Internal Air Transport Certification

AFLCMC/EZFC (ATTLA)
2145 Monahan Way
WPAFB, OH 45433-7017
https://cs3.eis.af.mil/sites/AFLCMCEZF/AirCerts

Date: 26 September 2014
Item Nomenclature: Oshkosh Striker 1500 ARFF (Aircraft Rescue Fire Fighting) Truck
File Number: 2010.07.08.01 Rev 1
Requestor: HQ AFRC/A4RT (Steven Tennant)
Superseded Certification Date: 16 July 2010

New Information Summary: Removed the requirement to remove the guard rail and ladder based on updated measurements.

Item Description: The subject item is identified to be a commercial two axle fire truck. Its approximate dimensions are 425" L x 122" W x 140" H (with guard rails installed). It has an approximate gross weight of 39,540 lbs with a gross vehicle weight rating (GVWR) of 62,000 lbs. The front axle is reported to weigh 15,230 lbs with a rating of 31,000 lbs. The rear axle is reported to weigh 24,310 lbs with a rating of 31,000 lbs.

NOTE: The listed dimensions are approximations. Actual dimensions can vary as long as aircraft limitations published in applicable cargo loading manuals and the conditions of certification listed below are not violated. Adjustments to shoring and/or loading methods shall be reported to ATTLA.

Figure 1: Striker 1500

Certified Aircraft: USAF C-17 and C-5

Conditions of Certification:

1. **Maximum Weight for Air Transport:**
   a. Gross Vehicle Weight: 45,000 lbs
   b. Axle Limits: 24,800 lbs per axle

2. Item Preparation:

a. The vehicle water and foam tanks shall be empty for air transport.

b. All hazardous materials (to include fuel level, batteries, etc.) must be prepared and certified for airlift in accordance with TM 38-250/AFMAN 24-204(I). Do not consider this air transport certification as approval for hazardous materials. Authorization for airlifting hazardous material is the responsibility of AFMC/A4RT (DSN 787-4503 or COM (937) 257-4503).

3. Loading Instructions:

a. The Oshkosh Striker 1500 can be loaded using vehicle general loading procedures as listed in the respective aircraft cargo loading manual.

b. Item can be loaded driven or backed into the aircraft.

Restraint Requirements: The Striker 1500 and all accompanying cargo must be restrained to meet MIL-STD-1791 requirements of 3G forward, 1.5G aft and lateral, and 2G up. In addition, stored or installed equipment must meet these requirements and be capable of withstanding a 4.5G down load. There are four tiedown provisions, two on the front, and two on the aft end. Each one is rated at 68,000 lbs. In order to attach more than one chain to these provisions, a clevis with a rated capacity of at least 50,000 lbs shall be used. The frame structure that is identified in Figures 2 and 3 shall also require to be used for restraint by placing 25K chains on the available frame members. Use the chain rated capacity for restraint computations.

