Proceedings of CONF-FMCE 2026 Symposium: Artificial Intelligence and Smart Sensing for Mechanical and Electrical Systems
DOI: 10.54254/2755-2721/2026.BA36226

A Comprehensive Review of All-Terrain Vehicle

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Abstract. ATVs have good mobility in all weather and off-road conditions, so people use them for leisure, agriculture, forestry, military operations, search and rescue, etc. They are able to drive on mud, sand, rocks, and steep slopes, and therefore are suitable for areas where normal cars cannot drive well. Although they have the above advantages, there are many accidents involving ATVs around the world, and many of these are serious injuries or deaths. Rollovers are relatively frequent accident types caused by vehicle instability, uneven ground, high speed and poor driving skills, etc., which often result in head injuries, fractures and crushed bones. At this time, all parties are working together to improve ATV safety. Suspension system design needs to ensure good stability of the car, good steering and traction at the wheels, and reduce the risk of overturning. At the same time, studies on rollover dynamics and driver behaviour have provided us with more information about the reasons for accidents and injuries, as well as some references for safer vehicle design. Human factors are also a reason for ATV accidents; many children and teenagers do not have the physical strength, riding experience, or judgment to ride safely. Organise good training for the riders, provide suitable protective equipment, set age-appropriate safety rules, and prevent injuries. Review the Design of the suspension system, rollover device and injury prevention measures to summarize the current research results and identify deficiencies in ATV safety at present.

Keywords: All-terrain vehicles (ATVs), Suspension system, Rollover accidents, Rider safety, Injury prevention

1. Introduction

All-terrain vehicles (ATVs) have been used widely for leisure, farming and forestry, military use, search and rescue work, etc., due to their excellent off-road capabilities. They are good at travelling over mud, sand, rocks and steep slopes, and thus are suitable for off-road areas where regular cars cannot go. Although ATVs have the above advantages, a large number of accidents have occurred around the world, and many have resulted in serious injuries or deaths. Rollovers are still one of the most common types of ATV accidents, and riders often suffer serious injuries due to vehicle instability, difficult terrain and improper riding behaviour.

At the same time, the safety of ATVs has also drawn the attention of many fields. Suspension systems are required to ensure the stability and handling ability of a car on all kinds of roads at the level of engineering design. Development in Computer-Aided Design and Simulation has been used

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to optimise suspension geometry and determine structural strength before actual production. Engineering modifications cannot entirely rule out the risk of accidents either.

Another Reason for the ATV accident was human error. Research has shown that the selection of driver and their behaviour in a rollover accident, as well as the use of protective equipment, all affect the degree of injury. Children and adolescents are also more at risk because they have less riding experience, are physically weaker, and do not wear safety equipment regularly. Therefore, good safety education and rider training, as well as public awareness campaigns for injury prevention, have been introduced.

The three contents of this paper are the design of the ATV suspension system, rollover mechanism and rider response, and injury prevention measures for young riders. Based on the results of engineering design, accident analysis and public health research, this review proposes that the safety of all-terrain vehicles (ATVs) can be improved by multi-disciplinary cooperation to reduce both the frequency and severity of injuries.

2. Discussion

2.1. Suspension System design and vehicle stability

The Suspension System is a general cause for changes in the safety and operational status of all-terrain vehicles (ATVs). Although ATVs are used on smooth roads, often suspension systems need to be added to help the vehicles maintain stability and good contact with the ground when driving over rough terrain such as uneven ground, loose soil, rocks and slopes. A good-design suspension will improve the ride comfort and stability of the car when turning, braking, driving over bumps, etc.

Among the many suspension designs, a double wishbone suspension system has been selected for general use because it can control wheel movement and suspension geometry accurately [1-3]. Independently adjust the parameters of camber, caster, toe angle and roll centre to improve handling characteristics and increase the contact area of the tyres with the road under all conditions. These features provide stronger support in the event of rapid changes in the ground during vehicle operation [2-4].

New engineering tools can now assess how well a suspension system works in a virtual environment before production. Computer-aided Design software and finite-element analysis can be used to optimise the suspension geometry [5], analyse stress distribution, and identify structural defects under various load conditions [1]. AISI 4130 chromoly steel is a high-strength alloy that offers a good combination of structural strength, durability and manufacturing cost for off-road vehicles, so it will be used [6].

Although the simulation results show that the new-generation suspension system meets the design requirements, it is far more complicated in practice than the laboratory model [7, 8]. Frequent impacts, uneven ground conditions, fatigue loading and sudden obstructions will all reduce the service life of the suspension. Therefore, the future suspension development will combine numerical simulation and large-scale field tests to improve the reliability and all-weather performance of ATVs.

Table 1 summarizes the key factors influencing ATV suspension performance [5, 1].

