



**Club Car Villager 2+2 LSV**  
All-electric, 2 seat heavy quadricycle

**2014**



Adult Occupant



### SPECIFICATION

Seats	4
Power Source	Electric motor
Kerb Weight	541 kg
Maximum Speed	40 km/h
Class	Quadricycle

### SAFETY EQUIPMENT

	Driver	Passenger	Rear
<b>FRONTAL CRASH PROTECTION</b>			
Frontal airbag	✗	✗	—
Belt pretensioner	✗	✗	✗
Belt loadlimiter	✗	✗	✗
Knee airbag	✗	✗	—
<b>SIDE CRASH PROTECTION</b>			
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 11.0 Pts / 23%

 GOOD

 ADEQUATE

 MARGINAL

 WEAK

 POOR

## Full-Width Deformable Barrier

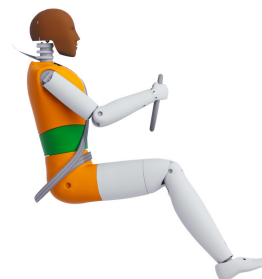
2 Pts



Driver

## Lateral Impact

9 Pts



Driver

## Comments

**Structure**

The maximum speed of the Club Car is 40km/h so a frontal impact at 50km/h represents a collision with another vehicle. In the frontal impact, the structure of the Club Car collapsed. The steering wheel moved rearwards by nearly half a metre. The dummy's head hit the steering wheel and the values recorded indicated a very high risk of fatal injury. The chest pressed against the steering wheel, taking most of the force of the dummy. As a result, there was relatively little force on the seatbelts and they, and their connection to the rear pillar, stayed intact during the impact. The seat base hinged forwards in the impact and this, combined with the intruding instrument panel, led to the tops of the dummy's tibias striking the facia, leading to very high displacements in the knees. Protection of the knees and femurs was rated as poor. In the side impact, there was nothing to protect the dummy from the striking barrier. The driver's seat became detached from the structure and moved sideways, together with the lower part of the test dummy.

**Restraints**

No airbags are available on the Villager 2+2 LSV. The seatbelts did not break or detach in the frontal test as most of the force was taken by the intruding steering wheel. In the side impact, the head of the dummy was exposed outside the structure of the vehicle, increasing the risk of dangerous head contact in real-world accidents, and the score was penalised. Much of the force on the dummy was deflected to parts of the dummy which do not reflect a real body and protection of the chest area was penalised. Combined with dummy readings which were marginal, protection of the chest was rated as poor.