



Infiniti Q30
Small Family Car

2015



Adult Occupant



84%

Child Occupant



86%

Pedestrian



91%

Safety Assist



81%

SPECIFICATION

Tested Model	Infiniti Q30 1.5d MT Premium, LHD
Body Type	5 door hatchback
Year Of Publication	2015
Kerb Weight	1464kg
VIN From Which Rating Applies	all Q30s of the specification tested
Class	Small Family Car

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	✗	✗	✗

SAFETY EQUIPMENT (NEXT)

	Driver	Passenger	Rear
CHILD PROTECTION			
Isofix	—	✗	●
Integrated CRS	—	✗	✗
Airbag cut-off switch	—	●	—
SAFETY ASSIST			
Seat Belt Reminder	●	●	●

OTHER SYSTEMS	
Active Bonnet (Hood)	●
ESC	●
AEB City	●
AEB Inter-Urban	○
Speed Assistance System	○
Lane Assist System	○

The Safety Equipment includes those items relevant for the year of assessment

- Fitted to test car as standard
 ○ Fitted to test car as option
 — Not applicable
 ✗ Not available
○ Not fitted to test car but available as option

ADULT OCCUPANT

Total 32.1 Pts / 84%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Frontal Offset Deformable Barrier 8 Pts

Passenger Driver

Frontal Full Width 7.7 Pts

Rear Passenger Driver

Whiplash Rear Impact 1.5 Pts

Front seat Rear seat

Lateral Impact 15 Pts

Car Pole

AEB City 0

Performance: ■ Good

 ADULT OCCUPANT

Total 32.1 Pts / 84%

Comments on Adult Occupant

The passenger compartment remained stable in the frontal offset impact. Dummy readings indicated good protection of the knees and femurs of the driver and passenger. Infiniti showed that a similar level of protection would be provided to occupants of different sizes and to those sat in different positions. The Q30 scored maximum points for its protection of the front passenger dummy, with good protection of all critical body areas. In the full width rigid barrier test, protection of the driver was good for all body regions. For the rear passenger, protection of the head and femurs was good and that of the neck and chest was adequate. Full points were scored in the side impact barrier test, with good protection of all critical parts of the body. However, in the more severe side pole test, dummy readings of rib compression indicated marginal protection of the chest. Tests on the front seats and head restraints demonstrated a marginal level of whiplash protection in the event of a rear-end collision. A geometric assessment of the rear seats indicated poor whiplash protection for the occupants of those seats. The Q30 has a standard-fit autonomous emergency braking system which performed well in Euro NCAP's tests of its low-speed functionality. However, the system performance was not rewarded as front-seat whiplash protection was not rated as good.

CHILD OCCUPANT

Total 42.2 Pts / 86%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Crash Test Performance

23.2 Pts

18 months old child 12 Pts

Tested restraint (Fit):
Römer BabySafe

■ Good

36 months old child 11.2 Pts

Tested restraint (Fit):
Römer Duo Plus

■

Safety Features

7 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 Pts

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

■ **Infants up to 13 kg**

Maxi Cosi Cabriofix (Belt)

Maxi Cosi Cabriofix & EasyFix (Belt)

Maxi Cosi Cabriofix & EasyFix (ISOFIX)

CHILD OCCUPANT

Total 42.2 Pts / 86%

■ **Infants and toddlers up to 18 kg**

BeSafe iZi Kid X3 ISOFix (ISOFIX)



■ **Toddlers from 9 to 18 kg**

Römer King Plus (Belt)



Römer Duo Plus (ISOFIX)



Maxi Cosi Pearl & Familyfix (ISOFIX)



■ **Toddlers over 18 kg**

Römer KidFix (Belt)



Römer KidFix (ISOFIX)



CHILD OCCUPANT

Total 42.2 Pts / 86%

	Seat Position			
	Front	2nd row		
	PASSENGER	LEFT	CENTER	RIGHT
Maxi Cosi Cabriofix (Belt)	●	●	●	●
Römer King Plus (Belt)	●	●	●	●
Römer Duo Plus (ISOFIX)	✘	●	✘	●
Römer KidFix (Belt)	●	●	●	●
Maxi Cosi Cabriofix & EasyFix (Belt)	●	●	✘	●
Maxi Cosi Cabriofix & EasyFix (ISOFIX)	✘	●	✘	●
BeSafe iZi Kid X3 ISOfix (ISOFIX)	✘	●	✘	●
Maxi Cosi Pearl & Familyfix (ISOFIX)	✘	●	✘	●
Römer KidFix (ISOFIX)	✘	●	✘	●

