). Rotate the arm to each of the flat sections and check the clearance of the round shaft. Use a **feeler gauge** of **0.005 in. (0.127 mm)**. Each section should have the same clearance between the round of the trowel arm shaft and the test surface.
4. Replace the trowel arm if it is bent or uneven.

Trowel Arm Adjustment

Figure 55 illustrates a **trowel arm adjustment tool**. As a trowel arm is locked into the adjustment tool, the trowel arm bolt is adjusted to where it contacts a stop on the fixture. This will consistently adjust all of the trowel arms, keeping the finisher as flat and evenly pitched as possible.

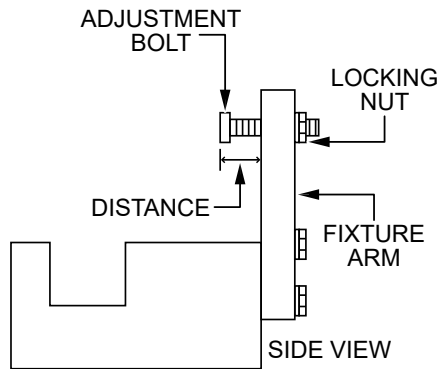


Figure 55. Trowel Arm Adjustment Tool (Side View)

1. Locate a trowel arm adjustment tool (P/N 9177).
2. Place the **fixture arm** in the correct position (up or down) for the trowel arm's direction of rotation. For trowel arms that rotate **clockwise**, place the fixture arm in the **UP** position (Figure 56A). For trowel arms that rotate **counterclockwise**, place the fixture arm in the **DOWN** position (Figure 56B).

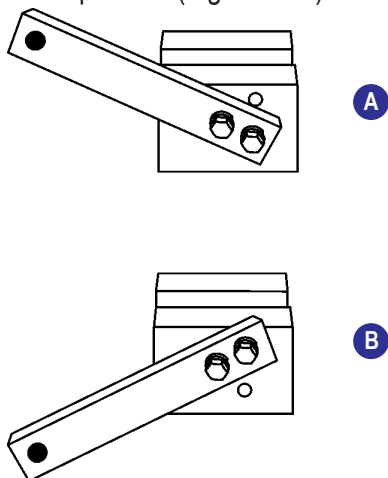


Figure 56. Fixture Arm Position

3. Adjust the fixture **adjustment bolt distance** shown in Figure 55 to **0.15 in. (3.81 mm)**.

4. Unscrew the **locking bolts** on the adjustment tool and place the **trowel arm** into the fixture channel as shown in Figure 57. A thin **shim** may be required to cover the blade holes on the trowel arm. Make sure to align the **trowel arm adjustment bolt** with the **fixture adjustment bolt**.

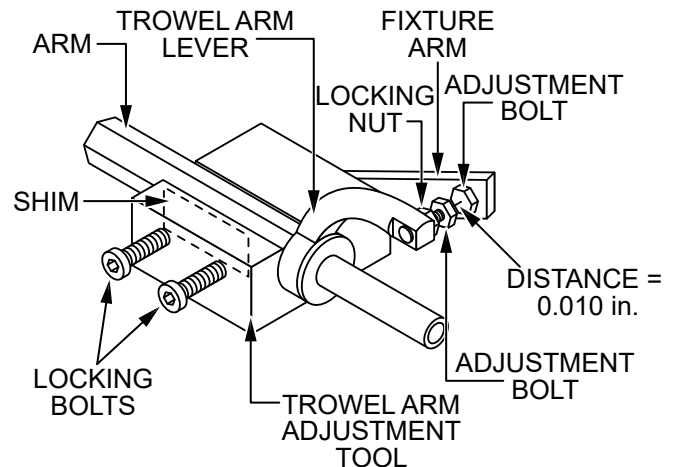


Figure 57. Trowel Arm Adjustment

5. Tighten the **locking bolts** (Figure 57) with an Allen wrench to secure the trowel arm in place.
6. Loosen the **locking nut** on the **trowel arm lever** (Figure 57), then turn the **trowel arm adjustment bolt** until it barely touches (**0.010"**) the **fixture adjustment bolt**.
7. Once the adjustment has been made, tighten the locking nut on the trowel arm lever to lock it in place.
8. Loosen the locking bolts and remove the trowel arm.
9. Repeat steps 2–8 for the remaining trowel arms.
10. Recalibrate pitch with the Whiteman Service Tool.

Reassembly

1. Clean and examine the entire spider assembly including the upper and lower wear plates and thrust collar. Wire brush any concrete or rust buildup. Replace any spider components that are damaged or out-of-round.
2. Make sure the bronze trowel arm bushings are not damaged or out-of-round. Clean the bushings if necessary. Replace any bronze bushing that is damaged or worn.
3. Reinstall the bronze bushings onto the trowel arm.
4. Repeat steps 2–3 for each trowel arm.
5. Make sure that the spring tensioner is in the correct position to exert tension on the trowel arm.
6. Insert all trowel arms with levers (with bronze bushings already installed) into the spider hub, using care to align the grease holes on the bronze bushings with the grease hole fittings on the spider hub.
7. Lock the trowel arms in place by tightening the hex head bolts with Zerk grease fittings and jam nuts.
8. Reinstall the blades onto the trowel arms.
9. Reinstall the stabilizer struts onto the spider assembly.
10. Lubricate all grease points (Zerk fittings) with premium Lithium 12-based grease, conforming to NLG1 Grade #2 consistency.

SPIDER BOLT REPLACEMENT

Existing bolts on both spider assemblies may self loosen due to normal material yield. Replace the left- and right-side spider assembly socket-head bolts (6 per side) and hardened washers (1 per side) after the first 25 hours of operation, then every 100 hours of operation thereafter.

1. Perform steps 1–4 of the **Spider Removal** procedure.
2. Remove the left-side **spider hub cap plug** (Figure 58) and set it aside.

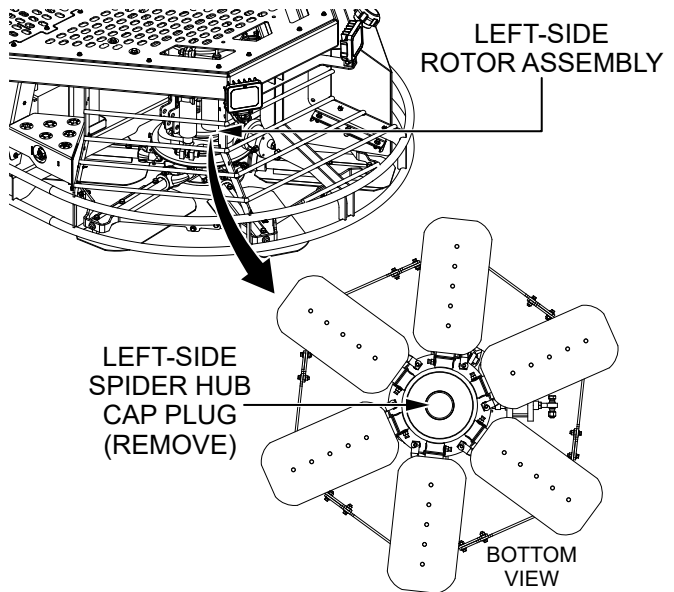


Figure 58. Remove Left-Side Spider Hub Cap Plug



CAUTION

The bolt removal process may result in the sudden separation of the spider assembly from the hydraulic motor shaft. Make sure catch chains have been properly installed.

3. Remove and discard the **six M14-2.0 × 30 mm SHC bolts** and **one hardened washer** (Figure 59) securing the left-side spider assembly to the bottom of the left-side hydraulic motor.

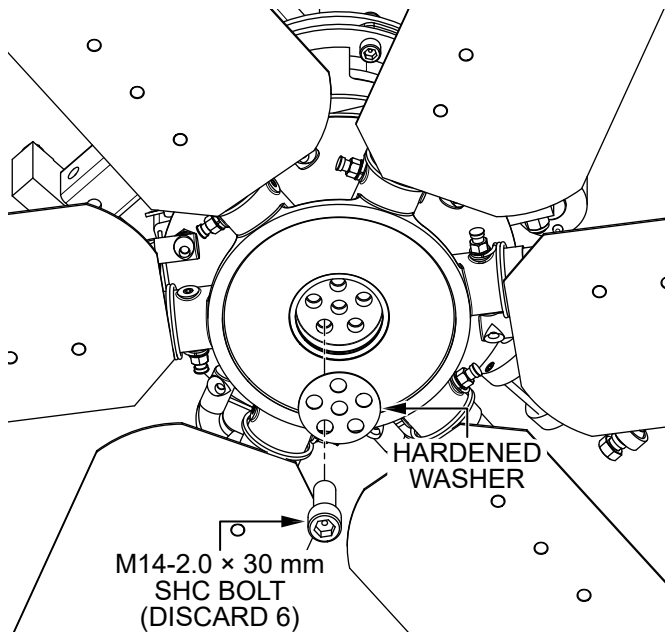


Figure 59. Remove Left-Side Spider Hardware

4. Using an M14 × 2.0 tap, recut the threads of the six empty bolt holes to remove any Loctite residue.

5. Use **brake cleaner** (Figure 60A) to clean out any debris from the empty bolt holes. When finished, use **compressed air** (Figure 60B) to remove any remaining residue.

NOTICE

Make sure the bolt holes are **clean and completely dry** before installing the new bolts.

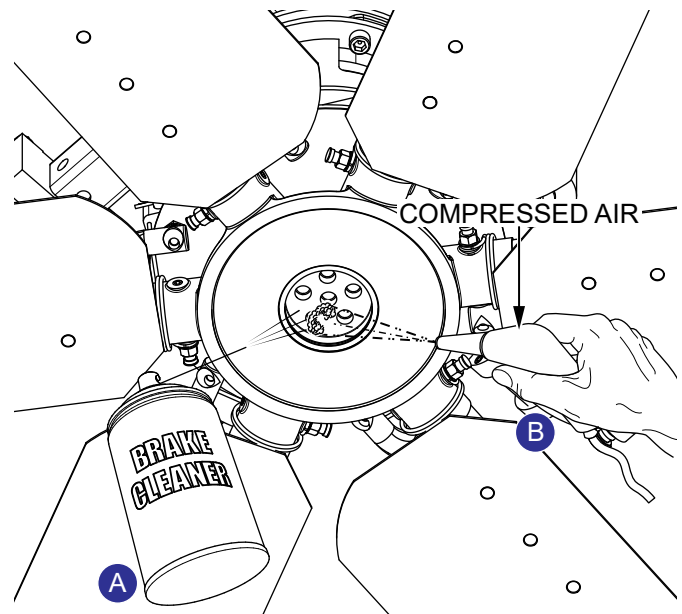


Figure 60. Clean Bolt Holes

6. Apply Loctite Blue 246 to the threads on one new M14-2.0 × 30 mm SHC bolt.

7. Install the new **M14-2.0 × 30 mm SHC bolt** in the center position along with a new hardened washer as shown in Figure 61. Torque the center bolt to 40 lbf·ft (54.2 N·m).

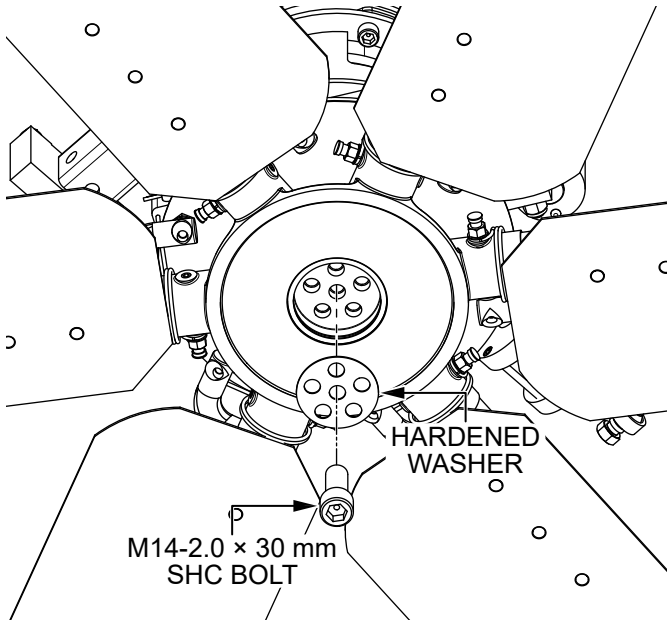


Figure 61. Install New Center Bolt And Washer

8. Apply Loctite Blue 246 to the threads on five more new M14-2.0 × 30 mm SHC bolts.
9. Install the five new **M14-2.0 × 30 mm SHC bolts** as shown in Figure 62. Torque the bolts in a star pattern to 60 lbf·ft (81.3 N·m).

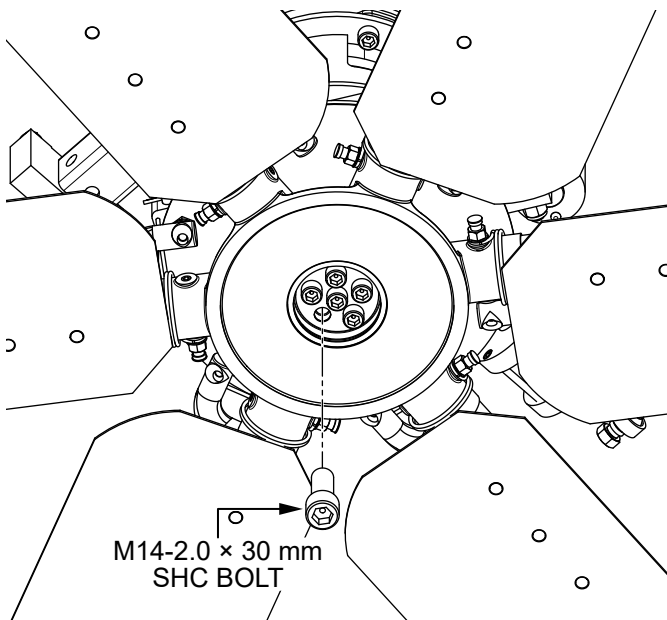


Figure 62. Install Five New Bolts

10. Re-torque the five bolts in a star pattern to 90 lbf·ft (122 N·m).
11. Re-torque the five bolts in a star pattern to 113 lbf·ft (153.2 N·m).
12. Reinstall the left-side spider hub cap plug.
13. Repeat steps 2–12 on the right-side spider assembly.

PREPARATION FOR LONG-TERM STORAGE

1. Disconnect and remove the battery.
2. Drain all fuel from the fuel tank.
3. Clean the trowel exterior with a cloth soaked in clean oil.
4. Cover the trowel with a plastic sheet and store it out of direct sunlight in a moisture- and dust-free location.

TROWEL DECOMMISSIONING

Decommissioning is a controlled process used to safely retire a piece of equipment that is no longer serviceable. If the equipment poses an unacceptable and unrepairable safety risk due to wear or damage, or is no longer cost effective to maintain (beyond life-cycle reliability), and is to be decommissioned (demolition and dismantlement), the following procedure must be performed:

1. Drain all fluids completely. These may include oil, gasoline, hydraulic oil, and antifreeze. Dispose of all fluids properly in accordance with local and governmental regulations. **NEVER** pour fluids on the ground or down drains or sewers.
2. Remove the battery and bring it to an appropriate facility for lead reclamation. Use safety precautions when handling batteries that contain sulfuric acid.
3. The remainder can be brought to a salvage yard or metal reclamation facility for further dismantling.

FAULTS

When a fault occurs, the trowel's horn will begin a repeating cycle of 5 beeps every 30 seconds. On the diagnostic display, the left LED (Amber, Warning) or right LED (Red, Shutdown) will turn **ON** to indicate the status of the fault, and the screen will automatically switch to the Active Faults menu. When this happens, shut down the engine and correct the problem. See Table 12 for machine fault codes and Table 13 – Table 18 for engine fault codes and definitions.

Until the fault has been cleared and machine power has been restored, the horn's beeping cycle will continue to repeat while the engine is running or the ignition key is in the ON position.

NOTICE

NEVER operate the trowel with the horn disabled or disconnected. Serious damage to the trowel may occur as a result.

NOTICE

Engine fault code list may be outdated. Always refer to the engine manufacturer for the latest information regarding engine diagnostics and troubleshooting.

Table 12. Machine Fault Codes

Name	SPN	FMI	Description
LH Hyd. Pressure Low Alarm	521110	1	LH Loop Pressure < 5 bar
LH Hyd. Pressure Low Warning	521110	17	LH Loop Pressure < 15 bar
LH Hyd. Pressure High Stage 1	521110	0	LH Loop Pressure > 400 bar
RH Hyd. Pressure Low Alarm	521111	1	RH Loop Pressure < 5 bar
RH Hyd. Pressure Low Warning	521111	17	RH Loop Pressure < 15 bar
RH Hyd. Pressure High Stage 1	521111	0	RH Loop Pressure > 400 bar
LH Rotor Speed Fault	521127	11	No Speed Detected WRH Speed > 30
RH Rotor Speed Fault	521128	11	No Speed Detected WLH Speed > 30
Pedal A Fault	521131	11	
LH Fan Fault	521139	11	
RH Fan Fault	521140	11	
LH Pump Coil Fault	521152	11	
RH Pump Coil Fault	521153	11	
Pedal B Fault	521156	11	
Pedal Sync Fault	521237	11	

