

PROWLER

Operator's Manual

P60



1160 Olympic Drive
Corona, CA 92881

WESTERN
www.western-emi.com

Phone: (951) 284-2000
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Specifications:

Load capacity	6000 lbs	Gradeability	50%	Certified Roll Over Protection	Yes
Engine	Perkins 62HP Turbo	Turnig Radius	78"	Support Arms	Optional
Driven	3 Wheels	Weight	6000	Mounting System	Most Systems
Anti Stall	Yes	Tilt of Mast (frwd - back)	+8deg/-8deg	Width	100"
Brakes	Dual Front	Lift Height	96", 120",144"	Length	130"
Steering	Hydrostatic	Side Shift	6"	Overhang	80"
Tires	31x15.5 pneumatic	Height, mast lowered	84", 96", 108"	Ground Clearance	15.5
Speed	9.5 MPH max.	Seat Belt Interlock	Yes		

Note To Owner:

Congratulations!

You are the owner of a high quality PROWLER forklift manufactured here in the United States. Western Equipment Manufacturing, Inc. spent two years interviewing operators of rough terrain forklifts and put all of your comments to work in the design and function of the PROWLER. Listening to your questions and comments about the products we manufacture at Western is what sets us apart from other equipment manufacturers.

Western Equipment Manufacturing is always interested in hearing from you, the end user.

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The purpose of this manual is to help guide you on how to safely operate, inspect and maintain your PROWLER forklift. Keep this manual with the PROWLER at all times.

Note To Owner/Employer:

It is your responsibility to make sure your operators are fully trained to safely operate a rough terrain forklift and in most cases are required to provide certification to that fact. If you do not know where to get training or certification for your operators, Western Equipment Manufacturing, Inc. will be happy to assist you in finding a resource. Failing to comply with training your operators in the use and safety of a rough terrain forklifts could result in serious injury or loss of life and liability to you, the owner.

Do not authorize anyone to operate your PROWLER forklift unless they have been properly trained and certified to do so AND have read the PROWLER operator's manual.

This manual is not a safety training manual and reading it does not constitute as training. The PROWLER operator's manual is intended as a reference for already trained and authorized rough terrain forklift operators. This operators manual only covers safety related and procedural topics where the PROWLER may require specific or unique attention apart from a generalized rough terrain safety training program.

Note To Operator:

Prior to operating this PROWLER forklift, you must be authorized by your owner/employer to do so. Your owner/employer will only authorize you to operate this PROWLER forklift if you have already been properly trained in the operation of a rough terrain forklift AND you have read this manual. This manual will help you get familiar with all the controls of the PROWLER forklift. You are required to have a complete understanding of the PROWLER forklift's capabilities and limitations. Failing to understand and practice all safety rules and procedures may result in serious injury, or even death.

Before placing the PROWLER in service each day, the operator shall thoroughly conduct a pre-operational inspection utilizing a daily pre-operational checklist (a sample is provided in the appendix of this manual). If any discrepancies are noted that affect the safe operation, loading or transport of the PROWLER, the PROWLER should be taken out of service until corrective action is taken.

The operator is responsible for being familiar with the environment in which the PROWLER forklift is being operated. Knowing the potential hazards of the environment you are operating in are extremely important to overall safe operation.

If for any reason you are not confident with how to safely operate the PROWLER forklift, you should immediately stop, and seek additional training or help.

