

FORET HÉLICOÏDAL Z2 ~ 6 * D
 BOHRER Z2 ~ 6 * D
 DRILL Z2 ~ 6 * D

48350E-9.1

Version du
 15.06.2020



Compatibilité outil / matière
 Werkzeug / Werkstoffverträglichkeit
 Tool / Material compatibility

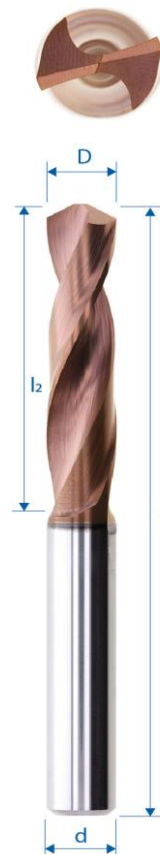


ESHOP / EZI CUT

- 1/3
- 2/3
- 3/3

HELICA
 Groupe Vc [m/min]

| | | Groupe | Vc [m/min] | |
|--|--------------------------------|--------|------------|---|
| ACIERS ALLIÉS ET NON ALLIÉS UNLEGIERTE STÄHLE NON-ALLOYED STEELS | Rm < 450 N/mm ² | 1a | 110 | ● |
| | Rm 450 - 700 N/mm ² | 1b | 90 | ● |
| | Rm 700 - 900 N/mm ² | 1c | 70 | ● |
| | Rm < 1200 N/mm ² | 1d | 50 | ● |
| ACIERS INOX ROSTFREIE STÄHLE STAINLESS STEELS | Rm < 650 N/mm ² | 2a | 70 | ● |
| | Rm 650 - 950 N/mm ² | 2b | 60 | ● |
| | Rm > 950 N/mm ² | 2c | 40 | ● |
| ACIERS TREMPÉS GEHÄRTETE STÄHLE HARDENED STEELS | 44 - 56 HRC | 3a | 30 | ● |
| | 57 - 67 HRC | 3b | 10 | ● |
| MATÉRIAUX EXOTIQUES EXOTISCHE WERKSTOFFE EXOTIC MATERIALS | < 32 HRC | 4a | 30 | ● |
| | > 32 HRC | 4b | 20 | ● |
| GRAPHITE | | 5 | 120 | ● |
| FONTES GUSS CAST IRON | < 32 HRC | 6a | 50 | ● |
| | > 32 HRC | 6b | 40 | ● |
| TITANE TITAN | Rm < 800 N/mm ² | 7a | 40 | ● |
| | 800 < Rm N/mm ² | 7b | 30 | ● |
| ALLIAGES NICKEL NICKEL NICKEL ALLOYS | Rm < 1000 N/mm ² | 8a | 25 | ● |
| | 1000 < Rm N/mm ² | 8b | 20 | ● |
| CUIVRE, LAITON, BRONZE KUPFER, MESSING, BRONZE COPPER, BRASS, BRONZE | Rm < 850 N/mm ² | 9a | 210 | ● |
| | 850 < Rm N/mm ² | 9b | 150 | ● |
| ALUMINIUM | Si < 0.5% | 10a | 240 | ● |
| | 0.5% < Si < 5% | 10b | 190 | ● |
| | Si > 5% | 10c | 150 | ● |
| MATIÈRES SYNTHÉTIQUES KUNSTSTOFFE SYNTHETIC MATERIALS | Thermoplast | 11a | 120 | ● |
| | Duraplast | 11b | 90 | ● |
| MATIÈRES COMPOSITES FASERVERST. MATERIALEN COMPOSITE MATERIALS | Fibre de verre | 12a | 90 | ● |
| | Fibre de carbone | 12b | 70 | ● |
| MÉTAUX PRÉCIEUX EDELMETALLE PRECIOUS MATERIALS | Or • Gold | 13a | 150 | ● |
| | Platine | 13b | 30 | ● |



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|--------------|-----|
| D (h10) | 9.1 |
| d (h6) | 10 |
| L | 80 |
| l2 | 40 |
| l3 | |
| d3 | |
| R | |
| e | |
| Z | 2 |
| Chanfrein | |
| K | |
| w° collision | |