Table 13. Engine Fault Codes

DTC	ISO 14229 P-Code	J1939-73		SPN Name UNE 21939	Detection Item	DTC Set Preconditions	DTC set parameter	Time to action or number of error detection	Limp Home Action by engine ECU (system action)	Remark	HMI behavior (Recommendation)	Recovery from Limp Home Action	Supported Fuel Type	Engine stop	Warning	Caution	HMI behavior (Recommendation)
		SPN	FM														
Manifold Absolute Pressure	P0108	106	16	Engine Air Inlet Pressure	- Sensor or wiring harness short to power	- Engine running	- MAP pressure > 110 kPa (16.0 psi)	2 sec or more	- A1: Disable - Power Derate 1		ON	No selection during 4 sec with MAP pressure < 69 kPa (10.0 psi)	GLN				
	P0107	106	4	Engine Air Inlet Pressure	- Sensor malfunction	- Engine cranking or running	- MAP voltage < 0.050 V	one sec or more	- A1: Disable - Power Derate 1		ON	No selection with 2 sec with MAP voltage > 0.500 V	GLN				
	P0092	94	3	Engine Fuel Delivery Pressure	- Sensor or wiring harness short to power	- Engine running	- Fuel pressure < 400 rpm	5 sec or more	- A1: Disable - Low Rev Limit		ON	No selection during 2 sec	G				
	P0091	94	4	Engine Fuel Delivery Pressure	- Sensor malfunction	- Engine running	- Fuel pressure < 400 rpm	one sec or more	- A1: Disable - Low Rev Limit		ON	No selection during 2 sec	G				
Fuel Pressure (Gasoline only)	P0088	94	0	Engine Fuel Delivery Pressure	- Fuel pressure abnormality (High side)	- Engine running	- Fuel pressure > 448 kPa (65.0 psi)	2 sec or more	- A1: Disable - Low Rev Limit		ON	No selection during 2 sec	G				
	P0087	94	1	Engine Fuel Delivery Pressure	- Fuel pressure abnormality (Low side)	- Engine running	- Fuel pressure < 400 rpm	2 sec or more	- A1: Disable - Low Rev Limit		ON	No selection during 2 sec	G				
	P0183	174	3	Engine Fuel Temperature 1	- Operating in a hot environment	- Engine running	- Fuel temp > 60.0 degC (140.0 degF)	one sec or more	- Power Derate 2		ON	No selection during 2 sec	G				
	P0182	174	4	Engine Fuel Temperature 1	- Sensor out of calibration	- Engine running	- Fuel temp < -27.2 degC (-18.0 degF)	one sec or more	- None		ON	No selection during 2 sec	G				
Engine Coolant Temperature	P0187	3409	1	Engine Fuel Temperature 2	- Sensor or wiring harness short to power	- Engine running	- Fuel temp < -27.2 degC (-18.0 degF)	one sec or more	- A1: Disable	Detection is effective with the Key On position	ON	No selection during 10 sec	GLN				
	P0118	110	3	Engine Coolant Temperature	- Sensor or wiring harness open or short to power	- Engine cranking or running	- ECT voltage < 4.900 V	one sec or more	- Power Derate 1		ON	No selection during 2 sec	GLN				
	P0117	110	4	Engine Coolant Temperature	- Sensor malfunction	- Key On, Engine Off	- ECT voltage < 0.100 V	one sec or more	- A1: Disable - Power Derate 1		ON	No selection during 2 sec	GLN				
	P0116	110	15	Engine Coolant Temperature	- Engine coolant temperature abnormality (High side stage 1)	- Engine running	- ECT > 116 degC (240 degF)	20 sec or more	- Power Derate 1		ON	No selection during 30 sec	GLN				
Inlet Air Temperature	P0217	110	0	Engine Coolant Temperature	- Engine coolant temperature abnormality (High side stage 2)	- Engine running	- Run time wait for ECT High exp built 30.0 sec and RPM > 600 rpm	10 sec or more	- A1: Disable - Forced Idle		ON	No selection during 60 sec	GLN				
	P0113	105	3	Engine Inlet Manifold 1 Temperature	- Sensor or wiring harness open or short to power	- Engine cranking or running	- IAT voltage < 0.10 V	one sec or more	- A1: Disable	Detection is effective with the Key On position	ON	No selection during 2 sec	GLN				
	P0112	105	4	Engine Inlet Manifold 1 Temperature	- Sensor malfunction	- Engine cranking or running	- IAT voltage < 0.10 V	one sec or more	- A1: Disable - Power Derate 1		ON	No selection during 2 sec	GLN				
	P0111	105	15	Engine Inlet Manifold 1 Temperature	- Intake air temperature abnormality (High side stage 1)	- Engine running	- IAT > 71.1 degC (160 degF)	10 sec or more	- A1: Disable - Power Derate 1		ON	No selection during 60 sec	GLN				
Knock	P0227	105	0	Engine Inlet Manifold 1 Temperature	- Intake air temperature abnormality (High side stage 2)	- Engine running	- IAT > 87.8 degC (190 degF)	10 sec or more	- A1: Disable - Power Derate 2		ON	No selection during 15 sec	GLN				
	P0327	731	4	Engine Knock Sensor	- Sensor or wiring harness open or short to power	- Engine running	- KNC 1 sensor input < 0.002 V	3 sec or more	- Power Derate 1		ON	No selection during one sec	GLN				
	P0326	731	2	Engine Knock Sensor	- Sensor malfunction	- Engine running	- KNC 1 sensor input < 0.002 V	3 sec or more	- Power Derate 1		ON	No selection during one sec	GLN				
	P0903	168	15	Battery Potential / Power Input 1	- System voltage abnormality (High side)	- Engine running	- MAP < 55 kPa (8.0 psi)	3 sec or more	- Retard Fault RKN		ON	No selection during 5 sec	GLN				
Battery Voltage	P0902	168	17	Battery Potential / Power Input 1	- System voltage abnormality (Low side)	- Engine running	- Voltage < 16.00 V	3 sec or more	- A1: Disable - Low Rev Limit		ON	No selection during 10 sec	GLN				
	P0943	1079	3	Sensor Supply Voltage 1 (+5V DC)	- Wiring harness open or short or damage	- Engine running	- Voltage < 0.05 V	3 sec or more	- Power Derate 2		ON	No selection during 10 sec	GLN				
	P0942	1079	4	Sensor Supply Voltage 1 (+5V DC)	- Wiring harness short to 12 V power	- Engine cranking or running	- 5VE1 > 5.40 V	one sec or more	- A1: Disable	Detection is effective with the Key On position	ON	No selection during 2 sec	GLN				
	P0941	1079	5	Sensor Supply Voltage 1 (+5V DC)	- ECU malfunction	- Key On, Engine Off	- 5VE1 < 4.60 V	one sec or more	- A1: Disable	Detection is effective with the Key On position	ON	No selection during 2 sec	GLN				
5V External	P0953	1080	3	Sensor Supply Voltage 2 (+5V DC)	- Wiring harness open or short or damage	- Engine running	- 5VE2 > 5.40 V	one sec or more	- Power Derate 1		ON	No selection during 2 sec	GLN				
	P0952	1080	4	Sensor Supply Voltage 2 (+5V DC)	- Wiring harness short to 12 V power	- Engine cranking or running	- 5VE2 < 4.60 V	one sec or more	- Power Derate 1		ON	No selection during 2 sec	GLN				
	P0951	1080	5	Sensor Supply Voltage 2 (+5V DC)	- ECU malfunction	- Key On, Engine Off	- 5VE2 < 4.60 V	one sec or more	- Power Derate 1		ON	No selection during 2 sec	GLN				
	P1611	1079	31	Sensor Supply Voltage 1 (+5V DC)	- Wiring harness short to 12 V power or ground	- Key On, Engine Off	- 5VE12 > 5.40 V	one sec or more	- Power Derate 2		ON	No selection during 2 sec	GLN				

WG1605, WG2503, WG3800
DTC Code List

For details of Abbreviations and System Actions, refer to "Reference" sheet in this file.

Table 14. Engine Fault Codes (Continued)

DTC	ISO 14229 P-Code	J1939-73		SPN Name SAE J1939	Detection Item	DTC Set Preconditions	DTC set parameter	Time to action or no detection after ECU detection	Unlabeled Action (system action)	Remark	HMI Behavior (Recommendation)	Engine Warning Light	Recovery Action (Recommendation)	Supported Fuel Type	HMI Behavior (Recommendation)	Warning	Caution	Engine stop
		SPN	PM															
Throttle Position Sensor	P0123	51	3	Engine Throttle Position	- TPS circuit in the harness short to power	- Engine running	- TPS1 voltage > 4.800 V	0.5 sec or more	- Engine stop			ON	3 sec later from Engine stop	GLN				
	P0122	51	4	Engine Throttle Position	- TPS malfunction	- Engine running	- TPS1 voltage < 0.200 V	0.5 sec or more	- Engine stop			ON	3 sec later from Engine stop	GLN				
	P0223	3873	3	TPS2 Signal Voltage High	- TPS circuit in the harness short to power	- Engine running	- TPS2 voltage > 4.800 V	0.5 sec or more	- Engine stop			ON	3 sec later from Engine stop	GLN				
	P0222	3873	4	Engine Throttle 2 Position	- TPS malfunction	- Engine running	- TPS2 voltage < 0.200 V	0.5 sec or more	- Engine stop			ON	3 sec later from Engine stop	GLN				
	P0221	51	0	Engine Throttle Position	- TPS malfunction	- Engine running	- (TPS1 % - TPS2 %) > 20.0%	one sec or more	- Engine stop			ON	2 sec later from Engine stop	GLN				
	P0121	51	1	Engine Throttle Position	- TPS malfunction	- Engine running	- (TPS1 % - TPS2 %) < 20.0%	one sec or more	- Engine stop			ON	2 sec later from Engine stop	GLN				
	P2112	51	7	Engine Throttle Position	- TPS malfunction	- Engine running	- Target TPS - actual TPS > 20.0% while battery voltage > 9.0 V	one sec or more	- Engine stop			ON	0.5 sec later from Engine stop	GLN				
	P2111	51	7	Engine Throttle Position	- TPS malfunction	- Engine running	- Target TPS - actual TPS < 20.0% while battery voltage > 9.0 V	one sec or more	- Engine stop			ON	0.5 sec later from Engine stop	GLN				
	P2135	51	31	Engine Throttle Position	- TPS malfunction	- Engine running	User name parameter as individual TPS1/2 voltage	0.5 sec or more	- Engine stop			ON	3 sec later from Engine stop	GLN				
	P0129	108	1	Barometric Pressure	- Signal out of calibration - Low for 5 V reference lead (SV act1) to MAP sensor - Signal wire open or shorted to ground	- Engine running	- BP < 570% (0.3 jpa)	one sec or more	- AL Disable	Adaptive is ineffective with the Key On position		ON	No selection during 2 sec	GLN				
Barometric Pressure	P2122	91	3	Accelerator Pedal Position 1	- Wiring harness open or short or damage	- Engine running	- FPP1 voltage > 4.800 V	0.5 sec or more	- Power Derate 1			ON	No selection during 3 sec	GLN				
	P2123	91	4	Accelerator Pedal Position 2	- Accelerator position sensor malfunction	- Engine running	- FPP1 voltage < 0.200 V	0.5 sec or more	- Low Rev Limit			ON	No selection during 3 sec	GLN				
	P2126	29	3	Accelerator Pedal Position 1	- Accelerator position sensor malfunction	- Engine running	- FPP1 voltage < 0.100 V	0.5 sec or more	- Power Derate 1			ON	No selection during 3 sec	GLN				
	P2127	29	4	Accelerator Pedal Position 2	- Accelerator position sensor malfunction	- Engine running	- (FPP1 % - FPP2 %) > 20.0%	0.5 sec or more	- Low Rev Limit			ON	No selection during 3 sec	GLN				
	P2126	91	16	Accelerator Pedal Position 1	- Accelerator position sensor malfunction	- Engine running	- (FPP1 % - FPP2 %) < 20.0%	1.5 sec or more	- Power Derate 1			ON	No selection during 3 sec	GLN				
	P2121	91	18	Accelerator Pedal Position 1	- Wiring harness open or short or damage	- Engine running	- (FPP1 % - FPP2 %) < 20.0%	1.5 sec or more	- Power Derate 1			ON	No selection during 3 sec	GLN				
	P1121	91	31	Accelerator Pedal Position 1	- Accelerator position sensor malfunction	- Engine running	User name parameter as individual FPP1/2 voltage	0.5 sec or more	- Power Derate 2			ON	No selection during 10 sec	GLN				
	P0219	515	15	Engine's Desired Operating Speed	- Engine over speed condition, stuck throttle, large vacuum leak into intake manifold after throttle blade	- Engine running	- Engine speed > 2600 rpm or more - Actual engine speed > 3000 rpm or more - WG1605 3000 or WG3800 3000 rpm or more	one sec or more	- reduce throttle to limit speed				No selection during 10 sec	GLN				
	P1111	515	16	Engine's Desired Operating Speed	- Engine overspeed condition, faulty crank sensor or input	- Engine running	- Engine speed > 2600 rpm or more - Actual engine speed > 3000 rpm or more - WG1605 3000 or WG3800 3000 rpm or more	one sec or more	- disable fuel injectors or gasoline fuel control			ON	No selection during 10 sec	GLN				
	P1112	515	0	Engine's Desired Operating Speed	- Engine overspeed condition, faulty crank sensor or input	- Engine running	- Engine speed > 2600 rpm or more - Actual engine speed > 3000 rpm or more - WG1605 3000 or WG3800 3000 rpm or more	one sec or more	- disable spark			ON	No selection during 10 sec	GLN				
Oil Pressure	P0224	100	1	Engine Oil Pressure	- Low oil pressure	- Engine running	- Run time wait for oil pressure low fault 10.0 sec - High fuel supply pressure to the gasoline fuel control system - Oil pressure > 2.5 V input line then 4 threshold voltage of 2.5 V	3 sec or more	- Engine stop			ON	No selection during 10 sec	GLN				
	P0171	4237	0	Long-term Fuel Trim - Bank 1	- Exhaust leaks upstream or near the EGO sensor - A fuel supply pressure to the fuel injection system - An injector that is stuck closed or dirty - Weak spark or lack of spark to a cylinder	- Engine running, adaptive mode	- AL_BM > 30%	3 times update	- AL Disable - Power Derate 1			ON	3 times update with no detection	G				
	P0172	4237	1	Long-term Fuel Trim - Bank 1	- Exhaust leaks upstream or near the EGO sensor - A fuel supply pressure to the fuel injection system - An injector that is stuck open or leaking - Internal mechanical engine damage	- Engine running, adaptive mode	- AL_BM < -30%	3 times update	- AL Disable - Power Derate 1			ON	3 times update with no detection	G				
	P1161	4237	0	Long-term Fuel Trim - Bank 1	- Reduced fuel supply pressure to the gasoline fuel control system - A non-responsive EGO sensor	- Engine running, adaptive mode	- AL_BM > 30%	3 times update	- AL Disable - Power Derate 1			ON	3 times update with no detection	L				
	P1162	4237	1	Long-term Fuel Trim - Bank 1	- Exhaust leaks upstream or near the EGO sensor - A fuel supply pressure to the gasoline fuel control system - A non-responsive EGO sensor	- Engine running, adaptive mode	- AL_BM < -30%	3 times update	- AL Disable - Power Derate 1			ON	3 times update with no detection	L				
	P1163	4237	0	Long-term Fuel Trim - Bank 1	- Exhaust leaks upstream or near the EGO sensor - A fuel supply pressure to the gasoline fuel control system - A non-responsive EGO sensor	- Engine running, adaptive mode	- AL_BM > 40%	3 times update	- AL Disable - Power Derate 1			ON	3 times update with no detection	N				
	P1164	4237	1	Long-term Fuel Trim - Bank 1	- Exhaust leaks upstream or near the EGO sensor - A fuel supply pressure to the gasoline fuel control system - A non-responsive EGO sensor	- Engine running, adaptive mode	- AL_BM < -40%	3 times update	- AL Disable - Power Derate 1			ON	3 times update with no detection	N				
	P0171	4237	0	Long-term Fuel Trim - Bank 1	- Exhaust leaks upstream or near the EGO sensor - A fuel supply pressure to the fuel injection system - An injector that is stuck closed or dirty - Weak spark or lack of spark to a cylinder	- Engine running, adaptive mode	- AL_BM > 30%	3 times update	- AL Disable - Power Derate 1			ON	3 times update with no detection	G				
	P0172	4237	1	Long-term Fuel Trim - Bank 1	- Exhaust leaks upstream or near the EGO sensor - A fuel supply pressure to the fuel injection system - An injector that is stuck open or leaking - Internal mechanical engine damage	- Engine running, adaptive mode	- AL_BM < -30%	3 times update	- AL Disable - Power Derate 1			ON	3 times update with no detection	G				
	P1161	4237	0	Long-term Fuel Trim - Bank 1	- Reduced fuel supply pressure to the gasoline fuel control system - A non-responsive EGO sensor	- Engine running, adaptive mode	- AL_BM > 30%	3 times update	- AL Disable - Power Derate 1			ON	3 times update with no detection	L				

WG1605, WG2503, WG3800
DTC Code List

For details of Abbreviations and System Actions, refer to "Reference" sheet in this file.

Table 15. Engine Fault Codes (Continued)

