



For reference only. The addition of options will change the listed standard dimensions and weights in some cases. For certified dimensions and weights, consult Oshkosh Truck Corporation. 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 vary with application and duty cycle. Illustrations may include optional equipment and accessories but may not include all standard equipment. Consult Oshkosh Truck Corporation for additional information.

* Consult factory for complete option list and option compatibility. Other engine ratings may be available.



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Oshkosh® H-Series Chassis and H-Series Chassis with Blower

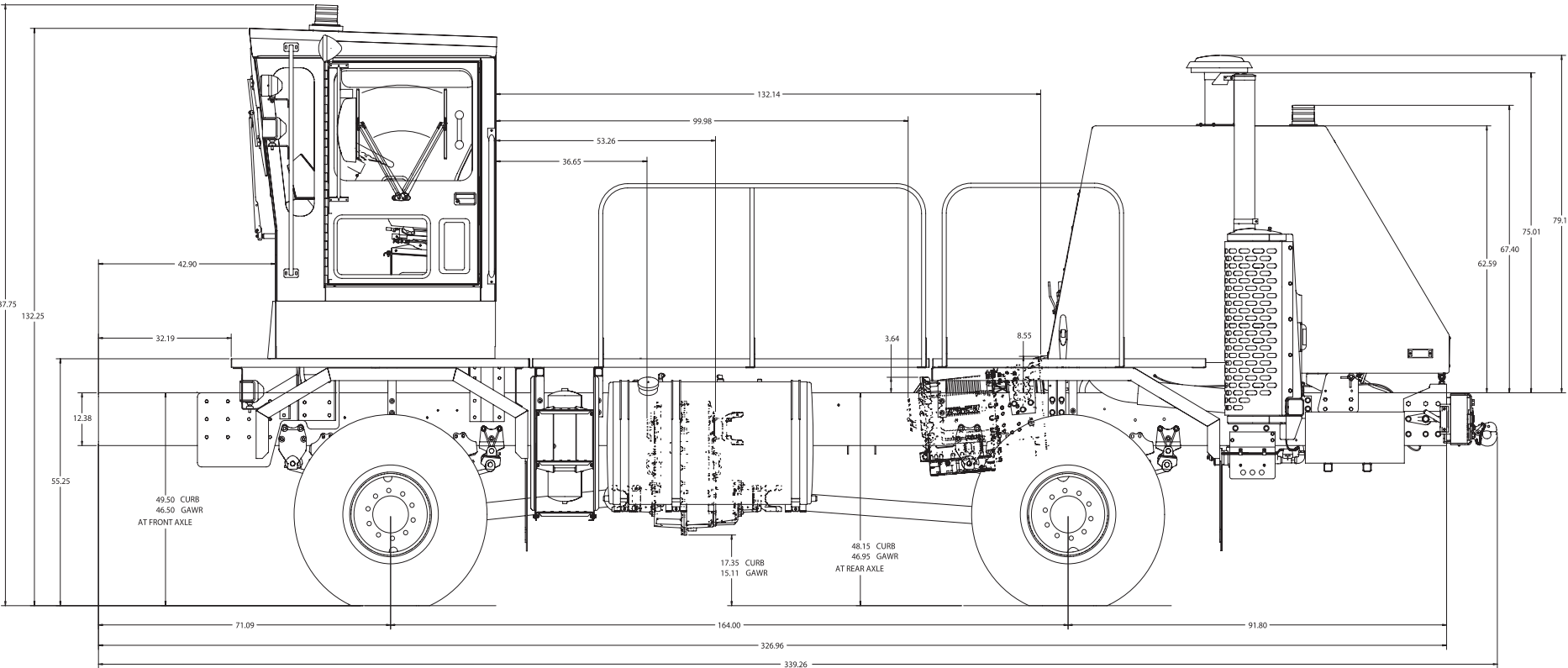


When blizzards strike your airport, fight back with the Oshkosh H-Series – the only vehicle designed exclusively for airport snow removal.

The H-Series is a beast of a truck that can cast 5,000 tons of snow per hour. It can be outfitted with an array of high-speed sweepers, blowers and plows that make short work of any storm. No other truck offers a higher level of operator comfort and control.

Tough. Rugged. Dependable. The H-Series will be ready to go when your crews hit the tarmac, and will still be fighting until the job is done.





