



## Test Track

TRL's Test Track is located on a secure secluded site providing a carefully controlled and safe operating environment.

The track consists of five different sections, all of which can be operated independently of each other.



A number of carefully constructed features for testing over a wide range of environmental and road conditions are also available.

### Potential uses:

- Product launches
- Tyre and braking tests
- High speed manoeuvres
- Driver training
- Vehicle handling and stability trials
- Evaluation of new road layout designs
- Traffic Calming
- Fuel consumption
- Vehicle noise measurements (ISO Noise Surface)
- Evaluation of road and vehicle-based instrumentation
- Location for filming and photography

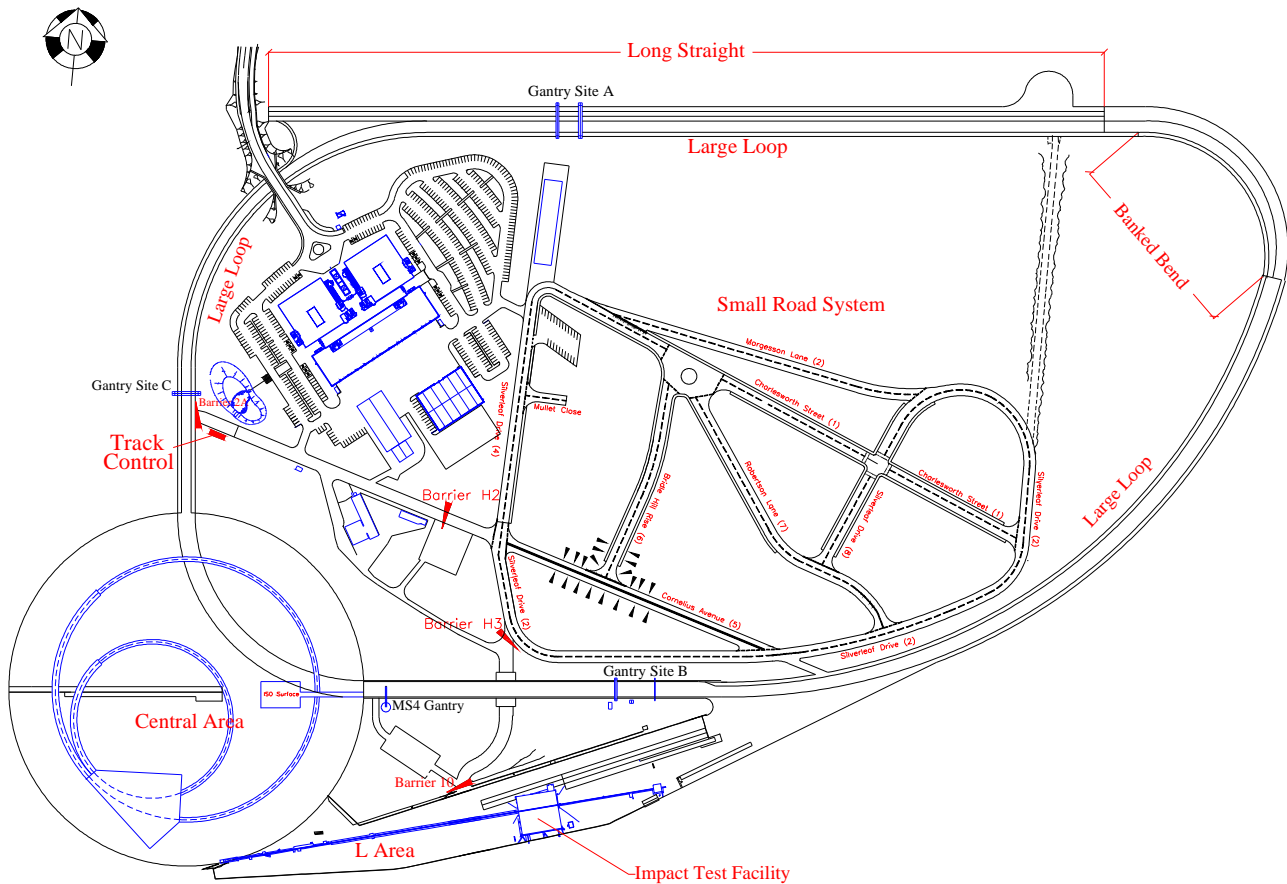


Fig. 1. Test Track layout.