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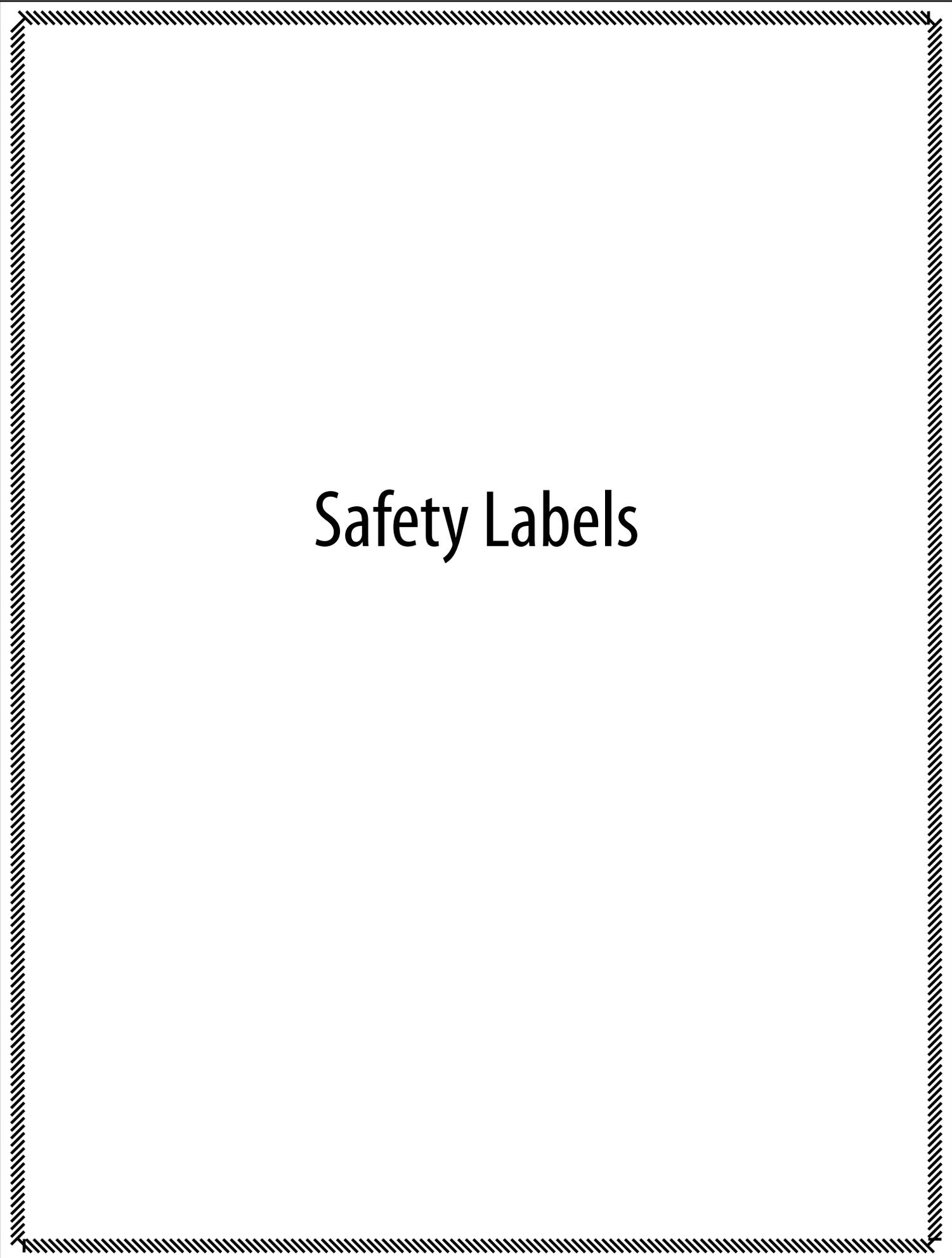
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Safety Labels

Safety Labels:



Fasten the safety belt.



DO NOT stand on or below the forks.



PINCHPOINT - keep your hands and feet away at all times.



NO riders.



KEEP YOUR HANDS AWAY from the chains at all times.



DO NOT place your foot underneath the stabilizer pad.



