Arconic Tennessee Operations – GRP : AAP-NA : TEN : CR
Self Generated Class Scrap Specification
CR 30.01
Effective Date: Apr 14, 2021
Approved: Bitter, Ayla; Newman, Brian S
Associated Records:

SELF-GENERATED CLASS SCRAP - GENERAL

The supplier must contact Arconic Scrap Purchasing (ArconicScrapPurchasing@arconic.com) to obtain approval to return scrap. Scrap must be commercially free of dirt, iron, and other contaminants. Material should be stored indoors and free of moisture. Class Scrap containing residual lubricant levels in excess of 3.0 percent by weight is subject to Inquiry. Lead levels in excess of .0100 as an alloy constituent are not acceptable. Freight charges and all other charges regarding rejected scrap will be for the account of the supplier.

METHOD OF SCRAP PREPARATION

Acceptable methods of preparation for delivery to Arconic locations are listed below. Alternate methods of preparation are subject to inquiry.

Class I (3xxx)	Briquetted Only (12” x 12” x 12”)
Class II (5xxx)	Briquetted, Bales subject to inquiry
Class III (3xxx)	Briquetted or Baled
Class IV (5xxx)	Briquetted or Baled

No fiber, metal or wooden cartons, drums, or boxes are to be used as packaging. Skids used to ship class material should be free of any cardboard, cloth, or synthetic coverings. Surplus skids must not be returned in any class load. 5xxx series alloys may be mixed in a given package, any bale containing skeleton scrap subject to inquiry. Class II and a maximum of 15% class IV may be shipped in the same railcar/trailer providing classes are segregated, and in proper form for the receiving location. All other classes must be segregated and returned separately.

BRIQUETTES

The density of hydraulic briquettes should be a minimum of 50 pounds per cubic foot. Briquettes uniform in size with dimensions of 12” x 12” x 12” are required for class I and preferred for all other class types. A minimum of two steel straps parallel to runners and under deckboards, two steel straps perpendicular to runners and under deckboards and one horizontal strap per layer must be used. All steel straps must be a minimum of 5/8” x .020” or aluminum straps ¾” x .030” (5052-H36). Bands of other materials are not acceptable. The maximum metal stack height is 48”, and the briquettes must not overhang the pallet. Briquettes should not have aluminum flat sheet or any other support material, such as cardboard, between briquette layers or between bottom layer of briquettes and skid (see Figure 1).

BALES

Class III (3xxx Series): The density of bales should not exceed 40 pounds per cubic foot. Minimum bale size is 30 cubic feet. Acceptable range of dimensions are 24” to 40” x 30” to 52” x 40” to 72”. Bales uniform in size are preferred. Bales must separate into sections when banding or wire is cut. Material must be banded with a minimum of 6, to a maximum of 10, ¾” x .030” (5056-1136) aluminum straps, 5/8” x .020” steel straps, 10-gauge (5056-0) aluminum wire or 13-gauge steel wire. Bands or wires of other material are not acceptable. Use of support sheets of any material is not acceptable. Skids are unacceptable and will be rejected. Composite bales of two or more individual bales banded together to meet size specifications are not acceptable (see Figure 2).

SHEET SCRAP (by inquiry only)

Material must be packed on skids. Minimum weight per skid is 1,500 pounds; maximum weight per skid is 6,000 pounds. Sheet scrap should be secured with not less than five ¾” x .025” steel straps or five ¾” x .030” aluminum straps (see Figure 3). Extra straps may be required to prevent metal stacks from shifting in transit.