DTC	ISO 14229 P-Code	J1939-73		SPN Name SAE J1939	Detection Item	DTC Set Preconditions	DTC set parameter	Time to action or number of error detection	Urgency Action by engine ECU (system action)	Remark	HMI behavior (Recommendation)	Warning	Caution	Engine stop
		SPN	FM											
Closed Loop	P1155	4236	0	Short-term Fuel Trim - Bank 1	Exhaust leaks upstream or near the EGO sensor - Reduced fuel supply pressure - An injector that is stuck closed - A non-responsive EGO sensor - An injector that is stuck open	Engine running, closed loop mode	-CL_BM > 35%	5 times update	-AL Disabled -Power Derate 2		ON			Once update with no detection
	P1156	4236	1	Short-term Fuel Trim - Bank 1	Exhaust leaks upstream or near the EGO sensor - Reduced fuel supply pressure - A non-responsive EGO sensor - An injector that is stuck open	Engine running, closed loop mode	-CL_BM < -35%	5 times update	-AL Disabled -Power Derate 2		ON			Once update with no detection
	P1151	4236	0	Short-term Fuel Trim - Bank 1	Exhaust leaks upstream or near the EGO sensor - Reduced fuel supply pressure to the gaseous fuel control system - A fuel supply or manifold leak - A non-responsive EGO sensor	Engine running, closed loop mode	-CL_BM > 35%	5 times update	-AL Disabled -Power Derate 2		ON			Once update with no detection
	P1152	4236	1	Short-term Fuel Trim - Bank 1	Exhaust leaks upstream or near the EGO sensor - Reduced fuel supply pressure to the gaseous fuel control system - A fuel supply or manifold leak - A non-responsive EGO sensor	Engine running, closed loop mode	-CL_BM < -35%	5 times update	-AL Disabled -Power Derate 2		ON			Once update with no detection
	P1153	4236	0	Short-term Fuel Trim - Bank 1	Exhaust leaks upstream or near the EGO sensor - Reduced fuel supply pressure to the gaseous fuel control system - A fuel supply or manifold leak - A non-responsive EGO sensor	Engine running, closed loop mode	-CL_BM > 35%	5 times update	-AL Disabled -Power Derate 2		ON			Once update with no detection
	P1154	4236	1	Short-term Fuel Trim - Bank 1	Exhaust leaks upstream or near the EGO sensor - Reduced fuel supply pressure to the gaseous fuel control system - A fuel supply or manifold leak - A non-responsive EGO sensor	Engine running, closed loop mode	-CL_BM < -35%	5 times update	-AL Disabled -Power Derate 2		ON			Once update with no detection
	P0420	3050	11	Catalyst1 System Monitor	Physically damaged catalyst - Contaminated catalyst element - Post signal circuit shorted to pre signal	Engine running	-EGORHMS-EGO RHMS 40%	100 times update	-AL Disabled -Power Derate 2		ON			5 times update with no detection
	P1166	3050	11	Catalyst1 System Monitor	Physically damaged catalyst - Contaminated catalyst element - Post signal circuit shorted to pre signal	Engine running	-EGORHMS-EGO RHMS 35%	100 times update	-AL Disabled -Power Derate 2		ON			5 times update with no detection
	P1166	3050	11	Catalyst1 System Monitor	Physically damaged catalyst - Contaminated catalyst element - Post signal circuit shorted to pre signal	Engine running	-EGORHMS-EGO RHMS 50%	100 times update	-AL Disabled -Power Derate 2		ON			5 times update with no detection
	P0134	3217	5	Air/fuel treatment 1 Intake O2	Open or shorted to ground oxygen sensor - Open or shorted to ground oxygen sensor (SVTm1) - Open or shorted to ground oxygen sensor (SVTm1)	Engine running	-EGO cold persistently > 120.0 sec	5 sec or more	-AL Disabled -Closed Loop Disabled		ON			No detection during one sec
EGO Sensors	P0154	3227	5	Air/fuel treatment 1 Outlet O2	Open or shorted to ground oxygen sensor - Open or shorted to ground oxygen sensor (SVTm1) - Open or shorted to ground oxygen sensor (SVTm1)	Engine running	-EGO cold persistently > 120.0 sec	5 sec or more	-AL Disabled		ON			No detection during one sec
	P0261	651	5	Engine Injector Cylinder #01	Open injector coil - Open or shorted to ground injector driver circuit in engine harness - Open injector coil	Engine running	-Injector off-state low-side < 4.0 V - Battery voltage > 9.0 V	10 samples	-AL Disabled -Low Rev Limit		ON			5 samples with no detection
	P0264	652	5	Engine Injector Cylinder #02	Open injector coil - Open or shorted to ground injector driver circuit in engine harness - Open injector coil	Engine running	-Injector2 off-state low-side < 4.0 V - Battery voltage > 9.0 V	10 samples	-AL Disabled -Low Rev Limit		ON			5 samples with no detection
	P0267	653	5	Engine Injector Cylinder #03	Open injector coil - Open or shorted to ground injector driver circuit in engine harness - Open injector coil	Engine running	-Injector3 off-state low-side < 4.0 V - Battery voltage > 9.0 V	10 samples	-AL Disabled -Low Rev Limit		ON			5 samples with no detection
	P0270	654	5	Engine Injector Cylinder #04	Open injector coil - Open or shorted to ground injector driver circuit in engine harness - Open injector coil	Engine running	-Injector4 off-state low-side < 4.0 V - Battery voltage > 9.0 V	10 samples	-AL Disabled -Low Rev Limit		ON			5 samples with no detection
	P0262	651	6	Engine Injector Cylinder #01	Injector coil shorted internally - Injector driver circuit shorted to voltage between injector and ECU	Engine running	-Injector on-state low-side > 4.0 V - Battery voltage < 16.0 V	10 samples	-AL Disabled -Low Rev Limit		ON			5 samples with no detection
	P0265	652	6	Engine Injector Cylinder #02	Injector coil shorted internally - Injector driver circuit shorted to voltage between injector and ECU	Engine running	-Injector2 on-state low-side > 4.0 V - Battery voltage < 16.0 V	10 samples	-AL Disabled -Low Rev Limit		ON			5 samples with no detection
	P0268	653	6	Engine Injector Cylinder #03	Injector coil shorted internally - Injector driver circuit shorted to voltage between injector and ECU	Engine running	-Injector3 on-state low-side > 4.0 V - Battery voltage < 16.0 V	10 samples	-AL Disabled -Low Rev Limit		ON			5 samples with no detection
	P0271	654	6	Engine Injector Cylinder #04	Injector coil shorted internally - Injector driver circuit shorted to voltage between injector and ECU	Engine running	-Injector4 on-state low-side > 4.0 V - Battery voltage < 16.0 V	10 samples	-AL Disabled -Low Rev Limit		ON			5 samples with no detection
	P2200	1268	5	Engine Ignition Coil #1	A short to ground or open circuit in the harness - An open internal to the primary coil	Engine cranking or running	-Adaptive dwell adjustment >= 1.9 ms or total dwell >= 15.0 ms - Adaptive dwell adjustment >= 1.9 ms and battery voltage > 10.0 V < 16.0 V	10 sparks	-AL Disabled -Low Rev Limit		ON			5 sparks with no detection
Spark Coil Primary	P2203	1269	5	Engine Ignition Coil #2	A short to ground or open circuit in the harness - An open internal to the primary coil	Engine cranking or running	-Adaptive dwell adjustment >= 1.9 ms or total dwell >= 15.0 ms - Adaptive dwell adjustment >= 1.9 ms and battery voltage > 10.0 V < 16.0 V	10 sparks	-AL Disabled -Low Rev Limit		ON			5 sparks with no detection
	P2206	1270	5	Engine Ignition Coil #3	A short to ground or open circuit in the harness - An open internal to the primary coil	Engine cranking or running	-Adaptive dwell adjustment >= 1.9 ms or total dwell >= 15.0 ms - Adaptive dwell adjustment >= 1.9 ms and battery voltage > 10.0 V < 16.0 V	10 sparks	-AL Disabled -Low Rev Limit		ON			5 sparks with no detection
	P2209	1271	5	Engine Ignition Coil #4	A short to ground or open circuit in the harness - An open internal to the primary coil	Engine cranking or running	-Adaptive dwell adjustment >= 1.9 ms or total dwell >= 15.0 ms - Adaptive dwell adjustment >= 1.9 ms and battery voltage > 10.0 V < 16.0 V	10 sparks	-AL Disabled -Low Rev Limit		ON			5 sparks with no detection
	P2201	1268	6	Engine Ignition Coil #1	A short to power in the harness - A short internal to the primary coil	Engine cranking or running	-Adaptive dwell adjustment <= -1.9 ms or total dwell <= 0.5 ms - Adaptive dwell adjustment <= -1.9 ms and battery voltage > 10.0 V < 16.0 V	10 sparks	-AL Disabled -Low Rev Limit		ON			5 sparks with no detection
	P2204	1269	6	Engine Ignition Coil #2	A short to power in the harness - A short internal to the primary coil	Engine cranking or running	-Adaptive dwell adjustment <= -1.9 ms or total dwell <= 0.5 ms - Adaptive dwell adjustment <= -1.9 ms and battery voltage > 10.0 V < 16.0 V	10 sparks	-AL Disabled -Low Rev Limit		ON			5 sparks with no detection
	P2207	1270	6	Engine Ignition Coil #3	A short to power in the harness - A short internal to the primary coil	Engine cranking or running	-Adaptive dwell adjustment <= -1.9 ms or total dwell <= 0.5 ms - Adaptive dwell adjustment <= -1.9 ms and battery voltage > 10.0 V < 16.0 V	10 sparks	-AL Disabled -Low Rev Limit		ON			5 sparks with no detection
	P2210	1271	6	Engine Ignition Coil #4	A short to power in the harness - A short internal to the primary coil	Engine cranking or running	-Adaptive dwell adjustment <= -1.9 ms or total dwell <= 0.5 ms - Adaptive dwell adjustment <= -1.9 ms and battery voltage > 10.0 V < 16.0 V	10 sparks	-AL Disabled -Low Rev Limit		ON			5 sparks with no detection
	P0159	632	31	Engine Fuel Shutoff Control	Leak fuel at shutoff - Open or short to ground	Key On, Engine running	-Fuel pump motor high-side on-state < 4.0 V - Battery voltage > 8.0 V	N/A	-Engine stop		ON			One sec or more with no detection
	P0628	1347	5	Engine Fuel Pump Pressurizing Assembly #1	Leak fuel at shutoff - Open or short to ground	Key On, Engine Off	-Fuel pump motor high-side on-state < 4.0 V - Battery voltage > 8.0 V	2 sec or more	-None		ON			One sec or more with no detection
	P0629	1347	6	Engine Fuel Pump Pressurizing Assembly #1	Leak fuel at shutoff - Open or short to ground	Key On, Engine Off	-Fuel pump motor high-side on-state < 4.0 V - Battery voltage > 8.0 V	2 sec or more	-None		ON			One sec or more with no detection

WG1605, WG2503, WG3800
DTC Code List

For details of Abbreviations and System Actions, refer to "Reference" sheet in this file.

Table 16. Engine Fault Codes (Continued)

DTC	ISO 14229 P-Code	J1939-73		SPN Name SAE J1939	Detection Item	DTC Set Preconditions	DTC set parameter	Time to action or number of error detection	Lump Home Action by engine ECU (system action)	Remark	HMI behavior (Recommendation)	Engine Warning Light	Recovery from Limp Home Action	Engine stop	
		SPN	FMI											Warning	Caution
Fuel Pump Relay Control/Coil	P0628	1348	4	Engine Fuel Pump Pressurizing Assembly #2	- Relay pull in coil shorted internally	- Key On, Engine Off	- Fuel Pump relay coil output shorted to ground	10 samples	- None			ON	5 samples with no detection	Recovery from Limp Home Action	
		1348	5	Engine Fuel Pump Pressurizing Assembly #2	- Relay driver circuit shorted to ground in wire harness	- Key On, Engine Off	- Fuel Pump relay coil output shorted to ground	10 samples	- None			ON	5 samples with no detection		
		P0629	3	Engine Fuel Pump Pressurizing Assembly #2	- Open coil in relay	- Key On, Engine Off	- Fuel Pump relay coil output short to power or voltage	10 samples	- None			ON	5 samples with no detection		
		P0629	4	Engine Fuel Pump Pressurizing Assembly #2	- Relay driver circuit shorted to voltage in wire harness	- Engine running	- Power relay coil output shorted to ground	10 samples	- None			ON	5 samples with no detection		
Power Relay Control/Coil	P0686	1485	3	ECM Main Relay	- Short to ground in relay pull in coil	- Engine running	- Power relay coil output short to power or voltage	10 samples	- None			ON	5 samples with no detection	Recovery from Limp Home Action	
		P0687	4	ECM Main Relay	- Shortest relay pull in coil	- Engine running	- Power relay coil output shorted to ground	10 samples	- None			ON	5 samples with no detection		
		P0687	4	ECM Main Relay	- Short to ground in relay driver circuit in wire harness	- Engine running	- Power relay coil output shorted to ground	10 samples	- None			ON	5 samples with no detection		
		P0687	4	ECM Main Relay	- Short to ground in relay pull in coil	- Engine running	- Power relay coil output shorted to ground	10 samples	- None			ON	5 samples with no detection		
Internal Processor Diagnostics	P1615	629	31	Consolator #1	- Fuel pressure to DEPR is too high	- Engine running	- DEPR actual/ commanded pressure > 63.5 mm H2O (2.50 in H2O)	5 sec or more	- AL Disable			ON	No detection during 0.5 sec	Recovery from Limp Home Action	
		629	31	Consolator #1	- Fuel pressure to DEPR is too low	- Engine running	- DEPR actual/ commanded pressure < 63.5 mm H2O (2.50 in H2O)	5 sec or more	- AL Disable			ON	No detection during 0.5 sec		
		629	31	Consolator #1	- Fuel pressure to DEPR is too low	- Engine running	- DEPR actual/ commanded pressure < 63.5 mm H2O (2.50 in H2O)	5 sec or more	- AL Disable			ON	No detection during 0.5 sec		
		629	31	Consolator #1	- Fuel pressure to DEPR is too low	- Engine running	- DEPR actual/ commanded pressure < 63.5 mm H2O (2.50 in H2O)	5 sec or more	- AL Disable			ON	No detection during 0.5 sec		
		629	31	Consolator #1	- Fuel pressure to DEPR is too low	- Engine running	- DEPR actual/ commanded pressure < 63.5 mm H2O (2.50 in H2O)	5 sec or more	- AL Disable			ON	No detection during 0.5 sec		
		629	31	Consolator #1	- Fuel pressure to DEPR is too low	- Engine running	- DEPR actual/ commanded pressure < 63.5 mm H2O (2.50 in H2O)	5 sec or more	- AL Disable			ON	No detection during 0.5 sec		
		629	31	Consolator #1	- Fuel pressure to DEPR is too low	- Engine running	- DEPR actual/ commanded pressure < 63.5 mm H2O (2.50 in H2O)	5 sec or more	- AL Disable			ON	No detection during 0.5 sec		
		629	31	Consolator #1	- Fuel pressure to DEPR is too low	- Engine running	- DEPR actual/ commanded pressure < 63.5 mm H2O (2.50 in H2O)	5 sec or more	- AL Disable			ON	No detection during 0.5 sec		
		629	31	Consolator #1	- Fuel pressure to DEPR is too low	- Engine running	- DEPR actual/ commanded pressure < 63.5 mm H2O (2.50 in H2O)	5 sec or more	- AL Disable			ON	No detection during 0.5 sec		
		629	31	Consolator #1	- Fuel pressure to DEPR is too low	- Engine running	- DEPR actual/ commanded pressure < 63.5 mm H2O (2.50 in H2O)	5 sec or more	- AL Disable			ON	No detection during 0.5 sec		
		629	31	Consolator #1	- Fuel pressure to DEPR is too low	- Engine running	- DEPR actual/ commanded pressure < 63.5 mm H2O (2.50 in H2O)	5 sec or more	- AL Disable			ON	No detection during 0.5 sec		
		629	31	Consolator #1	- Fuel pressure to DEPR is too low	- Engine running	- DEPR actual/ commanded pressure < 63.5 mm H2O (2.50 in H2O)	5 sec or more	- AL Disable			ON	No detection during 0.5 sec		
J1939 Network	P1629	635	9	Engine Overide Control Mode	- Loss of TSC after engine running > 1.0 sec	- Engine running	- Loss of TSC after engine running > 1.0 sec	one sec or more	- Power Disable 2			ON	No detection during 0.1 sec	Recovery from Limp Home Action	
		635	9	Engine Overide Control Mode	- Loss of TSC after engine running > 1.0 sec	- Engine running	- Loss of TSC after engine running > 1.0 sec	one sec or more	- Power Disable 2			ON	No detection during 0.1 sec		
		635	9	Engine Overide Control Mode	- Loss of TSC after engine running > 1.0 sec	- Engine running	- Loss of TSC after engine running > 1.0 sec	one sec or more	- Power Disable 2			ON	No detection during 0.1 sec		
		635	9	Engine Overide Control Mode	- Loss of TSC after engine running > 1.0 sec	- Engine running	- Loss of TSC after engine running > 1.0 sec	one sec or more	- Power Disable 2			ON	No detection during 0.1 sec		
		635	9	Engine Overide Control Mode	- Loss of TSC after engine running > 1.0 sec	- Engine running	- Loss of TSC after engine running > 1.0 sec	one sec or more	- Power Disable 2			ON	No detection during 0.1 sec		
		635	9	Engine Overide Control Mode	- Loss of TSC after engine running > 1.0 sec	- Engine running	- Loss of TSC after engine running > 1.0 sec	one sec or more	- Power Disable 2			ON	No detection during 0.1 sec		
		635	9	Engine Overide Control Mode	- Loss of TSC after engine running > 1.0 sec	- Engine running	- Loss of TSC after engine running > 1.0 sec	one sec or more	- Power Disable 2			ON	No detection during 0.1 sec		
		635	9	Engine Overide Control Mode	- Loss of TSC after engine running > 1.0 sec	- Engine running	- Loss of TSC after engine running > 1.0 sec	one sec or more	- Power Disable 2			ON	No detection during 0.1 sec		
		635	9	Engine Overide Control Mode	- Loss of TSC after engine running > 1.0 sec	- Engine running	- Loss of TSC after engine running > 1.0 sec	one sec or more	- Power Disable 2			ON	No detection during 0.1 sec		
		635	9	Engine Overide Control Mode	- Loss of TSC after engine running > 1.0 sec	- Engine running	- Loss of TSC after engine running > 1.0 sec	one sec or more	- Power Disable 2			ON	No detection during 0.1 sec		
		635	9	Engine Overide Control Mode	- Loss of TSC after engine running > 1.0 sec	- Engine running	- Loss of TSC after engine running > 1.0 sec	one sec or more	- Power Disable 2			ON	No detection during 0.1 sec		
		635	9	Engine Overide Control Mode	- Loss of TSC after engine running > 1.0 sec	- Engine running	- Loss of TSC after engine running > 1.0 sec	one sec or more	- Power Disable 2			ON	No detection during 0.1 sec		

WG1605, WG2503, WG3800
DTC Code List

For details of Abbreviations and System Actions, refer to "Reference" sheet in this file.

Table 17. Engine Fault Code Tables Abbreviations

Acronym	Definition
AL_BM	Adaptive Learn
BP	Barometric Pressure
CL_BM	Closed Loop
DEPR	Direct Electronic Pressure Regulator
DTC	Diagnostic Trouble Code
ECM	Engine Control Module
ECT	Engine Coolant Temperature
EGO	Exhaust Gas Oxygen Sensor
EPR	Electronic Pressure Regulator
FMI	Failure Mode Identifier
FP	Fuel Pressure
FPP	Foot Pedal Position (= Accelerator Position)
FT	Fuel Temperature
HiExp	Higher than Expected stage
IAT	Intake Air Temperature
KNK	Knock
MAP	Manifold Absolute Pressure
re-syncs	re-synchronize
RMS	Root Mean Square
RPM	Revolutions Per Minute
SPN	Suspect Parameter Number
TPS	Throttle Position Sensor
TSC	Torque Speed Control

Table 18. Engine System Action Descriptions

Acronym	Definition
Engine Stop	Engine running to be stopped when DTC error is detected.
Never Forget	DTC error history to be recorded until cleared by a service tool, and does not allow recorded fault history to be 'auto-cleared.'
CL Disable	Closed Loop to be disabled while DTC error is active.
AL Disable	Adaptive Learn to be disabled while DTC error is active.
Power Derate 1	Throttle maximum position to be restricted by "Power Derate 1" set in diagnostic calibration while DTC error is active. Throttle maximum position of "Power Derate 1" shall be set in higher than "Power Derate 2" one.
Power Derate 2	Throttle maximum position to be restricted by "Power Derate 2" set in diagnostic calibration while DTC error is active. If the calibration set to "Latched for Key-Cycle," "Power Derate 2" to be remained valid up to satisfying Engine speed and Foot pedal position (= FPP) conditions. Throttle maximum position of "Power Derate 2" should be set in lower than "Power Derate 1" one for acting more protection.
Low Rev Limit	Maximum engine speed to be restricted by "Low Rev Limit" set in diagnostic calibration while DTC error is active. If the calibration set to "Latched for Key-Cycle," "Low Rev Limit" to be remained valid up to satisfying Engine speed and FPP conditions.
Forced Idle	Engine speed to be restricted to Low idle set in diagnostic calibration while DTC error is active. The key cycle to be informed.
Stopped Check	DTC error detection/checking to be valid condition with no dependence on ignition key position (key-on/off). Note: It is recommended that this feature only be used for general sensor faults (high or low voltage) and some output drivers.