Oshkosh® H-Series Chassis [Model H2718]

CHASSIS SPECIFICATIONS:

AIR CLEANER
Type: Dry, two-stage with safety element • Underhood/outside air intake selector

AXLE, Front
Make & Type: Oshkosh Model 27K, single reduction with special heat-treated alloy steel shafts, driver-controlled traction differential and Oshkosh cage ring type steering ends
Ratio: 6.17:1

AXLE, Rear
Make & Model: Eaton 17427, full floating, single reduction with special heat-treated alloy steel shafts and driver-controlled traction differential
Ratio: 6.14:1

AIR BRAKES, PARKING AND EMERGENCY
Type: Spring, mounted on rear axle.
Secondary Emergency System: Modulated split type • Auxiliary air inlet, left side • Quick drain lanyards on all tanks

BRAKES, SERVICE
Type: Dual system, air operated mechanical, Electronic Antilock Brake System (4S4M)
Front: 16.5 x 7 in [419 x 179 mm] S-cam rotary
Rear: 16.5 x 5 in [419 x 127 mm] S-cam rotary
Compressor: 15.7 cfm

CAB CONSTRUCTION
Oshkosh extra heavy-duty • All steel construction with galvannealed exterior • Full-length piano type door hinge with stainless steel hinge pin • Fully rustproofed • One-piece reverse slope windshield • Pop-open type side windows • Single (LH) door • Rear window • Dome light •

Tinted safety glass throughout • 60-in cab width • 3-point rubber mounted.

STANDARD ACCESSORIES
Air and electric horns • Air horn snow shields • Bostrom® Sierra Air 400RX air driver seat, near center position • Fold-up cloth jump seat • Caged defroster fans • Cigar lighter and ash tray • Electronic engine controls with on-board diagnostics and power derate protection • Dual electric windshield wipers with intermittent speed control • Electric remote heated West Coast type mirrors with remote adjustable heated spotter mirror • Ether starting aid, ignition switch activated • Keyed chassis ignition • coat hooks (2) • Floormat • Fresh air type heater and defroster • Grab handles • Self-canceling turn signals • Side window defrosters • Sun visors • Tilt/telescoping steering column • Windshield washer, 6 quart • 3-point seat belts

INSTRUMENTATION
Air restriction indicator • Check and stop engine lights • Gauges: air system pressure, coolant temperature, fuel level, oil pressure, voltmeter, speedometer, tachometer with engine hourmeter • Low-air pressure buzzer/light • Manual reset type circuit breakers • Parking brake light • Malfunction warning buzzers • Transmission temperature light • Turn indicator light

CHASSIS EQUIPMENT
Air dryer • Backup alarm • Crankshaft PTO adapter • Dual 125 gal [473 L] fuel tanks • Flat top steel fenders • Full catwalks • Heated fuel/water separator • Mud flaps front and rear of rear tires

• One-piece molded fiberglass tilting engine cover, carrier engine • Vertical exhaust with stainless steel shield

COOLING SYSTEM
Radiator Core: Fin and tube type with built-in deaeration system • Horizontal flow
Frontal Area: 1,080 in² [6,967 cm²]
Radiator Construction: Bolted, with built-in deaeration system
Charge Air Cooler: Cooling flow parallel to radiator
Fan: Temperature-controlled clutch, two-speed

DRIVE ENGINE
Make & Type: Caterpillar, C-11 ACERT, in-line 6 cylinder, four cycle
Displacement: 677 in³ [11.1 L]
Horsepower: 335 @ 2,100 rpm, 350 @ 1,800 rpm
Peak Torque: 1,250 lb ft @ 1,200 rpm
Governed RPM: 2,100

ELECTRICAL SYSTEM
Alternator: 145 amp, chassis engine driven
Lighting: 12 volt
Starting: 12 volt
Battery: Four 12 volt, 950 CCA each @ 0°F [-18°C] (3800 CCA total)

FRAME
Material: Carbon manganese steel, heat-treated
Type: Single formed channel
Size: 12.38 x 3.88 x .38 in [314 x 98 x 9.5 mm]
Yield Strength: 110,000 psi [758 MPa] minimum
Section Modulus: 23.49 in³ per rail
RBM: 2,580,000 in-lb per rail

FRAME (continued)
Construction: Grade 8 flanged bolts and flanged locknuts
Front Frame Extension: 24 inches
Rear Tow Hooks: Two
Bumper: Straight rear bumper, full width

