

# Class 1

This is the Tri-Arrows / Logan Aluminum specification for Class 1 material.

## 1. Definition

**Class 1** - Consists of clean, undercoated cans or cups, skeleton, slitter or trim scrap that is compacted or briquetted. Only 3xxx alloys used in the production of can sheet. Scrap containing excess of 1% residual lubricant is unacceptable. Cannot be lacquered, painted, coated or contaminated with gaskets and or sealant. Head/Tail and coils are not considered Class 1. Body maker trim with residual lubes greater than 1% may not be accepted as class 1.

**Class 1 Material must be kept dry: No Flatbeds will be accepted. Dry vans are preferred. Conestoga's may be used on an exception basis, but only after approval by TAA/Logan.**

## 2. Purchase Order Contingency

Each purchase order or contract is contingent upon the supplier's acceptance of these terms. Supplier acknowledges that delivery of any material to TAA / Logan shall be deemed acceptance of these terms, and agrees that any terms and conditions contained in a proposal, quotation, acknowledgement, acceptance, invoice, or other document of supplier which are different from or in addition to these terms and conditions shall not constitute a part of the purchase order and are hereby expressly rejected, and that no employee of TAA nor Logan is authorized to or may, waive nor modify these rights.

## 3. Supporting Documentation

Shipping documentation must accompany each load. The documentation must be either provided by the driver or affixed to the shipping container. The documentation must be accurate and clearly state the following:

- **Purchase order number**
- **Appointment Number**
- **Bill of Lading number**
- **Material Classification**
- **Material Source (yard/origin)**
- **Items Shipped**
- **Piece Count of each material type**
- **Gross, tare weights of each material type**

**\*All Inbound scrap deliveries MUST include the origin location on the provided Bill of Lading\***

Incorrect/missing information on the shipment documentation may result in either a delay in unloading or in a rejection of the receipt of the material.

### 3.1 Split Loads

Documentation must support the material on the truck. The recommendation for loading split loads is to load the material type with the greatest quantity first. Then load the material type with the second greatest quantity next. Then the remainder of the material can be loaded. **No more than 3 material types per load.**

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## 4. Insurance

Each vendor selling scrap or metal to TAA / Logan shall have and maintain adequate minimum insurance coverage including but not limited to, general and product liability insurance coverage, protective of both TAA / Logan and supplier from any and all claims and liabilities for property damage, personal injury, death, and economic damage, that arise from the material and associated activities, hereunder, endorsed as required, at all times while conducting business with TAA / Logan.

## 5. Material Safety Data Sheet

Per the requirements of 29 CFR 1910.1200, the supplier, vendor, or importer must provide a Material Safety Data Sheet (MSDS) for the metal or scrap sold to TAA.

## 6. Class 1 Bale Types

Class 1 is acceptable in Bale, HD Bale, and Biscuit form for all bulk density less than 55 lb./cubic ft

Table 6.1 Acceptable and Unacceptable Class 1 Bale Types and Bulk Density Values

Logan Package Code	Industry Name	BULK DENSITY	Logan Bale/Bundle Size	Acceptable / Not Accepted
<b>Bale</b>	Standard Bale	14-25 lb./ft <sup>3</sup>	Volume >30 cubic ft each Bale 24-40" x 30-52" x 40-72"	Acceptable
<b>HD Bale</b>	Hi Density Bale,	25-30 lb./ft <sup>3</sup>	Volume >40 cubic ft each Bale 24-40" x 30-52" x 40-72"	Acceptable
<b>Biscuit</b>	Biscuit-Densified	35-55 lb./ft <sup>3</sup>	Weight <50 lb. per biscuit Bale 41-44" x 51-54" x 54-65" Biscuit 10-13"x10¼-20"x 6¼-9"	Acceptable
<b>HD Briquette</b>	Bricks, Briquettes	>55 lb./ft <sup>3</sup>	Weight < 4,000 lb. per Bale Bale 24-40" x 30-52" x 40-72" Brick A12-24" x B12-24" x 8-48" where A=B	<b>NOT ACCEPTED</b>

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## 7. Material Packaging Specifications

Improper packaging is grounds for rejection. TAA / Logan accepts Bales, high density Bales, and Biscuit forms of Class 1 in appropriate packaging as listed below. Failure to follow these packaging specifications is cause for downgrade or rejection. If material is wet could be grounds for rejection.

