**SCIE CIRCULAIRE, DENTURE FINE**
**KREISSÄGE, FEINVERZAHNT**
**SLITTING SAW, FINE PITCH**

# 25500A-50-2

Version du
21.01.2025

HIS

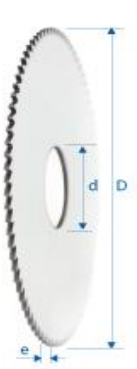
λ = 0°
Y = 6°

Compatibilité outil / matière
Werkzeug / Werkstoffverträglickkeit
Tool / Material compatibility

● 1/3
● 2/3
● 3/3

| | | Groupe | H1S - ALPHA Vc [m/min] | |
|---|---|---|---|---|
| ACIERS ALLIÉS ET NON ALLIÉS<br>UNLEGIERTE STÄHLE<br>NON-ALLOYED STEELS | Rm < 450 N/mm² | 1a | 260 | ● |
| | Rm 450 - 700 N/mm² | 1b | 150 | ● |
| | Rm 700 - 900 N/mm² | 1c | 125 | ● |
| | Rm < 1200 N/mm² | 1d | 80 | ● |
| ACIERS INOX<br>ROSTFREIE STÄHLE<br>STAINLESS STEELS | Rm < 650 N/mm² | 2a | 150 | ● |
| | Rm 650 - 950 N/mm² | 2b | 150 | ● |
| | Rm > 950 N/mm² | 2c | 125 | ● |
| ACIERS TREMPÉS GEHÄRTETE STÄHLE HARDENED STEELS | 44 - 56 HRC | 3a | | |
| | 57 - 67 HRC | 3b | | |
| MATÉRIAUX EXOTIQUES<br>EXOTISCHE WERKSTOFFE<br>EXOTIC MATERIALS | < 32 HRC | 4a | 35 | ● |
| | > 32 HRC | 4b | 20 | ● |
| GRAPHITE | | 5 | 180 | ● |
| FONTES GUSS CAST IRON | < 32 HRC | 6a | 80 | ● |
| | > 32 HRC | 6b | 65 | ● |
| TITANE TITAN | Rm < 800 N/mm² | 7a | 70 | ● |
| | 800 < Rm N/mm² | 7b | 65 | ● |
| ALLIAGES NICKEL<br>NICKEL<br>NICKEL ALLOYS | Rm < 1000 N/mm² | 8a | 35 | ● |
| | 1000 < Rm N/mm² | 8b | 25 | ● |
| CUIVRE, LAITON, BRONZE<br>KUPFER, MESSING, BRONZE<br>COPPER, BRASS, BRONZE | Rm < 850 N/mm² | 9a | 400 | ● |
| | 850 < Rm N/mm² | 9b | 350 | ● |
| ALUMINIUM | Si < 0.5% | 10a | 400 | ● |
| | 0.5% < Si < 5% | 10b | 320 | ● |
| | Si > 5% | 10c | 185 | ● |
| MATIÈRES SYNTHÉTIQUES<br>KUNSTSTOFFE<br>SYNTHETIC MATERIALS | Thermoplast | 11a | 150 | ● |
| | Duraplast | 11b | 120 | ● |
| MATIÈRES COMPOSITES<br>FASERVERST. MATERIALEN<br>COMPOSITE MATERIALS | Fibre de verre | 12a | 130 | ● |
| | Fibre de carbone | 12b | 90 | ● |
| MÉTAUX PRÉCIEUX<br>EDELMETALLE<br>PRECIOUS MATERIALS | Or • Gold | 13a | 260 | ● |
| | Platine | 13b | 35 | ● |

ESHOP / EZI CUT




| | |
|---|---|
| D (h10) | 50 |
| d (h6) | 13 |
| L | |
| l1 | |
| l3 | |
| d3 | |
| R | |
| e | 2.00 |
| Z | 64 |
| Chanfrein | |
| K | |
| w° collision | |