

Infiniti Q50

Infiniti Q50 2.2d 'Premium', LHD



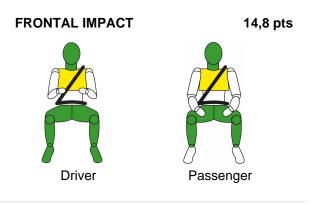


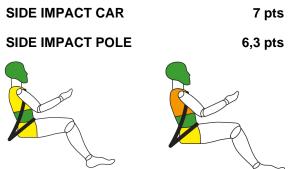


2013 ☆☆☆☆☆

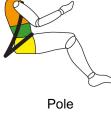


ADULT OCCUPANT





Car



3,1 pts

3

REAR IMPACT (WHIPLASH)



Total 31 pts | 86%

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 PE	LVIS
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

TEST RESULTS

CHILD OCCUPANT



Total 42 pts | 85%

CRASH TEST PERFORMANCE

18 MONTH OLD CHILD	FRONTAL IMPACT	
Restraint Britax-Römer BabySafe Plus	Head forward movement	protected
Facing rearward facing	Head acceleration	good
Installation ISOFIX and Supportleg	Chest load	good
PERFORMANCE 12 pts	SIDE IMPACT	
	Head containment	protected
	Head acceleration	good
3 YEAR OLD CHILD	FRONTAL IMPACT	
3 YEAR OLD CHILD Restraint Britax-Römer Duo Plus	FRONTAL IMPACT Head forward movement	protected
		protected good
Restraint Britax-Römer Duo Plus	Head forward movement	
RestraintBritax-Römer Duo PlusFacingforward facing	Head forward movement Head acceleration	good
RestraintBritax-Römer Duo PlusFacingforward facingInstallationISOFIX and TopTether	Head forward movement Head acceleration Chest load	good

CHILD SAFETY FEATURES AND CRS INSTALLATION CHECK



Maxi Cosi Cabriofix (Seatbelt) Römer King Plus (Seatbelt) Römer Duo Plus (ISOFIX) Römer KidFix (Seatbelt)

Maxi Cosi Cabriofix and EasyFix (Seatbelt) Maxi Cosi Cabriofix and EasyFix (ISOFIX)

Römer BabySafe + ISOFIX Base (ISOFIX)

BeSafe iZi Kid X3 ISOfix (ISOFIX) Maxi Cosi Pearl and Familyfix (ISOFIX)

Römer KidFix (ISOFIX)

Römer Duo Plus (ISOFIX)



N/A

N/A

Exempt

Exempt

Pass

Pass

Exempt

Exempt

Pass

Pass

N/A

N/A

N/A

N/A

N/A

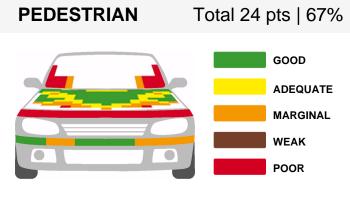
N/A

Safety features score		6 p	ots				
Installation check score		12	pts				
Deer lastell with east each loss							
Pass Install without problem							
Partial Fail Install with care							
Fail Safety critical problem							
Exempt Installation not allowed							
SEAT POSITION							
FRO	FRONT 2nd RC		2nd ROW	/	3rd ROW		1
CENTER	RIGHT	LEFT	CENTER	RIGHT	LEFT	CENTER	RIGHT
N/A	Pass	Pass	Exempt	Pass	N/A	N/A	N/A
N/A	Pass	Pass	Exempt	Pass	N/A	N/A	N/A
N/A	Exempt	Pass	Exempt	Pass	N/A	N/A	N/A
N/A	Pass	Pass	Exempt	Pass	N/A	N/A	N/A
N/A	Pass	Pass	Exempt	Pass	N/A	N/A	N/A
N/A	Exempt	Pass	Exempt	Pass	N/A	N/A	N/A
N/A	Exempt	Pass	Exempt	Pass	N/A	N/A	N/A
N/A	Exempt	Pass	Exempt	Pass	N/A	N/A	N/A
N/A	Exempt	Pass	Exempt	Pass	N/A	N/A	N/A

TEST RESULTS



PEDESTRIAN



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

Total 7 pts | 81% SAFETY ASSIST

SPEED ASSISTANCE SYS	ТЕМ	1,3 pts
Standard		
Speed Information	NOT ASSESS	SED
Speed Assistance (Manual)	PASS	
ELECTRONIC STABILITY ((ESC)	CONTROL	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

Infiniti Q50 2.2d 'Premium', LHD
0
2013
1723kg
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. 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 alow 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.



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.