METHODS OF SCRAP PREPARATION & TRUCK LOADING

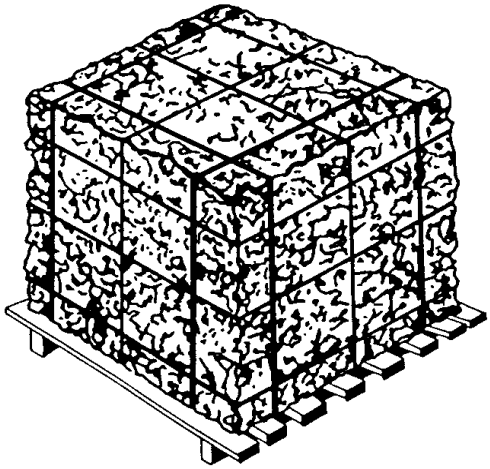


Figure 1, Skid of Briquettes

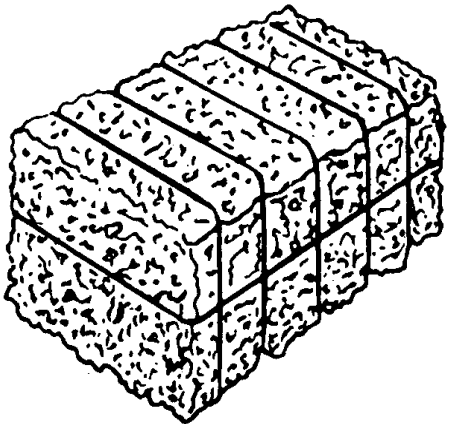


Figure 2, Bale

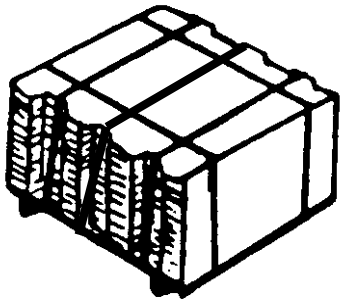


Figure 3, Flat Sheet

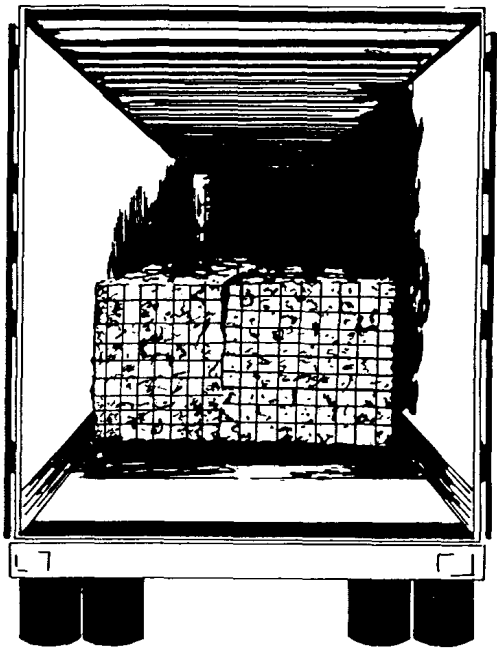
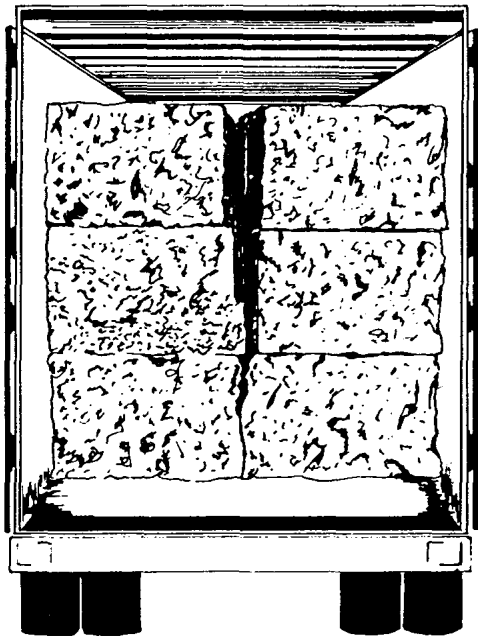


Figure 4, Briquettes Van Loaded

Figure 5, Bales Van Loaded



SCRAP LOADING DATA

TRUCK LOADING PROCEDURES

Minimum shipments of Class 1, 2, or 3 via truck are 40,000 pounds. Trailers used for scrap returns must have sliding tandems, swing out-doors (no roll up doors), and be of van type (no drop deck or moving van trailers). Trailers should be loaded to allow at least 4 inches of clearance between the bales and the sides of the trailer and 12 inches of clearance between the bales and rear door and roof. Nothing should be piled against the doors that could prohibit the opening of the doors. Arconic reserves the right to refuse shipments which are not loaded properly or do not meet specifications. Shipper should assure that any truck being loaded is clean, in good condition, and free of holes in the floor, which could jeopardize unloading operations. Truck floor should be free of any supports that could hang up the bales or briquettes during dumping.

BRIQUETTES

Skids are to be loaded with the runners parallel to the side of the trailers. Briquettes should not be double stacked. Briquettes should be loaded either single or doublewide from nose of trailer to end of trailer (see Figure 4). All loads must be sufficiently braced. Do not load loose, partial, or unrestrained pallets. If the shipment is loaded down the middle of the trailer, the pallets must be blocked and/or braced to avoid shifting while in transit.

BALES

Stack bales placing bales one atop the other so that the maximum amount rests on their largest face. A bale resting on its largest face is in a position of maximum stability. Do not load bales on end or on edge. Material should be loaded to prevent shifting in transit (see Figure 5).

