



Aixam Crossover GTR
 Petrol, 4 seat heavy quadricycle

2016

Adult Occupant

**25%**

SPECIFICATION

Seats	4
Power Source	Petrol
Kerb Weight	440 kg
Maximum Speed	98 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 12.0 Pts / 25%

GOOD

ADEQUATE

MARGINAL

WEAK

POOR

Full-Width Deformable Barrier

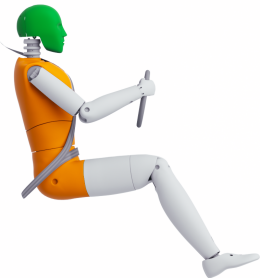
2 Pts



Driver

Lateral Impact

10 Pts



Driver

Comments

Structure

In the frontal impact, the structure of the vehicle stood up well to the impact forces and the passenger compartment remained stable.

When the side impact vehicle was inspected after the crash, it was seen that a bolt in the rear suspension had hit the fuel tank, leaving a distinct indentation. In a slightly more severe accident, or a slightly different configuration, the bolt could puncture the fuel tank and Euro NCAP has advised Aixam to redesign this part of the vehicle.

Restraints

In the frontal impact, the dummy's head made contact with the centre of the steering wheel as it moved backwards and upwards. There is no frontal airbag to protect the driver and dummy readings indicated a high probability of serious or fatal injury in a human as a result of this contact. Neck tensile forces were also very high and protection of both the head and the neck was rated as poor. The chest did not strike the steering wheel but high seatbelt loads resulted in values of chest compression indicating a high probability of serious or fatal injury. Only in the knee/femur/pelvis body area did the Aixam score points in the frontal test: dummy readings were good but protection was rated as marginal owing to the presence of hazardous structures in the dash area.

In the side impact, dummy readings indicated good head protection. Lateral compression of the chest was not excessive. 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 marginal. Protection of the abdomen and of the pelvis was also rated as marginal, based on the forces measured in these areas.