

CHAPTER 1
INTRODUCTORY INFORMATION
WITH
THEORY OF OPERATION

This page was left intentionally blank

INTRODUCTORY INFORMATION
BOH PDM PORTABLE DRAWER MODULE OPERATION MANUAL
(INCLUDING REPAIR PARTS & SPECIAL TOOL LIST)
FOR 4 MODELS OF PDM MODULES
BOH FPU Field Pack/up Units

GENERAL INFORMATION

SCOPE

Equipment Covered

This technical manual contains instructions for the operation, preventive maintenance, and recommended Unit/Direct Support corrective maintenance for the Boh PDM Module Systems and the associated equipment.

Type of Manual

This is an Operator, Unit and Direct Support, Operation and Maintenance Manual.

Equipment Name, Part Number and NSN

BOH Standard FPU Module Table

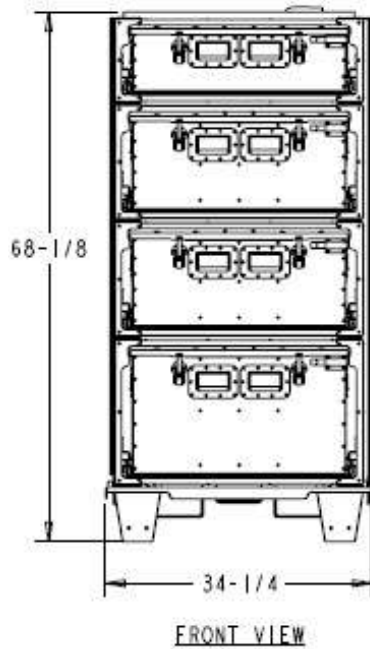
PDM Portable Drawer module	PART NUMBER	NSN
PORTABLE DRAWER MODULE #1 GREEN	15003201-001	8145-01-588-3672
PORTABLE DRAWER MODULE #1 TAN	15003201-002	8145-01-588-3672
PORTABLE DRAWER MODULE #2 GREEN	15003202-001	8145-01-588-3677
PORTABLE DRAWER MODULE #2 TAN	15003202-002	8145-01-588-3677
PORTABLE DRAWER MODULE #3 GREEN	15003203-001	8145-01-588-3678
PORTABLE DRAWER MODULE #3 TAN	15003203-002	8145-01-588-3678
PORTABLE DRAWER MODULE #4 GREEN	15003204-001	8145-01-588-3688
PORTABLE DRAWER MODULE #4 TAN	15003204-002	8145-01-588-3688
END of TABLE		

PDM Description

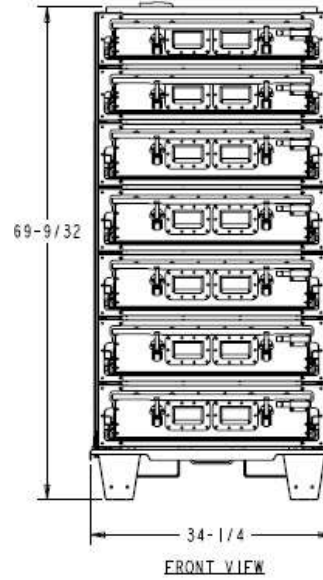
The PDM consists of four modular units with skeletal cases of various sizes, a pallet base, drawer trays that slide, and drawer divider sets for small and bulk storage configurations. Each unit can be tailored to meet individual Supply/Maintenance/ Logistical Support needs. The system has the ability to operate in fixed facilities or field environments in either its uploaded or downloaded configuration. The PDM provides flexible transportability for supply support activities. The PDM Modules come in two color variations: Forrest Green and Desert Sand.

