



Microcar M.GO Family
Petrol, 4 seat heavy quadricycle

2016



Adult Occupant



SPECIFICATION

Seats	4
Power Source	Petrol
Kerb Weight	425 kg
Maximum Speed	95 km/h
Class	Quadricycle

SAFETY EQUIPMENT

	Driver	Passenger	Rear
FRONTAL CRASH PROTECTION			
Frontal airbag	○	✗	—
Belt pretensioner	✗	✗	✗
Belt loadlimiter	✗	✗	✗
Knee airbag	✗	✗	—
SIDE CRASH PROTECTION			
Side head airbag	✗	✗	✗
Side chest airbag	✗	✗	✗

Note: Other equipment may be available on the vehicle but was not considered in the test year.

- Fitted to the vehicle as standard
- Fitted to the vehicle as option
- Not fitted to the test vehicle but available as option
- ✗ Not Available
- Not Applicable

ADULT OCCUPANT

Total 10.0 Pts / 28%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Full-Width Deformable Barrier 4 Pts	Lateral Impact 6 Pts
 <p style="text-align: center;">Driver</p>	 <p style="text-align: center;">Driver</p>

Comments

Structure

Inspection of the vehicle after the frontal test revealed failures which indicated that the structure could not cope with a higher test speed or mass. In addition, the seatbelt anchorage at the bottom of the B-pillar broke during the test, severely compromising the restraint system's ability to provide any protection. This failure resulted in the score for all critical body areas being penalised. In the side impact, the bottom of the B pillar became detached from the sill and three of the driver's seat mounting points also failed.

Restraints

The M.GO Family was equipped with an optional steering wheel airbag. However, in the frontal impact, there was insufficient pressure in the airbag to prevent the head 'bottoming out' the airbag and contacting the steering wheel through the airbag fabric, resulting in a penalty to the score. These penalties, together with marginal dummy readings, resulted in a poor rating of the head protection and an adequate rating for the neck. The dummy's chest struck the steering wheel and this, together with the unstable body structure, meant that chest protection was rated as poor. After the test, the dummy was found to have slipped under the lap portion of the belt as a result of the failed anchorage. Dummy readings in the knee/femur/pelvis area showed marginal protection, downgraded to weak as a result of the seatbelt anchorage failure.

The dummy's head hit the unpadded side roof rail and a high acceleration was recorded, and protection was rated as marginal. Lateral compression of the chest indicated marginal protection. However, other readings indicated that much of the force had been transferred in ways that could not be done with a human body i.e. using loadpaths unique to the dummy used in this test. As a result, the score was penalised and protection rated as poor. Protection of the abdomen and of the pelvis was also rated as marginal, based on the forces measured in these areas.