

DrillTech

CSLSC - carbon steel composite panel self-drilling screw



Technical Data Sheet

Typical Applications

- Fixing composite panels to light-medium steel purlins and sections.
- Fixing composite panels to timber.
- Fastening liner panels to steel and timber substructure.

Product Information

Size (mm)	Drill Point	Drilling Capacity (mm)	Head Style	Drive	Finish
5.5/6.3 x L	3pt	1.2 - 5.0	Hex	8mm A/F	Silver Ruspert

Ultimate Pullout Strength, kN

Diameter (mm)	Drill Point	Nominal Steel Thickness				C16 Timber
		1.2mm	2.0mm	3.0mm	5.0mm	
5.5/6.3	3pt	1.6	2.7	4.4	12.4	2.6

Ultimate Shear Strength, kN

Diameter (mm)	Drill Point	Nominal Steel Thickness	
		1.2mm	5.0mm
5.5/6.3	3pt	4.2	10.0

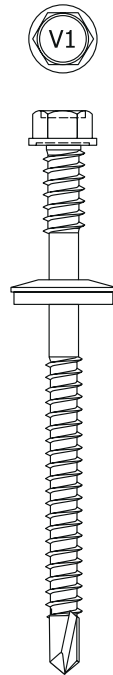
Ultimate Pullover Strength, kN

Diameter (mm)	Drill Point	Nominal Steel Thickness		
		0.5mm	0.7mm	1.2mm
5.5/6.3	3pt	3.7	5.3	8.6

Ultimate Mechanical Strength, kN

Diameter (mm)	Drill Point	Ultimate Tensile Strength (kN)	Ultimate Shear Strength (kN)
5.5	3pt	16.8	20.0

- Pullout tests conducted by VJT Test Laboratory (UKAS Testing 7903) using in-house test method VJTTL SOP14 based on the latest CFA guidance note (method available on request).
- Pullover tests conducted following the principles of BS 5427:2016+A1:2017 (Code of practise for the use of profiled sheet for roof and wall cladding on buildings: Annex E). Tests conducted with 16mm washer fitted under screw head.
- Ultimate tensile tests conducted generally in accordance with ISO 16892-1
- Ultimate shear tests conducted generally in accordance with Mil Std 1312-13
- Performance data is unfactored.



Features & Benefits

- Drills 1.2-5mm thick steel
- C1022 case-hardened carbon steel
- 1000 hour silver ruspert finish
- Available with a 16mm bonded EPDM washer

Installation Tips

- For optimal install use a screwgun with depth setting nosepiece and RPM range of 1500-2200
- Avoid overdriving/overtightening
- Fastener is fully seated when head is in contact with material surface, bonded washers should not compress >66% of original thickness
- A minimum of 3 threads must protrude through the rear of the metal structure

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