

Infiniti Q50

Infiniti Q50 2.2d 'Premium', LHD

2013



86%

ADULT OCCUPANT



85%

CHILD OCCUPANT



67%

PEDESTRIAN



81%

SAFETY ASSIST

ADULT OCCUPANT

Total 31 pts | 86%

FRONTAL IMPACT

14,8 pts



Driver



Passenger

SIDE IMPACT CAR

7 pts

SIDE IMPACT POLE

6,3 pts



Car



Pole

REAR IMPACT (WHIPLASH)

3,1 pts



GOOD



ADEQUATE



MARGINAL



WEAK



POOR

FRONTAL IMPACT

HEAD

Driver airbag contact stable

Passenger airbag contact stable

CHEST

Passenger compartment stable

Windscreen Pillar rearward 17mm

Steering wheel rearward none

Steering wheel upward none

Chest contact with steering wheel none

UPPER LEGS, KNEES AND PELVIS

Stiff structures in dashboard none

Concentrated loads on knees none

LOWER LEGS AND FEET

Footwell Collapse none

Rearward pedal movement Clutch - 81.23mm

Upward pedal movement none

SIDE IMPACT

Head protection airbag Yes

Chest protection airbag Yes

WHIPLASH

Seat description Standard leather, 5 way manual

Head restraint type Passive

Geometric assessment 0,7 pts

TESTS

- High severity 2,6 pts

- Medium severity 2,2 pts

- Low severity 2,4 pts

CHILD OCCUPANT

Total 42 pts | 85%

CRASH TEST PERFORMANCE

18 MONTH OLD CHILD

Restraint Britax-Römer BabySafe Plus

Facing rearward facing

Installation ISOFIX and Supportleg



PERFORMANCE

12 pts

FRONTAL IMPACT

Head forward movement protected

Head acceleration good

Chest load good

SIDE IMPACT

Head containment protected

Head acceleration good

3 YEAR OLD CHILD

Restraint Britax-Römer Duo Plus

Facing forward facing

Installation ISOFIX and TopTether



PERFORMANCE

12 pts

FRONTAL IMPACT

Head forward movement protected

Head acceleration good

Chest load good

SIDE IMPACT

Head containment protected

Head acceleration good

CHILD SAFETY FEATURES AND CRS INSTALLATION CHECK



Isofix

Safety features score 6 pts

Installation check score 12 pts

Pass Install without problem

Partial Fail Install with care

Fail Safety critical problem

Exempt Installation not allowed

	SEAT POSITION							
	FRONT		2nd ROW			3rd ROW		
	CENTER	RIGHT	LEFT	CENTER	RIGHT	LEFT	CENTER	RIGHT
Maxi Cosi Cabriofix (Seatbelt)	N/A	Pass	Pass	Exempt	Pass	N/A	N/A	N/A
Römer King Plus (Seatbelt)	N/A	Pass	Pass	Exempt	Pass	N/A	N/A	N/A
Römer Duo Plus (ISOFIX)	N/A	Exempt	Pass	Exempt	Pass	N/A	N/A	N/A
Römer KidFix (Seatbelt)	N/A	Pass	Pass	Exempt	Pass	N/A	N/A	N/A
Maxi Cosi Cabriofix and EasyFix (Seatbelt)	N/A	Pass	Pass	Exempt	Pass	N/A	N/A	N/A
Maxi Cosi Cabriofix and EasyFix (ISOFIX)	N/A	Exempt	Pass	Exempt	Pass	N/A	N/A	N/A
BeSafe iZi Kid X3 ISOfix (ISOFIX)	N/A	Exempt	Pass	Exempt	Pass	N/A	N/A	N/A
Maxi Cosi Pearl and Familyfix (ISOFIX)	N/A	Exempt	Pass	Exempt	Pass	N/A	N/A	N/A
Römer KidFix (ISOFIX)	N/A	Exempt	Pass	Exempt	Pass	N/A	N/A	N/A
Römer BabySafe + ISOFIX Base (ISOFIX)	N/A	Exempt	Pass	Exempt	Pass	N/A	N/A	N/A
Römer Duo Plus (ISOFIX)	N/A	Exempt	Pass	Exempt	Pass	N/A	N/A	N/A

