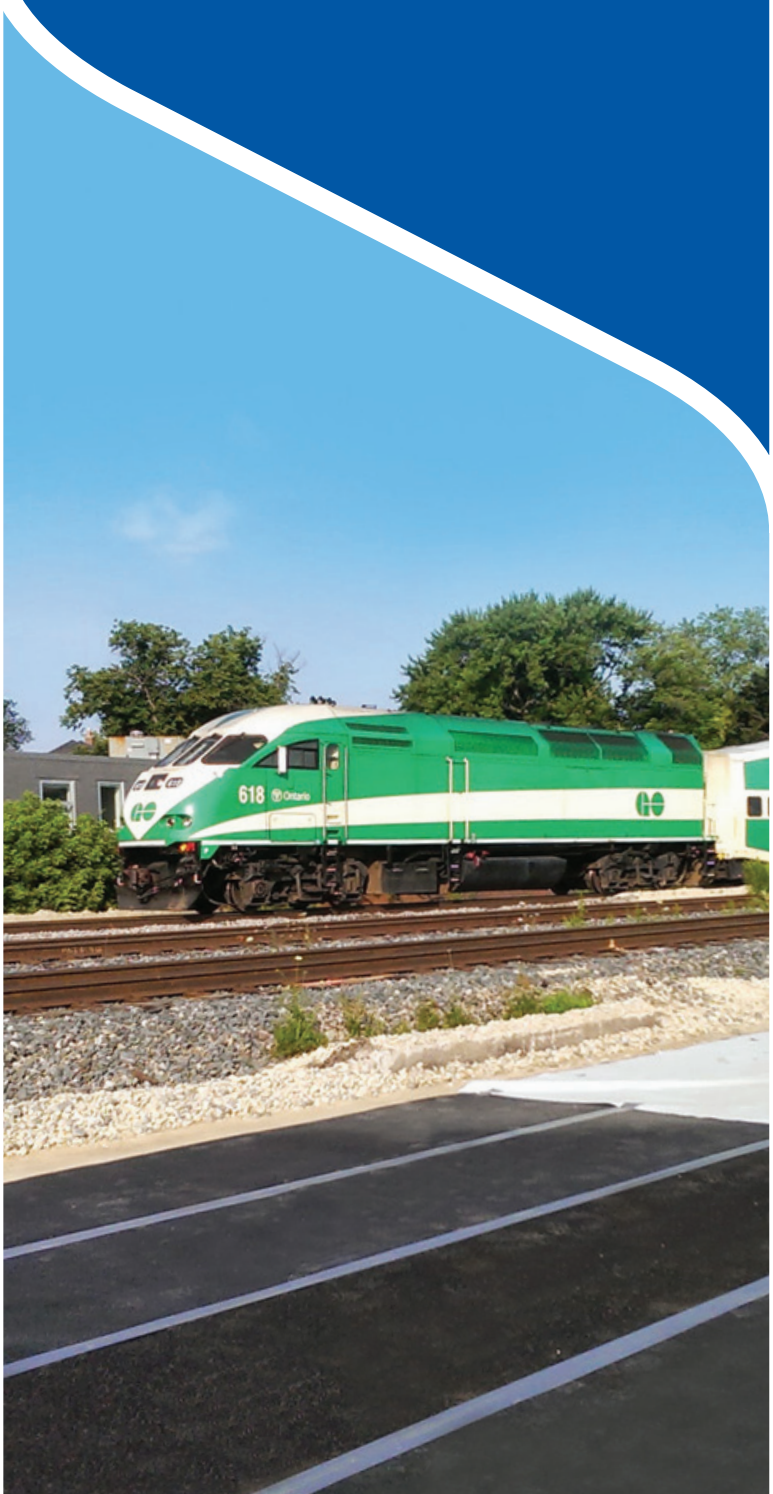
PANDROL CDM TRACK

Sustaining the way

UNDER BALLAST MATS

SYSTEM DATA SHEET



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CDM TRACK

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UNDER BALLAST MATS
(CDM-UBM)

INSTALLATION

BELGIUM

SPAIN

TURKEY

Visit Pandrolcdmtrack.com for more information about the UBM system

Pandrol CDM Track's Under Ballast Mat system in installed directly beneath the ballast layer and is designed to reduce maintenance, increase track quality and/or provide vibration mitigation.

APPLICATIONS & BENEFITS

CDM-UBM as a Protection Mat

- Reduces ballast degradation due to the increase in surface area contact between the ballast and substructure
- Slows down stress-related deterioration of the supporting foundation by improving the distribution of loads transferred to the subsoil substructure
- Improves track quality and increases longevity of the other track components
- Protects structure beneath ballast layer (i.e. bridge, tunnel, waterproof layer)
- Prevents ballast/track stiffening due to sand ingress

CDM-UBM as a Vibration Insulation Mat

- Provides high vibration insulation with recorded levels of up to 25 dB(v) reductions
- Provides low resonance frequency
- Offers all the other benefits as a protection mat

SPECIFICATION

Track application category	LRT, metros, main and high speed lines
Materials	Resin bonded rubber (RR family) Polypropylene non-woven geotextile
Setup	Possible to install in single, double or double plus an underlayment layer.
Thickness range	Single layer of the elastomer part: 10 – 25 mm Non-woven protection layer: 1,8 mm Total system thickness: 11,8 – 51,8 mm
Geometry	Flat or wavy
Density range	550 – 1000 kg/m^3
Static bedding modules range	18 – 267 MN/m^3 according to DIN 45673-5
Dynamic bedding modules range (10Hz)	26 – 429 MN/m^3 according to DIN 45673-5
Supply	Rolls or sheets
Joints	Not needed

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