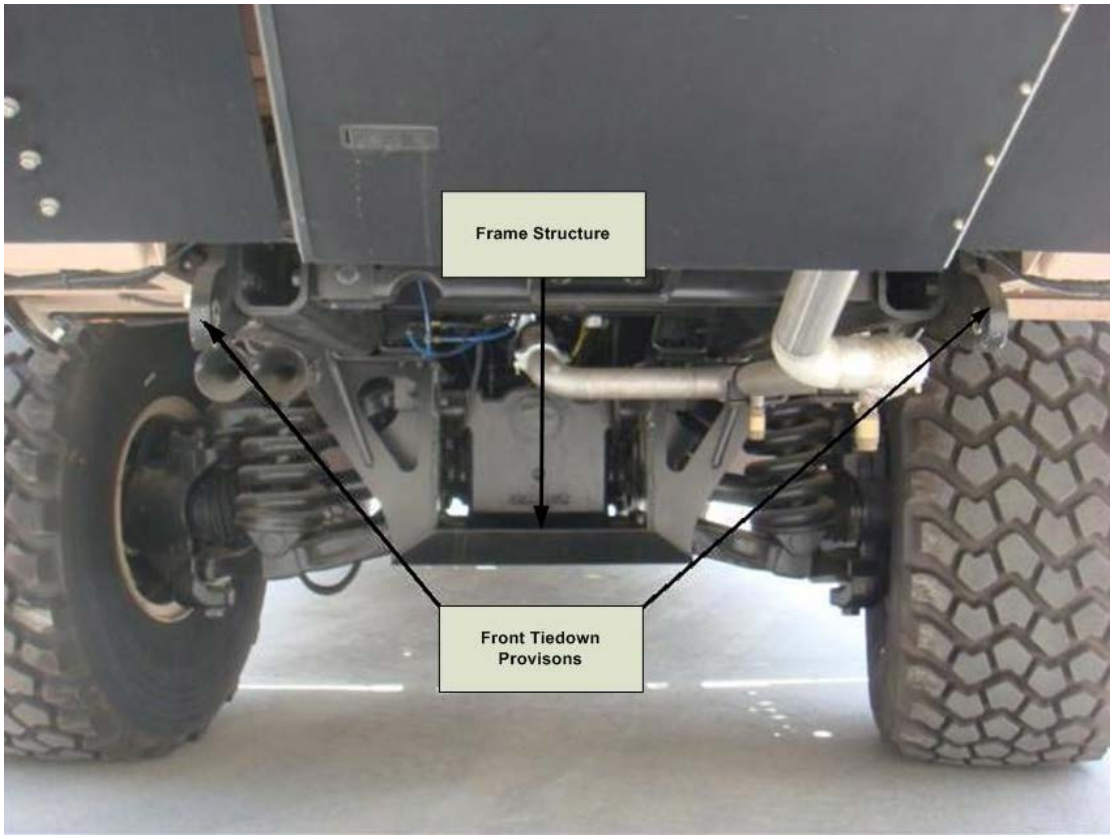

Figure 2: Front Provisions and Frame Structure

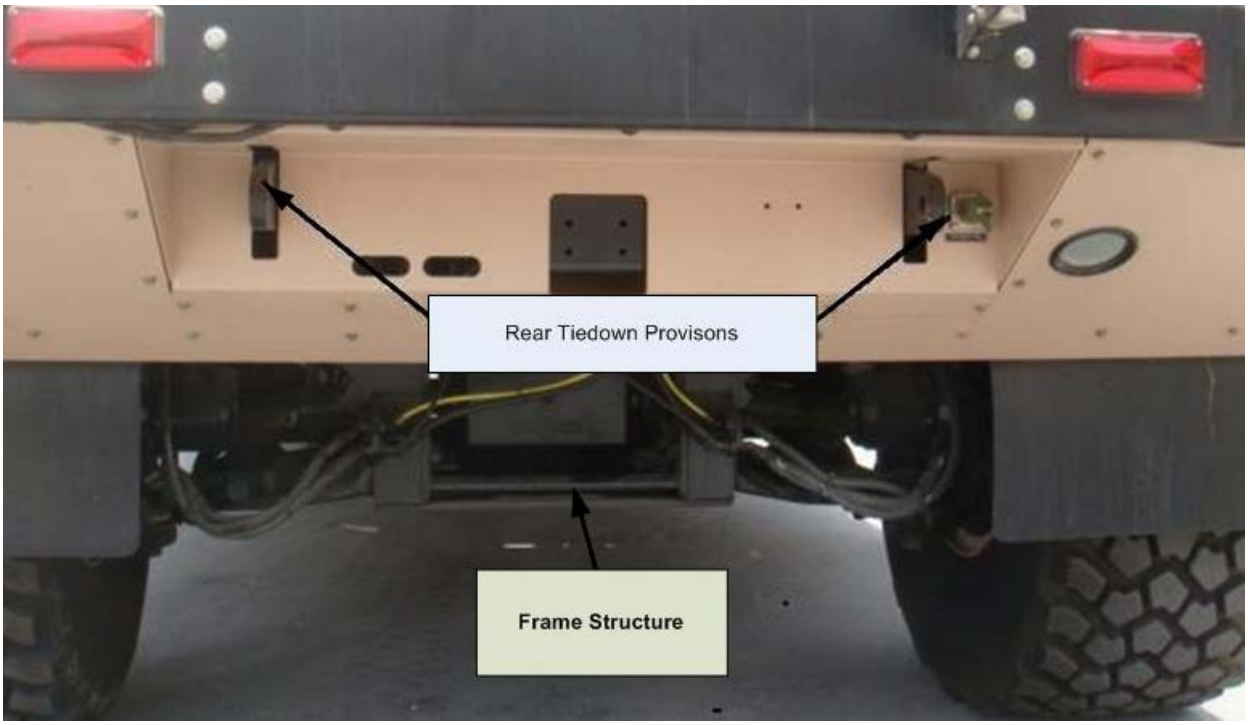

Figure 3: Rear Provisions and Frame Structure

Required Distribution:

1. Shipper shall give a copy of this certification to the ATOC representative when the item is presented for airlift. This memo shall be part of the official cargo manifest documentation package and shall be briefed to the aircraft loadmaster prior to loading this item.

2. AMC/A3V & AMC/A4T.

3. SDDC TEA.

Point of Contact: Brian Herriott, at Brian.Herriott.1@us.af.mil or ATTLA@us.af.mil, DSN 986-9954 or Commercial (937) 656-9954. Refer to file number 2010.08.01 Rev 1 to reference this item.

Caroline J. Buckey

Reviewed by: CAROLINE J. BUCKEY
Aerial Delivery Engineer
Crew Systems Branch

Approved by: MARK A. KUNTAVANISH
Aerial Delivery Technical Expert
Crew Systems Branch