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VIPA DFC

Rail fastening system

- Suitable for use on non-ballasted (slab) tracks
- Suitable for top down construction
- Optimised for use on pre-cast blocks, sleepers and slabs

Application data (Standard products – special variants may differ)				
Rail inclination	Provided in the concrete as required			
Typical applications	LRT/Metro, general main line, high speed non ballasted tracks			
Clip type	Pandrol Fastclip FC1501, FC1504			
EN 13481-2 fastening category	Cat A	Cat B	Cat C	Cat D
Maximum axle load*	130 kN	180 kN	260 kN	260 kN
Minimum curve radius*	40 m	80 m	150 m	400 m

* For special applications consult Pandrol.

Typical performance data* As identified by Track Category in EN13481-1					
	Cat A	Cat B	Cat C/D	Test method	Remarks
Assembly static stiffness	12.5-17.5 kN/mm	15-20 kN/mm	20-25 kN/mm	EN 13146-9:2011	Dependent upon pad selection
Assembly dynamic stiffness	17.5-22.5 kN/mm	20-25 kN/mm	25-30 kN/mm	EN 13146-9:2011	
Electrical insulation	>10 kΩ				
Nominal toe load	1000 kgf				
Clamping force	>16 kN			EN 13146-7:2012	
Creep resistance	>9 kN			EN 13146-1:2012	
Lateral adjustment	+/- 5 mm				
Vertical adjustment	+ 20 mm				

→ COMPLIANCE WITH STANDARDS

Pandrol VIPA DFC has been tested against and meets the EN 13481-5:2012 'Fastening Systems for Slab Tracks' standards. It also meets European High Speed TSI (Technical Standards for Interoperability) requirements.

→ 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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