

THE ROLE OF CSS TDU

Carry out recovery assessments on all military equipments.

Conduct user trials, often of a tri-service nature, viewed from the soldier's perspective, in field conditions.

Provide a centre of user input towards proposed new logistic systems, equipment, B vehicles and ancillaries.

Recommend or otherwise the suitability of equipment for Service use.

Assess off the shelf and novel technologies to determine potential applications, benefits and limitations.

Assess and advise on suitability during development.

Assess in-service modifications and equipment updates.

Identify any possible training requirements.



Wheeled Tanker Recovery Assessment



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ARMY

CSS
TDU



COMBAT SERVICE SUPPORT

COMBAT SERVICE SUPPORT TRIALS AND DEVELOPMENT UNIT FACILITIES



**CSS TDU
Long Valley**

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CSS TDU FACILITIES

A 1.5km tarmac road that is 2 lanes wide. It is used to conduct road handling assessments.

Mettalled road



The track was originally constructed for reliability testing and has, in the past, been attributed with a 7:1 accelerated wear ratio. The track has been constructed with an equal amount of left and right hand bends, to ensure even wear on components. CSS TDU considers that Vehicles classified as Improved Low Mobility carrier (LMC) should be able to negotiate it.



Un-Prepared Track



Sine Waves

A 5.6km meandering circuit, that essentially forms the border of the Long Valley training area. The track consists of various surfaces including hard flint, gravel and soft sand and has various undulations. The ease of negotiation of this track can be seasonal and weather dependant however it is considered by CSS TDU as a minimum benchmark for a Medium Mobility Load Carrier (MMLC) vehicle.



Alpine Area

This area is made up of several slopes of varying texture and gradient. Some slopes are made from soft sand and others are hard track. The slopes range from approximately 16 degrees to 32 degrees



The sine waves are made up of varying amplitudes and consist of both left and right inclinations. They are used to test suspension and are particularly good for assessing articulation of vehicles towing trailers.

MM/MM Routes



The MM/MM routes are used to assess vehicles in the challenging conditions that they may be required to negotiate during military use. The routes include woodland with muddy tracks, soft sand and clay areas and large potholed tracks that can often be full of water.

These routes can be seasonal and weather dependant.

Support Facilities



CSS TDU has a small workshop where maintenance and repair of vehicles can be undertaken. In addition there is also a large hangar where vehicles that are being trialled can be stored and a wash down facility. The unit also has an 80 Tonne weigh bridge that is used extensively

