

FERROUS SCRAP

Code	Item	Description
200	No. 1 heavy melting steel.	Wrought iron and/or steel scrap 1/4 inch and over in thickness. Individual pieces not over 60 x 24 inches (charging box size) prepared in a manner to insure compact charging.
201	No. 1 heavy melting steel 3 feet x 18 inches	Wrought iron and/or steel scrap 1/4 inch and over in thickness. Individual pieces not over 36 x 18 inches (charging box size) prepared in a manner to insure compact charging.
202	No. 1 heavy melting steel 5 feet x 18 inches.	Wrought iron and/or steel scrap 1/4 inch and over in thickness. Individual pieces not over 60 x 18 inches (charging box size) prepared in a manner to insure compact charging.
203	No. 2 heavy melting steel	Wrought iron and steel scrap, black and galvanized, 1/8 inch and over in thickness, charging box size to include material not suitable as No. 1 heavy melting steel. Prepared in a manner to insure compact charging.
204	No. 2 heavy melting steel	Wrought iron and steel scrap, black and galvanized, maximum size 36 x 18 inches. May include all automobile scrap properly prepared.
205	No. 2 heavy melting steel 3 feet x 18 inches.	Wrought iron and steel scrap, black and galvanized, maximum size 36 x 18 inches. May include automobile scrap, properly prepared; however, to be free of sheet iron or thin gauged material.
206	No. 2 heavy melting steel 5 feet x 18 inches.	Wrought iron and steel scrap, black and galvanized, maximum size 60 x 18 inches. May include automobile scrap, properly prepared; however, to be free of sheet iron or thin gauged material.
207	No. 1 busheling.	Clean steel scrap, not exceeding 12 inches in any dimensions, including new factory busheling (for example, sheet clippings, stampings, etc.). May not include old auto body and fender stock. Free of metal coated, limed, vitreous enameled and electrical sheet containing over 0.5 percent silicon.
207A	New black sheet clippings	For direct charging, maximum size 8 feet by 18 inches, free of old automobile body and fender stock, metal coated, lined, vitreous enameled and electrical sheet containing over 0.5 percent silicon. Must lay reasonably flat in car
208	No. 1 bundles	New black steel sheet scrap, clippings or skeleton scrap, compressed or hand bundled, to charging box size, and weighing not less than 75 pounds per cubic foot. (Hand bundles are tightly secured for handling with a magnet.) May include

		Stanley balls or mandrel wound bundles or skeleton reels, tightly secured. May include chemically detinned material. May not include old auto body or fender stock. Free of metal coated, limed, vitreous enameled, and electrical sheet containing over 0.5 percent silicon.
209	No. 2 bundles.	Old black and galvanized steel sheet scrap, hydraulically compressed to charging box size and weighing not less than 75 pounds per cubic foot. May not include tin or lead-coated material or vitreous enameled material.
210	Shredded scrap	Homogeneous iron and steel scrap, magnetically separated, originating from automobiles, unprepared No. 1 and No. 2 steel, miscellaneous baling and sheet scrap. Average density 50 pounds per cubic foot.
211	Shredded scrap	Homogeneous iron and steel scrap magnetically separated, originating from automobiles, unprepared No. 1 and No. 2 steel, miscellaneous baling and sheet scrap. Average density 70 pounds per cubic foot.
212	Shredded clippings	Shredded 1000 series carbon steel clippings or sheets. Material should have an average density of 60 pounds per cubic foot
213	Steel can bundles	Steel can scrap compressed to charging box size and weighing not less than 75 pounds per cubic foot. Cans may be baled without removal of paper label, but free of other non-metallics. May include up to 5 gallon tin coated containers.
214	No. 3 bundles	Old sheet steel, compressed to charging box size and weighing not less than 75 pounds per cubic foot. May include all coated ferrous scrap not suitable for inclusion in No. 2 bundles
215	Incinerator bundles	Tin can scrap, compressed to charging box size and weighing not less than 75 pounds per cubic foot. Processed through a recognized garbage incinerator.
216	Terne plate bundles	New terne plate sheet scrap, clippings or skeleton scrap, compressed or hand bundled, to charging box size, and weighing not less than 75 pounds per cubic foot. (Hand bundles are tightly secured for handling with a magnet.) May include Stanley balls or mandrel wound bundles or skeleton reels, tightly secured.
217	Bundled No. 1 steel.	Wrought iron and/or steel scrap 1/8 inch or over in thickness, compressed to charging box size and weighing not less than 75 pounds per cubic foot. Free of all metal-coated material.
218	Bundled No. 2 steel	Wrought iron or steel scrap, black or galvanized, 1/8 inch and over in thickness, compressed to charging box size and weighing not less than 75 pounds per cubic foot. Auto body and fender stock, burnt or hand stripped, may constitute a