● Install without problem
 ● install with care
 ● safety critical problem
 ✘ Installation not allowed

Comments on Child Occupant

The Q30 scored maximum points for its protection of the 1½ year dummy in the dynamic crash tests. In the frontal offset test, forward movement of the 3 year dummy, sat in a forward-facing restraint, was not excessive and protection was good apart from marginally elevated neck tensile forces. In the side barrier test, both dummies were properly contained within the protective shells of their restraints, minimising the likelihood of head contact with parts of the vehicle interior. The Q30 has a system that automatically disables the front passenger airbag, allowing a rearward-facing restraint to be used in that seating position. The system operated robustly and effectively and was rewarded by Euro NCAP. All of the restraint types for which the Q30 is designed could be correctly installed and accommodated in the car.

PEDESTRIAN PROTECTION

Total 33.0 Pts / 91%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Pedestrian Protection	33.0 Pts						
	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="padding: 5px;">Head Impact</td> <td style="text-align: right; padding: 5px;">21 Pts</td> </tr> <tr> <td style="padding: 5px;">Pelvis Impact</td> <td style="text-align: right; padding: 5px;">6 Pts</td> </tr> <tr> <td style="padding: 5px;">Leg Impact</td> <td style="text-align: right; padding: 5px;">6 Pts</td> </tr> </table>	Head Impact	21 Pts	Pelvis Impact	6 Pts	Leg Impact	6 Pts
Head Impact	21 Pts						
Pelvis Impact	6 Pts						
Leg Impact	6 Pts						

Comments on Pedestrian

The Q30 has an 'active' bonnet. Sensors in the bumper detect when a pedestrian has been struck and actuators lift the bonnet to create more clearance between the surface and the rigid structures in the engine compartment. Infiniti showed that the system worked robustly for a variety of pedestrian statures and over a range of speeds. Accordingly, the system was tested in the deployed (raised) position. The protection provided to the head of a struck pedestrian was almost entirely good or adequate, with poor results recorded only at the base of the windscreen and on the stiff windscreen pillars. The protection provided to pedestrians' legs by the bumper and that of the pelvic region was good at all points tested, and maximum points were scored for these aspects of the assessment.

SAFETY ASSIST

Total 10.7 Pts / 81%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Speed Assistance

1.3 Pts

Speed Limit Information Function	N/A
Warning Function	Active braking
Speed Limitation Function	Manually set

Electronic Stability Control

3 Pts

System Name	ESP	
PERFORMANCE		
Vehicle Yaw Rate @ COS + 1.00 s	2.1%	meets ECE requirements
Vehicle Yaw Rate @ COS + 1.75 s	1.5%	meets ECE requirements
Lateral Displacement @ BOS + 1.07 s	2.75 m	meets ECE requirements

Seat Belt Reminder

3 Pts

Applies To	All seats		
Warning	Driver Seat	front passenger(s)	rear passenger(s)
Visual	●	●	●
Audible	●	●	●

● Pass
 ● Fail
 — Not available

Lane Support

1 Pts

System Name	Lane departure Warning
Type	Lane Departure Warning
Operational From	65
Warning	Haptic
PERFORMANCE	
LDW Confirmation Test	Meets NHTSA requirements

SAFETY ASSIST

Total 10.7 Pts / 81%

AEB Interurban

2.3 Pts

Type	Forward Collision Warning with Auto-Brake	
Operational From	10 Km/h	
Additional Information	Default On	
PERFORMANCE		
Operational Speed	10-80 Km/h	10-80 Km/h
	Autobrake Function Only	Driver reacts to warning
Approaching a stationary car	—	Crash avoided up to 50km/h. Crash speed reduced up to 70km/h.
	Crash avoided up to 65km/h. Crash speed reduced up to 70km/h.	Crash avoided up to 80km/h.
FOLLOWING A CAR AT SHORT DISTANCE		
Car in front brakes gently	Mitigation	Avoidance
Car in front brakes harshly	Mitigation	Mitigation
FOLLOWING A CAR AT LONG DISTANCE		
Car in front brakes gently	Avoidance	Avoidance
Car in front brakes harshly	Avoidance	Avoidance

Comments on Safety Assist

The Q30 has electronic stability control as standard equipment, together with a seatbelt reminder for the front and rear seats. An autonomous emergency braking system with inter-urban functionality is an option that is expected to meet Euro NCAP's fitment requirements. Tests showed good performance. A driver-set speed limiter and a lane assistance systems are also options which are expected to be sold in sufficient numbers to qualify for assessment.