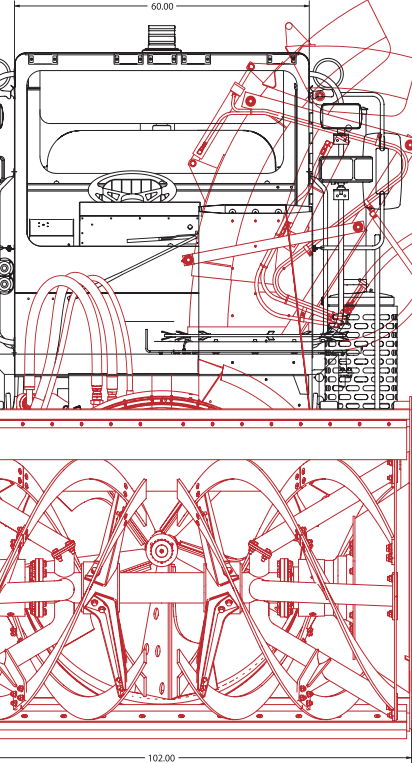
LIGHTING
Cab-mounted headlights with turn signals • Clearance and marker lights to comply with federal regulations • Engine compartment lights • Fender-mounted headlights and turn signals • Roof-mounted strobe light • Side-mounted spotlights • Dual back-up lights • Dual stop, tail, turn signal lights (rear)

PAINT
Acrylic urethane • Epoxy primer • One color from Oshkosh standard color chart

PROPELLER SHAFTS
Make & Model: Dana 1710 Series
Dynamically balanced
Splines: “Glidecoat” treated

STEERING SYSTEM
Make & Type: Sheppard 592S integral hydraulic power gear
Chassis Hydraulics Warning System: Low level/high temperature

SUSPENSION
Front Type: Hotchkiss, semi-elliptic spring
Main: 7 leaf, 48 x 3 in [1,219 x 76 mm]
Auxiliary: 5 leaf, 39.63 x 3 in [1,006 x 76 mm]
Rating: 27,000 lb [12,247 kg]



Blower Front View

Rear Type: Hotchkiss, semi-elliptic spring
Main: 7 leaf, 48 x 3 in [1,219 x 76 mm]
Rating: 18,000 lb [8,165 kg]

TIRES
Make & Tread: Michelin XZL
Size: 395/85R20 - 20 ply

TRANSFER CASE*
Make & Model: Oshkosh 55000 Series, rear axle declutch
Speeds: Two
Ratio: 2.66:1 and 0.98:1

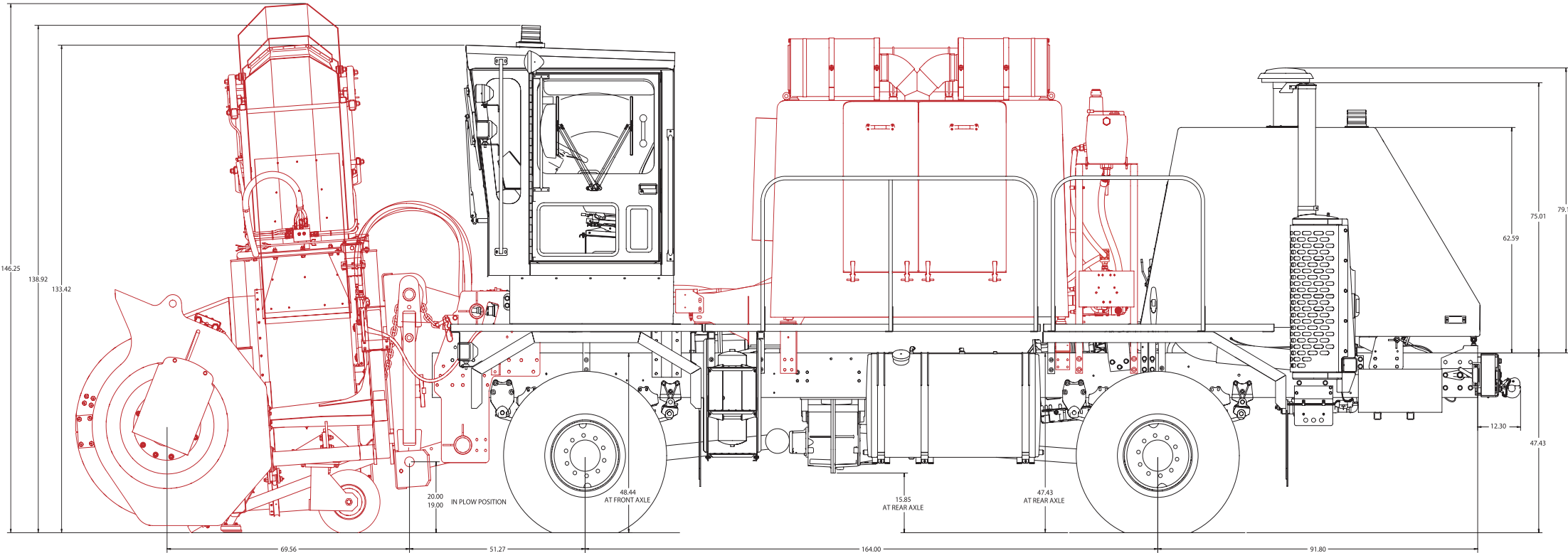
**Versions are available with rear axle disconnect, bevel gear center differential with driver-controlled lock, or automatic (Dorr-Miller) differential*

