Note: For the purpose of description & parts identification, RIGHT & LEFT side is determined by standing on the screed looking in the direction of travel, while paving.

Pre-Start

Do not start engines until you have completely read and understand the operating instructions.

1. **Battery.** Located on the right side of the back of the paver, under a lockable, protective cover. Power unit is 12-Volt batter-powered. Check the fluid in the battery cells. If low, fill with clean distilled water. Do not overfill. The electrical system is a negative ground system.

2. **Engine oil**. On the left side of each engine is an engine oil fill tube with a dipstick attached to the cap. Remove the cap and check the oil level. If low, replenish with one of the following: Chevron H.D.A.X. Oil 30, Mobil Pegasus 30, Texaco URSA Oil Extra Duty, or Valvoline AD-1. If the above oils are not available, us and L. P. Gas engine oil or a mild detergent type, SAE30, 10 W 30 oil is an acceptable substitute, **CAUTION DO NOT USE 10 W 40 OIL. DO NOT OVER FILL,** excess oil will only be blown out the breather.

3. **Hydraulic Oil**
    a. There is a hydraulic reservoir mounted on the right side of the back of the paver. Check the fluid level with the dipstick, attached to the filler cap. This reservoir supplies hydraulic oil to both engine-drive pumps.

    b. There is a hydraulic reservoir located on the left side of the back of paver that is an integral part of the Electric-Hydraulic system. With the paver setting on a level surface, remove filler cap. Place the electric unit control levers in the release position (Hitch Arms open, Shutoff gate open & Screed Hoist down). You should just oil in the neck of the pipe elbow.

    Add oil if necessary. NOTE: Use International Harvester Hy-Tran hydraulic fluid or other comparable brands, such as Mobil 300 or Chevron Tractor Hydraulic Fluid. **DO NOT MIX** different brands of hydraulic fluid.

4. **Propane System**. The one (1) propane tank (10 Gallon) supplies fuel to both engines and the screed heater system. The propane tank, when shipped from the factory, is filled with compressed air. This compressed air must be bled off, and the tank filled with Fresh Propane. **CAUTION: DO NOT OVERFILL** THE TANK. An overfilled tank or a horizontal style tank (such as are used on some R.V. or camper applications) will allow the liquid propane to get into the regulators. Liquid propane will leave a petroleum residue which will damage the diaphragm and internal valving, causing the regulators not to work. When shutting down the paver, at the end of the job or the day, close the propane supply valve (on propane tank) and allow the engines to run out of fuel. Then turn off the electrical switches, to prevent battery drain.

The Hydraulic Functions of the F-525 Paver are divided into two (2) separate systems:

a. High Pressure system operates the Hitch Arms, Shut-Off gate & Screed Hoist. This systems consists of a 12 volt powered electric pump (with integral mounted oil reservoir) and three (3) individual, manually operated, positive lock center valves. In addition, there is a three (3) bank Hand Pump (as a back-up system). On pavers not equipped with the (optional) Electric Hydraulic System, the Hand Pump is the only source of power for the High Pressure System.

b. Low Pressure system, operates the Augers, and optional (factory installed) Hydraulic Powered Screed Extensions. This system consists of two (2) separate, engine driven pumps (one for each side of the paver). Both pumps draw oil from a common, remote, reservoir and return through a common filter. Each Auger is driven by a (single direction) hydraulic motor, which is individually operated through a solenoid valve, controlled by a separate toggle switch (located on both operator consoles). Each (optional) Hydraulic Powered Extension works through a gear rack and pinion which is driven by a (reversible) Hydraulic Motor, and Individually controlled by a manually operated valve.