TROUBLESHOOTING

Troubleshooting (Ride-On Hydraulic Trowel)		
Symptom	Possible Problem	Solution
Seat switch not functioning.	Other problems?	Check seat function with the electronic service tool.
	Loose wire connections?	Check wiring. Replace as necessary.
	Bad contacts?	Replace seat cushion (contains the switch).
If trowel bounces, rolls concrete, or makes uneven swirls in concrete.	Blades?	Make certain blades are in good condition, not excessively worn. Finish blades should measure no less than 2" (50 mm) from the blade bar to the trailing edge, combo blades should measure no less than 3.5" (89 mm). Trailing edge of blade should be straight and parallel to the blade bar.
	Spider?	Check that all blades are set at the same pitch angle as measured at the spider. A field adjustment tool is available for height adjustment of the trowel arms.
	Bent trowel arms?	Check the spider assembly for bent trowel arms. If one of the arms is even slightly bent, replace it immediately.
	Trowel arm bushings?	Check the trowel arm bushings for tightness. This can be done by moving the trowel arms up and down. If there is more than 1/8" (3.2 mm) of travel at the tip of the arm, the bushings should be replaced. All bushings should be replaced at the same time.
	Thrust collar?	Check the flatness of the thrust collar by rotating it on the spider. If it varies by more than 0.02" (0.5 mm) replace the thrust collar.
	Thrust collar bushing? Blade torsion spring hanging below blade?	Check the thrust collar by rocking it on the spider. If it can tilt more than 1/16" (1.6 mm) as measured at the thrust collar O.D., replace the bushing in the thrust collar.
	Thrust bearing worn?	Check the thrust bearing to see that it is spinning freely. Replace if necessary.
	Blade pitch?	Check blades for consistent pitch. Adjust per Maintenance section instructions if necessary.
Machine has a perceptible rolling motion while running.	Spider finger screws?	Adjust per procedure in Maintenance section.
	Yoke?	Check to make sure that both fingers of the yoke press evenly on the wear cap. Replace yoke as necessary.
	Blade pitch?	Check to ensure that each blade is adjusted to have the same pitch as all other blades. Adjust per Maintenance section in manual.

TROUBLESHOOTING

Troubleshooting (Ride-On Hydraulic Trowel) Continued		
Symptom	Possible Problem	Solution
Lights not working.	Wiring?	Check all electrical connections, including the master on/off switch and check to see if wiring is in good condition with no shorts. Replace as necessary.
	Lights?	Check to see if light bulbs are still good. Replace if broken.
Retardant spray not working.	Retardant?	Check retardant level in tank. Fill tank as required.
	Wiring?	Check all electrical connections, including the master on/off switch connections. Replace components and wiring as necessary.
	Bad switch?	Check the continuity of the master on/off switch. Replace if broken.
	Bad spray pump?	If pump has a voltage present when the switch is turned on, but does not operate and electrical connections to the pump are good, replace the pump.
	Bad fuse?	Check fuse. Replace fuse if defective.
Steering is unresponsive.	Blade speed out of adjustment?	See section on blade speed adjustment.
	Worn components?	Check for wear of steering bearings and linkage components replace if necessary.
	Pivots?	Check to ensure free movement of hydraulic drive motors.
	Hydraulic pressure?	Check to ensure that hydraulic steering pressure is adequate. See section on checking hydraulic steering pressure.
Operating position is uncomfortable.	Seat adjusted for operator?	Adjust seat with lever located on the front of the seat.
Pitch system not working.	Wiring?	Check and repair wiring and connectors as necessary.
	Actuators?	Check actuator faults with the Whiteman Service Tool (WST).

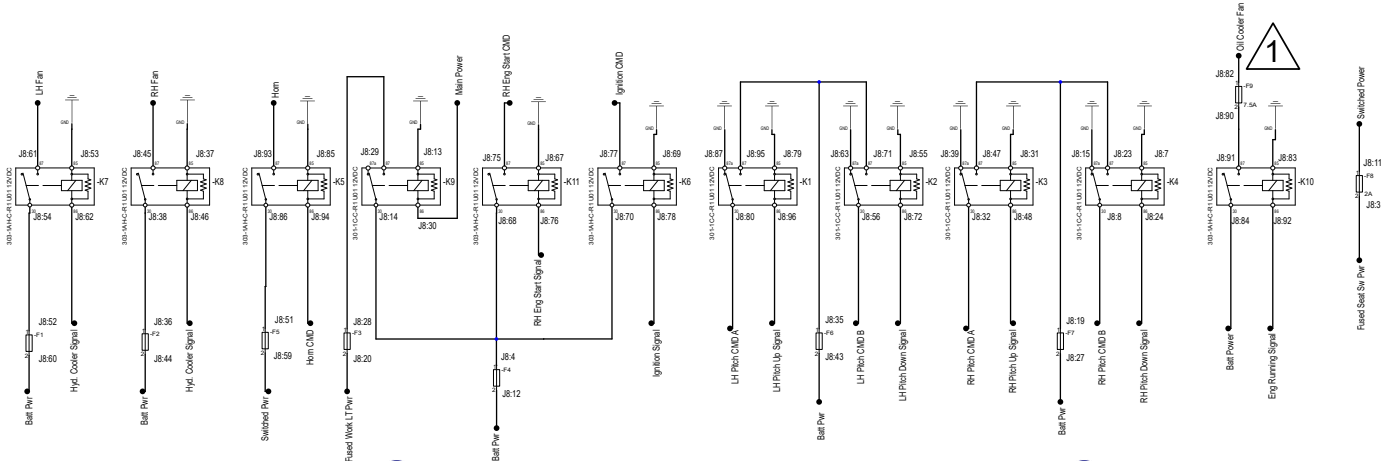
TROUBLESHOOTING

Troubleshooting (Engine)		
Symptom	Possible Problem	Solution
Difficult to start, fuel is available, but no spark at spark plug.	Spark plug bridging?	Check gap, insulation or replace spark plug.
	Carbon deposit on spark plug?	Clean or replace spark plug.
	Short circuit due to deficient spark plug insulation?	Check spark plug insulation, replace if worn.
	Improper spark plug gap?	Set to proper gap.
	Spark plug is red?	Check transistor ignition unit.
	Spark plug is bluish white?	If insufficient compression, repair or replace engine. If injected air leaking, correct leak. If carburetor jets clogged, clean carburetor.
	No spark present at tip of spark plug?	Check if transistor ignition unit is broken, and replace defective unit. Check if voltage cord cracked or broken and replace. Check if spark plug is fouled and replace.
	No oil?	Add oil as required.
	Oil pressure alarm lamp blinks upon starting? (if applicable)	Check automatic shutdown circuit, oil sensor. (if applicable)
Difficult to start, fuel is available, and spark is present at the spark plug.	ON/OFF switch is shorted?	Check switch wiring, replace switch.
	Ignition coil defective?	Replace ignition coil.
	Improper spark gap, points dirty?	Set correct spark gap and clean points.
	Condenser insulation worn or short circuiting?	Replace condenser.
	Spark plug wire broken or short circuiting?	Replace defective spark plug wiring.
Difficult to start, fuel is available, spark is present and compression is normal.	Wrong fuel type?	Flush fuel system, replace with correct type of fuel.
	Water or dust in fuel system?	Flush fuel system.
	Air cleaner dirty?	Clean or replace air cleaner.
Difficult to start, fuel is available, spark is present and compression is low.	Suction/exhaust valve stuck or protruded?	Reseat valves.
	Piston ring and/or cylinder worn?	Replace piston rings and/or piston.
	Cylinder head and/or spark plug not tightened properly?	Torque cylinder head bolts and spark plug.
	Head gasket and/or spark plug gasket damaged?	Replace head and spark plug gaskets.
No fuel present at injectors.	No fuel in fuel tank?	Fill with correct type of fuel.
	Fuel filter/lines clogged?	Replace fuel filter.
	Fuel tank cap breather hole clogged?	Clean or replace fuel tank cap.
	Air in fuel line?	Bleed fuel line.

This diagram illustrates the exploded view of a vehicle chassis, showing the main body and the front/rear sub-frames. Numerous components are labeled with letters and numbers, with callouts providing detailed views of specific parts:

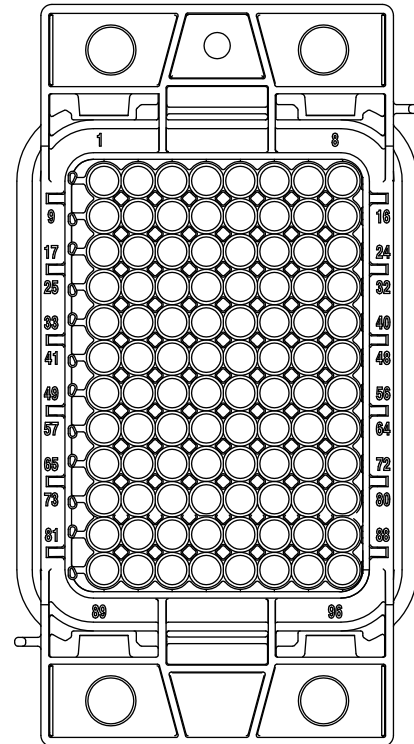
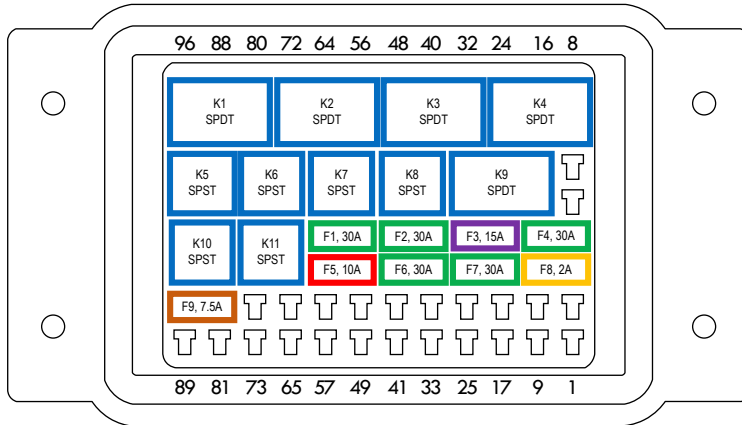
- Top Chassis:** Callouts A through Z and A1 through Z1 point to various components including sensors, actuators, and structural parts.
- Front/Back Sub-frames:** Callouts J1 through Z1 point to components on the lower sub-frames, including suspension parts and structural reinforcements.
- Callout Details:** Circular callouts provide detailed views of specific components, such as sensors (e.g., A, S, R, K, L, X, Y, Z), actuators (e.g., B, C, D, E, F, G, H, I, J, M, N, O, P, Q, R, S, T, U, V, W, X, Y, Z), and structural parts (e.g., A1, B1, C1, D1, E1, F1, G1, H1, I1, J1, K1, L1, M1, N1, O1, P1, Q1, R1, S1, T1, U1, V1, W1, X1, Y1, Z1).

FUSE AND RELAY LOCATOR



I
MAIN HARNESS
J8
PDMU3AC1
FUSE AND RELAY BOX
(FRONT)

I
MAIN HARNESS
J8
PDMU3AC1
FUSE AND RELAY BOX
(REAR)



NOTE:
1 OIL COOLER FAN NOT USED ON MD82 MODEL.

DEVICE PLACEMENT

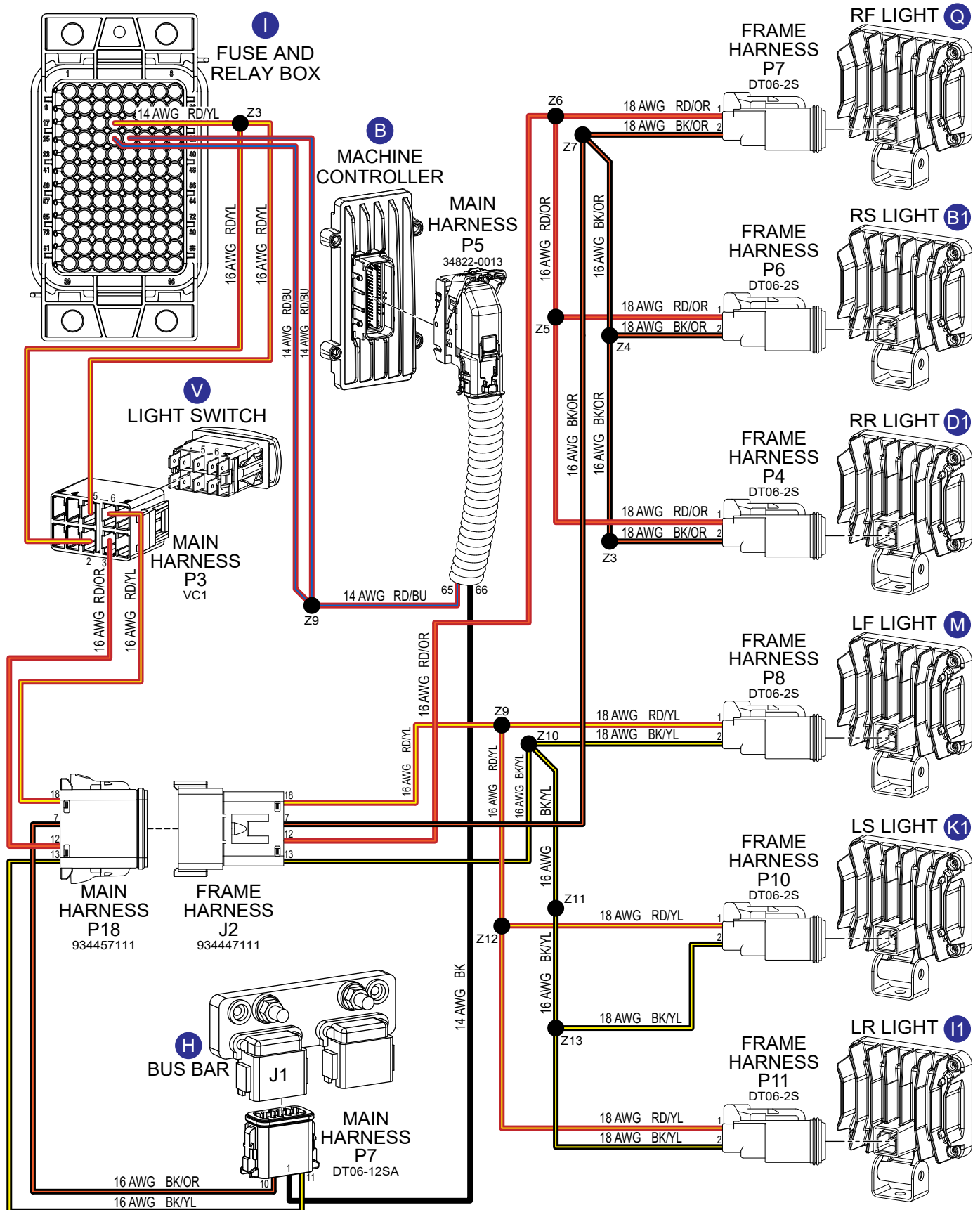
REFERENCE	FUNCTION	DEVICE	PART NUMBER
K1	RELAY, LEFT PITCH UP	12V, 35A 5-PIN MICRO	301-1C-C-R1 U01 12VDC
K2	RELAY, LEFT PITCH DOWN	12V, 35A 5-PIN MICRO	301-1C-C-R1 U01 12VDC
K3	RELAY, RIGHT PITCH UP	12V, 35A 5-PIN MICRO	301-1C-C-R1 U01 12VDC
K4	RELAY, RIGHT PITCH DOWN	12V, 35A 5-PIN MICRO	301-1C-C-R1 U01 12VDC
K5	RELAY, HORN	12V, 20A 4-PIN MICRO	303-1AH-C-R1 U01 12VDC
K6	RELAY, IGNITION	12V, 20A 4-PIN MICRO	303-1AH-C-R1 U01 12VDC
K7	RELAY, LEFT FAN	12V, 20A 4-PIN MICRO	303-1AH-C-R1 U01 12VDC
K8	RELAY, RIGHT FAN	12V, 20A 4-PIN MICRO	303-1AH-C-R1 U01 12VDC
K9	RELAY, MAIN	12V, 35A 5-PIN MICRO	301-1C-C-R1 U01 12VDC
K10	RELAY, OIL COOLER FAN	12V, 20A 4-PIN MICRO	303-1AH-C-R1 U01 12VDC
K11	RELAY, STARTER	12V, 20A 4-PIN MICRO	303-1AH-C-R1 U01 12VDC
F1	FUSE, LEFT FAN	MINI FUSE, 30A	WAYTEK 46259
F2	FUSE, RIGHT FAN	MINI FUSE, 30A	WAYTEK 46259
F3	FUSE, LIGHTS	MINI FUSE, 15A	WAYTEK 46256
F4	FUSE, MAIN	MINI FUSE, 30A	WAYTEK 46259
F5	FUSE, ACCESSORY	MINI FUSE, 10A	WAYTEK 46255
F6	FUSE, LEFT PITCH	MINI FUSE, 30A	WAYTEK 46259
F7	FUSE, RIGHT PITCH	MINI FUSE, 30A	WAYTEK 46259
F8	FUSE, SEAT SWITCH	MINI FUSE, 2A	WAYTEK 46250
F9	FUSE, OIL COOLER FAN	MINI FUSE, 7.5A	WAYTEK 46254

1

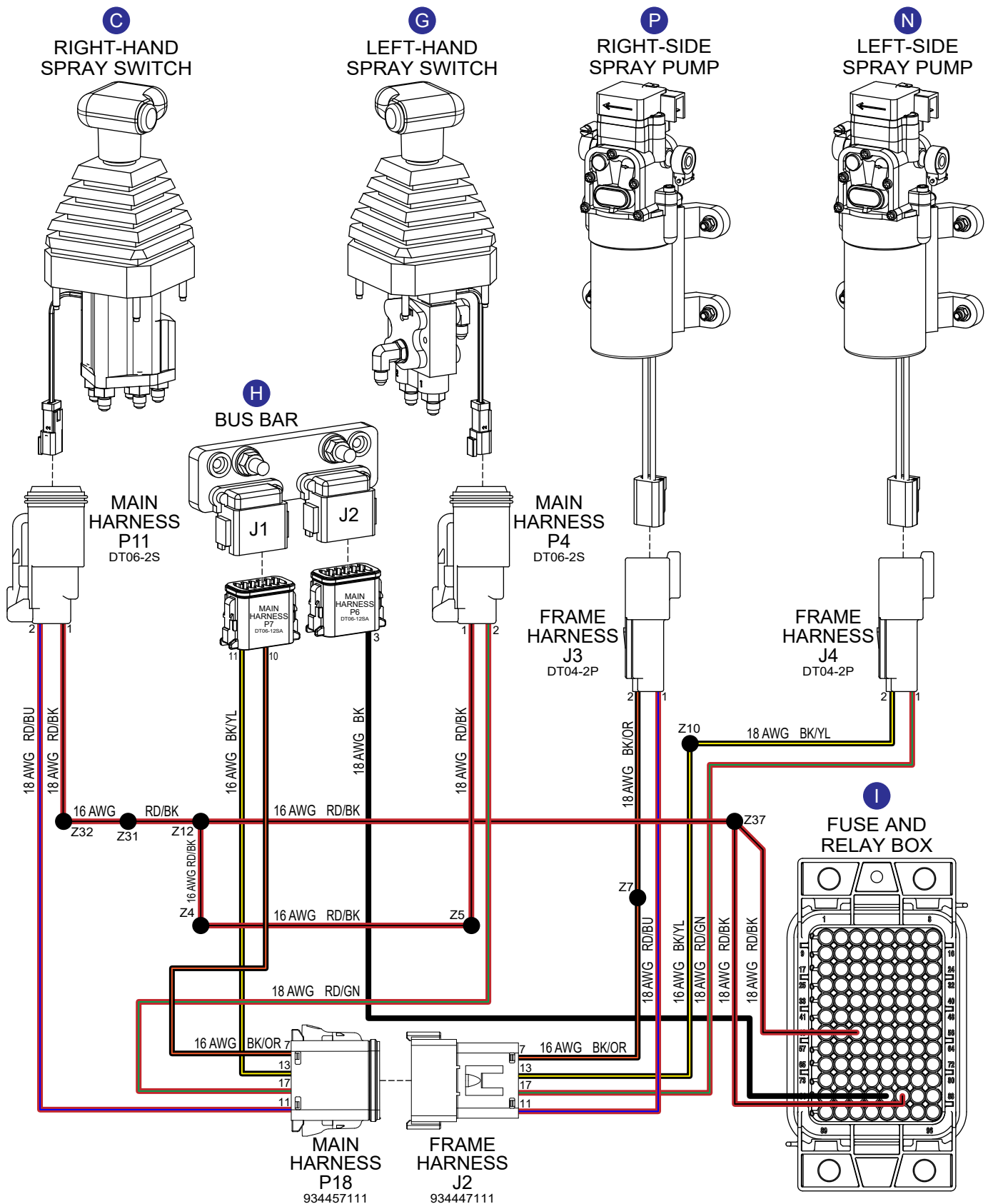
DEVICE TOTALS

DEVICE	PART NUMBER	QUANTITY
12V, 35A 5-PIN MICRO	301-1C-C-R1 U01 12VDC	5
12V, 20A 4-PIN MICRO	303-1AH-C-R1 U01 12VDC	6
MINI FUSE, 30A	WAYTEK 46259	5
MINI FUSE, 15A	WAYTEK 46256	1
MINI FUSE, 10A	WAYTEK 46255	1
MINI FUSE, 7.5A	WAYTEK 46254	1
MINI FUSE, 2A	WAYTEK 46250	1

