



Designation: A 996/A 996M – 02

Standard Specification for Rail-Steel and Axle-Steel Deformed Bars for Concrete Reinforcement¹

This standard is issued under the fixed designation A 996/A 996M; the number immediately following the designation indicates the year of original adoption or, in the case of revision, the year of last revision. A number in parentheses indicates the year of last reapproval. A superscript epsilon (ϵ) indicates an editorial change since the last revision or reapproval.

1. Scope*

1.1 This specification covers rail-steel and axle-steel bars for concrete reinforcement. Three types of product are included, designated with a “rail symbol,” and an “R” for bars made of rail-steel and with an “A” for bars made of axle-steel. The standard sizes and dimensions of deformed bars and their number designations are given in Table 1. All sizes and grades of all types may not be readily available; manufacturers should be consulted to verify availability.

1.2 The text of this specification references notes and footnotes that provide explanatory material. These notes and footnotes, excluding those in tables and figures, shall not be considered as requirements of the specification.

1.3 Type “rail symbol” and Type R are of two minimum yield levels, namely 50 000 psi [350 MPa] and 60 000 psi [420 MPa] designated as Grade 50 [350] and Grade 60 [420], respectively. Type A is of two minimum yield levels, namely 40 000 psi [280 MPa] and 60 000 psi [420 MPa] designated as Grade 40 [280] and Grade 60 [420], respectively.

1.4 The weldability of the steel is not a requirement of this specification.

1.5 This specification is applicable for orders in either inch-pound units (Specification A 996) or SI units (Specification A 996M).

1.6 The values stated in either inch-pound units or SI units are to be regarded as standard. Within the text, the SI units are shown in brackets. The values stated must be used independently of the other. Combining values from the two systems may result in nonconformance with the specification.

1.7 *This standard does not purport to address all of the safety concerns, if any, associated with its use. It is the responsibility of the user of this standard to establish appropriate safety and health practices and determine the applicability of regulatory limitations prior to use.*

2. Referenced Documents

2.1 ASTM Standards:

A 370 Test Methods and Definitions for Mechanical Testing of Steel Products²

A 700 Practices for Packaging, Marking, and Loading Methods for Steel Products for Domestic Shipment³

E 29 Practice for Using Significant Digits in Test Data to Determine Conformance with Specifications⁴

2.2 Military Standards:

MIL-STD-129 Marking for Shipment and Storage⁵

MIL-STD-163 Steel Mill Products Preparation for Shipment and Storage⁵

2.3 Federal Standard:

Fed. Std. No. 123 Marking for Shipment (Civil Agencies)⁵

3. Terminology

3.1 Definitions of Terms Specific to This Standard:

3.1.1 *deformed bar, n*—steel bar with protrusions; a bar that is intended for use as reinforcement in reinforced concrete construction.

3.1.1.1 *Discussion*—The surface of the bar is provided with lugs or protrusions that inhibit longitudinal movement of the bar relative to the concrete surrounding the bar in such construction. The lugs or protrusions conform to the provisions of this specification.

3.1.2 *deformations, n*—protrusions on a deformed bar.

3.1.3 *rib, n*—longitudinal protrusion on a deformed bar.

4. Ordering Information

4.1 It shall be the responsibility of the purchaser to specify all requirements that are necessary for material ordered to this specification. Such requirements shall include, but are not limited to, the following.

4.1.1 Quantity (weight) [mass],

4.1.2 Name of material (rail-steel or axle-steel deformed bars for concrete reinforcement),

4.1.3 Type,

4.1.4 Size,

4.1.5 Grade,

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² *Annual Book of ASTM Standards*, Vol 01.01.

³ *Annual Book of ASTM Standards*, Vol 01.05.

⁴ *Annual Book of ASTM Standards*, Vol 14.02.

⁵ Available from Standardization Documents Order Desk, Bldg. 4, Section D, 700 Robbins Ave., Philadelphia, PA 19111-5094.

*A Summary of Changes section appears at the end of this standard.

TABLE 1 Deformed Bar Designation Numbers, Nominal Weights [Masses], Nominal Dimensions, and Deformation Requirements

Bar Designation No. ^A	Nominal Weight, lb/ft [Nominal Mass, kg/m]	Nominal Dimensions ^B			Deformation Requirements, in. [mm]		
		Diameter, in. [mm]	Cross-Sectional Area in. ² [mm ²]	Perimeter, in. [mm]	Maximum Average Spacing	Minimum Average Height	Maximum Gap (Chord of 12.5 % of Nominal Perimeter)
3 [10]	0.376 [0.560]	0.375 [9.5]	0.11 [71]	1.178 [29.9]	0.262 [6.7]	0.015 [0.38]	0.143 [3.6]
4 [13]	0.668 [0.994]	0.500 [12.7]	0.20 [129]	1.571 [39.9]	0.350 [8.9]	0.020 [0.51]	0.191 [4.9]
5 [16]	1.043 [1.552]	0.625 [15.9]	0.31 [199]	1.963 [49.9]	0.437 [11.1]	0.028 [0.71]	0.239 [6.1]
6 [19]	1.502 [2.235]	0.750 [19.1]	0.44 [284]	2.356 [59.8]	0.525 [13.3]	0.038 [0.97]	0.286 [7.3]
7 [22]	2.044 [3.042]	0.875 [22.2]	0.60 [387]	2.749 [69.8]	0.612 [15.5]	0.044 [1.12]	0.334 [8.5]
8 [25]	2.670 [3.973]	1.000 [25.4]	0.79 [510]	3.142 [79.8]	0.700 [17.8]	0.050 [1.27]	0.383 [9.7]