PDM Configurations

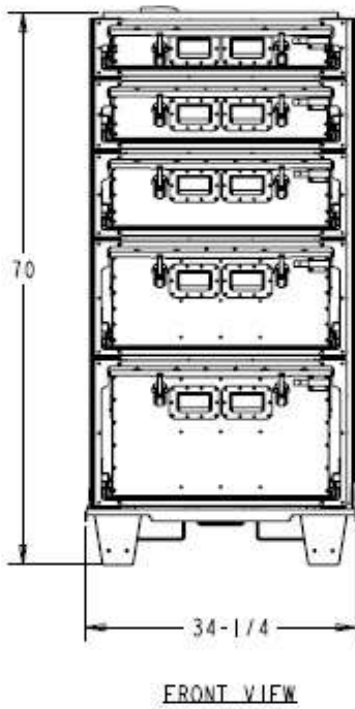
PDM CONFIGURATION #1



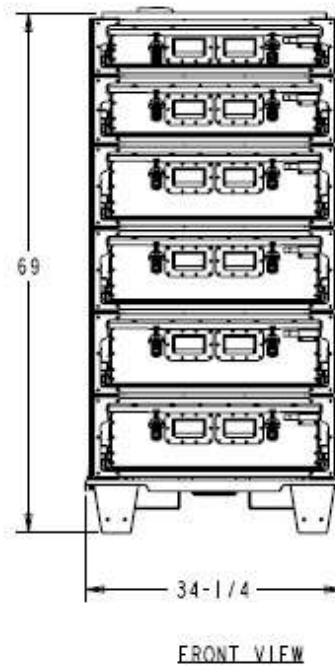
PDM CONFIGURATION #2



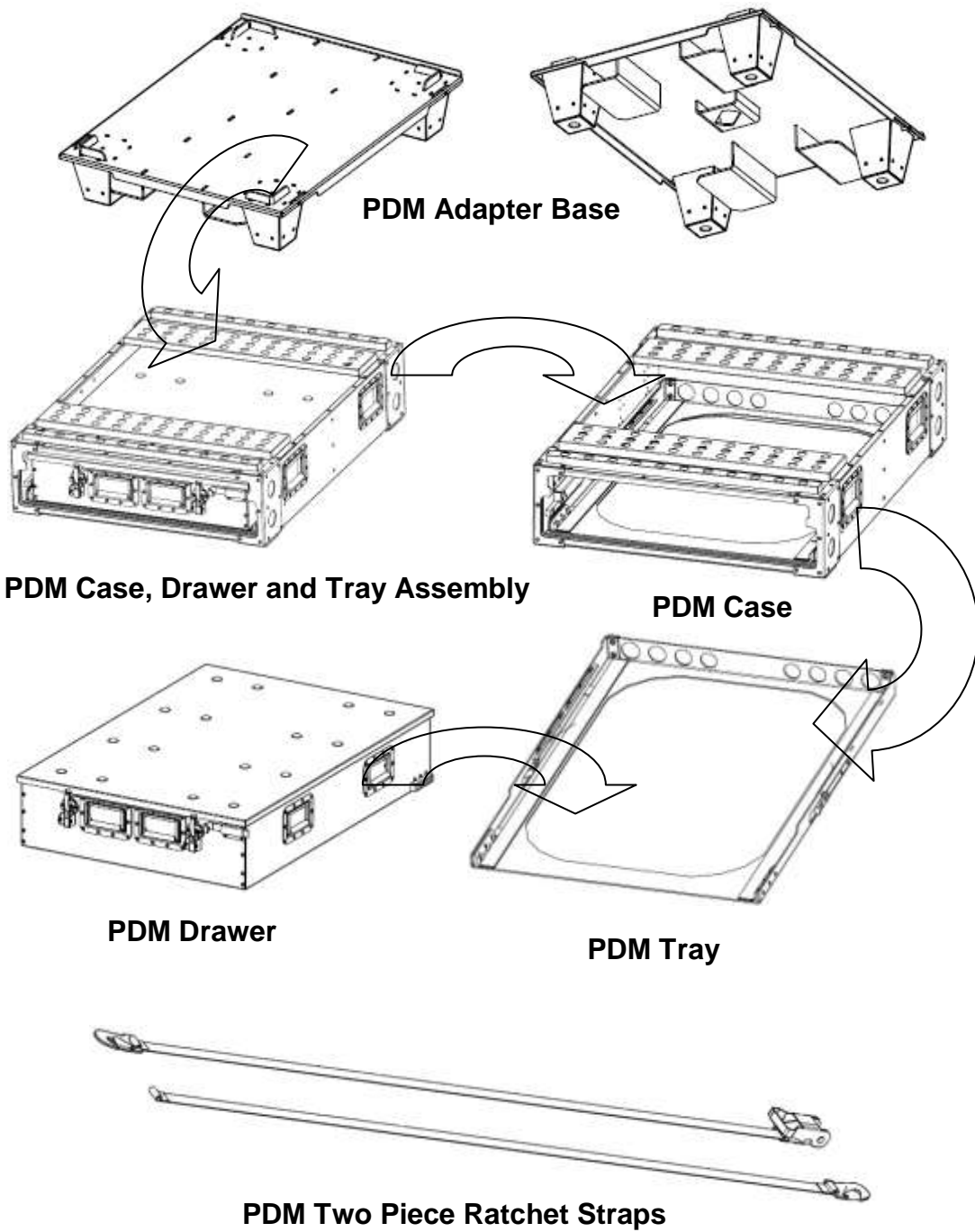
PDM CONFIGURATION #3



PDM CONFIGURATION #4



PDM Module Components Breakdown



REPORTING EQUIPMENT IMPROVEMENT RECOMMENDATIONS (EIR)

If your PDM needs improvements in design and/or performance, let us know. Send us a description of the recommended change to jstokes@bohenvironmental.com.

CORROSION PREVENTION AND CONTROL (CPC)

Corrosion Prevention and Control (CPC) of Army materiel is a continuing concern. It is important that any irregular corrosion problem with the PDM be reported so that the problem can be corrected and improvements can be made to prevent the problem in the future items.

While corrosion is typically associated with rusting of metals, it can also include deterioration of other materiel, such as rubber and plastic. Unusual cracking, softening, swelling, or breaking of these materials may be a corrosion problem.

