

STRIKER™ 1500

THE NEW BENCHMARK IN ARFF RESPONSE.

The new Oshkosh® Striker™ 1500 is custom engineered to offer the ultimate in fast emergency response, charging from 0 to 50 mph (80 km/h) within 25 seconds. The sleek aerodynamic styling tells you immediately this is no ordinary ARFF truck, but a revolutionary new concept in airport emergency response.

The Striker 1500 combines unchallenged mobility with a smooth, stable ride and easy operation. The custom cab delivers driver comfort and outstanding visibility. And all systems are designed to support the highest levels of efficiency and safety for the response team.

Oshkosh Truck Corporation has shaped the technology of modern ARFF trucks for more than four decades. With the Striker, Oshkosh again sets the industry standard for performance.



EXTREME MOBILITY. Your response doesn't stop where the runway ends. With all-wheel drive and Oshkosh TAK-4™ independent suspension as standard features, the Striker can outmaneuver and outperform any ARFF vehicle in its class on and off the runway. The unique independent suspension system reduces stopping distance and helps tires hug the pavement for enhanced cornering and handling. Ground clearance is a full 17 inches (43.2 cm).

ROCK-SOLID STABILITY. The Striker features a wide track and low center of gravity to provide exceptional static side-slope stability of at least 30°. Independent suspension and optional central tire inflation also enhance stability while maneuvering.

UNMATCHED VISIBILITY. The Striker provides unobstructed panoramic views of the scene with excellent forward, upward and lateral visibility. The cab features almost 80 sq. ft. of glass.



PREMIUM RIDE QUALITY. No other ARFF vehicle can offer the ultra-smooth ride delivered by Oshkosh's patented independent suspension system. Enjoy more than 16 inches (40.6 cm) of wheel travel. And, more than 80,000 hours of testing make this system one more example of tough, Oshkosh reliability.

SPACIOUS, COMFORTABLE AND FIREFIGHTER-FRIENDLY.

This revolutionary cab was designed with firefighters' comfort and convenience in mind. It offers best-in-class interior space to comfortably seat up to five. Each seat features integral 3-point seat belts. The wrap-around, cockpit-style instrument panel puts controls within easy reach of driver and crew. Controls are grouped by function for quicker access during an emergency. The cab accommodates monitors for various cameras and systems. A high-power heating and cooling system generates a full 60,000 Btu to ensure a comfortable interior temperature.

SUPERIOR FIRE POWER. For the confidence of unparalleled fire attack capability, the Striker 1500 can be equipped with both a dry chemical system (500 lb./225 kg) and Halotron™ I system (460 lb./207 kg), each with its own hosereel. A SNOZZLE® extendable turret and a high-volume, low-attack bumper turret are also available. A 1,500-gallon (5678 l) water tank, 210-gallon (795 l) foam tank, 750-gpm (2838 lpm) roof turret and 300-gpm (1136 lpm) bumper turret are standard.

EASY MAINTENANCE. Preventative maintenance is quick and easy with single-point access for lubrication fills, air tank drains, and electrical connections including circuit breaker box. Parts commonality between models is an added benefit when you upgrade your fleet to the new Striker Series from Oshkosh. And, you'll have the added confidence of knowing your vehicles are supported by expert Oshkosh technicians.



ONLY ONE ARFF TRUCK OUTPERFORMS EVERYTHING ELSE IN ITS CLASS: THE NEW OSHKOSH STRIKER.