LIGHTS WIRING DIAGRAM



SPRAY WIRING DIAGRAM



[illegible]

BUS BAR (H)

MAIN HARNESS P6 DT06-12SA

MAIN HARNESS P7 DT06-12SA

FRAME HARNESS T2 19016-0009

FRAME HARNESS T1 19016-0009

MAIN HARNESS P5 34822-0013

MAIN HARNESS P18 934457111

FRAME HARNESS J2 934447111

HORN/CRUISE SWITCH (A1)

MAIN HARNESS P9 VC1

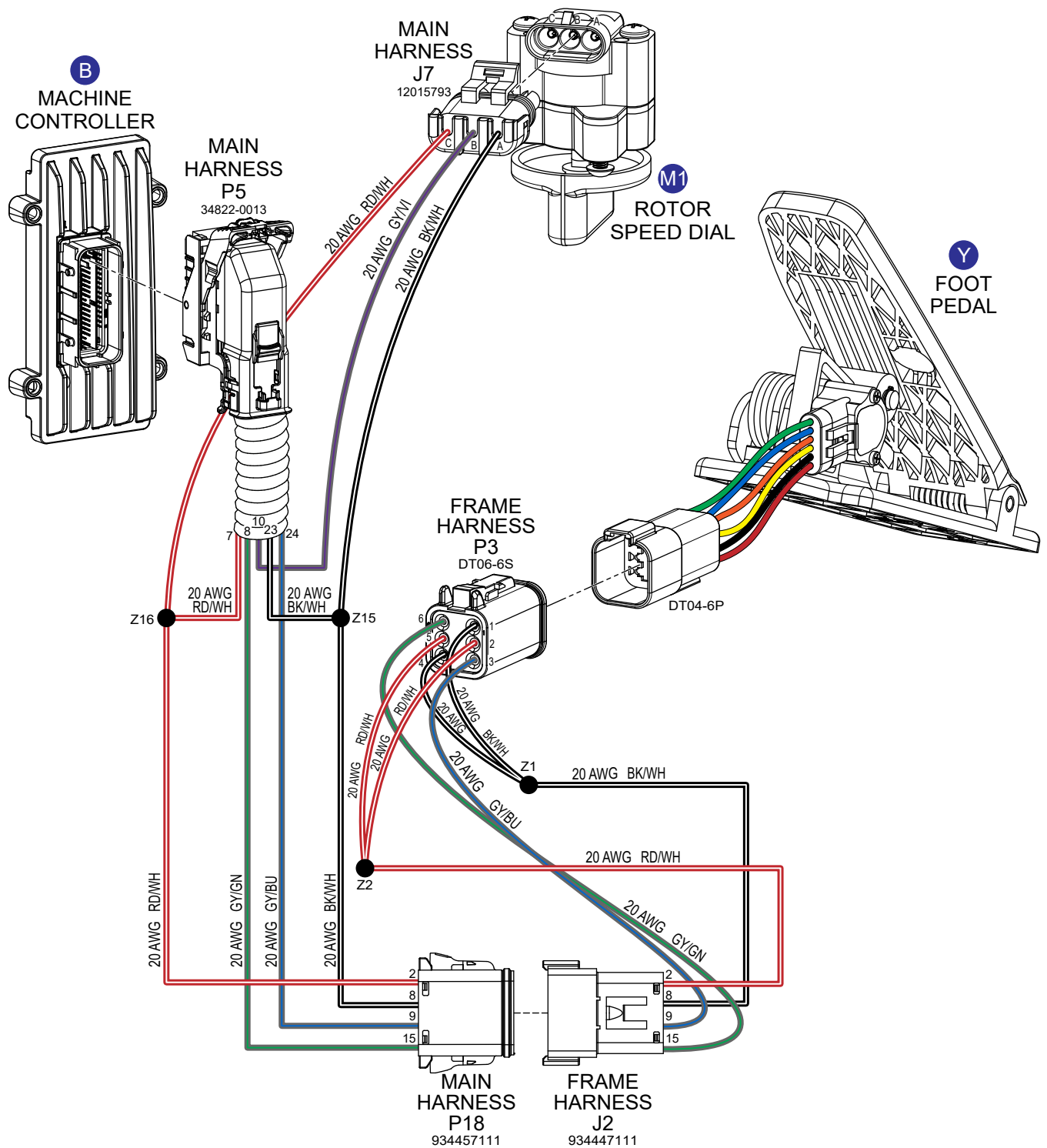
MACHINE CONTROLLER (B)

FUSE AND RELAY BOX (I)

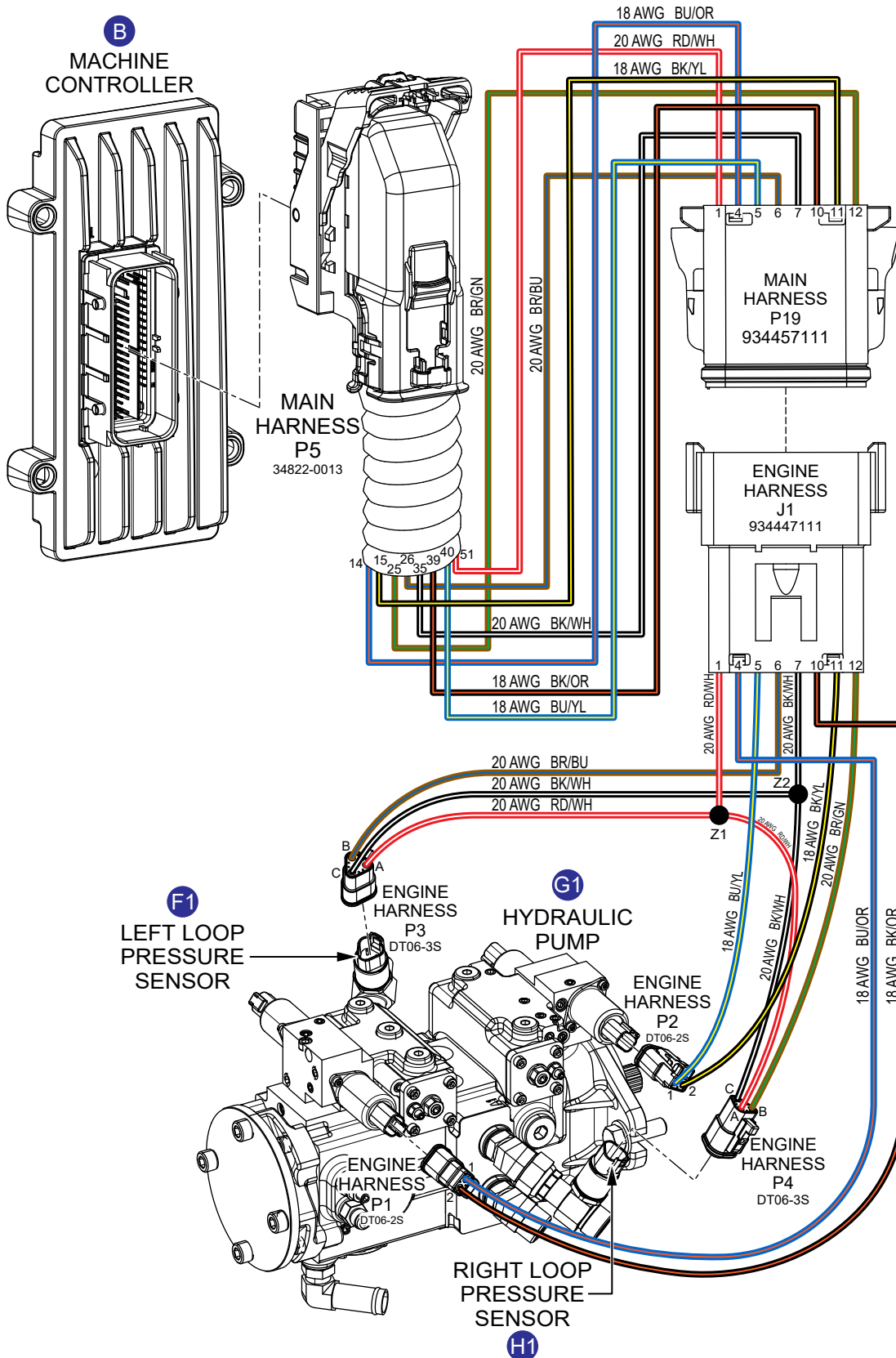
HORN (X)

NOTE: NEVER OPERATE THE TROWEL WITH THE HORN DISABLED OR DISCONNECTED. SERIOUS DAMAGE TO THE TROWEL MAY OCCUR AS A RESULT.

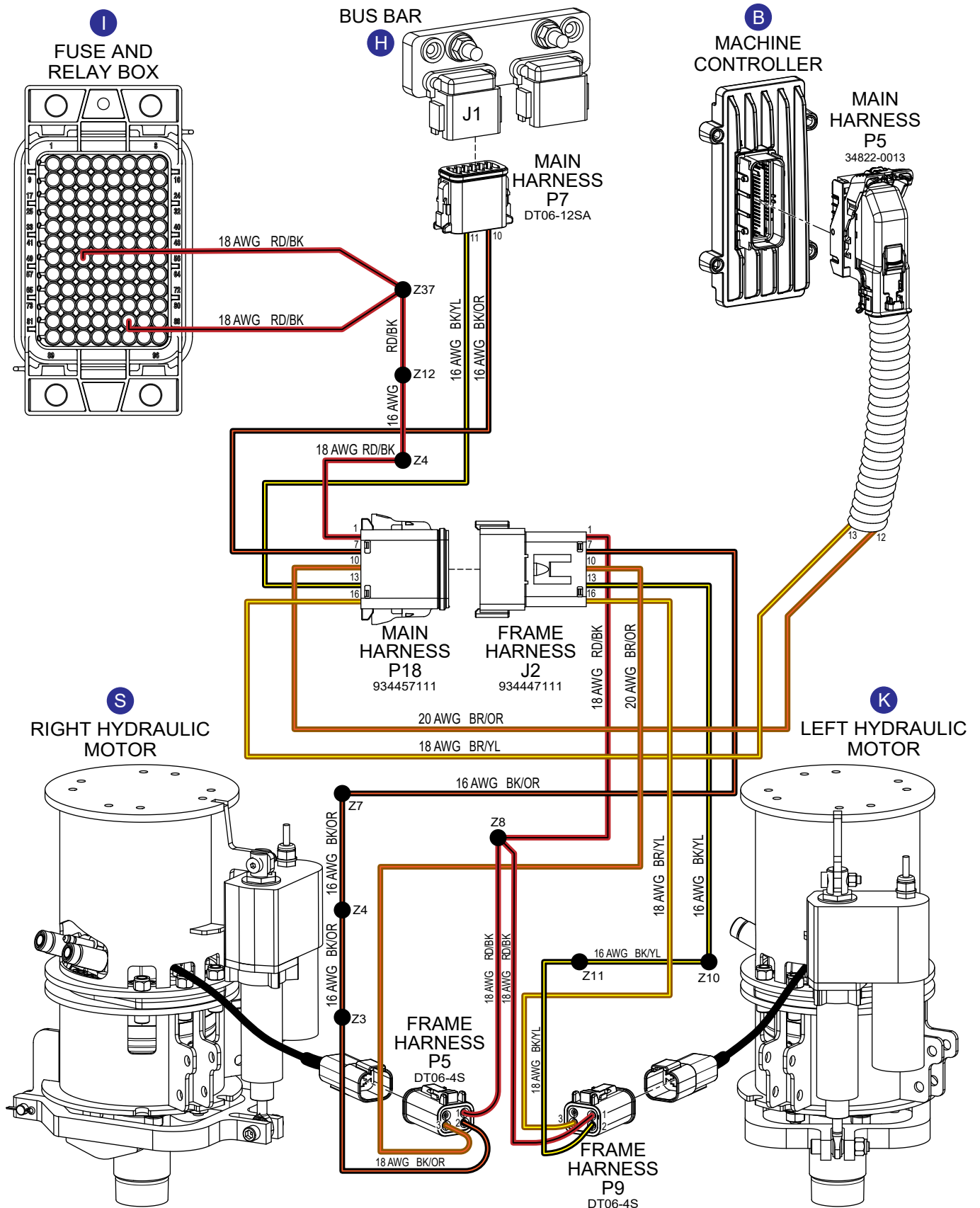
FOOT PEDAL AND SPEED DIAL WIRING DIAGRAM