American Flag

Safety Labels:



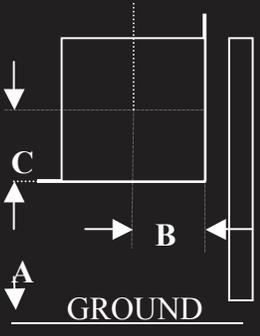
Main Warning Label

Data Plate:



Corona, CA
(951) 284-2000

MODEL <input style="width: 100%;" type="text"/>	S.N. <input style="width: 100%;" type="text"/>
WEIGHT <input style="width: 100%;" type="text"/>	YEAR OF MFG. <input style="width: 100%;" type="text"/>
I.D. # <input style="width: 100%;" type="text"/>	
MAST <input style="width: 100%;" type="text"/>	S.N. <input style="width: 100%;" type="text"/>
ENGINE <input style="width: 100%;" type="text"/>	S.N. <input style="width: 100%;" type="text"/>
ATTACHMENTS <input style="width: 100%;" type="text"/>	S.N. <input style="width: 100%;" type="text"/>



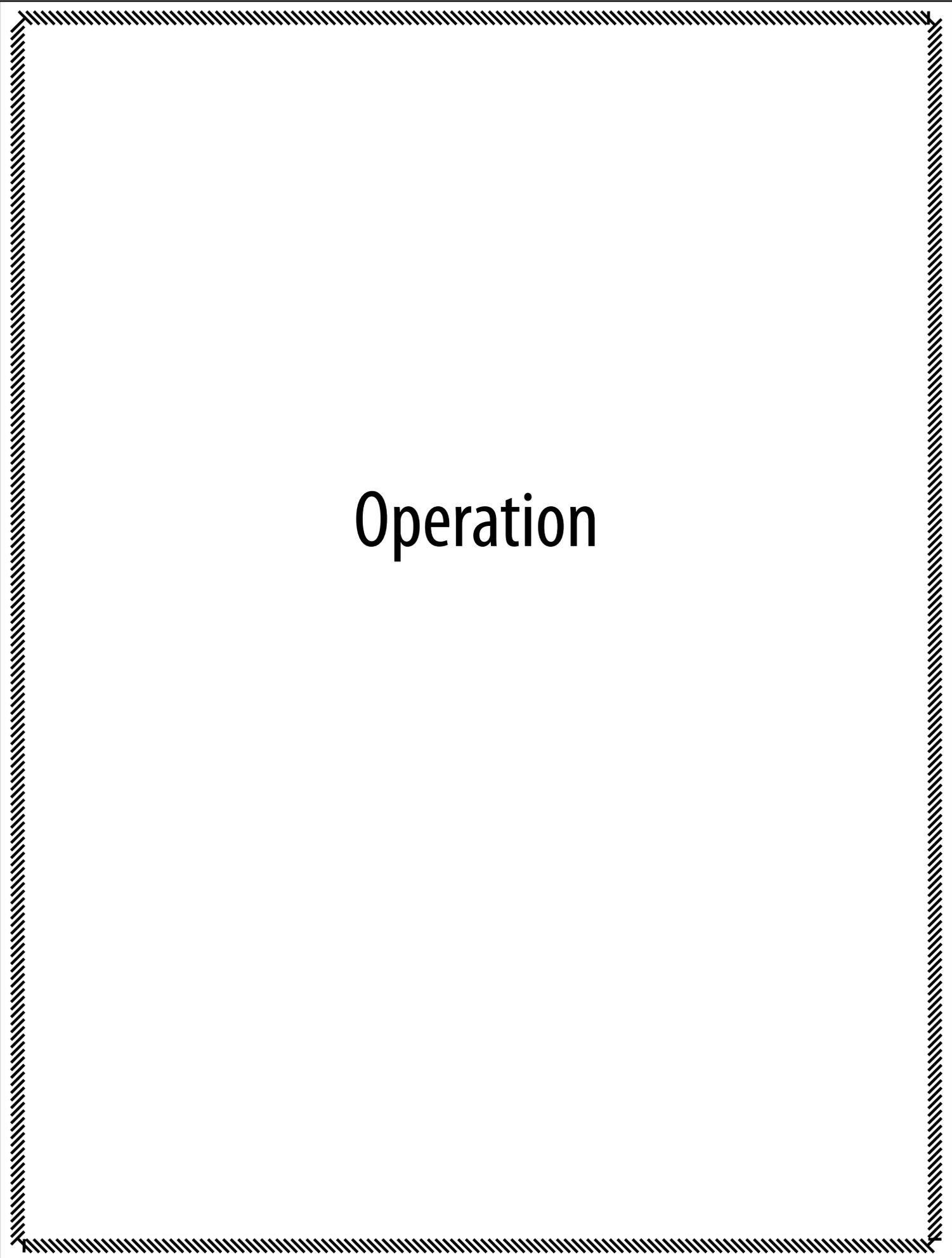
CAPACITIES WITH STABILIZERS LOWERED
CARRAGE ONLY EXTENDED

