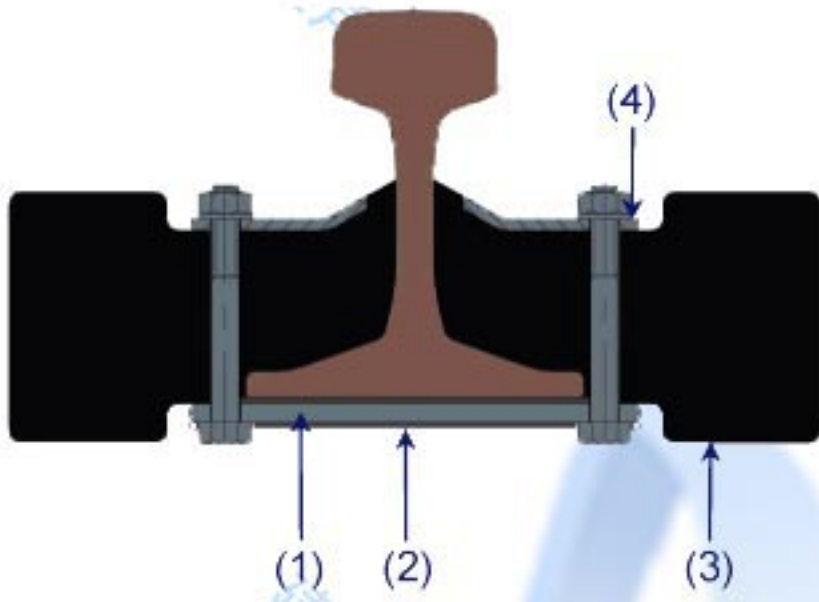


## CDM

### CDM-ABSO-RAIL



The CDM-ABSO-RAIL<sup>®</sup> system is designed to damp the 'pin-pin' resonance peaks in ballasted tracks, bridge structures, tunnels, etc... Without treatment, the pin-pin vibration modes of the rail will reradiate a high volume of noise which will sometimes be unacceptable in nearby areas. (significant spectrum: 850 Hz - 2000 Hz).

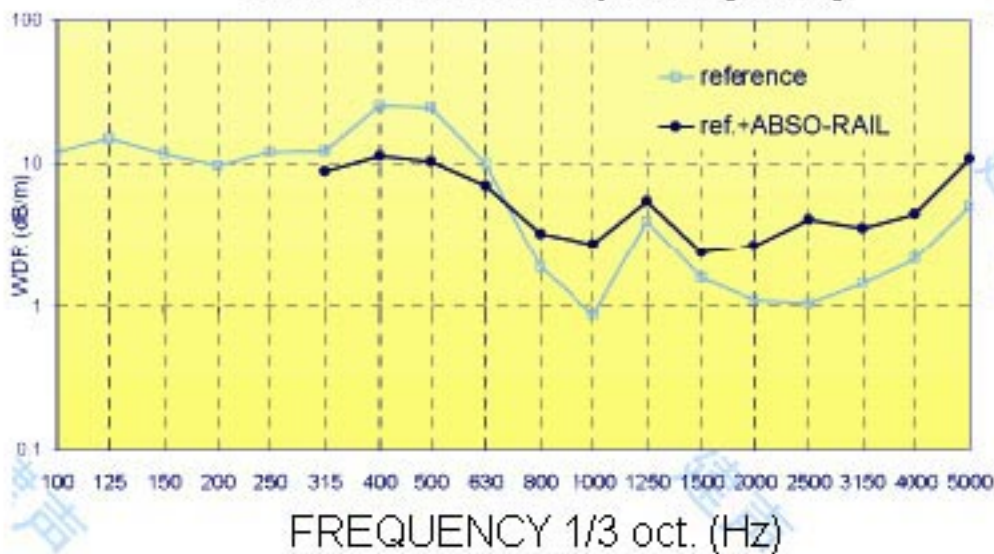
Components:

- (1) Steel bottom plate
- (2) High damping material, covering the steel plate at both sides
- (3) Composite rubberblocks
- (4) Steel top plate and bolt, to press the rubberblocks firmly against the rail

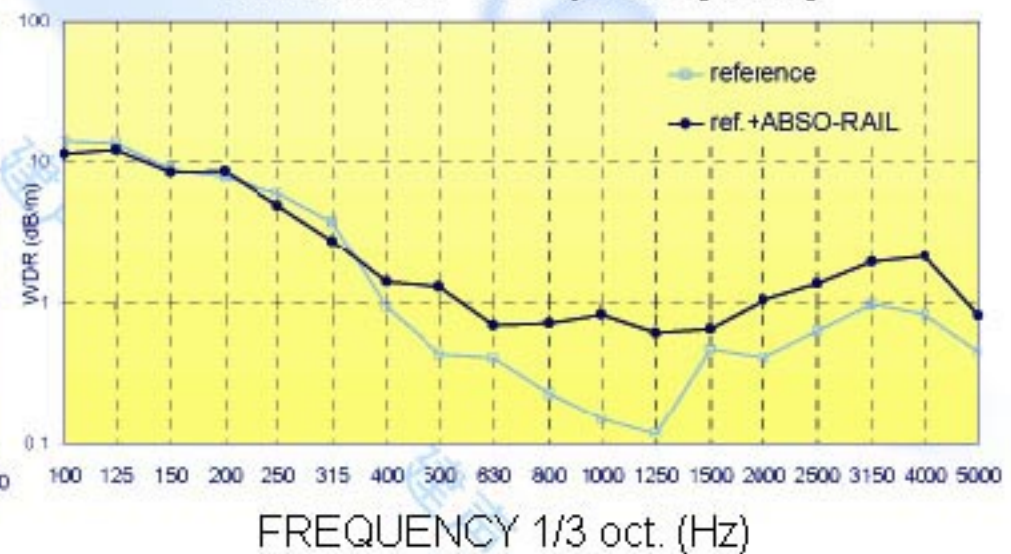
Advantages:

- 1 The CDM-ABSO-RAIL<sup>®</sup> ensures considerable wave decay rates in the important frequency range (see graphs below)
- 2 Straightforward installation
- 3 The shape of the absorber elements can be adapted to the railtype as well as to the project requirements

Vertical Wave Decay Rate [dB/m]



Lateral Wave Decay Rate [dB/m]



## CDM

### CDM-FLEXIBORD

#### CDM-FLEXIBORD Narrows The Gap

CDM-FLEXIBORD is a flexible elastomeric platform buffer designed to narrow the gap between railway platforms and oncoming trains.

CDM-FLEXIBORD is designed to have a low stiffness when dealing with impacts from train or tram (horizontal direction), and to have a very high stiffness in the vertical direction. These properties are not easily achievable with conventional elastomers but allow for an important reduction of the platform – train gap.

- 1 Increased passenger safety
- 2 Flexible side buffer minimising impact damage to rolling stock and platform

The CDM-FLEXIBORD system can be fixed either horizontally - direct fixing, or vertically - bottom fixing, or integrated structural fixing inside the platform. CDM can adapt the system to suit specific dynamic envelopes and different platform edge types, and give guidance regarding the fixing method.

