

Test Tracks- iCAT

The tracks proposed at iCAT will be used for limited R&D and full fledge homologation purpose. The comfort track at iCAT used as complement with NVH facilities at centre. The details of test tracks proposed at iCAT-Manesar are tabulated below:

Technical Details of Test Tracks At iCAT

Test Tracks	Technical Specification	Use of Track
Cost-down test straight	<p style="text-align: center;">Straight for the cost-down test for type approval</p> <p style="text-align: center;">Length=1100 m Width=10 m</p>	<p>This track will use for the coast-down test specified in the Regulation.</p>
Test slopes	<p style="text-align: center;">Hills for homologation purposes with 4 different gradient slopes (6/8%, 12%, 18% and 20%)</p> <p style="text-align: center;">Total area=7000 m²</p>	<p>The track will be used for the parking braking devices test</p>
Straight line braking	<p style="text-align: center;">Two different braking surfaces for homologation purposes:</p> <p style="text-align: center;">Low μ (basalt tiles) 250 m long High μ (asphalt mu) 200 m long Acceleration/stabilization lane length 650 m Total area=30500 m²</p>	<p>The track will be used for for Braking related regulations and R&D.</p>
Steering pad platform	<p style="text-align: center;">Complete flat surface (0% slope longitudinal and transversal) for steering homologation tests</p> <p style="text-align: center;">130 m long 100 m wide Total area=130000 m²</p>	<p>Track is used in steering effort test.</p>

External noise test	20x20 ISO surface with acceleration/deceleration lanes Total area=3000 m²	The track will be used for the permissible sound level test specified in the Regulation.
Comfort Track	Different surfaces for noise squeak & rattle and comfort test. Total area=9000 m²	The track will be used for NVH R&D and testing facility.