CAPACITY LBS.	A	B	C
RATED	<input style="width: 50px;" type="text"/>	<input style="width: 50px;" type="text"/>	<input style="width: 50px;" type="text"/>
ACTUAL	<input style="width: 50px;" type="text"/>	<input style="width: 50px;" type="text"/>	<input style="width: 50px;" type="text"/>

CARRAGE & SCISSORS EXTENDED

CAPACITY LBS.	A	B	C
ACTUAL	<input style="width: 50px;" type="text"/>	<input style="width: 50px;" type="text"/>	<input style="width: 50px;" type="text"/>

AS RELEASED FROM THE FACTORY, THIS TRUCK COMPLIES WITH THE
 APPLICABLE MANDATORY REQUIREMENTS OF ASME B56.6



Operation

Operational Safety Requirements:

IMPORTANT NOTE:

As an operator of this machine, you are required to be properly trained in the safe operation of "Powered Industrial Trucks"(Forklifts). Additionally, you are required to be Trained and Certified by your employer to operate this model of all terrain forklift. Please contact your dealer or Western Equipment Manufacturing, Inc., if assistance is needed to meet this requirement. The reference for this requirement is the Federal OSHA Standard 29 CFR 1910.178, additionally local State OSHA laws may apply.

DAILY INSPECTION:

A "Pre-Operational Daily Inspection" should be performed on the Prowler. A sample inspection checklist is included in this manual and may be used to satisfy this requirement or as a basis to develop a more comprehensive inspection checklist. The forklift shall be tagged "out of service" if the inspection reveals any condition that adversely affects the safe operation of the Prowler.

DO's and DON'T's:

DO's

- Always be aware of bystanders & maintain safe clearance while operating the Prowler.
- Assess the terrain and determine routes of travel.
- Know distances and clearances of all power lines in the operating area.
- Have appropriate personal protective equipment available for the specific job site and task.
- Only operate the Prowler with your seatbelt securely fastened.
- Know approximate load weight and proper lifting points.
- Use smooth controlled actions at all times.
- Set the Parking Brake before dismounting.
- Remove the ignition key from unit after use.
- Stay seated and firmly brace yourself, with hands on the steering wheel in the event of a rollover.

DON'T's

- Allow passengers at any time.
- Place any part of your body outside the running lines of the Prowler.
- Permit anyone to stand or pass under any elevated portion of the Prowler, whether loaded or empty.
- Leave the Prowler running and unattended at any time.
- Use the Prowler to elevate any personnel.
- Place any part of your body into or between the mast assemblies.
- Operate the Prowler with any safety component bypassed or inoperative.
- Operate the Prowler with any pedestrians in your immediate path.
- Use the prowler for opening or closing freight doors.
- Operate in poorly or unventilated environments.
- Operate at a speed that will not allow for stopping the Prowler in a safe manner.

Refer to the AEM (Association of Equipment Manufactures) "Safety Manual for Operating and Maintenance Personnel" for supplemental safety instructions and illustrations. This manual is provided with original set of manuals for the Prowler and shall be maintained on the Prowler at all times.

Controls: Starting Your Prowler

BEFORE YOU START YOUR PROWLER:

- Complete pre-operational inspection.
- Fasten seatbelt.

