Run Number	Post Spacing		Beam Description	Impact Angle	Maximum Deflection[a]			
					Simulation		Field Test[b]	
	mm	[in.]			mm	[in.]	mm	[in.]
1	1905	[75]	Single W-Beam	15°	589	[23.2]	NA	NA
2	1905	[75]	Single W-Beam	25°	907	[35.7]	754	[29.7]
3	952	[38]	Single W-Beam	15°	389	[15.3]	NA	NA
4	952	[38]	Single W-Beam	25°	541	[21.3]	597	[23.5]
**	1905	[75]	MSG Single W-Beam	25°	NA	NA	1094	[43.1]
**	953	[38]	MSG Single W-Beam	25°	578[d]	[22.8][d]	NA	NA
**	476	[19]	MGS Single W-Beam	25°	NA	NA	447	[17.6]
*	1905	[75]	Double W-Beam	25°	NA	NA	902[c]	[35.5]
5	952	[38]	Double W-Beam	15°	358	[14.1]	NA	NA
6	952	[38]	Double W-Beam	25°	437	[17.2]	498	[19.6]
7	476	[19]	Double W-Beam	15°	NA	NA	NA	NA
8	476	[19]	Double W-Beam	25°	320	[12.3]	NA	NA
9	1905	[75]	Single Thrie-Beam	15°	488	[19.2]	NA	NA
10	1905	[75]	Single Thrie Beam	25°	716	[28.2]	NA	NA
11	952	[38]	Single Thrie-Beam	15°	386	[15.2]	NA	NA
12	952	[38]	Single Thrie-Beam	25°	480	[18.9]	NA	NA
13	952	[38]	Double Thrie-Beam	15°	333	[13.1]	NA	NA
14	952	[38]	Double Thrie Beam	25°	414	[16.3]	NA	NA
15	476	[19]	Single Thrie-Beam	15°	NA	NA	NA	NA
16	476	[19]	Single Thrie-Beam	25°	353	[13.9]	NA	NA
17	476	[19]	Double Thrie-Beam	15°	NA	NA	NA	NA
18	476	[19]	Double Thrie-Beam	25°	307	[12.1]	NA	NA

Notes:

a) Simulation of 2000-kg [4,400-lb] sedan at 97 km/h [60 mph].

b) Kansas Department of Transportation field test results with 2000-kg [4400-lb] sedan at 97 km/h [60mph].

c) Test conducted during wet soil conditions.

d) BARRIER VII Analysis results calibrated from crash tests of standard and $^{1}/_{4}$ post spacing.

NA = Not Available
*Field test only
** Crash Test of 2000P pickup truck at NCHRP Report 350 TL-3