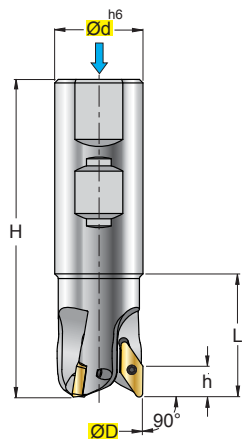


S9002-6W...-11

Ø 16-25

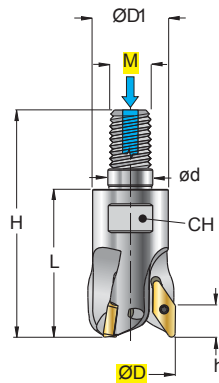
γ_p +10°
 γ_f -8°/-11°
 γ_o -8°/-11°



S9002-9W...-11

Ø 16-25

γ_p +10°
 γ_f -8°/-11°
 γ_o -8°/-11°

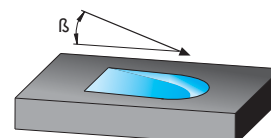
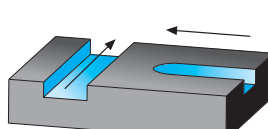
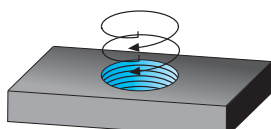
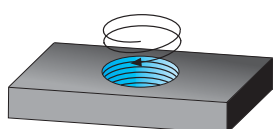


VDKT
 11T2..
 .K57P



INSERTI - INSERTS
 PAG. B 272

ART.	(mm)										kg	Nm	ISO 6462			
	ØD	M	Ød	ØD1	H	h	L	β	Z	CH						
S9002-6W-016-02-11	16	-	16	-	80	8	30	35°	2	-	0,10	1+1,2	-	11T2..	122545	5607
S9002-6W-020-02-11	20	-	20	-	85	8	35	26°	2	-	0,15	1+1,2	-	11T2..	12254P	5607P
S9002-6W-025-03-11	25	-	25	-	90	8	35	19,5°	3	-	0,25	1+1,2	-			
S9002-9W-016-02-11	16	8	8,5	12,7	52	8	35	35°	2	10	0,03	1+1,2	-	11T2..	122545	5607
S9002-9W-020-02-11	20	10	10,5	17,7	54	8	35	26°	2	15	0,05	1+1,2	-	11T2..	12254P	5607P
S9002-9W-025-03-11	25	12	12,5	20,7	57	8	35	19,5°	3	17	0,07	1+1,2	-			



W = FORO PER LIQUIDO REFRIGERANTE - COOLANT BORE - KÜHLMITTELBOHRUNG - TROU DU LIQUIDE D'ARROSAGE

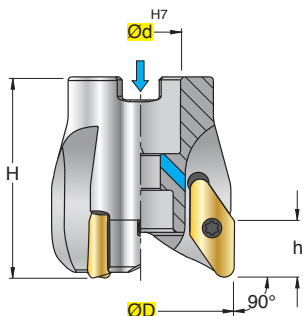
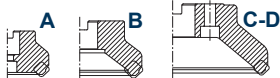


S9002-8W...-22

Ø 42-80

γ_p 0°
 γ_f -2,5°/-6°
 γ_o -2,5°/-6°

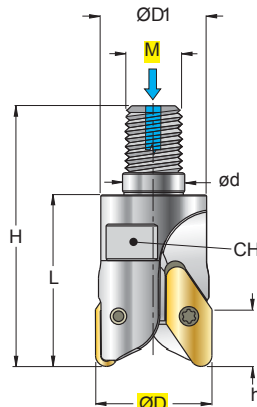
ISO 6462 ...



S9002-9W...-22

Ø 32-42

γ_p 0°
 γ_f -5°/-6°
 γ_o -5°/-6°



VCKT
 2205..
 .CZ57P

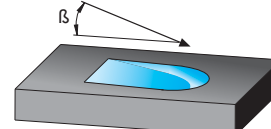
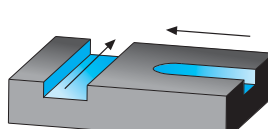
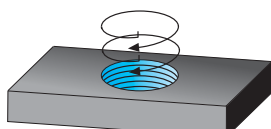
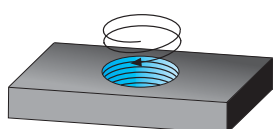