WARNING:

Do not use after-market starting fluids, cold start fluids, or quick start aids as they are potentially dangerous. These products are usually made from ether, alcohol, and other agents that are considerably more flammable than the fuel your engine was designed to use. Use of these products are not approved by Western Equipment Manufacturing, Inc. or the engine manufacturer. Use of these products can be determined during inspection of the engine and will void warranty support if used. Your engine is designed to start in cold temperatures with the use of glow plugs. If your engine will not start, your engine will need to be inspected by a service professional that is authorized by Western Equipment Manufacturing, Inc. or the engine manufacturer.

NORMAL START:

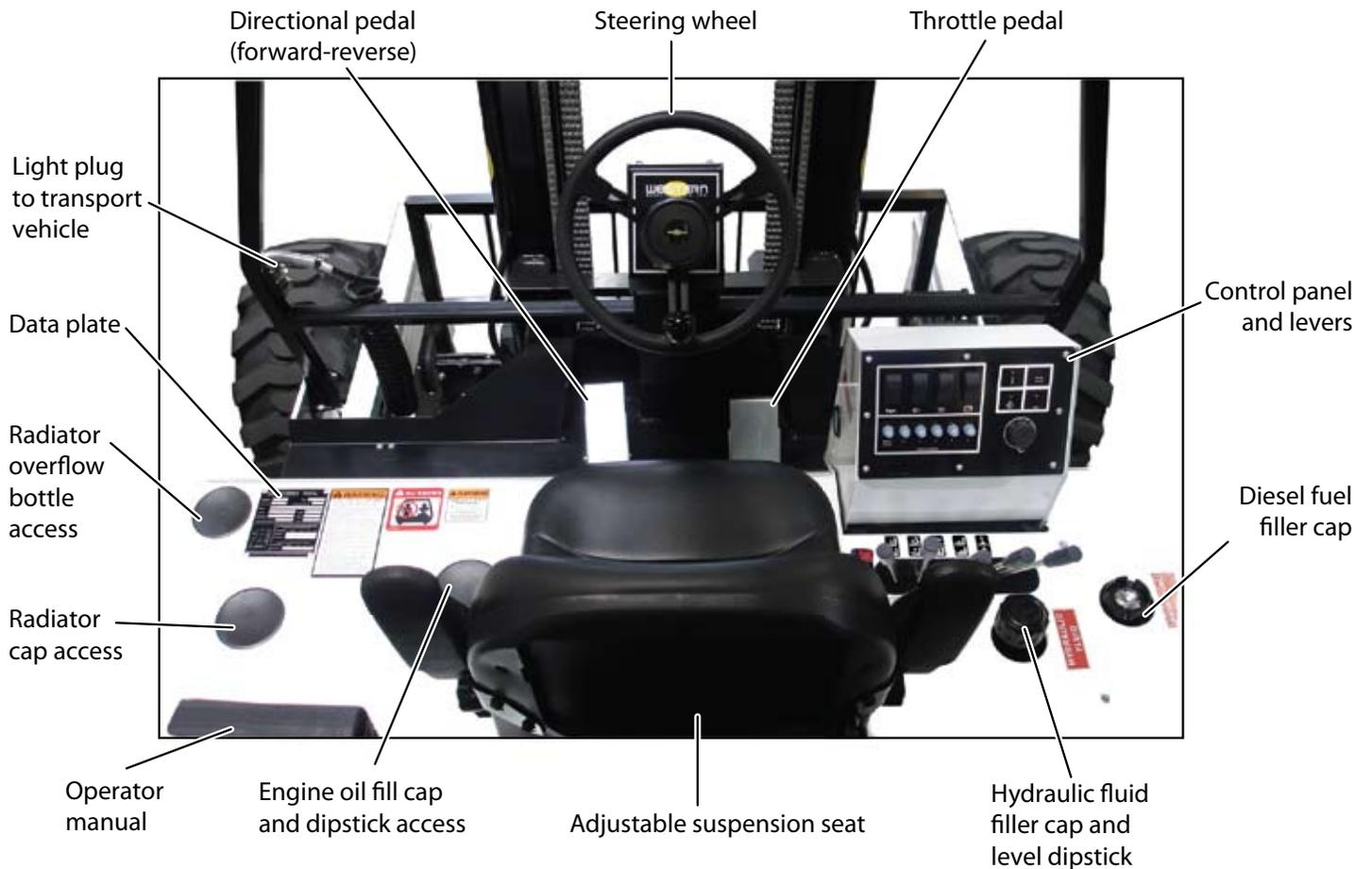
1. Turn the key to the right (**START** position)
2. Release the key to the center position as soon as the engine begins to run.