If a corrosion problem is identified, it can be reported directly to jstokes@bohenvironmental.com. Use of key words such as "corrosion," "rust," "deterioration," or "cracking" will ensure that the information is identified as a CPC problem.

PREPARATION FOR STORAGE OR SHIPMENT

All preventive maintenance checks and services should be performed on the FPU and its components prior to any storage or shipment.

RECEIVING THE FPU INVENTORY**Unpacking and Inventory of PDM Components upon Initial Receipt**

With the PDM containers downloaded, check the equipment against the packing list. Report any discrepancy to your supervisor.

END OF WORK PACKAGE

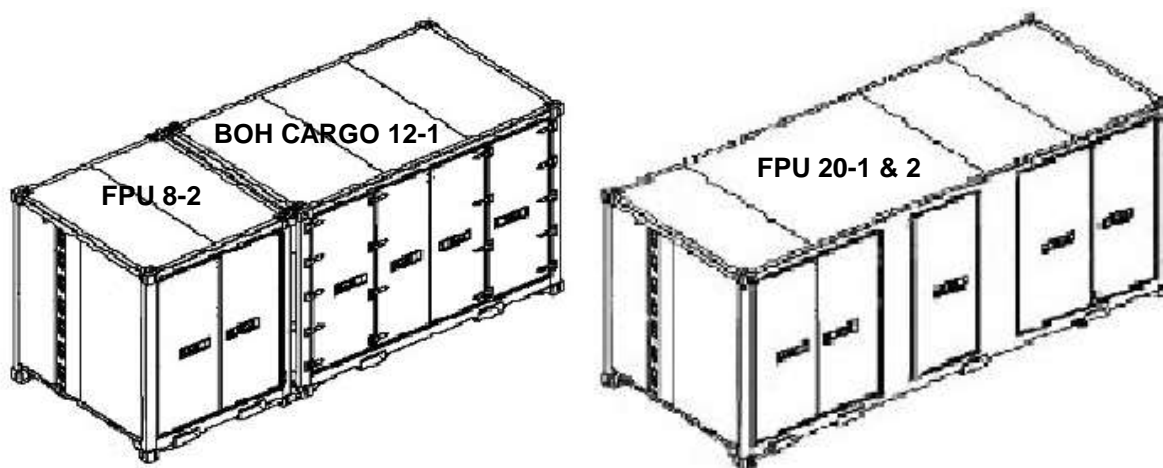
DESCRIPTION AND THEORY OF OPERATION

BOH PDM PORTABLE DRAWER MODULE OPERATION MANUAL (INCLUDING REPAIR PARTS & SPECIAL TOOL LIST) FOR 4 MODELS OF PDM MODULES BOH FPU Shipping Containers