		maximum of 60 percent by weight. (This percent based on makeup of auto body, chassis, drive shafts, and bumpers.) Free of all coated material, except as found on automobiles.
219	Machine shop turnings	Clean steel or wrought iron turnings, free of iron borings, nonferrous metals in a free state, scale, or excessive oil. May not include badly rusted or corroded stock.
220	Machine shop turnings and iron borings.	Same as machine shop turnings but including iron borings.
221	Shoveling turnings	Clean short steel or wrought iron turnings, drillings, or screw cuttings. May include any such material whether resulting from crushing, raking, or other processes. Free of springy, bushy, tangled or matted material, lumps, iron borings, nonferrous metals in a free state, grindings, or excessive oil.
222	Shoveling turnings and iron borings	Same as shoveling turnings, but including iron borings.
223	Iron borings	Clean cast iron or malleable iron borings and drillings, free of steel turnings, scale, lumps or excessive oil
224	Auto slabs	Clean automobile slabs, cut 3 feet x 18 inches and under.
225	Auto slabs	Clean automobile slabs, cut 2 feet x 18 inches and under
226	Briquetted iron borings	Analysis and density to consumer's specifications
227	Mill scale	Dark colored, ranging from blue to black, ferromagnetic iron oxide forming on the surface of steel articles during heating and working.
*The identical designations given for these two classifications are in accordance with established industry practices in specifying the materials desired.		

Electric Furnace Casting and Foundry Grades

229	Billet, bloom and forge crops.	Billet, bloom, axle, slab, heavy plate and heavy forge crops, containing not over 0.05 percent phosphorus or sulphur and not over 0.5 percent silicon, free from alloys. Dimensions not less than 2 inches in thickness, not over 18 inches in width, and not over 36 inches in length.
230	Bar crops and plate scrap	Bar crops, plate scrap, forgings, bits, jars, and tool joints, containing not over 0.05 percent phosphorus or sulphur, not over 0.5 percent silicon, free from alloys. Dimensions not less than 1/2 inch in thickness, not over 18 inches in width, and not over 36 inches in length
231	Plate and structural steel, 5 feet	Cut structural and plate scrap, 5 feet and under.