COLD START (Normally not needed unless colder than 40°F):

Heating the glow plugs inside the engine will assist the engine starting in cold temperatures. Follow the procedures below to utilize the glow plugs.

1. Turn the key to the left and hold for 10 SECONDS.
Note: It is only necessary to utilize the glow plugs if the engine fails to start due to cold temperatures.
2. Immediately after heating the glow plugs turn the key to the right (**START** position).
3. Release the key to the center position as soon as the engine begins to run.

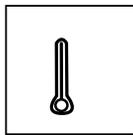
Description of Operator's Cabin:



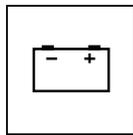
Levers / Control Panel



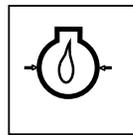
Warning Lights



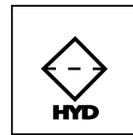
Engine Temperature



Alternator



Oil Pressure

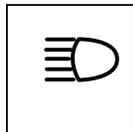


Hyd. Filter

Control Switches



Horn Button



Working Lights

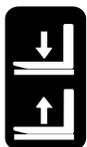


Traction Control Switch



Prking Brake

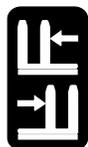
Control Levers



Lift Lever



Tilt Control



Side Shift Control



Carriage Control



Stabilizer Lever



Scissor Control (Optional)

Directional Pedal (Forward/Reverse):

The Prowler can be driven in two different modes. The combination of how the operator uses the accelerator and directional pedals provide for these modes. These modes are described as Driving and Inching modes. Since the Prowler is propelled by an electronic controlled hydrostatic ground drive, any combination or variation to these modes is possible.

DRIVING MODE:

Use the directional pedal to select the direction of forward or reverse and hold in that position, then ease onto the accelerator pedal. The forklift will drive faster and slower relative to the speed of the engine. To stop completely, allow the directional pedal to return to the center position, doing so will apply the brakes.

INCHING MODE:

Driving in an inching mode is for elevating the engine RPM without increasing your driving speed, or no movement at all. This is so the operator can make more rapid movement with manipulating the load on the forks and still be able to drive the forklift slowly. To do this, leave the directional pedal in the center position, and bring the engine RPM up so that the load on the forks can be moved more rapidly. With the engine RPM elevated, briefly press the pedal in the desired direction (forward or reverse) about about 1/10th of its full stroke. This will allow the forklift to make a slight move (a few inches) in the desired direction and stop. Ease onto the directional pedal in the desired direction, about that same 1/10th stroke, and hold it there. The forklift will move slowly in the desired direction until you allow the directional pedal to return to the center position. Pressing the directional pedal further to the floor (either direction) will cause the forklift to move faster and up to the full speed that the engine RPM will allow.

Practice both modes without a load and in an open area until you get the feel for how the forklift will respond.

Traction Control (X-TRAC):

Prowler's hydrostatic transmission allows the tires to roll at different speeds for easy maneuverability. Extra traction can be gained on loose surfaces such as sand or mud by making the tires roll at the same speed. This feature is called X-TRAC and is engaged by a rocker switch on the control panel.

NOTICE

The X-TRAC feature on the Prowler is aggressive so only use it when it is needed as described below.

