

# VIPA



PANDROL VIPA is a resilient track support system that has been developed to attenuate wheel/rail induced vibrations which otherwise are transferred from the rail to the supporting structure. The concept is based on providing resilient support through a two part resilient pad system.

PANDROL VIPA assemblies are available for fixation to timber, plastic, steel or concrete supporting structures.

 **PANDROL**

TRACK SYSTEMS

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## TECHNICAL SPECIFICATION

### PANDROL VIPA-SP

Suitable for use on: Light Rail, metro and general main line tracks.

Intended for applications where very good vibration attenuation is required.

Normally for use on concrete, non-ballasted tracks. May also be used on concrete or wooden ties or directly on steel bridge decks.

Suitable for 'top down' or 'bottom up' concrete track construction.

#### Application data (standard products – special variants may be supplied for other applications)

Rail inclination	Vertical / 1:40 / or Zero Cant
Clip type	Pandrol FASTCLIP FC1501 / FC1504
Typical applications	Non-ballasted metro tracks; Main line bridges and tunnels; Steel bridges (for mitigation of re-radiated noise). Max axle load: 26 tonnes; Min. curve radius: no limit.
Typical rail sections	AREMA 115RE. "Dual rail" variants are available.
Vertical adjustment	Total range typically 36mm
Lateral adjustment	Typically $\pm 20$ mm
No. of anchors	2 or 4
Type of anchors	Cast-in inserts and bolts / Anchor bolts / Screwspikes & dowels / etc.

#### Typical performance data

	Value	Test method	Remarks
Static stiffness	20 MN/m	EN13146-4:2002	Assembly secant stiffness between 5kN and 80kN
Dynamic stiffness	20 MN/m	EN13481-5:2002	Assembly secant stiffness between 5kN and 55kN at 4 Hz
Clamping force	>16 kN	EN13146-7:2002	Nominal toe load = 10 kN per clip
Creep resistance	> 9 kN	EN13146-1:2002	
Electrical insulation	>20 k $\Omega$	EN13146-7:2002	Rail-to-rail, wet, on a concrete tie.

#### Compliance with standards:

PANDROL VIPA-SP is fully compliant with the requirements of EN13481-5:2002.



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