	and under	Clean open hearth steel plates, structural shapes, crop ends, shearings, or broken steel tires. Dimensions not less than 1/4 inch thickness, not over 5 feet in length and 18 inches in width. Phosphorus or sulphur not over 0.05 percent.
232	Plate and structural steel, 5 feet and under	Cut structural and plate scrap, 5 feet and under. Clean open hearth steel plates, structural shapes, crop ends, shearings, or broken steel tires. Dimensions not less than 1/4 inch thickness, not over 5 feet in length and 24 inches in width. Phosphorus or sulphur not over 0.05 percent.
233	Cast steel	Steel castings not over 48 inches long or 18 inches wide, and 1/4 inch and over in thickness, containing not over 0.05 percent phosphorus or sulphur, free from alloys and attachments. May include heads, gates, and risers
234	Punchings and plate scrap.	Punchings or stampings, plate scrap, and bar crops containing not over 0.05 percent phosphorous or sulphur and not over 0.5 percent silicon, free from alloys All materials cut 12 inches and under, and with the exception of punchings or stampings, at least 1/8 inch in thickness. Punchings or stampings under 6 inches in diameter may be any gauge.
235	Electric furnace bundles	New black steel sheet scrap hydraulically compressed into bundles of size and weight as specified by consumer.
236	Cut structural and plate scrap, 3 feet and under	Clean open hearth steel plates, structural shapes, crop ends, shearings, or broken steel tires. Dimensions not less than 1/4 inch in thickness, not over 3 feet in length and 18 inches in width. Phosphorus or sulphur not over 0.05 percent.
237	Cut structural and plate scrap, 2 feet and under	Same as cut structural and plate scrap, 3 feet and under, except for length.
238	Cut structural and plate scrap, 1 foot and under	Same as cut structural and plate scrap, 3 feet and under, except for length.
239	Silicon busheling	Clean silicon bearing steel scrap, not exceeding 12 inches in any dimension, including new factory busheling (for example, sheet clippings, stampings, etc.), having a silicon content of 0.05 percent to 5.0 percent.
240	Silicon Clippings	Clean steel scrap, including new factory busheling (for example, sheet clippings, stampings, etc.), may not include old auto body and fender stock. Free of metal coated, limed, vitreous enameled and electrical sheet containing minimum 1 percent silicon.
241	Chargeable ingots and ingot butts	Chargeable ingots and ingot butts for material to be suitable and acceptable to the consumer containing not over 0.05 percent phosphorus or sulphur and not over 0.05 percent silicon free of alloys.
242	Foundry steel, 2 feet and under	Steel scrap 1/8 inch and over in thickness, not

		over 2 feet in length or 18 inches in width. Individual pieces free from attachments. May not include nonferrous metals, cast or malleable iron, cable, vitreous enameled, or metal coated material.
243	Foundry steel, 1 foot and under	Same specifications as 2-foot material, except for length.
244	Springs and crankshafts	Clean automotive springs and crankshafts, either new or used.
245	Alloy free turnings	Clean shoveling steel turnings free from lumps, tangled or matted material, iron borings, or excessive oil containing not more than 0.05 percent phosphorus or sulphur, and free of alloys.
246	Alloy free short shoveling steel turnings	Clean shoveling steel turnings, free of lumps, tangled or matted material, iron borings, or excessive oil, containing not more than 0.05 percent phosphorus or sulphur, and free of alloys.
247	Alloy free machine shop turnings	Clean steel turnings, free of iron borings or excessive oil, containing not more than 0.05 percent phosphorus or sulphur, and free of alloys. May not include badly rusted or corroded stock.
248	Hard steel cut 30 inches and under	Automotive steel consisting of rear ends, crankshafts, drive shafts, front axles, springs, and gears prepared 30 inches and under. May not include miscellaneous small shoveling steel or any pieces too bulky for gray iron foundry use.
249	Chargeable slab crops	Chargeable slab crops for material to be suitable and acceptable to the consumer containing not over 0.05 percent phosphorus and 0.05 percent sulphur and not over 0.05 percent silicon and free of alloys
250	Silicon bundles	Silicon sheet scrap, clippings or skeleton scrap, compressed or hand bundled, to charging box size, and weighing not less than 75 pounds per cubic foot, having a silicon content of 0.50 percent to 5.0 percent
251	Heavy turnings	Short, heavy steel turnings, containing not over 0.05 percent phosphorus or sulphur and free of alloys. May include rail chips. May not include machine shop or other light turnings and must weigh not less than 75 pounds per cubic foot in the original state of production.

Specially Processed Grades to Meet Consumer Requirements

Grades of scrap prepared especially to meet with steel mill or foundry requirements, individual specifications to be agreed on between consumer and supplier.

