MEGAFERRUM COMMODITIES LTD

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MegaFerrum Commodities Ltd. is one of the leading suppliers of steel products and raw materials related to, mainly in Europe and Asia.

Through the commercial and logistic departments, we offer complete and customized solutions to our customers.

We are capable of dealing with both large tonnage quantities & small orders for our customers.

The logistics division was founded with the aim of expanding our services and to offer our customers more solutions to their needs in the national and international trading.

FERROUS AND NON FERROUS SCRAP

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FERROUS AND NON FERROUS SCRAP

FERROUS SCRAP

Ferrous material (which contains iron) which generally is melted and vacuumed to form new steel. Scrap constitutes 100% of the raw material for an electric furnace.

H.M.S. 1&2 (80/20) and HMS 1 (100%)

Heavy melting steel (HMS) or heavy melting scrap is a designation for recyclable steel and wrought iron. It is broken up into two major categories: HMS 1 and HMS 2, where HMS 1 does not contain galvanized and blackened steel, whereas HMS 2 does.
The Institute of Scrap Recycling Industries breaks up the categories further:

HMS1

- ISRI 200: Wrought iron or steel scrap 1/4 inch and larger in thickness. All pieces must be smaller than 60×24 inches
- ISRI 201: Same as ISRI 200 except pieces must be smaller than 36×18 in.
- ISRI 202: Same as ISRI 200 except pieces must be smaller than 60×18 in.

HMS2

- ISRI 203: Wrought iron or steel scrap, black and galvanized, 1/8 inch and larger in thickness.
- ISRI 204: Same as ISRI 203 except pieces must be smaller than 36×18 in.
- ISRI 205: Same as ISRI 204 except it may contain automotive scrap except for thin gauge material.
- ISRI 206: Same as ISRI 205 except pieces must be smaller than 60×18 in.

SHREDDED SCRAP

Shredded scrap is homogenous or a blend of iron and steel scraps which is magnetically separated.
Shredded scrap origins are from automobiles (with engines, tires and gas tanks removed) as well as unprepared #1 and #2 steel, miscellaneous bailing and sheet scrap.
The average density is 50 to 70 pounds per cubic foot.
Typically 25% of the shredded scrap is automotive parts.

SCRAP RAILS

Corresponds to the classification scrap HMS 1 but with higher carbon content. There are also smaller rails of R 35-R40, classified under ISRI 27-29.

STEEL PLATE SCRAP

Mainly obtained from water and oil tanks. This scrap is not used for smelting but for re-rolling.

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FERROUS AND NON FERROUS SCRAP

MOON CUT PIPES

This kind of scrap is generated from cutting of large pipes used in oil industry. Pipes are cut semi-circularly for re-rolling. These pipes can be straight, welded or spiral welded. The wall thickness must be minimum 8 mm with no limit on the maximum.

CAST IRON SCRAP

Cast Iron is appreciated for being very brittle, making it easier to sort into desirable quantities as scrap. It also has high fluidity and castability, and is highly resistant to wear-and-tear.

NON-FERROUS SCRAP

Nonferrous metals, including aluminum, copper, lead, nickel, tin, zinc and others, are among the few materials that do not degrade or lose their chemical or physical properties in the recycling process. As a result, nonferrous metals have the capacity to be recycled an infinite number of times.

ALUMINIUM

It is the most abundant metal in the earth's crust and then, not surprisingly, one of the most recycled materials today, after steel and paper. It is also the only packaging material that completely covers the cost of its own collection and processing at recycling centres. Recovering aluminium for recycling is not only economically viable, but energy efficient and ecologically sound.
Aluminium has great recycling potential and is often re-used for the same application for which it was originally manufactured. Its strength, flexibility and light weight, make it ideal for building & construction, transportation, packaging, electricity, cooking and tableware, etc.

COPPER SCRAP

After silver, copper has the best electrical conductivity of all the elements. It is also very good thermal conductor and is readily alloyed with other metals such as lead, tin and zinc for foundry applications to produce, among other goods, products for the transmission of water such as valves.
Other common applications for recovered copper include electrical applications, piping, roofing and insulation, household items

BRASSES

Brass is a metal alloy made of copper and zinc; the proportions of zinc and copper can be varied to create a range of brasses with varying properties. It is a substitution alloy: atoms of the two constituents may replace each other within the same crystal structure

STAINLESS STEEL

Stainless steel is notable for its corrosion resistance, and it is widely used for food handling and cutlery among many other applications