EQUIPMENT CHARACTERISTICS, COMPONENTS AND FEATURES

Compatible Shipping Containers System

BOH FPU Cargo Container Systems are a durable standardized storage and transport system capable of rapidly mobilizing material. These systems can be configured to store and transport small, medium, large, palletized and bulk material. The FPU-8-2/BOH-CARGO-12-1 (Combination), FPU-8-4/BOH-CASRGO-12-3 (Combination), FPU-20-1 & FPU-20-2 containers are side-load containers. These container systems are ISO Certified and CSC Safety Approved and can be stacked nine high onboard commercial or MSC container ships. FPU-8-2/BOH-CARGO-12-1 (Combination) has a maximum capacity of 36,000 lbs, the FPU-8-4/BOH-CARGO-12-3 has a maximum capacity of 37,000 lbs, the FPU-20-2 has a maximum capacity of 33,000 lbs and the FPU-20-1 has a maximum capacity of 52,900 lbs. The BOH FPU containers come in two color variations: Forrest Green and Desert Sand.



This page was left intentionally blank

**BOH PDM PORTABLE DRAWER MODULE OPERATION MANUAL
(INCLUDING REPAIR PARTS & SPECIAL TOOL LIST)
FOR 4 MODELS OF PDM MODULES
BOH FPU Shipping Containers**

FPU Containers

Certified by U.S. Air Force for transport on C-130, C-5 and C-17 aircraft (18 July 2001)



DEPARTMENT OF THE AIR FORCE

HEADQUARTERS AERONAUTICAL SYSTEMS CENTER (AFMC)
WRIGHT-PATTERSON AIR FORCE BASE, OHIO

MEMORANDUM FOR Defense Industrial Supply Center
Attn: Maureen Leiter
700 Robbins Ave Bldg 3 Section A
Philadelphia PA 19111

18 July 2001

FROM: ASC/ENFC (ATTLA)
2530 Loop Road West
Wright Patterson AFB, OH 45433-7101

SUBJECT: Air Transport Certification of BOH Environmental Field Pack-up Units (FPU-8 Series)

1. The subject Field Pack-up Units, FPU-8-1 and FPU-8-2, are steel containers measuring 84" L x 96" W x 92" H. The container has recessed pocket doors along its length and has ISO corner fittings on all eight corners. Up to four specialized storage/shipping modules may be mounted inside each FPU.
2. The above subject FPU-8-1 and FPU-8-2 are herewith approved for air transport aboard USAF C-130, C-141, C-5, and C-17 aircraft with the following provisions.
 - a. Maximum container weight shall not exceed 18,000 lbs. The specialized modules should not exceed 2,000 lbs each. Payload within the container may be in the modules or attached to the tiedown rings on the container floor.
 - b. The container shall be carried on a standard 463L HCU-6VE cargo pallet. Shoring at least ¾" thick shall be placed between the container bottom and the pallet upper surface to distribute the load on the pallet and avoid point loading contact by the corner fittings or any projecting edge members. Shoring area requirements will vary with container weight and type of transport aircraft. For the maximum weight container, the shoring area shall equal the area of the container bottom.
 - c. The container shall be restrained to 3 G fwd, 2 G up, and 1.5 G aft & lateral using chains through the corner fittings. If the container weight exceeds 13,000 lbs, the container will require additional restraint directly to the aircraft floor after it is loaded onto the aircraft. The shipper shall certify that the cargo within the container is capable of withstanding these forces in addition to a potential 4.5 G download. The shipper shall also certify that the cargo within the container can withstand a potential in-flight rapid decompression of up to 8.3 psi within ½ second without endangering the aircraft or personnel in the cargo compartment. The container doors may be open during flight.
 - d. Any hazardous materials must be prepared and certified for airlift in accordance with AFJMAN 24-204/TM 38-250. This memo is not to be considered an approval for shipping hazardous materials, which must be granted separately. The servicing aerial port can assist in this regard.
3. A copy of this certification should accompany the containers when processed for air shipment.
4. The point of contact (refer to file 2001.06.11) is the undersigned at DSN 785-2330 or 937-255-2330. Additional POCs are Mark Kuntavanish at 56039, or Caroline Buckley at 59647.