### 7.1 Bales

See [Table 6.1](#) for dimensions and bulk density.

*Proper Banding:*

- Wire Ties – minimum 4, maximum 10
  - Wire 10-gauge aluminum or
  - Wire 13-gauge steel
- Banding – minimum 4, maximum 6
  - Bands 5/8" x 0.020" steel or
  - Bands 5/8" x 0.036" plastic
- Bales should separate into sections when banding/wire is cut
- Bales of uniform size are preferred.
- Use of support sheets (cardboard, plastic, etc.) is not acceptable.

### 7.2 HD Bales

See [Table 6.1](#) for dimensions and bulk density.

*Proper Banding:*

- Wire Ties – minimum 4, maximum 10
  - Wire 10-gauge aluminum or
  - Wire 13-gauge steel
- Banding – minimum 4, maximum 6
  - Bands 5/8" x 0.020" steel or
  - Bands 5/8" x 0.036" plastic
- Bales should separate into sections when banding/wire is cut
- Bales of uniform size are preferred.
- Use of support sheets (cardboard, plastic, etc.) is not acceptable.

### 7.3 Biscuits

See [Table 6.1](#) for dimensions and bulk density.

*Proper Banding:*

- Banding – banding slots in both directions (2 vertical, minimum 4 horizontal)
  - 5/8" x 0.020" steel or
  - 5/8" x 0.036" plastic
- Bales should separate into sections when banding/wire is cut
- Bales of uniform size are preferred.
- Use of support sheets (cardboard, plastic, etc.) is not acceptable.

Per [Table 6.1](#), bales of High-Density Briquettes / Bricks >55 lb./ft<sup>3</sup> are NOT accepted by TAA/Logan.

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## Examples of Proper Packaging



Class 1 Bales

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## Examples of Improper Packaging



Improperly Banded



Improperly Secured to Pallet



Coils

### 8. Rejected Loads

Due to space limitations, all rejected material must be removed as soon as possible. Material rejected at the time of delivery will automatically be reloaded on the truck it was delivered on. Material rejected and off loaded will have two working days to be removed from Logan Aluminum. If the rejected material has not been removed in the allotted time, a truck will be scheduled for pickup and the material sent collect to the vendor or location of the vendor's choice. The vendor is responsible for all costs of shipping and return for the rejected material.

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## 9. General Inspection

### 9.1 Inspection Report Documentation

Documentation of the inspection reports will be supplied in order to expedite settlement of issues such as weight discrepancies, downgrades and rejected loads.

### 9.2 Quality Verification

Each load will be inspected upon delivery. The material will be verified that it meets the criteria established within the purchase specification agreement. The material will be inspected for items such as excessive moisture, oil, dirt, garbage, plastic, glass, non-aluminum contaminants, aluminum fines, nitrates, sulfates, safety hazards, packaging issues, contamination of any kind. The results of the material inspection may be subject to a load rejection or if agreed upon, the material may be downgraded. Issues noted during inspection will be photographed and documented to the shipper.

During inspection, a determination will be made as to whether the material meets the purchase specification. If the load is determined to meet expectations, no deduction will be made regarding contamination.

Items that will be subject to immediate rejection of the entire load if found during the inspection include, but are not limited to: butane lighters, aerosol cans, hypodermic needles, live ammunition, explosives, gasoline, propane bottles or other gas cylinders or bottles, medical waste / infectious materials, radioactive material, PCB's, mercury, asbestos, Freon, poisons, acids, fertilizer, rodents, excessive corrosion, oxidizers, flammable liquids, closed containers, crimped tubing, lead paint and other questionable items. The presence of these items poses a safety hazard to personnel and is not debatable.

