

## WORKING WIDTH OF THE SYSTEM.

The deformation of safety barriers during impact tests is characterised by the dynamic deflection (D) and by the working width (W) (figure 1 & 2):

- The working width (W) is the distance between before the impact the side facing the traffic of the road restraint system and the maximum dynamic lateral position of any major part of the system.
- The dynamic deflection (D) is the maximum lateral dynamic displacement of the side facing the traffic of the restraint system. For narrow restraint systems, the dynamic deflection can be difficult to measure and if such is the case, the dynamic deflection may be taken as the working width.

The deformation of the restraint system shall conform to the requirements of table 3. There are eight classes of working width levels from W1 to W8. A class of working width level should be specified by taking into account the available space or distance behind the RRS. The deformation depends on both: Type of the system and characteristics of the impact test.

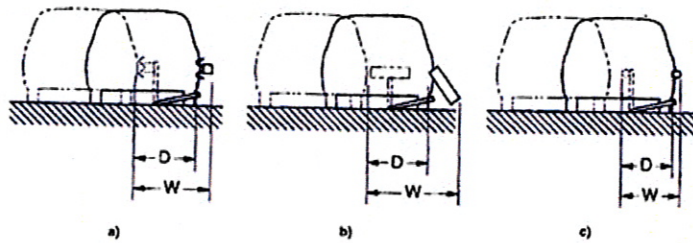


FIGURE No 1

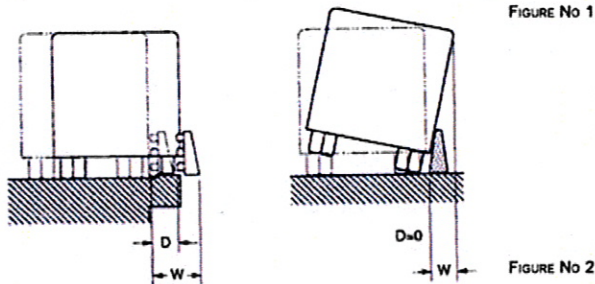


FIGURE No 2

Table — Levels of normalised working width

Classes of normalised working width levels	Levels of normalised working width m
W1	$W_N \leq 0,6$
W2	$W_N \leq 0,8$
W3	$W_N \leq 1,0$
W4	$W_N \leq 1,3$
W5	$W_N \leq 1,7$
W6	$W_N \leq 2,1$
W7	$W_N \leq 2,5$
W8	$W_N \leq 3,5$