JAMES E. LEGER
 Aerial Delivery Group

cc:
HQ AMC/D OV
IISA MTMC/TFA

EQUIPMENT DATA LABELS, IDENTIFICATIONS, MARKINGS AND AIRLIFT CERTIFICATION

BOH FPU CARGO CONTAINER and CSC Data Plates

The BOH ISO data plates are affixed to the right-hand doors of each container, below the door handles. This plate identifies information required for transport aboard ship. The ABS data plate is located adjacent to the ISO data plate. This plate identifies special requirements information for use during transport aboard ship.

FPU SHIPPING/STORAGE CONTAINER SYSTEM	
MANUFACTURER	PATENT HOLDER / DISTRIBUTOR
ADVANCED CONTAINMENT SYSTEMS INC. 8720 LAMBRIGHT HOUSTON, TX 77076 TEL(713) 987-0336 FAX(713)987-0355	BOH FPU SYSTEMS BOH ENVIRONMENTAL, LLC 14820 AVON PARKWAY, SUITE 200 CHANTELLEY, VA 20151 TEL(703) 448-8020
NSN	
MODEL NO.	
MANUFACTURER'S P/N	
PATENT NUMBER	
SERIAL NUMBER	
DATE MANUFACTURED	
CONTRACT NUMBER	
MAXIMUM GROSS WEIGHT	
GROUND	KG LB
AIR	KG LB

(Sample) FPU Manufacturers Data Plate

APPROVED FOR TRANSPORT UNDER CUSTOMS SEAL		
USA/174-AB/03-01		
TYPE	MFG. No. OF CONTAINER	
FPU 8-3	AC000803	
MANUFACTURER	APPROVED BY AMERICAN BUREAU OF SHIPPING AGENCIES	PATENT HOLDER / DISTRIBUTOR
ADVANCED CONTAINMENT SYSTEMS INC. 8720 LAMBRIGHT HOUSTON, TX 77076 TEL(713) 987-0336 FAX(713)987-0355		BOH FPU SYSTEMS BOH ENVIRONMENTAL, LLC 14820 AVON PARKWAY, SUITE 200 CHANTELLEY, VA 20151 TEL(703) 448-8020
CSC SAFETY APPROVAL		
USA/AB - 174/03 -01		
DATE MANUFACTURED		INSPECTION SHALL BE BEFORE
IDENTIFICATION NUMBER		
MAXIMUM GROSS WEIGHT	6,191 KG 13,633 LB	
ALLOWABLE STACK WT. FOR 1.6M	180,000 KG 400,000 LB	
RATCHING TEST LOAD WALLS	15,000 KG 33,700 LB	
<small>SEAL WALL STRENGTH 3.2g</small>		

