

Getzner FactBox

getzner
engineering a quiet future

FOUNDED

1969 as a subsidiary of Getzner, Mutter & Cie.

EMPLOYEES

500

ANNUAL TURNOVER

2020: EUR 105.5 million

2021: EUR 134.1 million

2022: EUR 150.3 million

RATIO OF EXPORT

90%

CHIEF EXECUTIVE OFFICER

Ing. Jürgen Rainalter

For 50 years we have been developing and manufacturing highly elastic products and systems for efficient vibration isolation. Our solutions help to reduce vibrations and noise effectively, thereby making a valuable contribution to the environment and benefitting our customers.

We operate as partners and with passion to achieve results that delight our customers, provide them with security and advance them in a commercial and technological sense.

Our core expertise

Vibration isolation in the railway, construction and industry sectors.

We are represented across the globe

Alongside our head office in Bürs (AT) we have subsidiaries in Berlin (DE), Munich (DE), Stuttgart (DE), Lyon (FR), Paris (FR), Tokyo (JP), Pune (IN),

Beijing (CN), Kunshan (CN), Melbourne (AU) and Charlotte (US). We have also established an international network of sales partners in a total of 40 countries.

Our materials

Foamed polyurethane elastomers in the form of single-layer and multiple-layer mats and moulded parts.

Registered trademarks

Sylomer®, Sylodyn®, Sylodamp®, Sylocraft® und Isotop®

The benefits of our products and solutions

- Effective protection of machinery and the environment against vibrations and noise
- Investment and application security from years of experience and know-how
- Lower life cycle costs for railway lines and technical equipment
- Proven long service life



Vibration Protection for Crossrail

London (UK)

Crossrail is one of the largest metro construction projects in Europe. Once complete, the line will carry over 200 million passengers per year. Sound and vibration protection is extremely important for this project.

Special measures were required in some sections of the tunnels to protect neighbouring residents from vibrations and noise. For this reason, a mass-spring system consisting of a slab track and a total of 3,000 Sylodyn® discrete bearings was installed between the Bond Street and Tottenham Court Road stations.

The installation of the Sylodyn® bearings was undertaken by the joint venture ATCjv. Due to the small diameter of the tunnel, the elastic elements had to be fitted retrospectively using openings in the middle of the trackway. Two different types of bearings with differing degrees of stiffness were installed.

In addition, bi-block sleeper-base systems have been deployed in other tunnel sections. To ensure the required elasticity in the slab track superstructure, 130,000 Sylodyn® insertion pads for sleeper boots have been installed. This solution has been adopted for numerous turnouts as well.

Advantages

- Maintenance-free Sylodyn® bearings
- Effective protection against vibrations and structure-borne noise
- Better living and working conditions for residents
- A defined elasticity in the slab track superstructure
- Simple installation
- Less maintenance work required

An unprecedented project

Crossrail is the name of a new east-west rail link being constructed across London. The megaproject requires 118 km of new railway line, 42 km of which will be laid through new tunnels. With an estimated cost of around 18 billion euros, the new route will go into service in 2018 as the Elizabeth Line.



Slab track system in the tunnels



Mass-spring system with Sylodyn® discrete bearings



Bi-block sleepers with Sylodyn® insertion pads for sleeper boots

Fact box:

Scope of the order:	130,000 Sylodyn® insertion pads for sleeper boots 3000 Sylodyn® discrete bearings for a mass-spring system
Client:	Crossrail Limited
Operator:	Transport for London (TfL)
Getzner Project Manager:	Lukas Mayer
Completion:	2018
Construction company:	Alstom, TSO, Costain joint venture (ATCjv)



Vibration Protection for Gaziray

Gaziantep (TR)

Gaziray is one of the biggest railway construction projects in Southeast Turkey. Once completed, the line will carry over 35 million passengers per year. Sound and vibration protection is extremely important for this project.

Special measures were required in some sections of the tunnels to protect neighbouring residents from vibrations and noise. For this reason, sections with mass-spring systems were installed.

The installation of the Sylomer® mass-spring system was carried out by the construction company Kalyon ASL TİÇ. Two different types of the mass-spring system with different thickness were installed.

To ensure the required vibration mitigation in the slab track superstructure, 20.500 m² of Sylomer® mass-spring system was installed. In addition, Under Sleeper Pads were installed in the transition zones from ballasted track to slab track.

Advantages

- Maintenance-free
- Effective protection against vibrations and structure-borne noise
- Better living and working conditions for residents
- A defined elasticity in the slab track superstructure
- Simple installation
- High efficiency & long term stability
- Easy and cost-effective installation

An unprecedented project

Gaziray is the name of a new west-east rail link being constructed across Gaziantep. The entire project comprises 4 lines with a total track length of 25.5 kilometers and 15 stations. Four stations and 5 track kilometers of the project were built underground. With an estimated cost of around 2 billion euros, the new route will go into service in 2023.

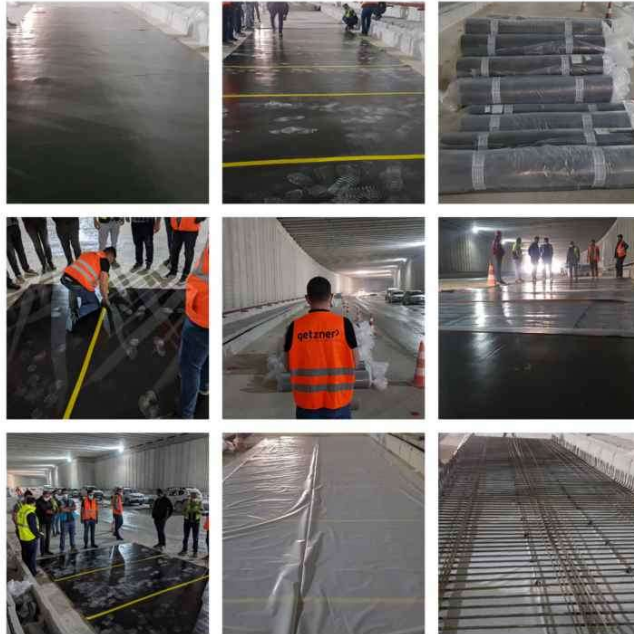


Fig. 1: Supervision from Getzner on site
Source: Getzner Werkstoffe



Fig. 3: Slab Track on Getzner high-tech PUR
Source: Getzner Werkstoffe



Fig 2: Mass-spring system
Source: Getzner Werkstoffe



Fig. 4: Slab Track with Sylomer® mass-spring system
Source: Getzner Werkstoffe

Fact box:

Scope of the order:	20.500 m ² Sylomer® mass-spring system
Client:	Kalyon Gaziray ASL Adi Ortaklığı
Operator:	Turkish State Railway TCDD
Getzner Project Manager:	Ismail Bayrak
Completion:	2021