TRANSMISSION
ALLISON® 4000 RDS SERIES—4-SPEED
1st3.51:1 Reverse4.80:1
2nd1.91:1
3rd1.43:1
4th1.00:1

VEHICLE RATINGS
Ratings at Axle Hubs:
Front: 27,000 lb [12,247 kg]
Rear: 18,000 lb [8,165 kg]
Total: - 45,000 lb [20,412 kg]

WHEELBASE
164 in [4,166 mm]

WHEELS
Type: Steel Disc
Size: 20.00 x 10.00 in



Oshkosh® Snow Blower [Model H2718B]

BLOWER HEAD AND POWER TRAIN

CLUTCH
Type: Full torque power take-off with SAE No. 1 housing, power engage/disengage
Size: 14 in [356 mm], three plate

DROP BOX
Make and Type: Oshkosh 2-speed helical gear
Ratios: 1.06:1 and 1.26:1
Lubrication: Pressurized system

| HYDRAULIC SYSTEM | | |
|------------------|--------------|-----------------|
| | Lift | Blower Ribbon |
| Reservoir (gal) | 14 | 19.5 |
| Pressure (psi) | 2,000 | 5,000 |
| Flow (gpm @ rpm) | 8 @ 2,100 | 76 @ 2,300 |
| Pump Drive | Chassis eng. | Blower eng. |
| Filter | SAE J931 | SAE J931 |
| Control | Joystick | 2 speed/reverse |

Shut off valve at reservoir outlet • Auger drive hydrostatic warning system, low oil level/high temp

PROPELLER SHAFTS
Engine/Drop Box to Blower Impeller: 1710 Series

ENGINE (4 CYCLE)
Make & Type: Caterpillar, C-15, in-line 6 cylinder, Four Cycle
Displacement: 900 in³ [14.8 L]
Horsepower: 525 @ 2,300 rpm
Peak Torque: 1,770 lb ft @ 1,400 rpm
Governed RPM: 2,300
Heated Fuel/Water Separator

Tires & Wheels: 16R20 Michelin XZL • Spare tires & wheels
Winterization: Engine oil pan heater, 300 watts • Battery heater, 300 watts • Engine recirculating heater, 2,250 watts • Jumper lugs at battery box

BLOWER OPTIONS*

Accessories: Hobbs hour meter • Auxiliary heater • Lubrication data plate

Blower head: Carbide & polymer cutting edges • Carbide skid pads • Rubber tired casters with weight transfer system • Hydraulic relief valve block • Spare impeller paddles • Left hand flat cast • Multi-section cutting edges • Serrated ribbons • Side cutter bars • Spare ribbons • Spot casting loading chute • Strata speed • Quick disconnect propshaft

Blower Engine: Caterpillar C-16 650 HP with 1,950 lb/ft torque • Centralized blower installation side drain kit

Winterization: Engine oil pan heater, 300 watts • Engine recirculating heater, 2,250 watts

RIBBON AUGER
Size: 52 in [1,321 mm] diameter • Hydraulic override and relief • Reversible ribbon drive

IMPELLER
Size: 59 in [1,499 mm] diameter, five blades, Two shear bolts in impeller shaft flange, impeller housing liner • 6:1 planetary reduction

HEAD
10 in steel caster wheels • T-1 steel cutting edge • 30 in discharge chute • Abrasion resistant skid shoes • Dual hydrostatic ribbon drive with high speed motors through planetary reduction • Removable ribbon flights

AIR CLEANER
Type: Dry, two-stage with safety element

Auxiliary Engine: Inside/outside airbox, temperature controlled

INSTRUMENTATION
Additional Gauges: Oil pressure, coolant temperature, tachometer with hour meter, and air restriction indicator

COOLING SYSTEM
Radiator Core (Auxiliary): Fin and tube type with built-in deaeration system
Engine Air Intake Cooler: Mounted in front of radiator
Fan: Temperature controlled clutch
Spin on coolant filters
Silicone radiator and heater hoses
Frontal Area: 1400 in² (9,033 cm²)