X-TRAC OFF:

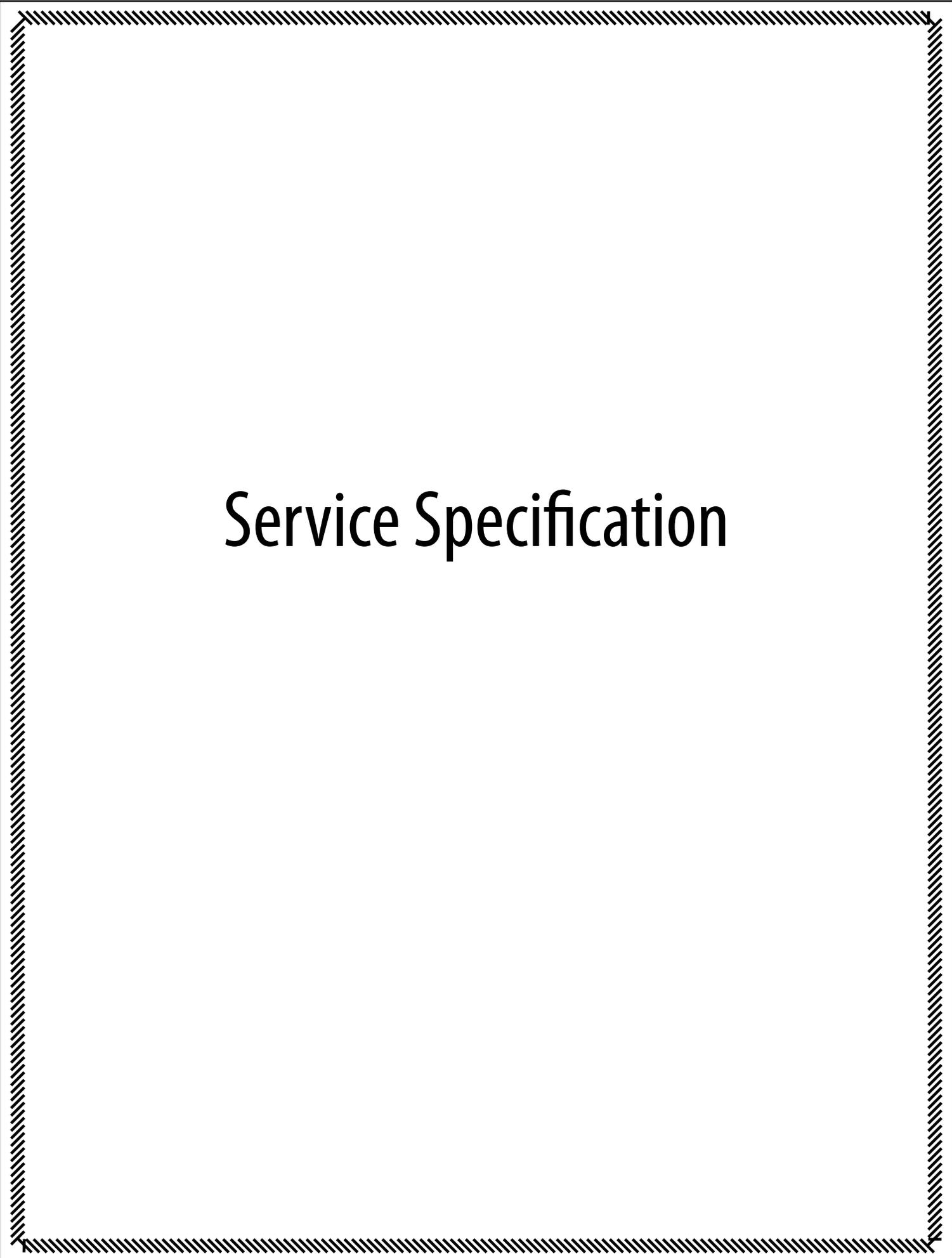
With X-TRAC turned off, the tires can roll at different speeds. This is because the hydrostatic drive allows the fluid to go to the tire with the least amount of rolling resistance. This is desirable when operating on the street or otherwise firm terrain. On these surfaces where the tires have good traction, we wouldn't be able to turn in a circle unless the tires could rotate at different speeds. This can be understood by imagining your Prowler turning in a tight circle. The tire on the outside of the turn needs to roll faster than the tire on the inside of the turn because the inside tire has a shorter distance to travel. This is why X-TRAC is selectable and should remain off unless there is a reason to use it.

