



Technical charakteristics			
Thickness	2.0 mm.	3.0 mm.	4.0 mm.
Sheet size	370*500	370*500	370*500
Foil thickness	150 µm	150 µm	150 µm
Weight per 1 sheet	0.6 kg.	0.89 kg.	1.18 kg.
Weight per package	10 kg.	11 kg.	10.9 kg.
Weight per SQR.M	3.38 kg.	4.95 kg.	6.55 kg.
Package on pallet	84	84	84
MLF	0.38	0.54	0.58
Sheets in package	16	12	9
SQR.M per package	2.96	2.22	1.665
SQR.M per pallet	248.64	186.48	139.86

CTK Dominator is a "hardcore" range of mats for the most demanding professionals who do not compromise. The polymer butyl layer was developed on the basis of high molecular weight polyisobutylene, several types of rubber, and special additives and fillers. This combination improves the molecular structure of the polymer, which leads to the increase in its efficiency. The composite has a very high viscosity and is characterized by a very high mechanical loss factor (MLF)is higher than in the Premium series. To further increase the productivity of the CTK Dominator mats, a 150 micrometers thick aluminum foil was used! This is oneand a half times more than that of premium-class mats and other similar products of famous brands. Despite this, the material is still fairly light due to the high percentage of special high-quality rubber and improved additives.

The product is intended for use in the most modern installations to effectively reduce body vibrations and road noise, as well as in extreme SPL car audio systems, where the most effective anti-vibration materials with high rigidity are required. The Dominator mats are very well suited for reducing strong vibrations of the car body elements and further enhancing the rigidity of large body surfaces (roof, floor, side panels, doors, etc.). CTK Dominator is also ideally suited for professional preparation of the body and door chambers for fitting in the high-end SQ car audio equipment. These mats guarantee the highest rigidity and stability of the surface of the door chambers, as well as the surface above the sealed manufacturing holes. After using CTK Dominator mats in many cases it is no longer necessary to apply additional surface reinforcement in the manufacturing holes.

