



**Bajaj Qute**  
Petrol, 4 seat heavy quadricycle

**2016**



Adult Occupant



SPECIFICATION

Seats	4
Power Source	Petrol
Kerb Weight	400 kg
Maximum Speed	70 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 10.0 Pts / 28%

■ GOOD   
 ■ ADEQUATE   
 ■ MARGINAL   
 ■ WEAK   
 ■ POOR

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

**Comments****Structure**

The structure of the Qute was judged to be unstable in the frontal test: many spot welds had released and deformation of the structure indicated that it could not have withstood a higher degree of loading. There were no signs of deformation to any mounting points for the seat belt or buckle.

In the side impact, the door on the struck side became detached from the A-pillar as a result of the door structure detaching from the hinges.

**Restraints**

In the frontal impact, despite modest rearward and upward movement of the steering wheel, the dummy's head made contact with the centre of the steering wheel. 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. Protection of the neck was rated as good. Together with the unstable structure, contact with the rim of the steering wheel gave high chest compressions and the protection offered to this body area was rated as poor. Protection of the knee, femur and pelvis was also rated as poor owing to the presence of hard structures below the dashboard. In the side impact, the force with which the head struck the side roof rail indicated a high probability of serious or fatal injury. There is no side curtain airbag or padding in this area. Similarly, dummy readings of lateral rib compression were high and protection of chest was rated as poor. Protection of the abdomen was rated as marginal and that of the pelvis was good, with only moderate force measured by the dummy.