^ABar numbers are based on the number of eighths of an inch included in the nominal diameter of the bars [bar numbers approximate the number of millimeters of the nominal diameter of the bar].

^BThe nominal dimensions of a deformed bar are equivalent to those of a plain round bar having the same weight [mass] per foot [meter] as the deformed bar.

- 4.1.6 Packaging (see Section 20),
- 4.1.7 ASTM designation and year of issue, and
- 4.1.8 Certified mill test reports (if desired).

NOTE 1—A typical ordering description is as follows: 20 tons rail-steel deformed bars for concrete reinforcement, Type R, No. 6, 30 ft 0 in. long, Grade 60, in secured lifts, to ASTM A 996—_____. Certified mill test reports required. [19 Mg, rail-steel deformed bars for concrete reinforcement, Type R, No. 19, 18.3-m long, Grade 420, in secured lifts, to ASTM A 996M—_____. Certified mill test reports required.]

5. Materials and Manufacture

5.1 The bars shall be rolled from standard section Tee rails or from carbon steel axles for railway cars and locomotives. No other materials, such as those known by the terms “rerolled, rail-steel equivalent, and rail-steel quality” shall be substituted.

6. Carbon Determination

6.1 For axle-steel product, the manufacturer shall make a determination for the carbon content of each axle received for manufacture into reinforcing bars. Based on these carbon determinations, all steel axles shall be stocked for subsequent rolling in separated lots by carbon range. The ranges of carbon shall be determined by the manufacturer as those best suited to meet the mechanical requirements.

6.2 When requested by the purchaser, the manufacturer shall report the carbon range for each lot of bars furnished.

7. Requirements for Deformations

7.1 Deformations shall be spaced along the bar at substantially uniform distances. The deformations on opposite sides of the bar shall be similar in size, shape, and pattern.

7.2 The deformations shall be placed with respect to the axis of the bar so that the included angle is not less than 45°. Where the line of deformations forms an included angle with the axis of the bar from 45° to 70° inclusive, the deformations shall reverse alternately in direction from those on the opposite side. Where the line of deformations is over 70°, reversal in direction shall not be required.

7.3 The average spacing or distance between deformations on each side of the bar shall not exceed seven tenths of the nominal diameter of the bar.

7.4 The overall length of the deformations shall be such that the gap between the ends of the deformations on opposite sides of the bar shall not exceed 12.5 % of the nominal perimeter of the bar. Where the ends terminate in a longitudinal rib, the width of the longitudinal rib shall be considered the gap. Where

more than two longitudinal ribs are involved, the total width of all longitudinal ribs shall not exceed 25 % of the nominal perimeter of the bar. Furthermore, the summation of gaps shall not exceed 25% of the nominal perimeter of the bar. The nominal perimeter of the bar shall be 3.14 times the nominal diameter.

7.5 The spacing, height, and gap of deformations shall conform to the requirements prescribed in Table 1.

8. Measurements of Deformation

8.1 The average spacing of deformations shall be determined by measuring the length of a minimum of 10 spaces and dividing that length by the number of spaces included in the measurement. The measurement shall begin from a point on a deformation at the beginning of the first space to a corresponding point on a deformation after the last included space. Spacing measurements shall not be made over a bar area containing bar marking symbols involving letters or numbers.

8.2 The average height of deformations shall be determined from measurements made on not less than two typical deformations. Determinations shall be based on three measurements per deformation, one at the center on the overall length and the other two at the quarter points of the overall length.

8.3 Insufficient height, insufficient circumferential coverage, or excessive spacing of deformations shall not constitute cause for rejection unless it has been clearly established by determinations on each lot (Note 2) tested that typical deformation height, gap, or spacing does not conform to the minimum requirements prescribed in Section 7. No rejection shall be made on the basis of measurements if fewer than ten adjacent deformations on each side of the bar are measured.

NOTE 2—As used within the intent of 8.3 and 14.1, the term “lot” shall mean all the bars of one bar number and pattern of deformations contained in an individual shipping release or shipping order.

9. Tensile Requirements

9.1 The material, as represented by the test specimens, shall conform to the requirements for tensile properties prescribed in Table 2.

9.2 The yield point or yield strength shall be determined by one of the following methods.

9.2.1 The yield point shall be determined by the drop of the beam or halt in the gage of the testing machine.

9.2.2 Where the steel tested does not have a well-defined yield point, the yield strength shall be determined at extension