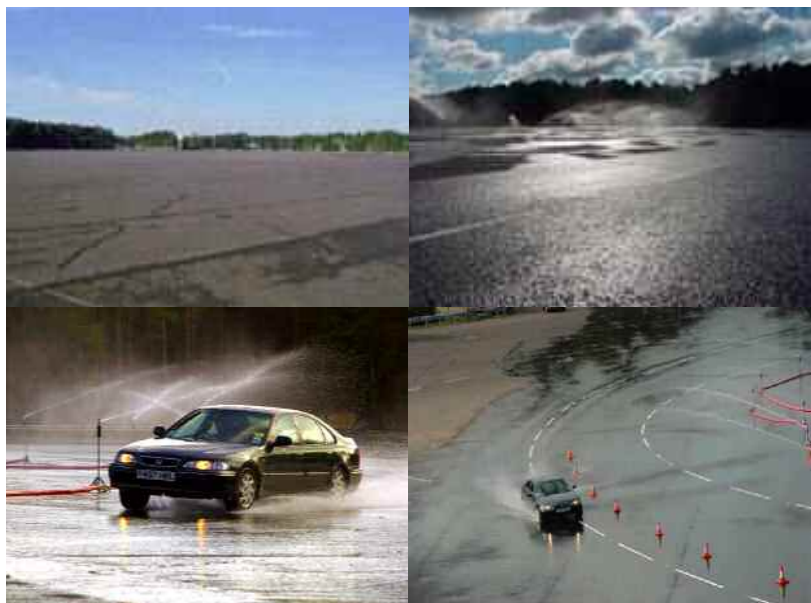
## The Central Area

An unobstructed 'pan' 270m in diameter and a constant cross fall of 1 in 53 from SE to NW

A system of underground ducts allows services to be taken to the centre without obstructing the surface

A feature of the area is two circles 200m and 120m in diameter constructed in 10mm stone mastic asphalt varying in width from 3.65m to 5.00m with dashed white lines denoting the centre line.

The circles are used by professional drivers to perform repeated driving manoeuvres under strictly controlled test conditions.





## The Long Straight

Running westwards from the foot of the Banked Bend for a distance of 550m of three lanes each 3m wide. Each lane is provided with 500m long water 'spray'.



## The Large Loop

Length 2Km, plus 225m 'track' across the Central Area. The width varies. Travelling eastward from the Central Area in an anti-clock-wise direction, the carriageway width is 10.5m for 260m, then 9.1m wide as far as the banked bend. Round the bend the width narrows to 7.3m and continues at this width alongside the Long Straight, under the bridge back to the Central Area.



## The Banked Bend

The Banked Bend enables vehicles to negotiate the tight bend at the NE corner of the Large Loop at high speed. The balance speed is approximately 88 Km/h (55mph) along the yellow line painted on the surface. On safety grounds when the banking is in use other traffic is not normally permitted unless essentially attendant upon the primary vehicle



## L Area

This is an irregular shaped area, varying in width between 30m and 55m with a maximum straight length of 500m, lying to the South of the Large Loop. It is now used as the TRL Impact Test Facility.





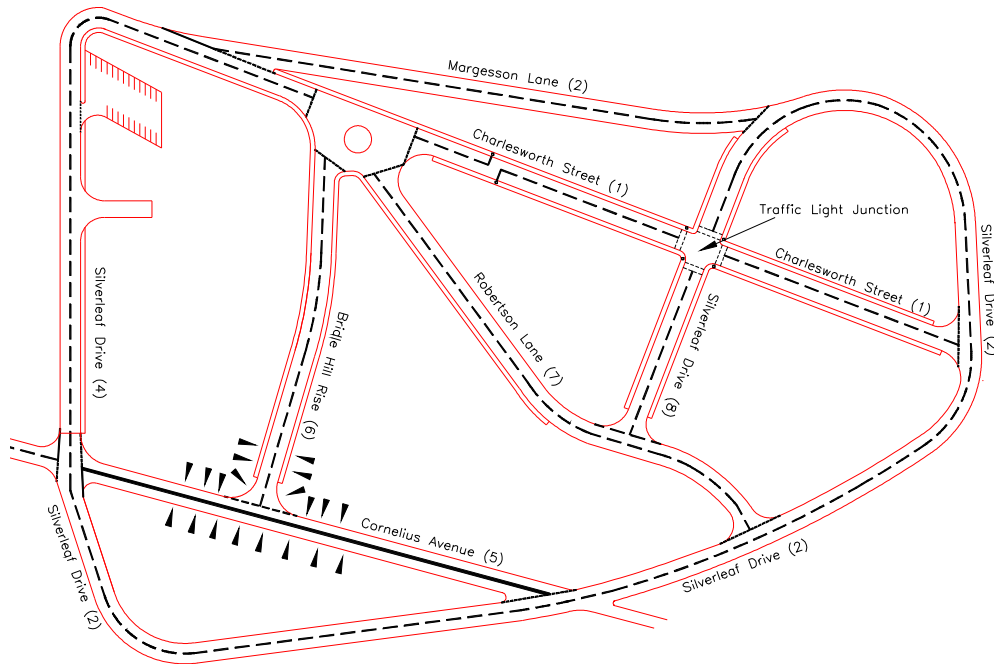
## Small Road System

The Small Road System is located within the Large Loop. 2.5Km total length of carriageway and built to provide controlled conditions free from audible visible distractions.

The road layout, which generally has the appropriate road markings, is intended to reproduce urban road conditions.

The trees left close to the road edges to effectively restrict cross-vision between the roads reducing sight lines at junctions

The intersections follow their natural angles, producing several typically awkward corners



## Further Information

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