

PANDROL CDM TRACK

*Sustaining the way*

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# CDM-QTRACK® EMBEDDED RAIL SYSTEM FOR LRT

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SYSTEM DATA SHEET

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 **PANDROL**  
CDM TRACK

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# CDM-QTRACK® EMBEDDED RAIL SYSTEM

FOR LRT

The CDM-QTrack® is a continuously supported and fastened embedded ballastless track system, where the rail is completely encapsulated by elastic prefabricated resin bonded rubber profiles with a unique shape and adapted stiffness characteristics.

## DESIGN



**The CDM-QTrack® - SP:**  
1-2 dBv mitigation



**The CDM-QTrack® - HP:**  
3-5 dBv mitigation



**The CDM-QTrack® - XP:**  
8-12 dBv mitigation

## INSTALLATION



Visit [PandrolCDMtrack.com](http://PandrolCDMtrack.com) for more information about the QTrack® system

## INSTALLATION AND FEATURES

- The CDM-QTrack® system utilizes a top-down installation method, which can be performed by three different techniques:
  - CDM-QTrack®-JIG: The rails are encapsulated on site and then levelled and aligned by means of specially made installation CDM-JIG's
  - CDM-QTrack®-BEAM: Rails are delivered to site already encapsulated and embedded in a pre-cast, even curved, concrete beam
  - CDM-QTrack®-SLAB: The entire track, also in curve, is integrated within a reinforced concrete slab provided with a road finishing layer and accommodating drainage elements, electrical boxes, etc.
- The system, when installed in concrete, provides support to all sides of the rail and allows stringent vertical and lateral support criteria to be met, and at the same time offers vibratory and electrical decoupling from its surroundings
- The CDM-QTrack®-S&C system provides customized full elastic encapsulation of switches and crossings in prefabricated RR elements

## BENEFITS

- Tunable stiffness to achieve the required attenuation levels
- An installation rate of up to 144 lmst/day/work-group is feasible, making CDM-QTrack® the quickest, easiest and most cost effective system available on the market
- Rail corrugation is controlled due to homogeneous stiffness of the track which results in less grinding activities (reducing maintenance and increasing track longevity) and lower vibration emissions due to better track quality

## SPECIFICATION

Applications	Plain line track, stations, depots, tunnels, turnouts, levelled crossings...
Materials	Resin bonded rubber (RR family)
Rail compatibility	All vignola and grooved rails
Versions (stiffness levels)	SP: Standard Performance HP: High Performance XP: eXtra high Performance
Mechanical and electrical performance	Total compliance with EN 13481-5 for rail fastenings
Stray current insulation	From 0,4 to 500 Ω·km thanks to CDM-ELEC ad hoc solution
Rail replaceability	S: Standard Profiles = Possible, but cut in the surrounding concrete is necessary R: Replaceable profiles = Possible via a cut in the rubber profiles
Supply	JIG, BEAM, SLAB