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Table 1. Key factors influencing ATV suspension performance

Factor	Primary Role	Safety Benefit
Double Wishbone Suspension	Controls wheel movement	Improves vehicle stability and handling
Suspension Geometry	Optimizes camber, caster, and toe angles	Maintains tire-ground contact
High-Strength Materials	Increases structural durability	Withstands impact loads on rough terrain
Computer Simulation	Evaluates stress and deformation	Improves design reliability before manufacturing

2.2. Rollover mechanisms and rider response

Rollovers of ATVs are responsible for a large number of serious injuries and deaths. Although a high-speed rollover accident is often thought to be caused by a high speed, many rollovers occur at a relatively low speed according to research. Factors such as uneven ground, steep slopes, sharp turns and sudden changes in the centre of gravity of a vehicle are more likely to cause a rollover than other reasons [9, 2]. Based on the above, the safety of ATVs depends on the operation conditions of the vehicle, as well as the actions of the rider and the environment.

Rider's reaction to the rollover will also affect how seriously injured they are. Research has shown that the sooner a rider reacts after an overturned car and before it is fully inverted, the more serious the crush injuries will be [9]. A late or incorrect response will cause injury to the rider from the ATV as a result. Based on the above observations, we will add emergency-response training for the drivers.

Protective Technologies have also been developed to reduce injuries in rollover accidents. A Crash Protection Device (CPD) prevents the rider from being crushed in an overturned vehicle, for example [9]. However, the above research has not demonstrated that these devices are always safe in all operating conditions. At times, they may prevent a driver from getting away in time and thus cause more harm. Therefore, the protective equipment needs to pass all-round tests in many different real-life scenarios before being used widely.

Reduce the risk of rollover injury through improved Design of vehicles and strengthened rider training. In the future, cooperate to conduct joint engineering analysis and behaviour studies on how ATVs operate in emergencies and develop relevant accident prevention measures.

2.3. Injury prevention strategies for young riders

Children and adolescents are among the most vulnerable groups to ATV accidents, and therefore, injury prevention for this group is required in ATV safety [10]. Younger people are generally less experienced in riding than adults, have weaker bodies and poorer judgment, so they are more likely to get injured while off-road riding. Although regulations and safety campaigns have been introduced in many places, ATVs for young people are still a serious public health issue.

Research shows that the reasons for these injuries include risky driving behaviour [10]. Many young riders of ATVs do not wear helmets, have received little formal safety training, and often learn to ride from family members or friends rather than certified instructors. Risk-taking behaviour,

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such as carrying passengers or driving in bad weather, still occurs even though people are aware of the danger. Based on the above analysis, knowledge of safety risks alone is not enough to alter riding behaviour.

At present, the preventive measures include strengthening safety education, training for riders, wearing helmets, stricter licensing requirements and more stringent enforcement of safety regulations. Research shows that the Design of educational campaigns should also be based on real-riding experience. Young riders are more likely to be affected by real-life accident cases, visual demonstrations and practical safety advice than by general warnings or overly simplified messages. Parents can take the young riders out, help select suitable vehicles, and foster a sense of safety for riding.

In short, to reduce injuries from ATVs for young people, many parties need to work together. Engineering modifications can reduce the risk and severity of accidents; however, for continuous safety improvements, effective education and responsible riding behaviour from young ATV users are also required to promote safer choices.

Table 2 presents engineering and behavioral strategies for improving ATV safety [10, 9].

Table 2. Engineering and behavioral strategies for improving ATV safety

Safety Aspect	Current Challenges	Recommended Strategies	Expected Benefits
Suspension Design	Vehicle instability on uneven terrain	Optimize suspension geometry, improve material selection, conduct fatigue testing	Improved vehicle stability and handling
Rollover Prevention	Rollovers on slopes and rough terrain	Lower center of gravity, improve suspension performance, enhance vehicle balance	Reduced rollover risk
Rider Behavior	Inadequate emergency response and unsafe riding practices	Rider training, emergency response education, practical safety instruction	Lower injury severity during accidents
Protective Equipment	Limited effectiveness under different accident conditions	Evaluate and improve protective device design through real-world testing	Enhanced rider protection
Youth Safety	Low helmet use and insufficient supervision	Strengthen parental involvement, mandatory helmet use, targeted education campaigns	Reduced injury rates among young riders

3. Conclusion

ATVs are very good at going off-road, but they are still quite dangerous; there are many accidents involving rollovers and injured riders. Based on the above analysis, the construction of a safer ATV system should consider engineering, behaviour modification and injury prevention. New developments in suspension system design have improved the stability and driving ability of cars, and better knowledge of rollover mechanics and rider response can reduce injury severity. At the same time, good safety education, proper training, helmet use and parental supervision are all required to protect young riders. In the future, engineering innovations will be carried out to

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establish an evidence-based safety plan and conduct real-world experiments to reduce ATV accidents and enhance rider safety.

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