



**Mobilize Limo**  
Standard Safety Equipment

2022



Adult Occupant



80%

Child Occupant



79%

Vulnerable Road Users



69%

Safety Assist



71%

## SPECIFICATION

Tested Model	Mobilize Limo 'Techo', LHD
Body Type	- 5 door hatchback
Year Of Publication	2022
Kerb Weight	1600kg
VIN From Which Rating Applies	- all Limos
Class	Small Family Car

### General comments

The EVeasy Limo, unavailable in Europe but sold in Turkey, is identical to the Mobilize Limo tested by Euro NCAP and has the same level of safety equipment. Accordingly, the same level of safety would be expected from the EVeasy Limo.

## 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	●	●	✗
Side pelvis airbag	●	●	✗
Centre Airbag	●	●	—
CHILD PROTECTION			
Isofix/i-Size	—	●	●
Integrated CRS	—	✗	✗
Airbag cut-off switch	—	●	—
SAFETY ASSIST			
Seat Belt Reminder	●	●	●

OTHER SYSTEMS	
Active Bonnet	✗
AEB Vulnerable Road Users	●
AEB Pedestrian - Reverse	✗
AEB Car-to-Car	●
Speed Assistance	●
Lane Assist System	●

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 part of the safety pack

○ Not fitted to the test vehicle but available as option or as part of the safety pack

✗ Not available

— Not applicable



ADULT OCCUPANT

Total 30.4 Pts / 80%

GOOD

ADEQUATE

MARGINAL

WEAK

POOR

Frontal Impact

11.1 / 16 Pts



Mobile Progressive Deformable Barrier



Full Width Rigid Barrier

Lateral Impact

13.6 / 16 Pts



Side Mobile Barrier



Side Pole



Far-Side Excursion



Occupant Interaction

Rear Impact

3.7 / 4 Pts



Rear Seat



Front Seat



## ADULT OCCUPANT

Total 30.4 Pts / 80%

 GOOD

 ADEQUATE

 MARGINAL

 WEAK

 POOR

## Rescue and Extrication

2.0 / 2 Pts

Rescue Sheet	Available, ISO compliant	
Advanced eCall	Available	
Multi Collision Brake	Available	



## Comments

The passenger compartment of the Limo remained stable in the frontal offset test. Inspection of the vehicle after the test revealed a rupture of the driver's footwell. A penalty was applied to the score and Mobilize were precluded from demonstrating good knee and femur protection to occupants of sizes other than the dummies used, leading to a marginal rating for that body region. Protection of the driver's chest was rated as marginal, based on dummy readings of compression. Analysis of the deceleration of the impact trolley during the test, and analysis of the deformable barrier after the test, revealed that the Limo would be a somewhat aggressive impact partner in a frontal collision. In the full-width rigid barrier test, protection of all critical body areas was good or adequate, apart from the driver's chest, protection of which was rated as marginal based on compression. In the side barrier test, protection of all critical body areas was good but the test score was penalised as the door lock on the rear, impacted side was found to have released. In the more severe side pole impact, chest protection was rated as weak, based on rib compressions, but that of other critical body regions was good. Control of excursion (the extent to which a body is thrown to the other side of the vehicle when it is hit from the far side) was found to be adequate. The Limo has a counter-measure to mitigate against occupant to occupant injuries in such impacts. The system performed well in Euro NCAP's test, with good protection of occupants' heads. However, Mobilize could not demonstrate robust, symmetrical performance of the centre airbag and the score was penalised. Tests on the front seats and head restraints demonstrated good protection against whiplash injuries in the event of a rear-end collision. A geometric analysis of the rear seats also indicated good whiplash protection. The Limo has an advanced eCall system which alerts the emergency services in the event of a crash. The car also has a system which applies the brakes after an impact to avoid secondary collisions.