RAIL LOADING PROCEDURES

Scrap is to be loaded to at least 100,000 pounds minimum per car. Cars assigned or stenciled for return to a specific Arconic plant should *not* be used. All scrap returned by rail must be loaded in railcars having minimum 10 foot wide doors and minimum height of 9 foot 6 inches. Railcars with double doors are preferred. Interior equipment not being used to restrain the lading, such as gates or other bracing components must be stored in the ends of the car. Nothing should be piled against the doors, which inhibits the door from opening. Facilities do not permit prior selection of the side to be unloaded; therefore, the railcar lading must be easily accessible from either side. Shipper should assure that any railcar being loaded is clean, in good condition, and free of holes in the floor, which could jeopardize unloading operations.

BRIQUETTES

Skids in the ends of the car are loaded with runners parallel to the sides of the car. Skids loaded in the doorway are loaded with runner's perpendicular to the sides of the car. Two-high stacking of briquettes is acceptable if the pallets are uniform in size (consistent height and width dimensions) and loaded solid from end to end with fixed bracing to fill any center void. Stacking three skids or more high is not acceptable. All loads must be sufficiently braced for delivery of entire pallets. Do not load loose or partial unrestrained pallets (see Figure 6). Loads, which topple over in transit, are subject to rejection.

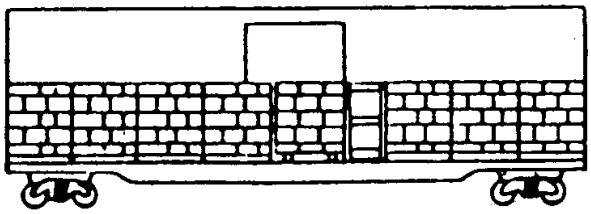


Figure 6, Briquettes Rail Loaded

BALES

Loading throughout the car must have the long horizontal dimension facing the unloading equipment, i.e.; the long dimension must be perpendicular to the forks of an approaching truck. Material should be loaded to prevent shifting in transit. To facilitate unloading, bales should not be jammed against the roof, sides or doors. There should be a minimum clearance of 1 foot between the bales and the top edge of both doorframes for the entire length of the car (see Figure 7).

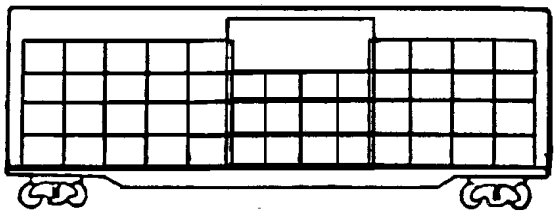


Figure 7, Bales loaded solid for length of car

SHIPPING DOCUMENTATION AND PROCEDURES

SHIPMENT NOTIFICATION

The supplier must fax an advanced shipment notification (ASN) to (865) 977-3602 containing the following information:

A. Contract number
B. Commodity / type of scrap
C. Planned ship weight
D. Expected delivery date
E. Sellers reference number
F. Ship to location

A Purchase Order number (P.O.) will be issued for each load upon receipt of the ASN, and must be referenced on all documents. Appointments are required for all shipments. Delivered loads should email rpdmac@arconic.com or call (865) 977-2052 to schedule an appointment. Arconic will provide transport authorization to carriers for F.O.B. truck pickups. Shipper will be given specific routing information, and must adhere to the instructions.

MANIFEST

The shipping manifest should include items A, B, E, and F from the ASN in addition to the items listed below. The shipment manifest should be taped to the inside of the door of railcars and trucks.

G. Date shipped
H. Railcar/trailer number
I. Seal number on railcar/trailer
J. P.O. Number
K. Number of bales/briquettes
L. Estimated aluminum weight
M. Dunnage weight
N. Shipping location

NOTE: Seals will be inspected at the Arconic receiving location or designated Arconic agent locations. Missing seals and seal number discrepancies will be documented.

BILL OF LADING

The bill of lading for shipment should include the items listed below. A duplicate bill of lading is required at the receiving location.

A. Consigned to Arconic Tennessee LLC P.O. # XXXXXXXXXX
B. Destination and Delivery Address
C. Rail routing (if applicable)
D. Delivering Carrier
E. Rail car initials and number OR Vehicle number
F. The "Description of Articles" is to state "*Scrap type* (i.e. Class 1) Scrap Aluminum, for Remelting Purposes Only".
G. Indicate actual scale weight or an estimated weight, marked "Estimated, to be weighed".
H. Number of bundles/bales/pallets and weight of pallets.
I. Seal Number

CERTIFICATION

The following "certification" is to be applied to the bill of lading and MUST BE SIGNED BY THE CONSIGNOR OR HIS AGENT:

> "This shipment is being transported for the purposes of RECYCLING as defined in applicable tariffs containing such provisions."