X-TRAC ON:

X-TRAC, when engaged, locks all three tires together so they travel at the same speed regardless of how much rolling resistance is against each tire.

We described above that the fluid will go to the tire with the least resistance when X-TRAC is turned off. This is what we want to happen when we are on the street, but now imagine driving through mud and one of the tires hit a slippery spot thereby causing one tire to have less traction than the other tires. The Prowler's hydrostatic transmission will do what it is designed to do and allow fluid to go to the tire that has less traction (the least amount of rolling resistance). This causes the tire with less traction to start spinning in the mud and the other tires with nothing to push them.

Now turn on the X-TRAC feature and all three tires roll at the same speed even if one tire hits an extra slippery spot. This allows all three tires to use whatever traction it can find to pull you through the mud, drive you up a sandy hill, or get you over rocks and stumps.



Service Specification

PERKINS ENGINE: (See Perkins engine manual for a full list of fuel recommendations)

CAUTION: Do not use ether or starting fluid. Severe non-warrantable engine damage will occur.

FUEL RECOMMENDATIONS: Use commercial available Diesel #2. If Diesel #2 is not available in your area refer to the Perkins engine manual. Tank capacity is 6 gallons.

NOTICE

Operating with fuels that do not meet the Perkins recommendations can cause the following effects: Starting difficulty, poor combustion, deposits in the fuel injectors, reduced service life of the fuels system, deposits in the combustion chamber and reduced service life of the engine.

ENGINE OIL:

Only use commercial oils that meet the following classifications:

- EMA DHD-1 multigrade oil (preferred oil)
- API CH-4 multigrade oil (preferred oil)

SPECIFICATIONS-FLUID CAPACITIES

(All measurements below are completely empty/dry)

Engine Oil Viscosity		
EMA LRG-1 API CH-4 Viscosity Grade	Ambient Temperature	
	Minimum	Maximum
SAE 0W20	-40 °C (-40 °F)	10° C (50 °F)
SAE 0W30	-40 °C (-40 °F)	30° C (86 °F)
SAE 0W40	-40 °C (-40 °F)	40° C (104 °F)
SAE 5W30	-30 °C (-22 °F)	30° C (86 °F)
SAE 5W40	-30 °C (-22 °F)	40° C (104 °F)
SAE 10W30	-20 °C (-4 °F)	40° C (104 °F)
SAE 15W40	-10 °C (-14 °F)	50° C (122 °F)

Your engine requires 11.2
Quarts of SAE 5W40 API CH-4 oil

Jump Starting:

JUMP START:

WARNING!

Improper jump start cable connections can cause an explosion resulting in personal injury. Prevent sparks near the batteries. Sparks could cause vapors to explode. Do not allow jump start cable ends to contact each other or the engine.

NOTICE

Use ONLY a battery source with the same voltage as the electric starting motor when jump starting. The use of higher voltage will damage electrical system. Do not reverse the battery cables. The alternator can be damaged. Attach ground cable last and remove first.

1. Turn the start switch to the "OFF" position.
2. Connect one positive end of the jump start cable to the positive cable terminal of the discharged battery. Connect the other positive end of the jump start cable to the positive cable terminal of the electrical source.
3. Connect one negative end of the jump start cable to the negative cable terminal of the electrical source. Connect the other negative end of the jump start cable to the engine block or to the chassis ground. This process helps to prevent potential sparks from igniting the combustible gases that are produced by some batteries.
4. Start the engine.
5. Immediately after the stalled engine is started, disconnect the jump start cables in reverse order.

Appendix

Daily Pre-Operational Checklist:

INSPECTION AREA	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
FUEL LEVEL																															
ENGINE OIL																															
COOLANT LEVEL																															
BATTERY SECURED																															
TIRES																															
LIGHTS																															
HORN																															
BACK-UP ALARM																															
HYDRAULIC SYSTEMS																															
PHYSICAL DAMAGE																															

MONTH: _____

LIFT #: _____

HR. METER: _____ (BEGINNING)

COMMENTS: _____