## CHILD OCCUPANT

Total 39 Pts / 79%

GOOD

ADEQUATE

MARGINAL

WEAK

POOR

Crash Test Performance based on 6 &amp; 10 year old children

20.0 / 24 Pts

## Frontal Impact

16 Pts



## Lateral Impact

4 Pts

Restraint for 6 year old child: *Britax Römer KidFix i-size*Restraint for 10 year old child: *Peg Perego Viagio 2-3 Shuttle*

## Safety Features

7.0 / 13 Pts

	Front Passenger	2nd row outboard	2nd row center
Isofix	✗	●	✗
i-Size	✗	●	✗
Integrated CRS	✗	✗	✗

● Fitted to test car as standard    ○ Not on test car but available as option    ✗ Not available

## CRS Installation Check

12.0 / 12 Pts

● Install without problem    
 ● Install with care    
 ● Safety critical problem    
 ✗ Installation not allowed

## ■ i-Size CRS

Maxi Cosi 2way Pearl &amp; 2wayFix (i-Size)



Maxi Cosi 2way Pearl &amp; 2wayFix (i-Size)



BeSafe iZi Kid X2 i-Size (i-Size)



Britax Römer TriFix2 i-Size (i-Size)



BeSafe iZi Flex FIX i-Size (i-Size)



## ■ ISOFIX CRS

BeSafe iZi Combi X4 ISOfix (ISOFIX)



Cybex Solution Z i-Fix (ISOFIX)





CHILD OCCUPANT

Total 39 Pts / 79%

■ Universal Belted CRS

Maxi Cosi Cabriofix (Belt)



Maxi Cosi Cabriofix & EasyFix (Belt)



Britax Römer King II LS (Belt)



Cybex Solution Z i-Fix (Belt)





## CHILD OCCUPANT

Total 39 Pts / 79%

	Seat Position			
	Front	2nd row		
	PASSENGER	LEFT	CENTER	RIGHT
Maxi Cosi 2way Pearl & 2wayFix (i-Size)	—	●	—	●
Maxi Cosi 2way Pearl & 2wayFix (i-Size)	—	●	—	●
BeSafe iZi Kid X2 i-Size (i-Size)	—	●	—	●
Britax Römer TriFix2 i-Size (i-Size)	—	●	—	●
BeSafe iZi Flex FIX i-Size (i-Size)	—	●	—	●
BeSafe iZi Combi X4 ISOfix (ISOFIX)	—	●	—	●
Cybex Solution Z i-Fix (ISOFIX)	—	●	—	●
Maxi Cosi Cabriofix (Belt)	●	●	●	●
Maxi Cosi Cabriofix & EasyFix (Belt)	●	●	✗	●
Britax Römer King II LS (Belt)	●	●	●	●
Cybex Solution Z i-Fix (Belt)	●	●	●	●

● Install without problem  
 ● Install with care  
 ● Safety critical problem  
 ✗ Installation not allowed  
 — Not available

## Comments

Dummy readings indicated good protection of both the 6 and 10 year dummies in both the frontal offset and the side barrier tests. However, the 6 year dummy was not fully restrained in the side impact, and the Limo lost points in this part of the assessment. The front passenger airbag can be disabled to allow a rearward-facing child restraint to be used in that seating position. However, the labelling of the switch does not meet Euro NCAP's requirements for permanency. All of the restraint types for which the Limo is designed could be properly installed and accommodated.



VULNERABLE ROAD USERS

Total 37.7 Pts / 69%

GOOD

ADEQUATE

MARGINAL

WEAK

POOR

Pedestrian

24.9 / 36 Pts



Head Impact	13.1 Pts
Pelvis Impact	5.8 Pts
Leg Impact	6.0 Pts

Vulnerable Road Users

12.8 / 18 Pts

System Name	Active Emergency Braking System
Type	Auto-Brake with Forward Collision Warning
Operational From	8 km/h



## VULNERABLE ROAD USERS

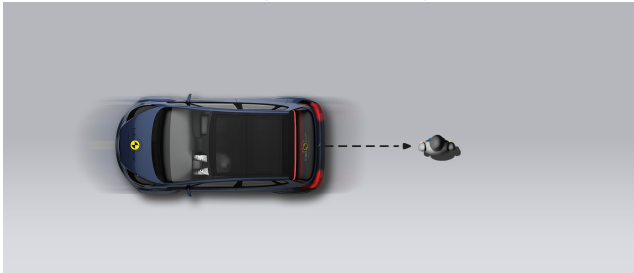
Total 37.7 Pts / 69%

## AEB Pedestrian

6.4 / 9 Pts

■ Day time

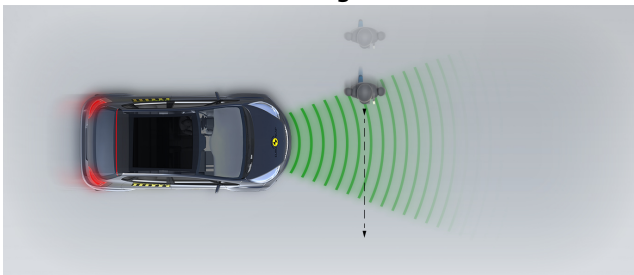
Vehicle reversing into standing pedestrian