PEDESTRIAN

Total 24 pts | 67%



GOOD
ADEQUATE
MARGINAL
WEAK
POOR

HEAD	19,1 pts
PELVIS	0 pts
LEG	5,1 pts

SAFETY ASSIST

Total 7 pts | 81%

SPEED ASSISTANCE SYSTEM 1,3 pts

Standard	
Speed Information	NOT ASSESSED
Speed Assistance (Manual)	PASS

ELECTRONIC STABILITY CONTROL (ESC) 3 pts

- VDC	Pass
Yaw rate ratio (1.00s)	2,70 %
Yaw rate ratio (1.75s)	2,00 %
Lateral displacement (1.07s)	3,70 m

SEATBELT REMINDER 3 pts

- driver and passenger	Pass
- rear	Pass

DETAILS OF TESTED CAR

SPECIFICATIONS

Tested model	Infiniti Q50 2.2d 'Premium', LHD
Body type	0
Year of publication	2013
Kerb weight	1723kg
VIN from which rating applies	applies to all Q50s of the specification tested

SAFETY EQUIPMENT

Front seatbelt pretensioners
Front seatbelt load limiters
Driver frontal airbag
Front passenger frontal airbag
Side body airbags
Side head airbags
Speed Limitation Assistance
Electronic Stability Control
Seatbelt Reminder

COMMENTS

Adult occupant

The passenger compartment of the Q50 remained stable in the frontal impact. Dummy readings indicated good protection of the knees and femurs of the driver and passenger. Infiniti showed that a similar level of protection is provided to occupants of different sizes and to those sat in different positions. In the side barrier test, dummy readings indicated good protection of all body regions. However, owing to incorrect deployment of the side thorax/pelvis airbag in the pole test, the scores for these two body regions was penalised in the side barrier impact. After the side pole test, it was observed that vent hole of the airbag which protects the thorax and pelvis had caught on part of the door trim and had torn, resulting in much quicker deflation of the airbag and potentially reduced protection to the occupant. The scores for chest and pelvis were reduced, resulting in a marginal rating for chest protection. Infiniti are investigating the issue and have asked Euro NCAP to re-assess the side impact protection when a solution has been found. The front seats and head restraints provided good protection against whiplash injury in the event of a rear-end collision.

Child occupant

Based on dummy readings in the dynamic tests, the Q50 was awarded maximum points for its protection of both the 1½ and the 3 year infants. In the frontal impact, forward movement of the head of the 3 year dummy, sat in a forward-facing restraint, was not excessive. In the side impact, both dummies were properly contained by the protective shells of their restraints, minimising the likelihood of head contact with parts of the vehicle interior. The front passenger airbag can be disabled to allow a rearward-facing child restraint to be used in that seating position. Clear information is provided to the driver regarding the status of the airbag and the system was rewarded. The dangers of using a rearward-facing restraint in that seat without first disabling the airbag are clearly indicated inside the vehicle. All of the child restraints could be properly installed and accommodated in the car and Infiniti will update the information in the user manual to reflect this.

Pedestrian

The Q50 is equipped with an 'active' bonnet. Sensors detect when a pedestrian has been hit and the bonnet is automatically raised to provide greater clearance to the hard structures beneath. Infiniti demonstrated that the system operated robustly and deployed correctly over a range of vehicle speeds and for different statures of pedestrian. Accordingly, the car was tested with the bonnet in the deployed (raised) position. Test results showed good or adequate protection to a pedestrian's head over the whole bonnet surface with a few poor results recorded on the stiff windscreen pillars. The protection provided by the bumper to pedestrians' legs was good in some areas and marginal in others. The protection provided by the front edge of the bonnet was poor in all of the areas tested and the car scored no points in this area.

Safety assist

TEST RESULTS

The Q50 has electronic stability control as standard equipment and passed Euro NCAP's test requirements. The front and rear seats are equipped with a seatbelt reminder system and a driver-set speed limitation device met the requirements for systems of that type.