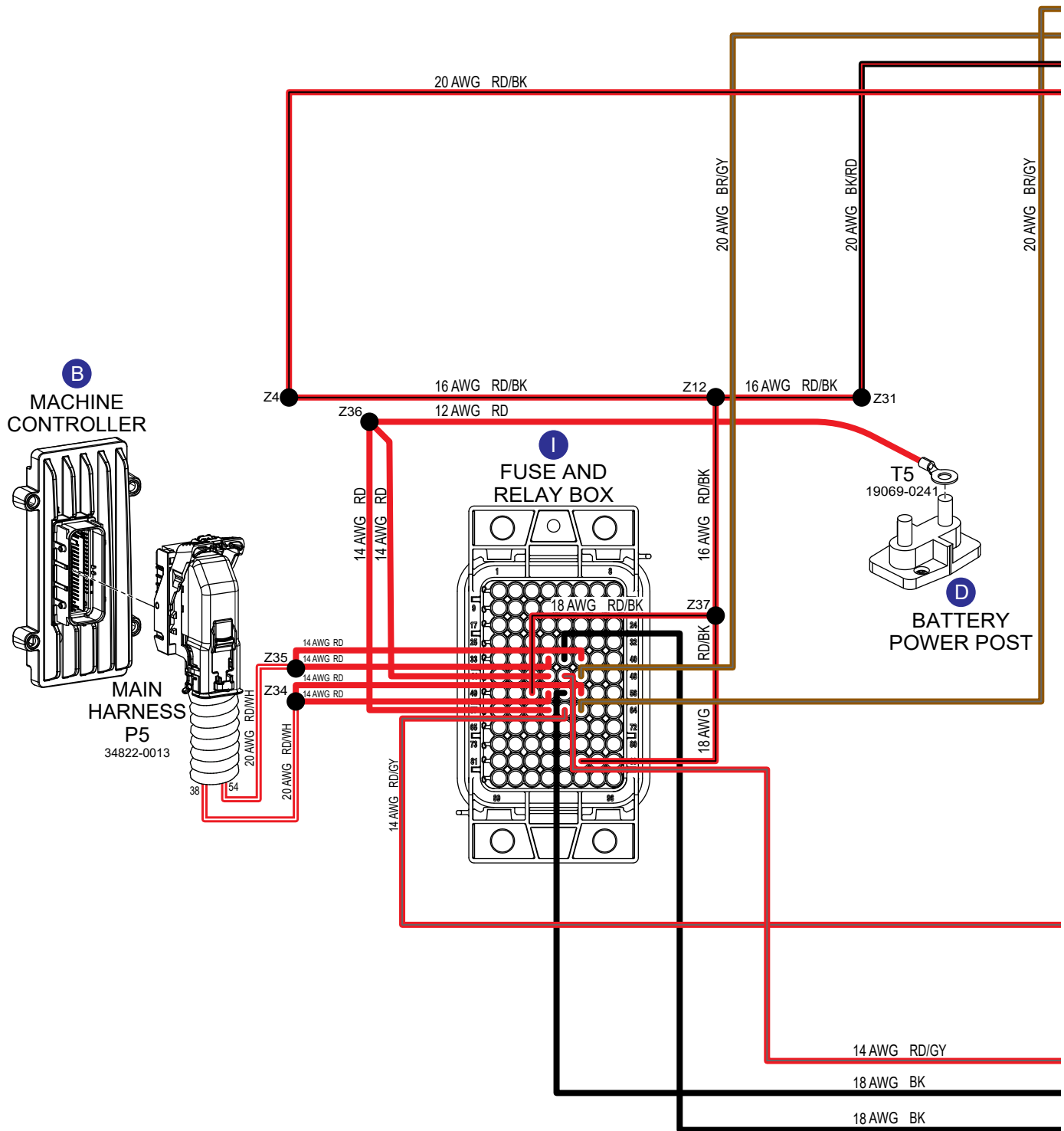
HYDRAULIC PUMP WIRING DIAGRAM



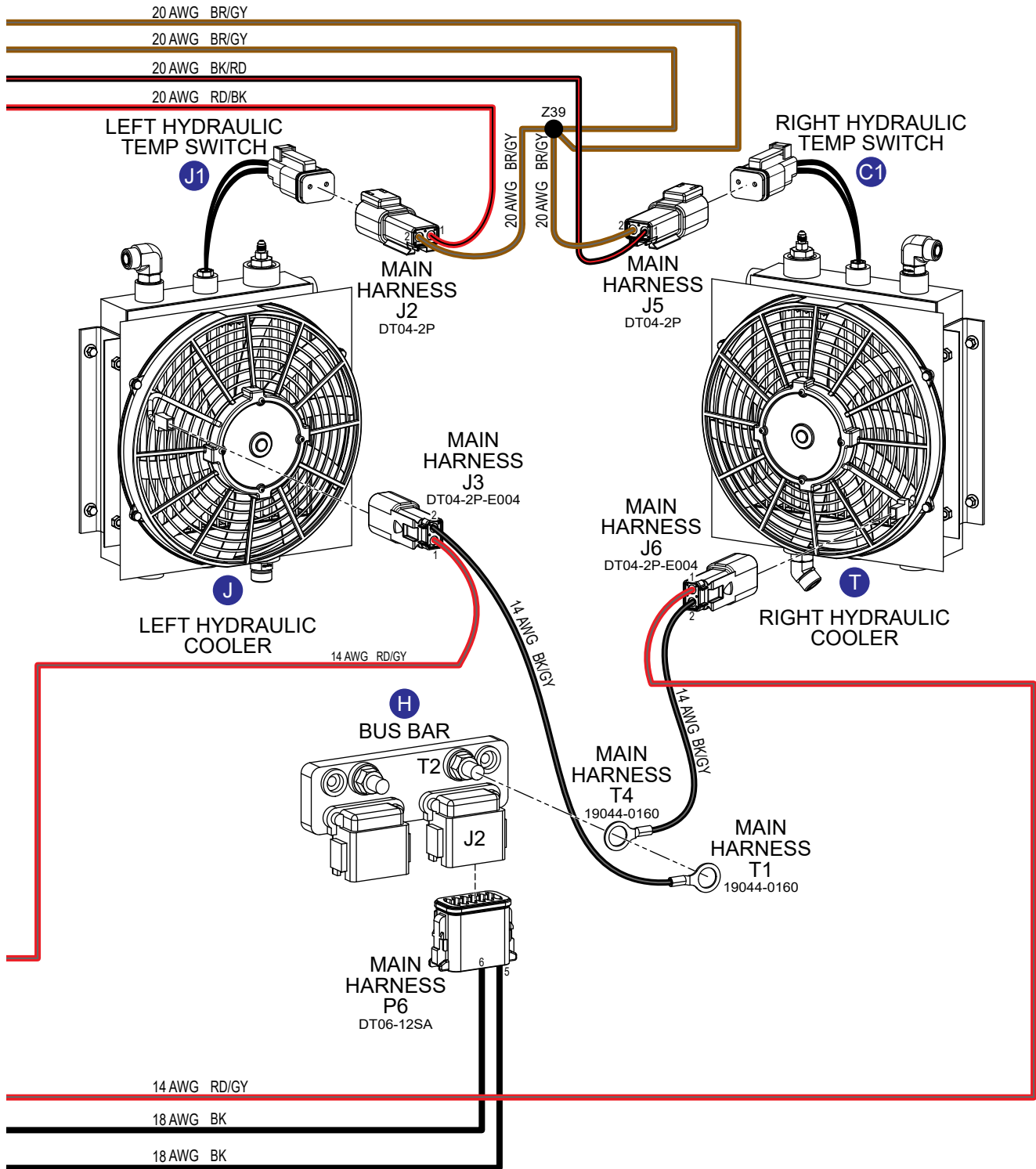
HYDRAULIC MOTORS WIRING DIAGRAM



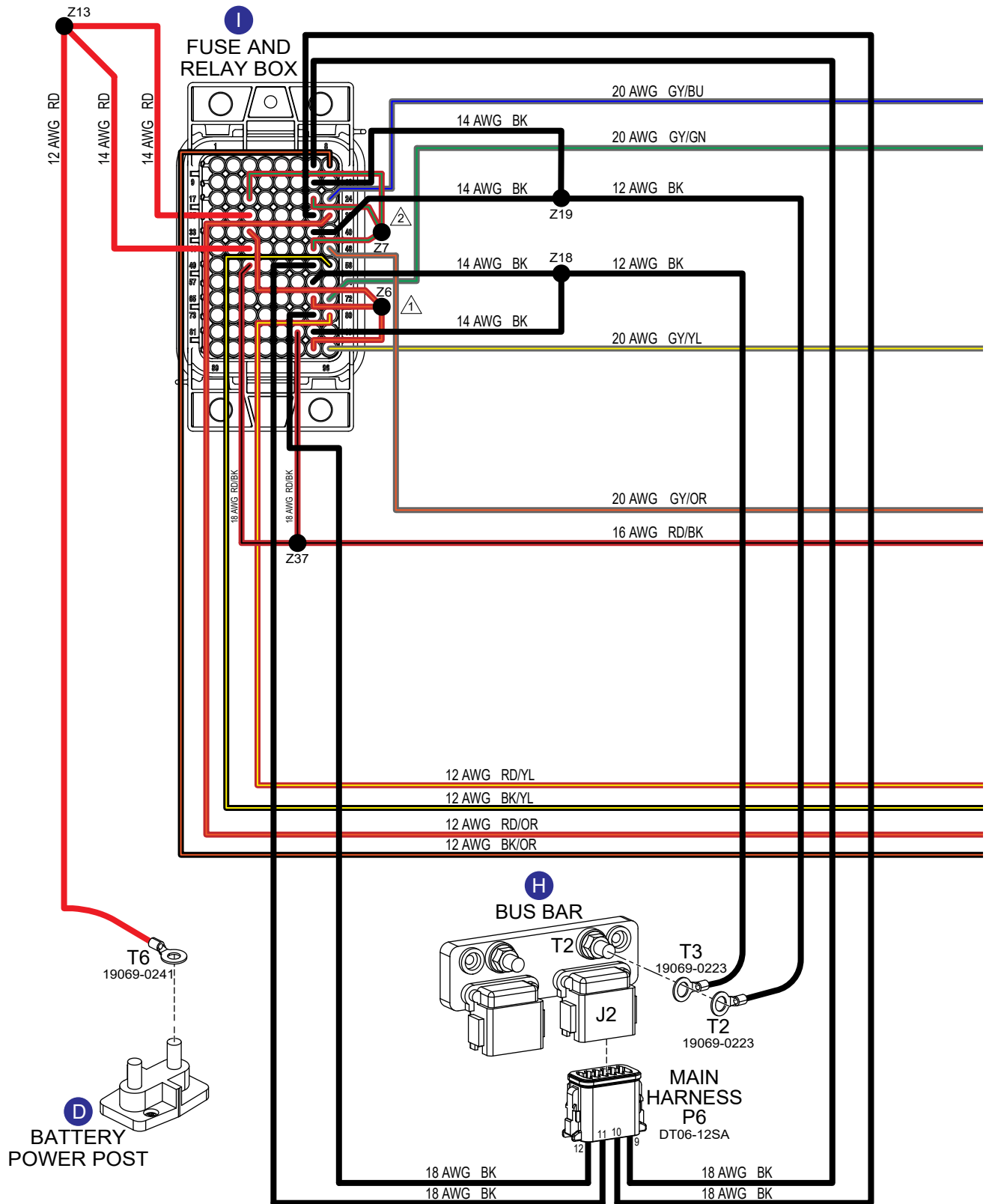
HYDRAULIC COOLERS WIRING DIAGRAM



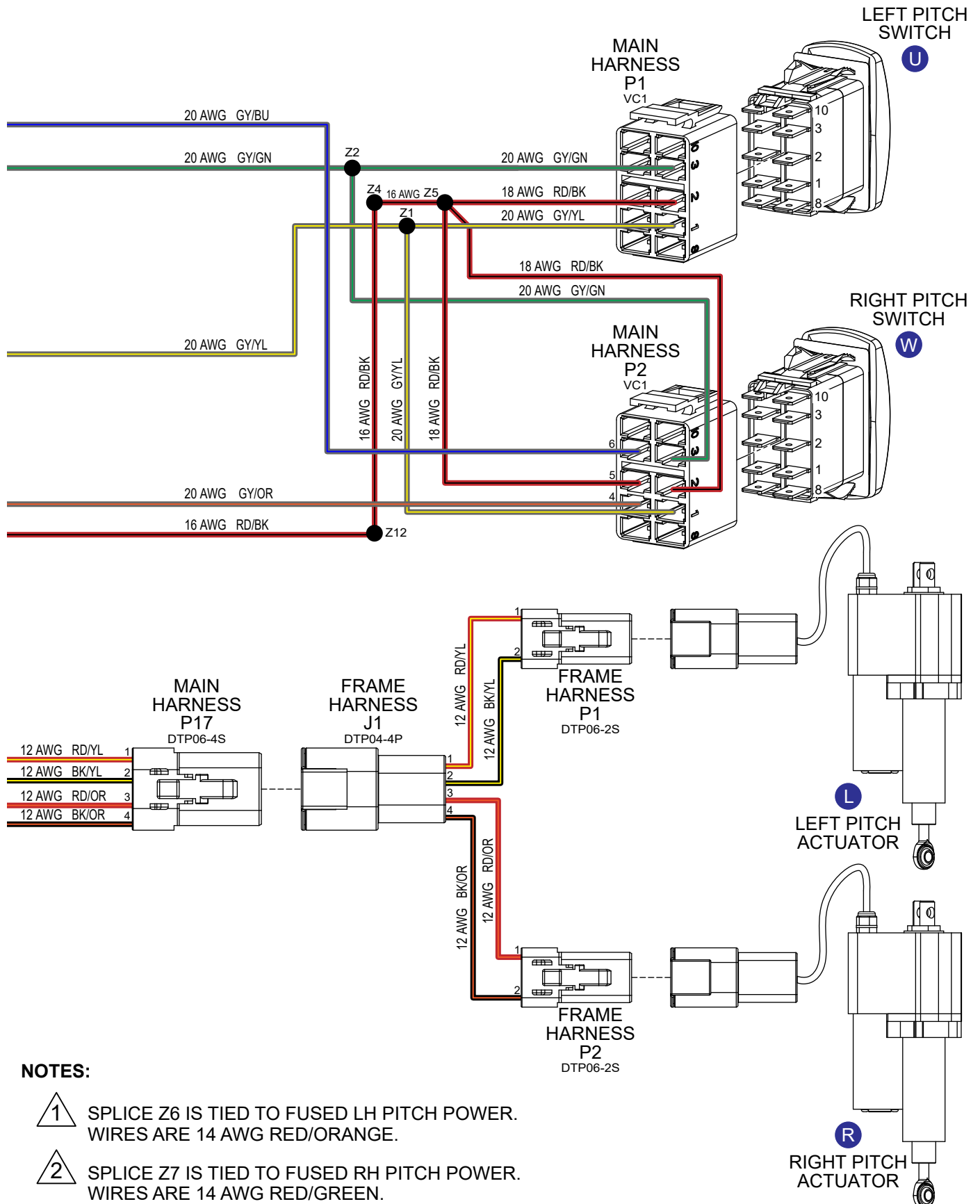
HYDRAULIC COOLERS WIRING DIAGRAM



PITCH WIRING DIAGRAM



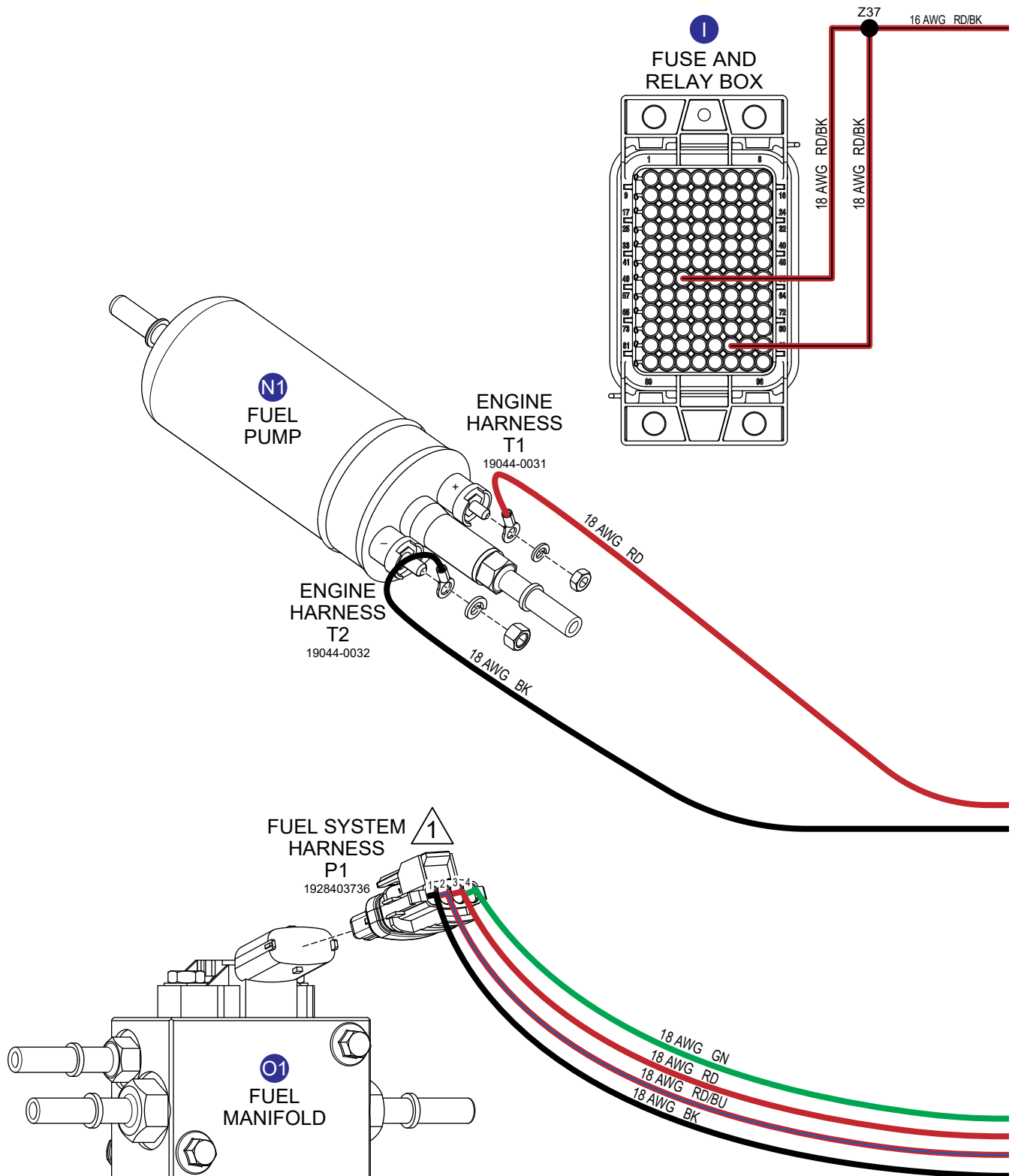
PITCH WIRING DIAGRAM



NOTES:

- 1 SPLICE Z6 IS TIED TO FUSED LH PITCH POWER. WIRES ARE 14 AWG RED/ORANGE.
- 2 SPLICE Z7 IS TIED TO FUSED RH PITCH POWER. WIRES ARE 14 AWG RED/GREEN.

FUEL SYSTEM WIRING DIAGRAM

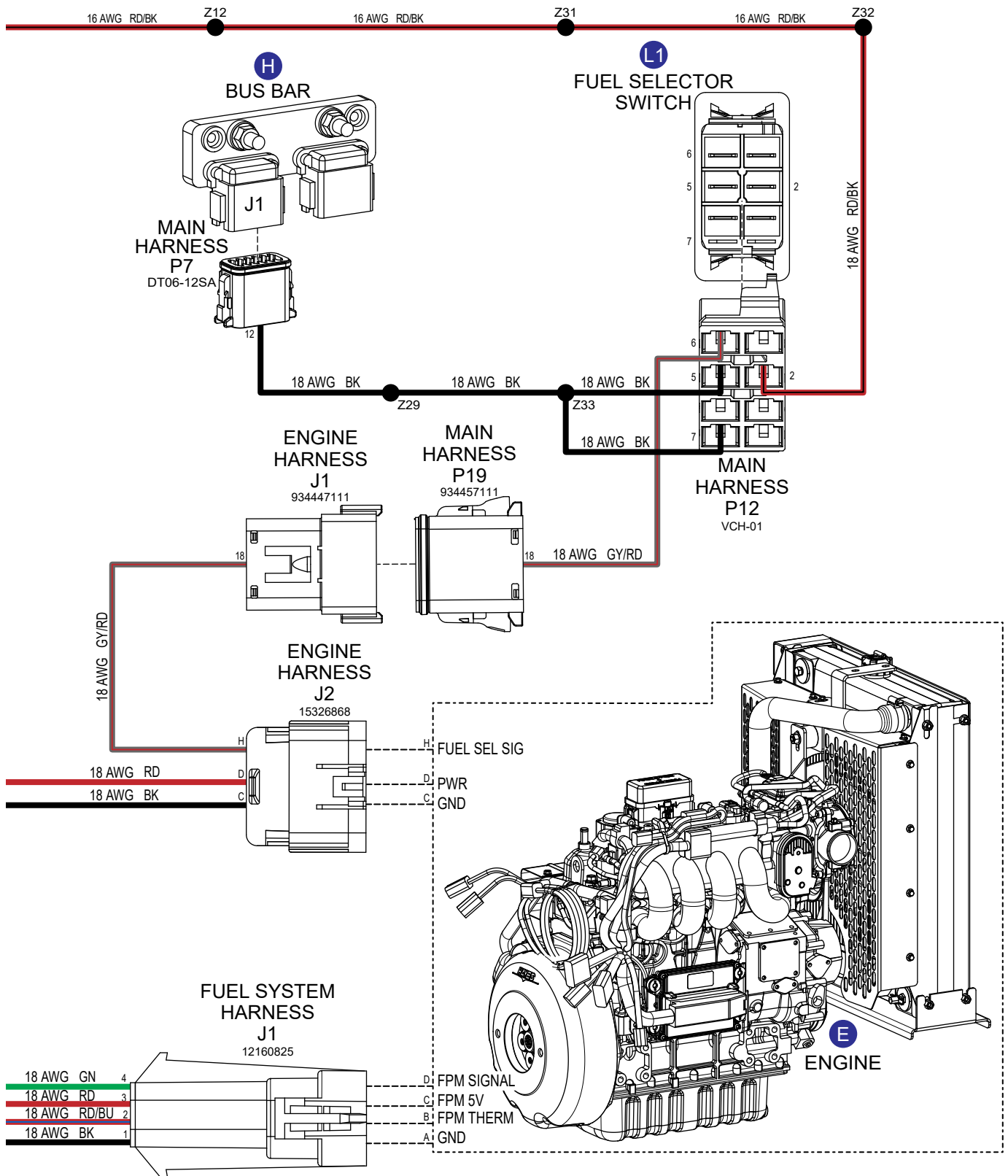


NOTE:

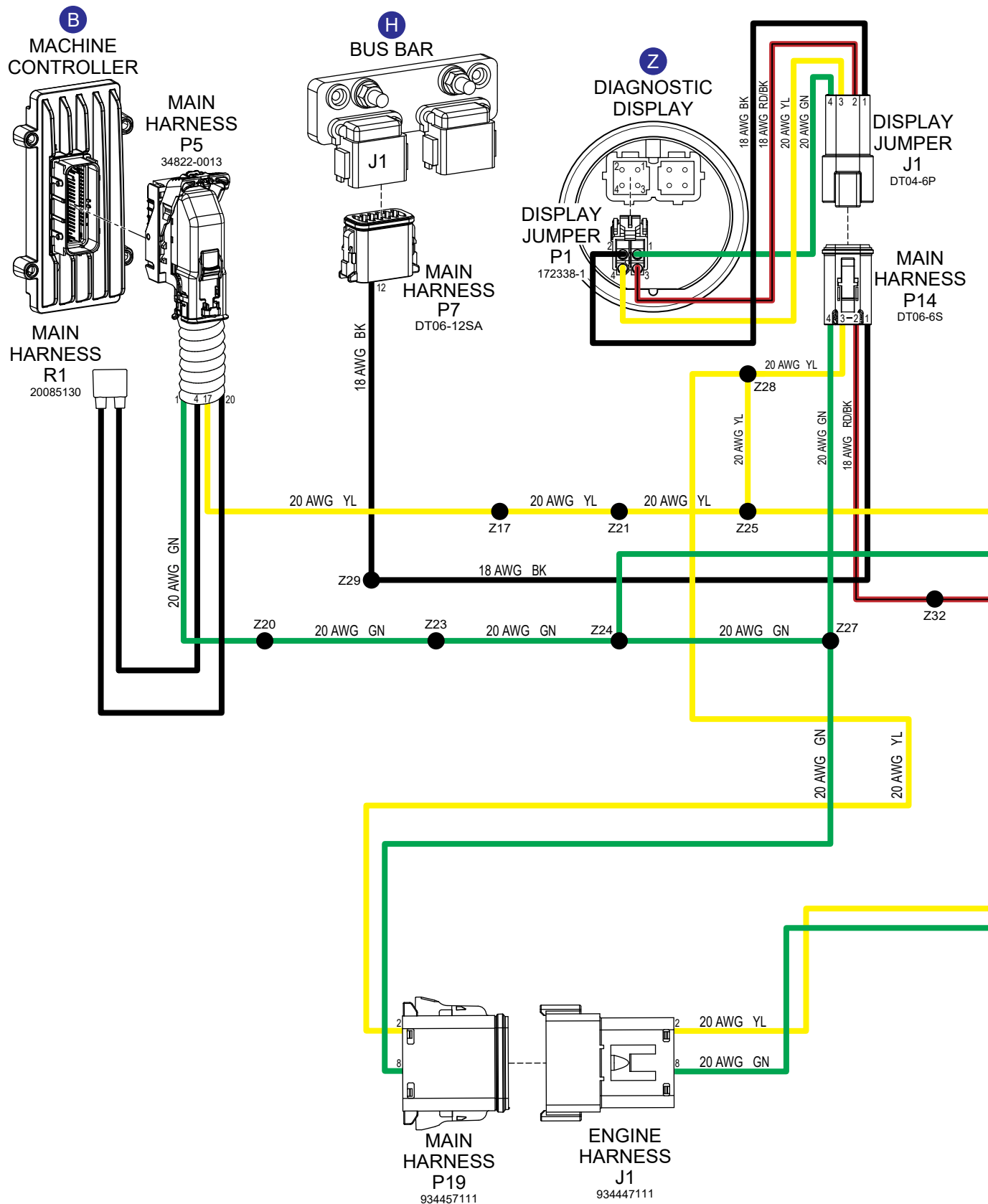


CONNECTOR HOUSING PN 368162-1, TERMINALS 929939 FROM MANUFACTURER TE CONNECTIVITY IS A VALID SUBSTITUTE FOR PN 1928403736, P1 CONNECTOR HOUSING AND TERMINALS 1928498056.

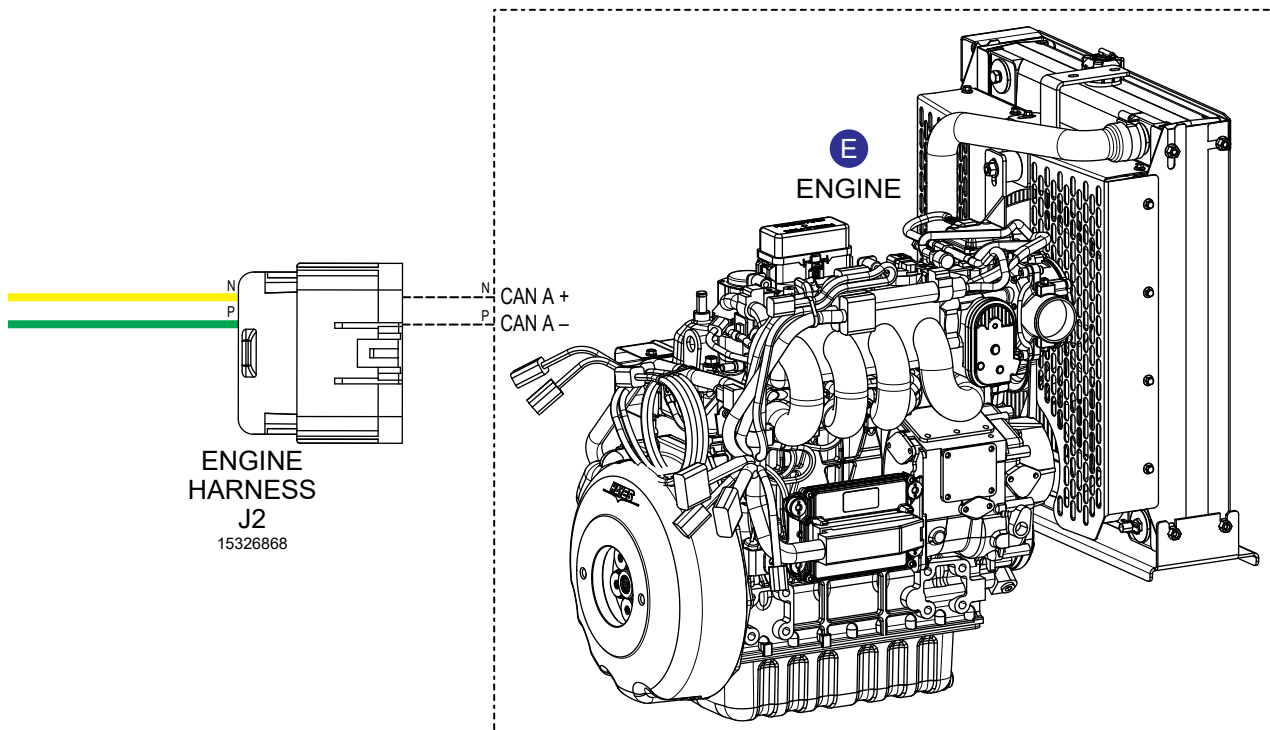
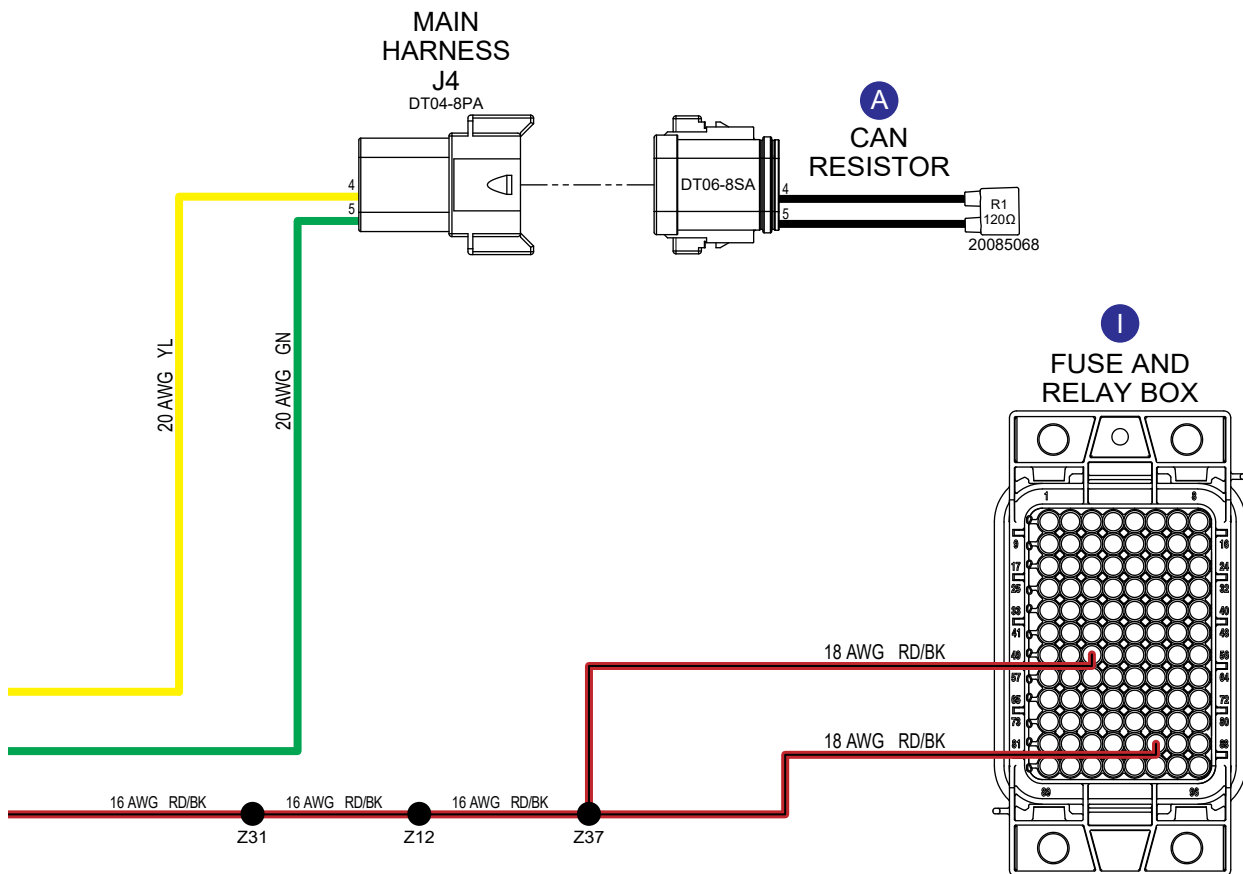
FUEL SYSTEM WIRING DIAGRAM