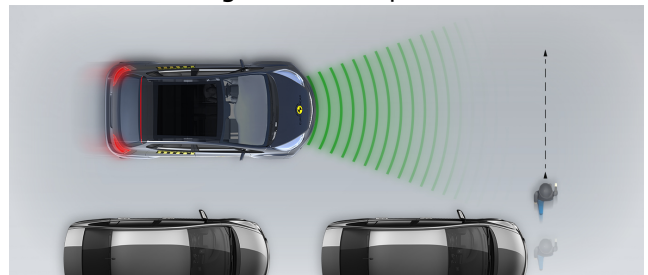
Pedestrian crossing a road into which a car is turning



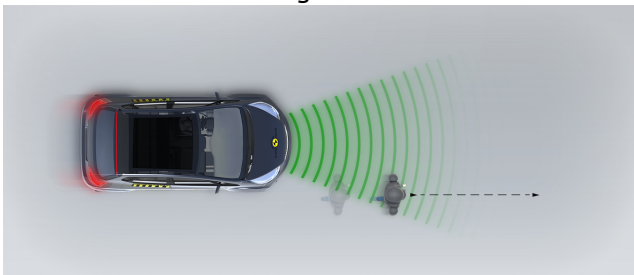
Adult crossing the road



Child running from behind parked vehicles



Adult along the roadside

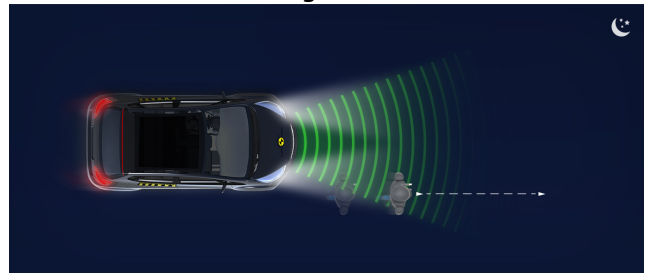


■ Night time

Adult crossing the road



Adult along the roadside





## VULNERABLE ROAD USERS

Total 37.7 Pts / 69%

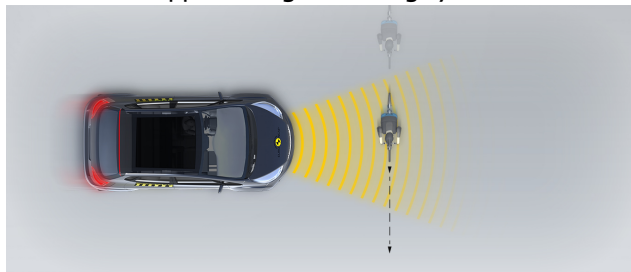
## AEB Cyclist

6.4 / 9 Pts

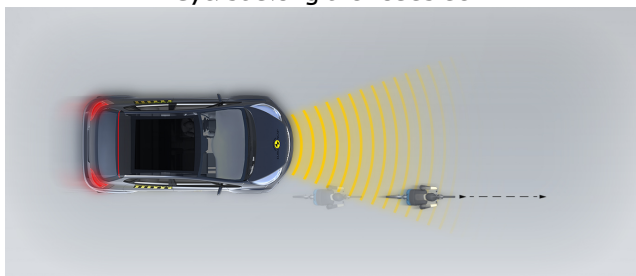
Cyclist from nearside, obstructed view



Approaching a crossing cyclist



Cyclist along the roadside



## Comments

The bonnet provided predominantly good or adequate protection to the head of a struck pedestrian, with poor results recorded at the base of the windscreen and on the stiff windscreen pillars. The bumper offered good protection to pedestrians' legs and protection of the pelvis region was also good or adequate at all test locations. The autonomous emergency braking (AEB) system of the Limo can respond to vulnerable road users, as well as to other vehicles. The system performed adequately in tests of its response to pedestrians and cyclists, with collisions avoided in most scenarios.