Cast Iron Grades

252	Cupola cast	Clean cast iron scrap such as columns, pipes, plates, and castings of a miscellaneous nature, including automobile blocks and cast iron parts of agricultural and other machinery. Free from stove plate, burnt iron, brake shoes or foreign material. Cupola size, not over 24 inches x 30 inches, and no piece over 150 pounds in weight.
253	Charging box cast	Clean cast iron scrap in sizes not over 60 inches in length or 30 inches in width, suitable for charging into an open hearth furnace without further preparation. Free from burnt iron, brake shoes, or stove plate.
254	Heavy breakable cast	Cast iron scrap over charging box size or weighing more than 500 pounds. May include cylinders and driving wheel centers. May include steel which does not exceed 10 percent of the casting by weight.
255	Hammer block or bases.	Cast iron hammer blocks or bases
256	Burnt iron	Burnt cast iron scrap, such as stove parts, grate bars, and miscellaneous burnt iron. May include sash weights or window weights.
257	Mixed cast	May include all grades of cast iron except burnt iron. Dimensions not over 24 inches x 30 inches and no piece over 150 pounds in weight.
258	Stove plate, clean cast iron stove	Free from malleable and steel parts, window weights, plow points, or burnt cast iron.
259	Clean auto cast	Clean auto blocks; free of all steel parts except camshafts, valves, valve springs, and studs. Free of nonferrous and non-metallic parts.
260	Unstripped motor blocks	Automobile or truck motors from which steel and non-ferrous fittings may or may not have been removed. Free from drive shafts and all parts of frames.
261	Drop broken machinery cast	Clean heavy cast iron machinery scrap that has been broken under a drop. All pieces must be of cupola size, not over 24 inches x 30 inches, and no piece over 150 pounds in weight
262	Clean auto cast, broken, not degreased	Clean auto blocks, free of all steel parts except camshafts, valves, valve springs and studs. Free of nonferrous and non-metallic parts, and must be broken to cupola size, 150 pounds or less.
263	Clean auto cast, degreased	Free of all steel parts except camshafts, valves, valve springs, and studs. Free of nonferrous and non-metallic parts, and must be broken into cupola size,

		150 pounds or less.
264	Malleable	Malleable parts of automobiles, railroad cars, locomotives, or miscellaneous malleable iron castings. Free from cast iron and steel parts and other foreign material.
265	Broken ingot molds and stools	Broken ingot molds and stools, cast iron, maximum size 2 feet x 3 feet x 5 feet.
266	Unbroken ingot molds and stools	Unbroken ingot molds and stools, cast iron. Special Boring Grades
267	No. 1 chemical borings	New clean cast or malleable iron borings and drillings containing not more than 1 percent oil, free from steel turnings, or chips, lumps, scale, corroded or rusty material
268	Briquetted cast iron borings, hot process	Cast iron borings, heated, briquetted, to a density of approximately 85 percent, oil and water content under 1 percent.
269	Briquetted cast iron borings, cold process	Cast iron boring briquettes, free of steel and non-ferrous material, hydraulically compressed into a cohesive solid, reasonably free of oil, and having a density of not less than 60 percent.
270	Malleable borings	Clean malleable iron borings and drillings, free of steel turnings, scale, lumps and excessive oil.
271	No. 2 chemical borings	New clean cast or malleable iron borings and drillings, containing not more than 1.5 percent oil, free from steel turnings, or chips, lumps, scale, corroded or rusty material.

Steel From Scrap Tires

General Guidelines

Items not covered in the specifications, and any variations in the specification, are subject to special arrangement between buyer and seller. Percentages listed below are by weight.

Preparation - Consumer and supplier to agree upon preparation for transport, such as the following:

Loose—Whole.

Loose—Chopped. If wire is chopped or shredded, parties may wish to specify the means of processing and/or characteristics of the final product (density, length of pieces, etc.).

Baled. Bales of wire should maintain their form during loading, shipment, unloading, storage, and handling typical of that done at a consuming facility, unless otherwise specified.

Baled—High Density. Hydraulically compressed, no dimension larger than 24", density of at least 75 pounds per square foot.