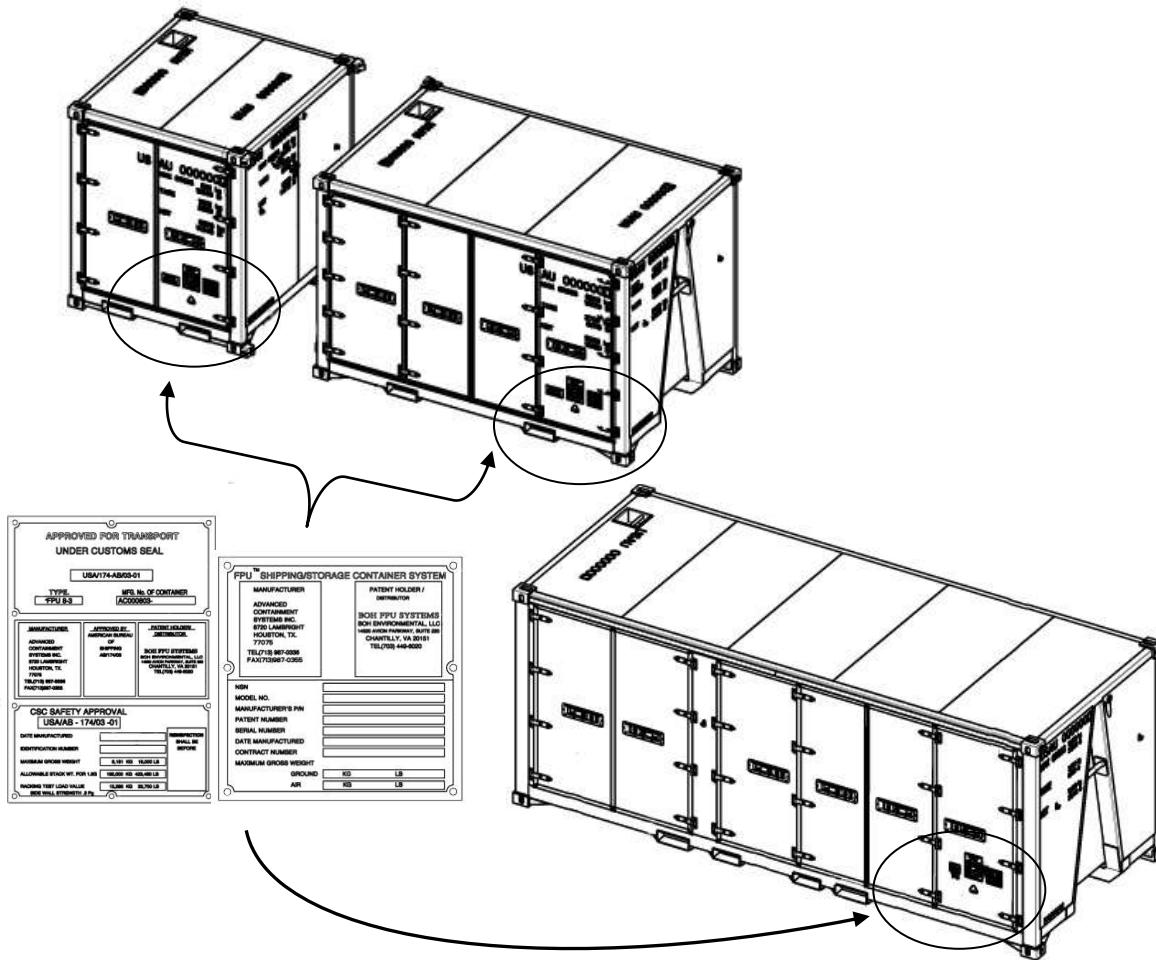
(Sample) SPECIAL REQUIREMENTS PLATE CSC APPROVAL PLATE

The BOH FPU-8-2/BOH-CARGO-12-1, FPU-20-1 & FPU-20-2 container systems are approved for transport as 20-foot ISO (Type 1C) containers. Also the BOH FPU-8-2 and the BOH-CARGO-12-1 are approved independently when they are disconnected from each other. The BOH FPU-8-2/BOH-CARGO-12-1 containers must be connected to transport by commercial and MSC container ships. For their approval to be valid, the following requirements must be met:

1. Certified/tagged FPUs must be matched only. See the CSC Approval Plate on a certified FPU USA/174-AB/03-01 series container.
2. Individual FPUs must have a current CSC certification (shown on the CSC Approval Plate).

These certifications do not supersede military policies by MTMC in the shipment of serialized containers of matched sets.

Location of Special Requirements CSC Approval and FPU Manufacturers Data Plates for FPU CARGO Containers



END OF WORK PACKAGE

This page was left intentionally blank