SAFETY ASSIST

Total 11.4 Pts / 71%



GOOD



ADEQUATE



MARGINAL



WEAK



POOR

Speed Assistance



2.4 / 3 Pts

System Name	Traffic Sign Recognition
Speed Limit Information Function	Camera based, subsigns supported
Speed Limitation Function	System advised (accurate to 5km/h)

Occupant Status Monitoring

0 Pts



Seatbelt Reminder



2.0 / 2 Pts

Applies To	Front and rear seats		
Warning	Driver Seat	Front Passenger(s)	Rear Passenger(s)
Visual	●	●	●
Audible	●	●	●
Occupant Detection	—	●	●

● Pass   ● Fail   — Not available



Driver Monitoring

0 Pts



SAFETY ASSIST

Total 11.4 Pts / 71%



Lane Support 3.0 / 4 Pts

System Name	Lane Keep Assist
Type	LKA and ELK
Operational From	60 km/h
PERFORMANCE	
Emergency Lane Keeping	<span></span> ADEQUATE
Lane Keep Assist	<span></span> GOOD
Human Machine Interface	<span></span> GOOD

AEB Car-to-Car 4.0 / 6 Pts

System Name	Active Emergency Braking System
Type	Autonomous emergency braking and forward collision warning
Operational From	8 km/h
Sensor Used	camera and radar



## SAFETY ASSIST

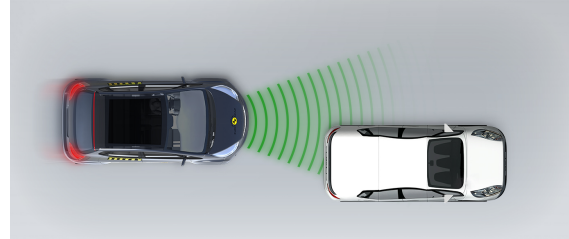
Total 11.4 Pts / 71%

### Autobrake function only

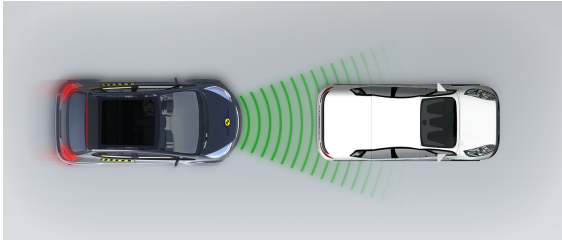
Car turning across the path of an oncoming car



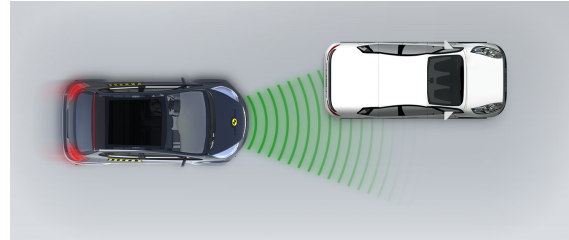
Approaching a stationary car



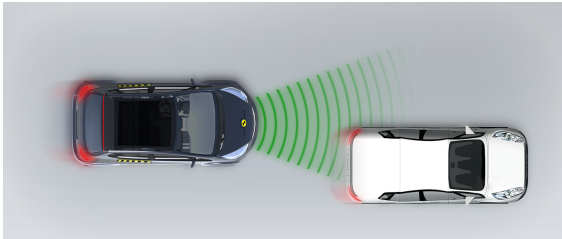
Approaching a stationary car



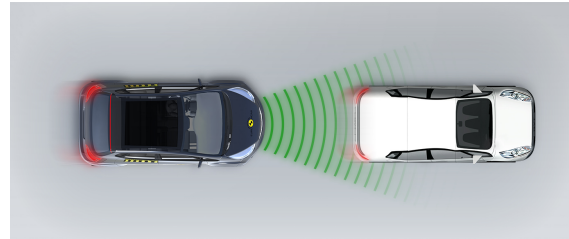
Approaching a stationary car



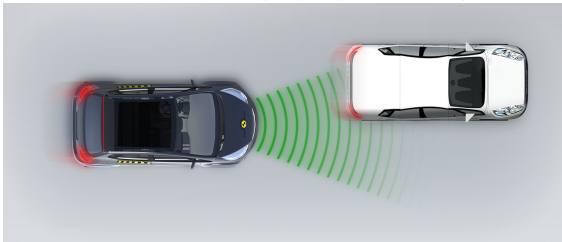
Approaching a slower moving car



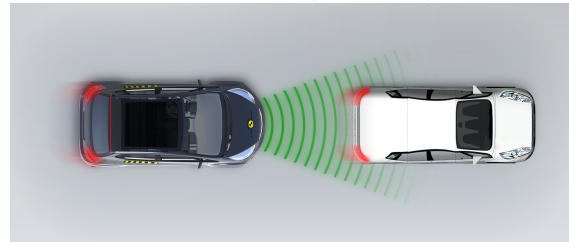
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car