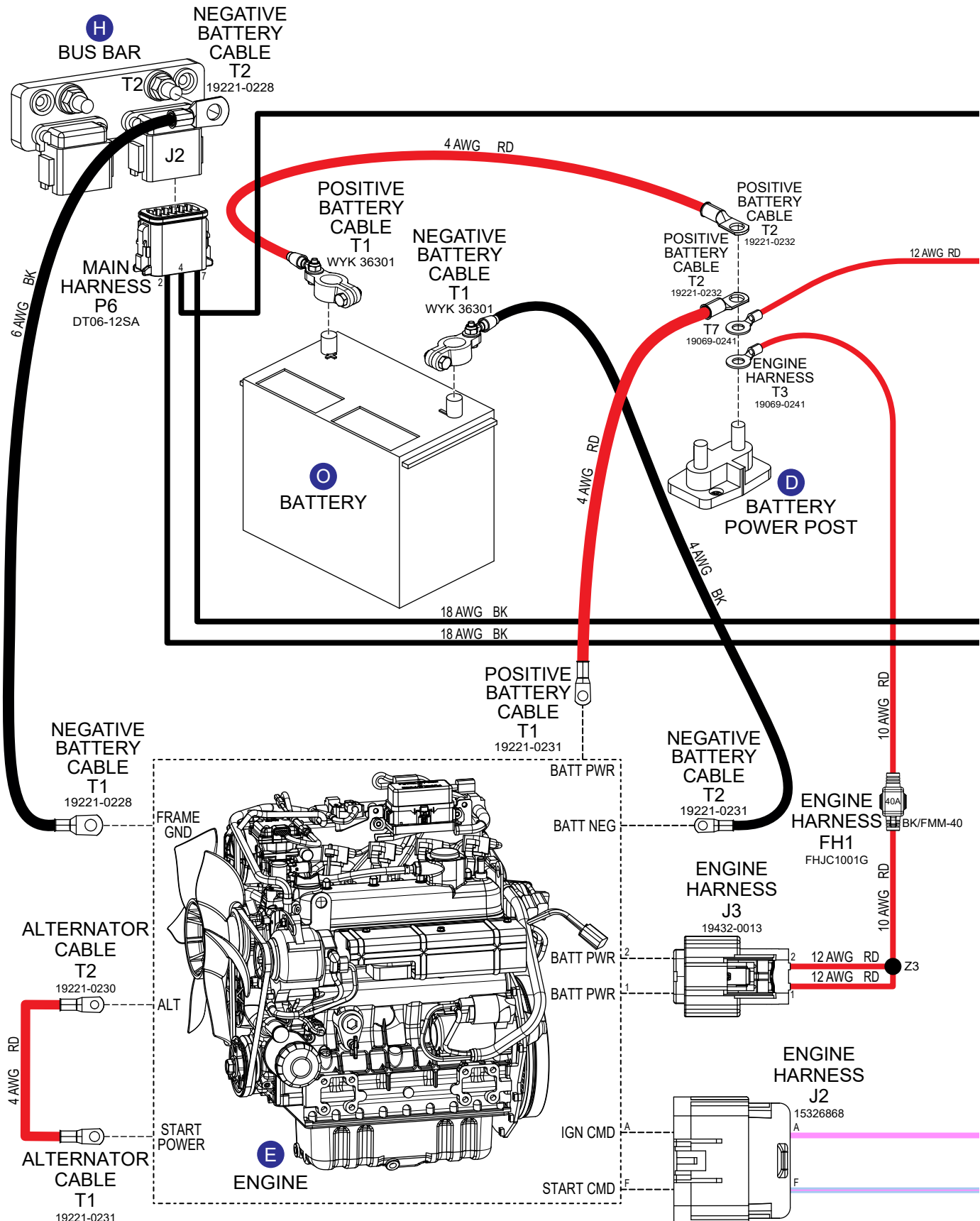
DISPLAY AND CAN WIRING DIAGRAM

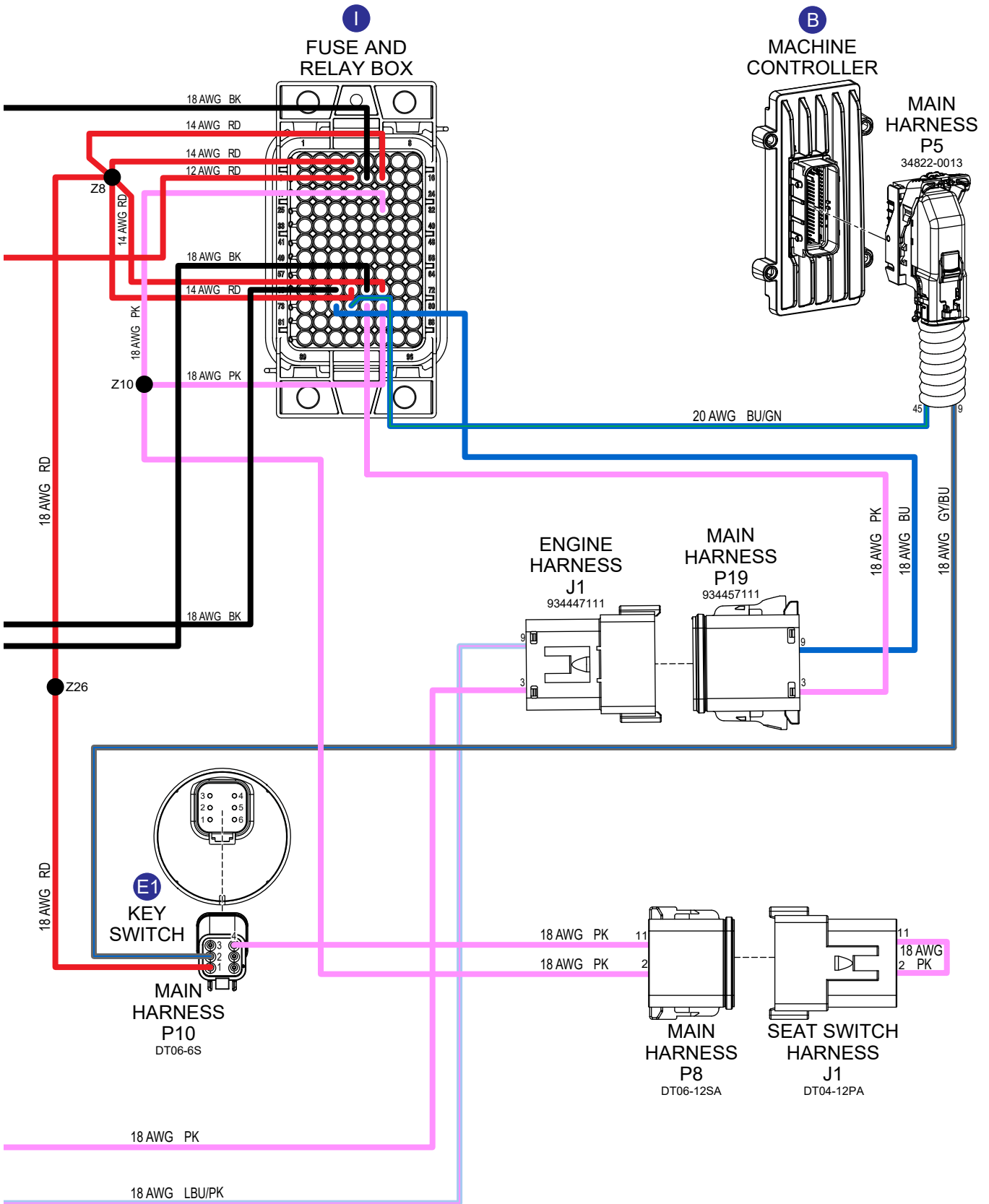


DISPLAY AND CAN WIRING DIAGRAM

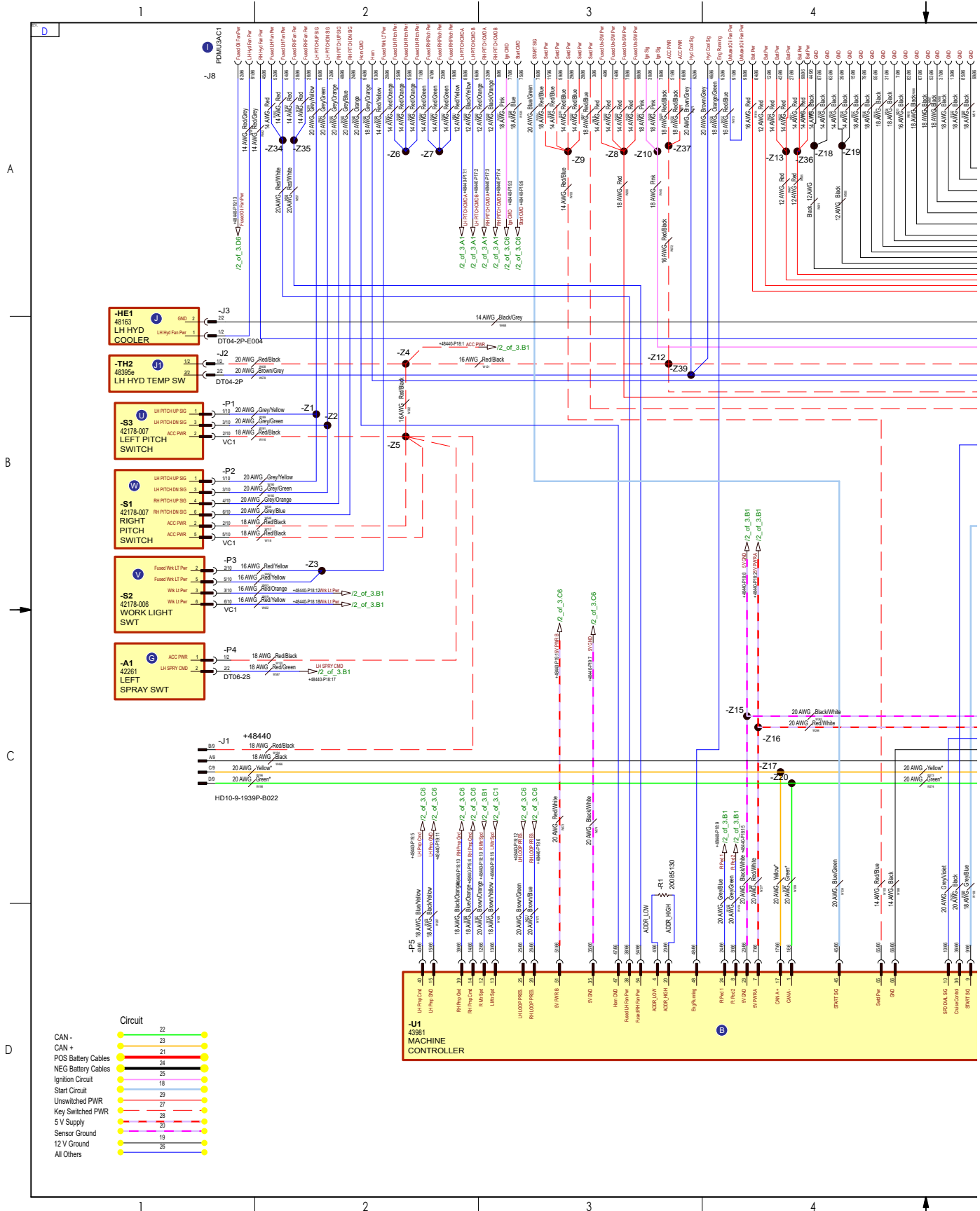


POWER AND IGNITION WIRING DIAGRAM

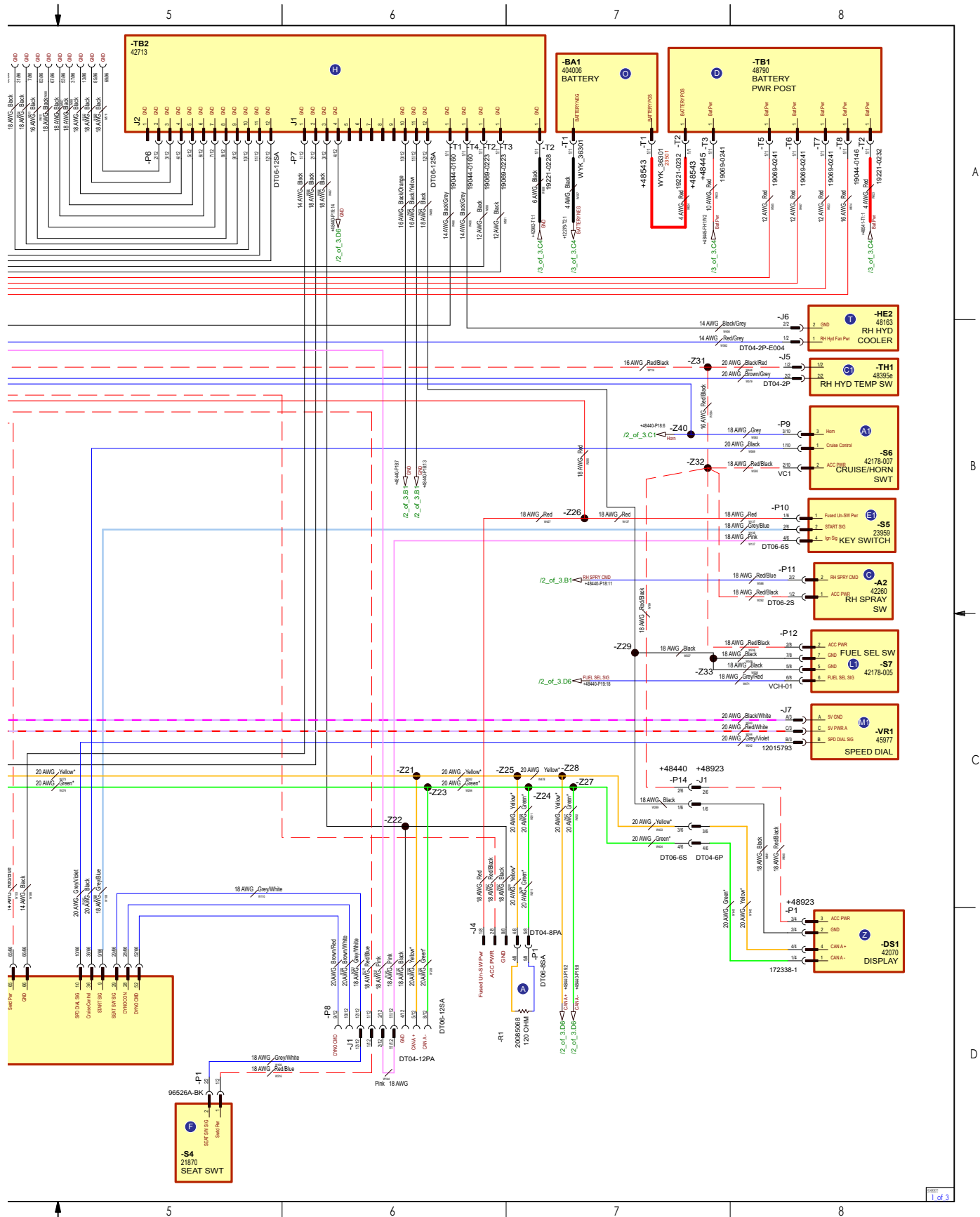




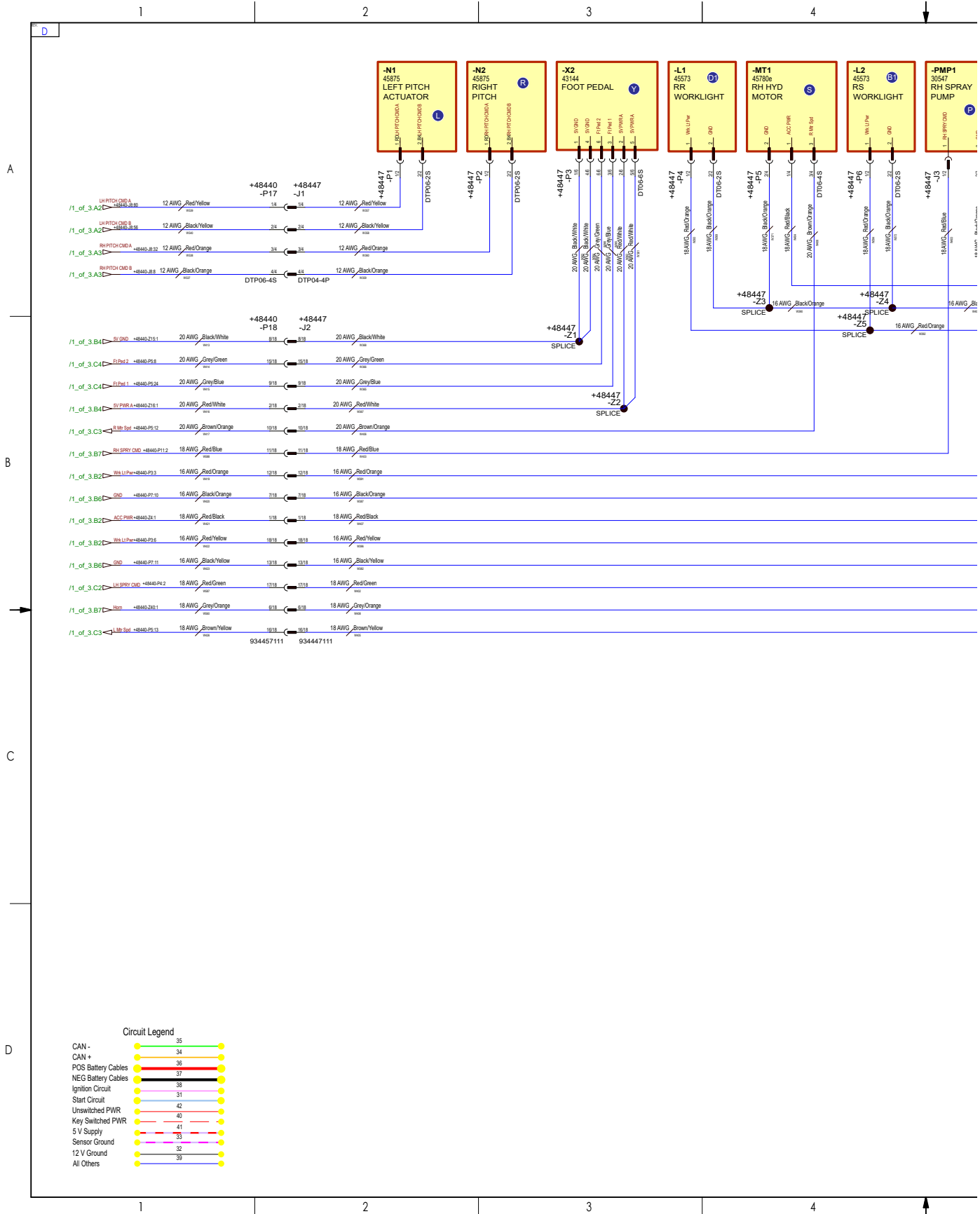
ELECTRICAL SCHEMATIC



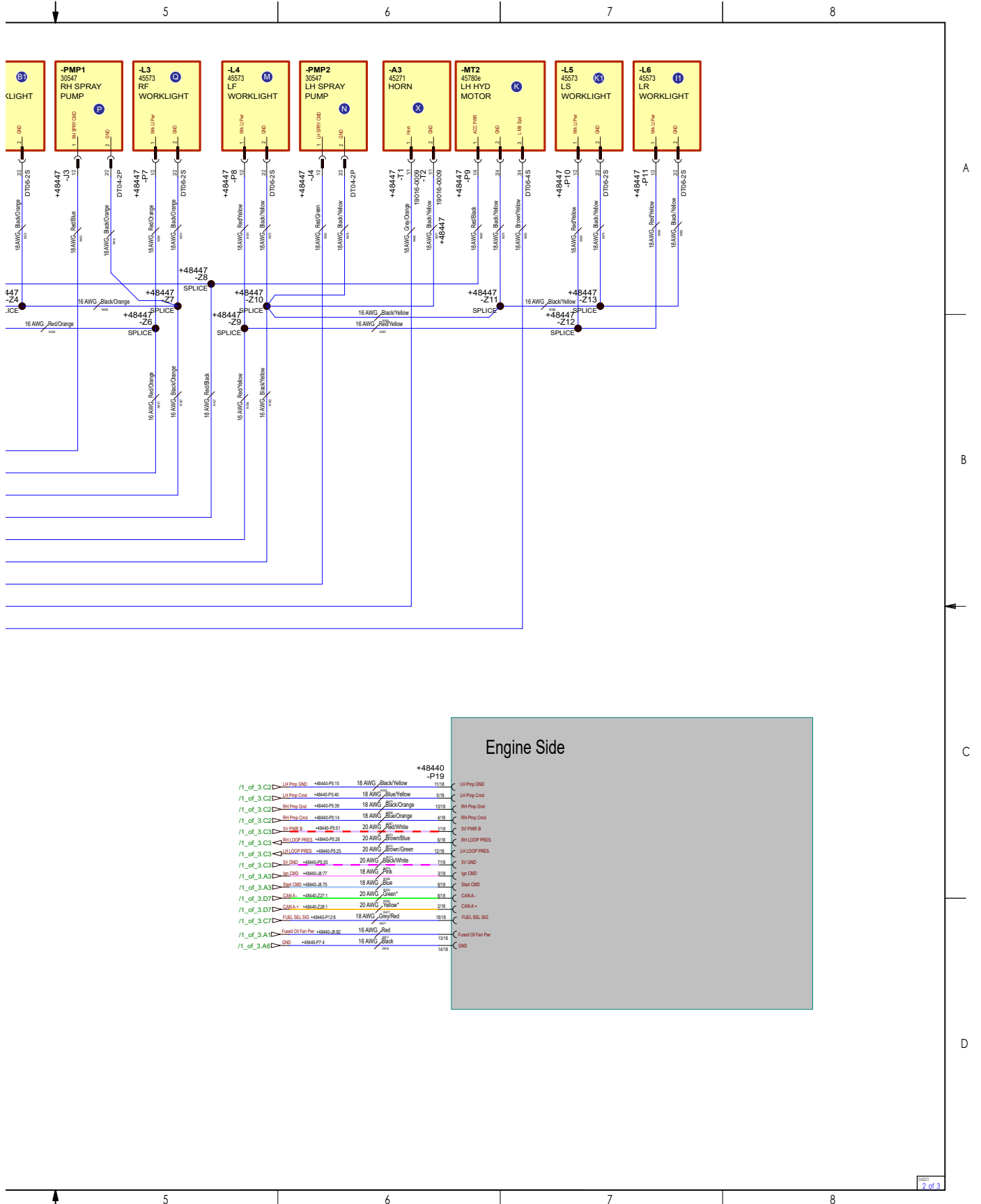
ELECTRICAL SCHEMATIC



ELECTRICAL SCHEMATIC

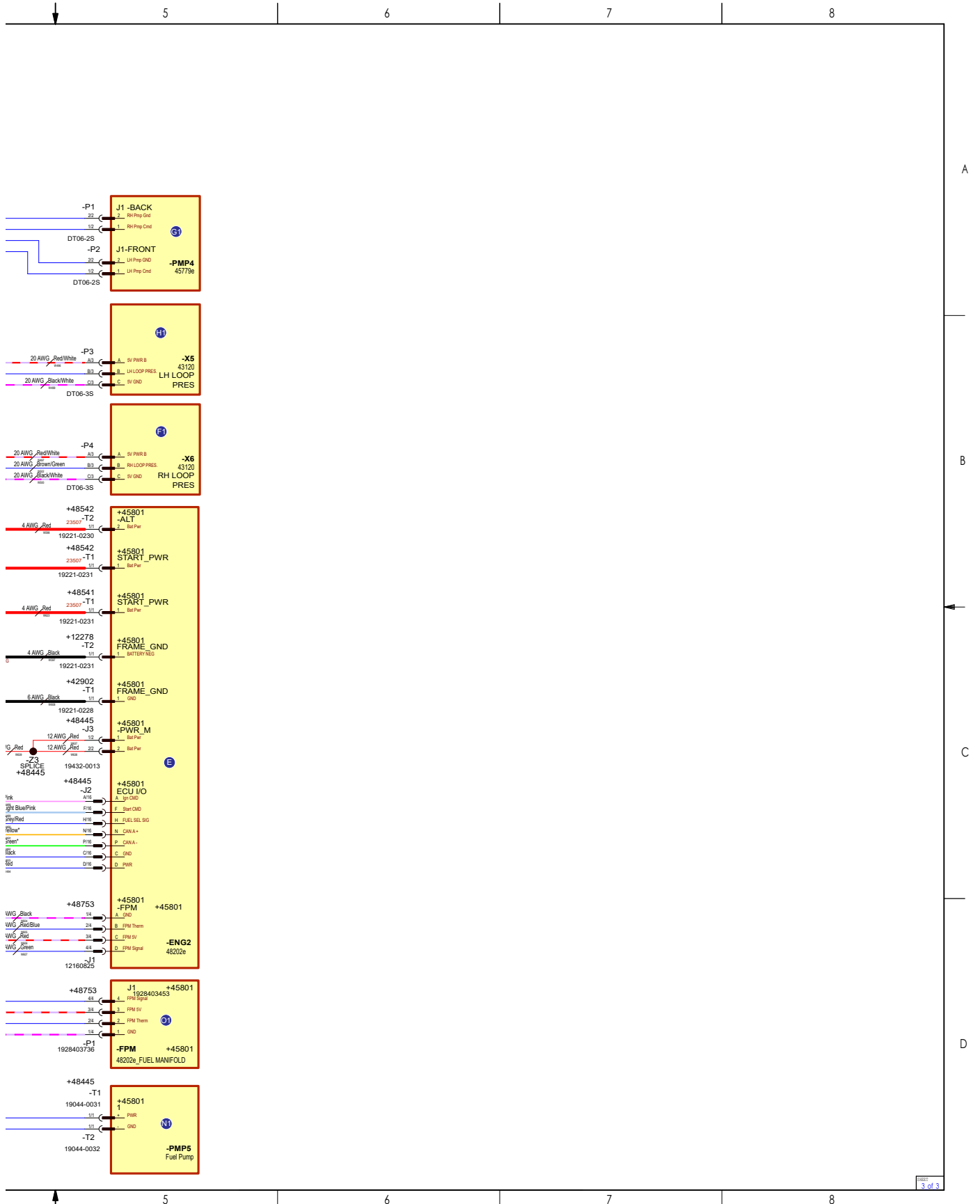


ELECTRICAL SCHEMATIC



[illegible]

ELECTRICAL SCHEMATIC



This diagram shows the engine assembly with callouts A through S. Callout A points to a fuel filter, B to a fuel line, C to a fuel valve, D to a control lever, E to a fuel pump, F to a fuel pump housing, G to a fuel pump assembly, H to a fuel pump, I to a fuel pump, J to a fuel pump, K to a fuel pump, L to a fuel pump, M to a fuel pump, N to a fuel pump, O to a fuel pump, P to a fuel pump, Q to a fuel pump, R to a fuel pump, and S to a fuel pump.

1740



OPERATION MANUAL

HERE'S HOW TO GET HELP

PLEASE HAVE THE MODEL AND SERIAL
NUMBER ON-HAND WHEN CALLING

UNITED STATES

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6141 Katella Avenue Suite 200
Cypress, CA 90630
E-MAIL: mq@multiquip.com
WEBSITE: www.multiquip.com

CANADA

Multiquip

(450) 625-2244
4110 Industriel Boul.
Laval, Quebec, Canada H7L 6V3
E-MAIL: infocanada@multiquip.com

UNITED KINGDOM

Multiquip (UK) Limited Head Office

0161 339 2223
Unit 2, Northpoint Industrial Estate, Globe Lane,
Dukinfield, Cheshire SK16 4UJ
E-MAIL: sales@multiquip.co.uk

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ABN 80 069 961 968

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