

VIPA DRS

Rail fastening system

- Designed for applications where a degree of vibration mitigation is required
- Suitable for all rail inclinations and rail types
- For use on concrete, non-ballasted tracks

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

Application	At grade, bridges, tunnels and viaducts for metro/LRT and mainline slab tracks
Clip type	Pandrol e-Clip
Pad type	Typically studded EVA rail pad with studded rubber baseplate pad*
EN13481 Track category	Cat A, B, C, D
Maximum axle load	26 tonnes

* For special applications consult Pandrol.

Typical performance data* As identified by Track Category in EN13481-2

	Value	Test method	Remarks
Assembly static stiffness	Typically 20 kN/mm	EN13481-5:2012 Cat B	Stiffness can be reduced to 15 kN/mm or increased to >200 kN/mm through consultation with Pandrol.
Assembly dynamic stiffness	Typically 22.5 kN/mm	EN13481-5:2012 Cat C/D	
Clamping force	>16 kN	EN13146-7:2012	
Creep resistance	>7 kN	EN13146-1:2012	For special requirements and zero longitudinal restraint applications please contact Pandrol.
Electrical insulation	>10 kΩ	EN13146-5:2012	Two levels of insulation and long leakage path, suitable for traction return currents in DC systems.
Vertical adjustment	+20 mm		
Lateral adjustment	+/-5 mm		

→ COMPLIANCE WITH STANDARDS

All Pandrol fastenings are tested against European CEN standards. (Pandrol VIPA DRS has been tested against the requirements of EN 13481-5:2012 'Fastening systems for slab tracks').

→ NOTE

Pandrol is a provider of innovative custom rail fastenings. Data in this document indicates typical performance. Actual performance is dependent on a range of external factors. Please contact us to discuss how Pandrol can tailor products to suit local operating conditions and specific requirements. Technical information in this document was correct at time of printing. Improvements may since have been introduced as a result of our continuous research and development programmes.

Learn more



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2019