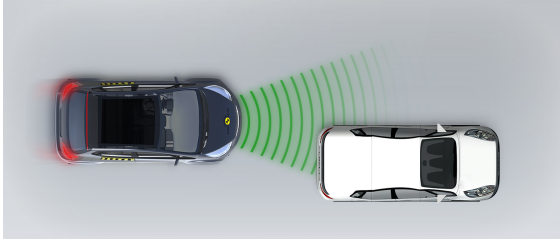


## SAFETY ASSIST

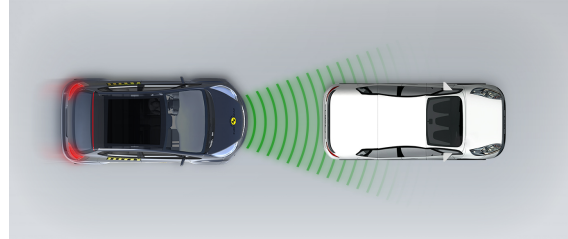
Total 11.4 Pts / 71%

## ■ Driver reacts to warning

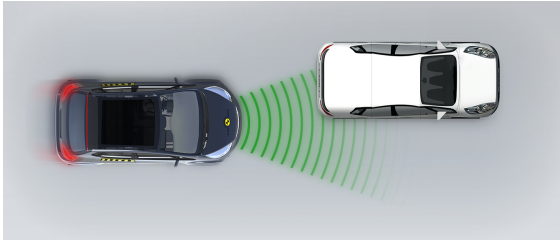
Approaching a stationary car



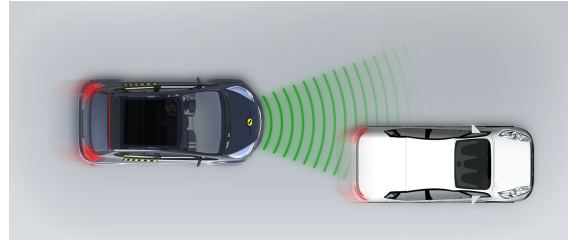
Approaching a stationary car



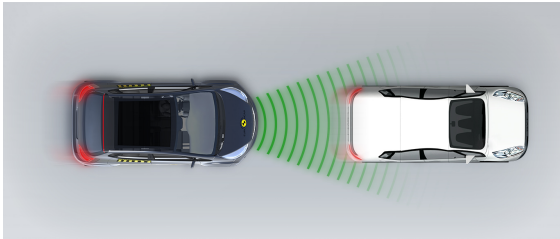
Approaching a stationary car



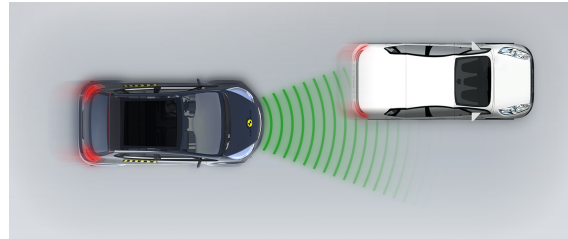
Approaching a slower moving car



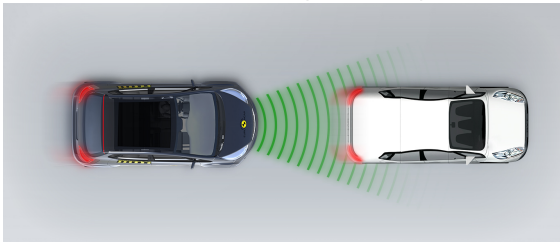
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car





## SAFETY ASSIST

Total 11.4 Pts / 71%

## Comments

The Limo's autonomous emergency braking (AEB) system performed well in tests of its reaction to other vehicles. A seatbelt reminder system is fitted as standard to the front and rear seats but the car does not have a system to detect driver fatigue. The lane support system gently corrects the vehicle's path if it is drifting out of lane, and also intervenes in some more critical situations. A speed assistance system detects the local speed limit, allowing the limiter to be set appropriately.

RATING VALIDITY

Variants of Model Range

Annual Reviews and Facelifts

Date	Event	Outcome	
October 2022	Rating Published	2022 ★ ★ ★ ★ ☆	✓