TYPICAL SPECIFICATIONS

PERFORMANCE:

- **Acceleration:** 0 to 50 mph (80 km/h) in 25 seconds
- **Top Speed¹:** 70 mph (112 km/h)
- **Side Slope Stability (Static):** >30°
- **Gradeability²:** Ascend/descend a 60% grade
- **Vehicle Clearance Circle:** 102 ft. (31 m)
- **Dimensions:**
415 in. (1054.1 cm) length;
120 in. (304.8 cm) width;
136 in. (345.4 cm) height without SNOZZLE; 150 in. (381 cm) with SNOZZLE

CHASSIS:

- **Anti-Lock Braking System (ABS)**
- **Cab:** Aluminum construction; seating for up to five; center steering position; wrap-around, cockpit-style instrument panel; easy-to-read, backlit gauges and controls
- **Engine:** Caterpillar C-16 diesel; four cycle; in-line six; 650 bhp (484 Kw) minimum at 2,100 rpm with a peak torque of 1,950 ft. lbs. @ 1,400 rpm
- **Transmission:** Twin Disc TD61-1180; electronic; 6-speed; automatic; integral transfer case
- **Front Axle:** 29,000 lb. (13152 kg); Oshkosh double reduction with bevel gear differential; driver-operated differential lock
- **Front Brakes:** Dual wedge type
- **Rear Axle:** 29,000 lb. (13152 kg); Oshkosh double reduction with bevel gear differential; driver-operated differential lock
- **Rear Brakes:** S-cam type; air/mechanical spring actuation
- **Suspension:** Oshkosh TAK-4 independent system with dual control arms and single coil spring; up to 16 in. (40.64 cm) of wheel end travel; provides superior all-terrain mobility, improved ride quality and improved handling
- **Tires:** Michelin® 24R21 XZL
- **GVWR:** 54,000 lb. (24490 kg)
- **Wheelbase:** 234 in. (594.4 cm)

FIREFIGHTING SYSTEM:

- **Roof Turret:** Non-aspirating; electric, joystick control; 375/750 gpm (1419/2838 lpm)
- **Bumper Turret:** Non-aspirating; electric, joystick control; 300 gpm (1136 lpm)
- **Handlines (Foam/Water):** Two preconnect type (one each side) with 150 ft. (46 m) of 1.75 in. (44 mm) ID hose and a 125 gpm (473 lpm) pistol-grip nozzle
- **Water Tank:** 1,500 gallon (5678 l) capacity; constructed of corrosion and UV-resistant polypropylene
- **Foam Tank:** 210 gallon (795 l) capacity; constructed of corrosion and UV-resistant polypropylene
- **Fire Pump:** Power divider driven Waterous CRQA; single-stage centrifugal; cast iron body; brass impeller; stainless steel shaft; pump-and-roll capable; 1,950 gpm (7,381 lpm) at 225 psi (1553 kPa)
- **Foam Proportioning System:** Around the pump

POPULAR OPTIONS:

This is a partial listing of major options. Additional and special-request options are also available.

- Semi-active suspension enhancement
- Central tire inflation
- Air conditioning
- Winterization system to -40° F/C
- Hydraulic generator
- Auxiliary lighting
- SNOZZLE® extendable turret
- High-volume, low-attack bumper turret; 750 gpm (2838 lpm) capacity
- Dry chemical system with single-agent or dual-agent handline, and/or primary turret discharge capability
- Hydro-Chem™ direct injection, dry chemical nozzle for primary turret and/or dual-agent handline discharge

- Halotron I™ system with single-agent or dual-agent handline, and/or SNOZZLE discharge capability
- Point-and-shoot feature for turret joysticks

The Striker 1500 meets or exceeds all National Fire Protection Association (NFPA) 414, Federal Aviation Administration (FAA) and International Civil Aviation Organization (ICAO) requirements for all 1500 gallon water capacity ARFF vehicles.

For reference only. Specifications, descriptions, and illustrations in this literature are as accurate as known at the time of publication but are subject to change without notice. Ratings are general guidelines. Actual ratings may vary with application and duty cycle. Illustrations may include optional equipment and accessories but may not include all standard equipment. Specifications are subject to change without notice. Consult Oshkosh Truck Corporation for additional information.

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¹ On dry, level pavement

² Based on 54,000 lb (24490 kg) gross vehicle weight rating (GVWR)