VCKT
 2205..
 .K57P



INSERTI - INSERTS
 PAG. B 272

ART.	(mm)													ISO 6462	Icon	Icon	Icon
	ØD	M	Ød	ØD1	H	h	L	β	Z	CH	kg	Nm					
S9002-8W-042-03-22	42	-	16	-	55	15	-	23°	3	-	0,20	4+5	A	2205..	124511P	5620P	VBSF08L
S9002-8W-052-03-22	52	-	22	-	55	15	-	17°	3	-	0,35	4+5	A	2205..	124511P	5620P	VBSF10
S9002-8W-066-04-22	66	-	27	-	56	15	-	12,5°	4	-	0,55	4+5	A	2205..	124511P	5620P	VBSF12
S9002-8W-080-04-22 New	80	-	27	-	56	15	-	10°	4	-	0,95	4+5	A				
S9002-9W-032-02-22	32	16	17	29	71	15	47	35°	2	24	0,15	4+5	-	2205..	124511P	5620P	-
S9002-9W-042-03-22	42	16	17	29	71	15	47	23°	3	24	0,20	4+5	-				



W = FORO PER LIQUIDO REFRIGERANTE - COOLANT BORE - KÜHLMITTELBOHRUNG - TROU DU LIQUIDE D'ARROSAGE

SCelta VELOCE - QUICK PICK



HT	HW	HC						Diagram					
		RIVESTITI COATED GRADES BESCHICHTET RECOUVERTS						l	d	s	d1	r	a°
CERMET	NON RIV. CEMENTED CARBIDE GRADES												
	T110 N3615												
								20,1	12,7	5,56	5,6	3,0	7
								20,1	12,7	5,56	5,6	3,0	7

CON ADDUZIONE LUBROREFRIGERANTE - WITH COOLANT SUPPLY

SENZA ADDUZIONE LUBROREFRIGERANTE - WITHOUT COOLANT SUPPLY

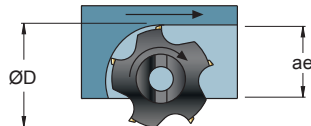
MATERIALI - MATERIALS Pag. H 73		VDI 3323 GR.	HB Rm ¹⁾ HRC ²⁾	fz0 mm			Vc m/min Pag. B 254						
				F	M	R	T110	N3615					
P	ACCIAIO NON LEGATO - NOT ALLOY STEEL	1-5	125-300										
	ACCIAIO POCO LEGATO - LOW ALLOY STEEL	6-9	180-350										
	ACCIAIO ALTO LEGATO - ALLOY STEEL	10-11	200-325										
	INOX MARTENS. - STAINLESS STEEL MART	12-13	200-240										
M	INOX AUST. DUPLEX - STAINLESS STEEL AUST	14.1-14.2	180-230										
	GHISA GRIGIA - GREY CAST IRON	15-16	180-260										
	GHISA SFEROIDALE - SPHEROIDAL GRAPHITE	17-18	160-250										
K	GHISA MALLEABILE - MALLEABLE CAST IRON	19-20	130-230										
	ALLUMINIO E SUE LEGHE - ALUMINIUM	21-25	60-130	0,08	0,2	0,35	950	950					
N	RAME E SUE LEGHE - COPPER	26-28	90-110	0,06	0,18	0,3	400	450					
	NON METALLICI - PLASTICS	29-30	/	0,06	0,18	0,3	300	500					
S	LEGHE RESIST. CALORE - HIG. TEMP. ALLOY	31-35	200-320										
	TITANIO E SUE LEGHE - TITANIUM	36-37	400-1050 ³⁾										
H	ACCIAIO TEMPRATO - HARDENED STEEL	38-41	45-60 ³⁾										

$$n = \frac{Vc \cdot 1000}{\varnothing D \cdot 3,14} = \text{giri/min (min}^{-1}\text{)}$$

$$fz = fz0 \cdot Kae = \text{mm}$$

$$fn = fz \cdot z = \text{mm}$$

$$Vf = fz \cdot z \cdot n = \text{mm/min}$$



ae/D	0,5-1 50-100%	0,2 20%	0,1 10%	0,05 5%	0,02 2%
Kae	1	1,1	1,2	1,3	1,5

ae/D	0,5-1 50-100%	0,2 20%	0,1 10%	0,05 5%
Vc Pag. B 254	Vc (min)-----Vc(max)			
	R-----M-----F			

- F = FINITURA , LAV. LEGGERA - FINISHING , LIGHT MACHINING
- M = LAV. MEDIA , GENERICA - MEDIUM MACHINING , GENERIC
- R = SGROSSATURA , LAV. PESANTE - ROUGHING , HEAVY MACHINING

- Vc = m/min VELOCITÀ DI TAGLIO - CUTTING SPEED
- n = giri/min (min⁻¹) NUMERO DI GIRI - NUMBER OF REVOLUTIONS
- fz = mm AVANZAMENTO AL DENTE - TOOTH FEED
- fn = mm AVANZAMENTO AL GIRO - FEED / REVOLUTION
- Vf = mm/min VELOCITÀ DI AVANZAMENTO - FEED SPEED
- Kae = FATTORE DI CORREZIONE - CORRECTION FACTOR