Baled—HRB/Low Density. Density of less than 75 pounds per square foot. Each bale secured with sufficient number of bale ties drawn tight to insure a satisfactory delivery.

Other Means of Preparation. Individual specifications to be agreed upon between consumer and supplier.

Code	Item	Description
272	Pulled bead wire(Truck)-Grade 1	Not chopped; made up of loops of wire. Less than five percent (<5%) rubber/fiber.
273	Pulled bead wire (Truck)-Grade 2	Not chopped; made up of loops of wire. Five to ten percent (5-10%) rubber/fiber
274	Pulled bead wire (Truck)-Grade 3.	Not chopped; made up of loops of wire. Greater than ten percent (>10%) rubber/fiber
275	Pulled bead wire (Passenger)-Grade 1.	Not chopped; made up of loops of wire. Less than five percent (<5%) rubber/fiber.
276	Pulled bead wire (Passenger)-Grade 2	Not chopped; made up of loops of wire. Five to ten per-cent (5-10%) rubber/fiber
277	Pulled bead wire (Passenger)-Grade 3	Not chopped; made up of loops of wire. Greater than ten percent (>10%) rubber/fiber.
278	Processed tire wire (Ferrous)-Grade 1	Chopped. Less than two percent (<2%) rubber/fiber.
279	Processed tire wire (Ferrous)-Grade 2.	Chopped. Less than five percent (<5%) rubber/fiber.
280	Processed tire wire (Ferrous)-Grade 3	Chopped. Five to ten percent (5-10%) rubber/fiber.
281	Processed tire wire (Ferrous)-Grade 4.	Chopped. Ten to twenty percent (10-20%) rubber/fiber
282	Processed tire wire (Ferrous)-Grade 5.	Chopped. Greater than twenty percent (>20%) rubber/fiber.

Railroad Ferrous Scrap

Specifications of Association of American Railroads promulgated by its Purchases and Materials Management Division (Revised 1973).

Code	Item	Description
2)	Axles, Steel	Solid car and/or locomotive friction bearing, 8 inch diameter and under (free of axles with key-way between wheel seats, no axles of shorter lengths than distance between wheel seats to be included).
(2A)	Axles, Steel	Solid car and/or locomotive friction bearing over 8 inch diameter (free of axles with key-way between wheel seats, no axles of shorter length than distance between wheel seats to be included).
(3)	Axles, Steel	Roller bearing 8 inch diameter and under (no axles of shorter lengths than distance between wheel seats to be included).
(3A)	Axles, Steel	Roller bearing over 8 inch diameter (no axles of shorter length than distance between wheel seats to