### 9.3 Radioactive or Hazardous Material Detection

Material delivered to Logan Aluminum and found to be contaminated by radiation will be handled according to Logan policy. Any material triggering either of the two Logan radiation detectors will be rejected. Scrap, raw materials or packaging must not contain or be contaminated with hazardous material. TAA/Logan will have the right to revoke the acceptance of the material at any time. All costs and liability associated with radioactive material will be the responsibility of the supplier.

If radiation is present, the truck must remain on site while a US DOT SP-10656 form is completed by a Logan Aluminum ESS Representative. Upon completion, the form will be submitted to the necessary members of the US DOT.

Logan personnel will obtain the necessary permit for the shipment to leave plant-site, ensuring that regulatory requirements for the state of Kentucky have been met.

***Once the shipment has left the plant, Logan is no longer liable, and it is the full responsibility of the carrier/supplier to meet any other regulatory requirements imposed by other states.***

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## 10. Trucks – Expectations and Procedures

### 10.1 Prep

Drivers must exit the cab, give their keys to Logan personnel, and chock the wheels of their trailer.

### 10.2 Driver Safety

Driver must (a) stay in an area designated by Logan personnel and (b) wear “approved PPE” at all times.

*Approved PPE:* Safety Glasses, Hard Hat, Long Pants, Long Sleeve Shirt, Closed Toed Shoes, and High Visibility Clothing. If any of this is not worn when arriving at any dock, it will result in automatic rejection of the LOAD.



### 10.3 Process for Truck Delivery

- Drivers must check in at Truck Processing with correct unload number and paperwork upon arrival.

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- Drivers for all Inbound Deliveries to Logan Aluminum will leave their Driver's License at the Gatehouse upon check in. The Driver's License will be returned once the trucks have been correctly out-processed.
- Truck drivers will be instructed by Truck Processing Attendants of plant rules and required PPE. After being checked-in drivers will be sent to the truck staging area to wait for unloading.
- Truck drivers will wait at staging area with load secured. Operators will direct drivers to the designated area for unloading.
- Drivers are required to wear proper PPE when out of truck unstrapping load.
- If driver must get on trailer to unstrap load, safety rails must be attached to trailer. Safety rails are located at Metal Control, Hotmill unloading area, and Tarping areas.
- All drivers must chock the wheels of their trailer, before the unloading operator will start unloading/loading process.
- All drivers must give ignition key(s) to the unloading operator who will maintain possession of the key(s) until the unloading/loading process has been completed.
- Forklift operator will not start unloading trailer until all straps and/or chains are rolled up and/or put away.
- All drivers and passengers must remain **OUT OF THEIR TRUCK** and stay in the designated waiting areas provided by Logan Aluminum until the unloading/loading process has been completed.
- Absolutely **NO** cans, bottles, or butane lighters allowed onsite.
- All drivers are responsible for cleaning/sweeping out their own trailers into designated area provided by Logan Aluminum.
- No one other than Logan Aluminum personnel allowed on the dock areas at any time.
- When unloading is complete driver will be instructed how to exit to the outbound scales.
- **ANY INDIVIDUALS THAT DO NOT FOLLOW LOGAN ALUMINUM SAFETY REQUIREMENTS WILL BE REQUESTED TO LEAVE THE PROPERTY IMMEDIATELY.**

## 10.4 Van Trailer - Expectations for Vans During Delivery

1. The minimum height requirement is 105 inches.
2. All vans must have floors in good condition. Any vans found to have unsafe floor conditions will not be unloaded.
3. Material must be braced or loaded in a manner to prevent material shifting. If the material has shifted it will not be unloaded if determined to be unsafe to the operator or damage to the trailer may occur.
4. Sufficient spacing must be maintained between the material and the roof/sides of the trailer. Material packed or wedged into the trailer will not be unloaded unless the trucking company or driver signs a waiver releasing Logan and Logan personnel of all liability.
5. Trucks must remain in line near the truck scale until called for unloading. Trucks must not proceed to the unloading area without permission of the Logan unloading personnel.
6. Drivers must follow all safety rules communicated to them when at the gatehouse. Drivers must stay with their truck. Drivers may enter the Recycle Receiving office but must not enter any production areas.
7. Dunnage must not be left at Logan and must leave with the truck.
8. Logan personnel will not be responsible for sweeping out trailers.