		be included).
(4)	Spikes, Track Bolts and Nuts, and Lock Washers	May include Rail Anchors
(5)	Tie Plates	Steel
(6)	Rail Joints, Angle and/or Splice Bars	Steel
(9)	Bolsters and/or Truck Sides, Frames	Uncut. Cast steel.
(11)	Cast Steel, No. 2	Steel castings, over 18 inches wide and/or over 5 feet long.
(11A)	Cast Steel, No. 1.	Steel castings, 18 inches and under, not over 5 feet long, including cut truck side frames and bolsters.
(12)	Cast Iron, No. 1	Cast iron scrap, such as columns, pipes, plates, and/or castings of miscellaneous nature, but free from stove plates, brake shoes, and burnt scrap. Must be cupola size, not over 24 x 30 inches in dimension and no piece to weigh over 150 pounds. Must be free from foreign material.
(13)	Cast Iron, No. 2	Pieces weighing over 150 pounds, but not more than 500 pounds. Free from burnt cast.
(14)	Cast Iron, No. 3	Pieces weighing over 500 pounds; includes cylinders, driving wheel centers and/or all other castings. (Free from hammer blocks or bases.)
(15)	Cast Iron, No. 4	Burnt cast iron scrap, such as grate bars, stove parts and/or miscellaneous burnt scrap.
(16)	Cast Iron Brake Shoes	Brakes shoes of all types except composition-filled shoes.
(17)	Couplers and/or Knuckles	Railroad car and/or locomotive steel couplers, knuckles and/or locks stripped clean of all other attachments
(18)	Frogs and/or Switches, uncut	Steel frogs and switches that have not been cut apart, exclusive of manganese.
(18A)	Rail bound Manganese Frogs and Switch Points	With manganese inserts that have not been cut apart.
(23)	Malleable	Malleable parts of automobiles, railroad cars, locomotive and/or miscellaneous malleable castings.
(24)	Melting Steel, Railroad No. 1	Clean wrought iron or steel scrap, 1/4 inch and over in thickness, not over 18 inches in width, and not over 5 feet in length. May include pipe ends and material 1/8 inch to 1/4 inch in thickness, not over 15 inches x 15 inches. Individual pieces cut so as to lie reasonably flat in charging box
(27)	Rail, Steel No. 1	Standard section tee rails, original weight 50 pounds per yard or heavier, 10 feet long and over. Suitable for reenrolling into bars and shapes. Free from bent and twisted rails, frog, switches, and guard rails, or rails with split heads and broken flanges. Continuous welded rail may be included provided no weld is over 9 inches from the end of the piece of rail.
(28A)	Rail, Steel No. 2 Cropped Rail Ends	Standard section, original weight of 50 pounds per yard and over, 18 inches long and under
(28B)	Rail, Steel No. 2 Cropped Rail	Standard section, original weight of 50 pounds per

	Ends	yard and over, 2 feet long and under
(28C)	Rail, Steel No. 2 Cropped Rail Ends	Standard section, original weight 50 pounds per yard and over, 3 feet long and under.
(29)	Rail, Steel No. 3	Standard section tee, girder, and/or guard rails, to be free from frog and switch rails not cut apart, and contain no manganese, cast, welds, or attachments of any kind except angle bars. Free from concrete, dirt, and foreign material of any kind.
(30)	Sheet Scrap, No. 1	Under 3/16 inch thick, may include hoops, band iron and/or steel, scoops and/or shovels (free of wood). Must be free from burnt or metal coated material, cushion, or other similar springs
(31)	Sheet Scrap, No. 2	Galvanized or tinned material and/or gas retorts, and/or any other iron or steel material not otherwise classified.
(32)	Steel, Tool	(Specify kind in offering.)
(33)	Steel, Manganese	All kinds of manganese, rail, guard rails, frogs and/or switch points, cut or uncut
(34)	Steel, Spring	Coil and/or elliptical, minimum thickness 1/4 inch, may be assembled or cut apart.
(34A)	Steel, Spring	Coil only.
(35)	Structural, Wrought Iron and/or Steel Uncut.	All steel or steel mixed with iron from bridges, structures and/or equipment that has not been cut apart, may include uncut bolsters, brake beams, steel trucks, under frames, channel bars, steel bridge plates, frog and/or crossing plates and/or other steel of similar character.
(36)	Tires	All locomotive, not cut to specified lengths
(38)	Turnings. No. 1	Heavy turnings from wrought iron and/or steel railroad axles or heavy forgings and/or rail chips, to weigh not less than 75 pounds per cubic foot. Free from dirt or other foreign material of any kind. Alloy steel scrap may be excluded from these specifications by mutual agreement between buyer and seller.
(38A)	Turnings, Drillings and/or Borings. No. 2.	Cast, wrought, steel and/or malleable iron borings, turnings and/or drillings mixed with other metals.
(40)	Wheels, No. 1	Cast iron car wheels.
(42)	Wheels, No. 3.	Solid cast steel, forged, pressed and/or rolled steel car and/or locomotive wheels, not over 42 inches diameter. (Specify kind in offering.)
(45)	Destroyed Steel Cars.	Bodies of steel cars cut apart sufficiently to load. (Specify kind.)
(45A)	Destroyed Steel Car Sides and Box Car Roofs	Cut to a maximum length of... and a maximum width of... suitable for use in super presses and shears without additional preparation.