

# ANCAP Safety Rating INFINITI Q50 (From 2014)



## Test Vehicle(s).

Variant:	Infiniti Q50 2.2 diesel
Kerb Mass:	1720 kg
Built:	2013
Engine:	2.2 DIESEL
Category:	LARGE CAR
Variant Applicability*:	Applies to all 2WD variants

**Note:** The 2WD diesel left-hand-drive European model was tested by Euro NCAP. ANCAP was provided with information which showed that the results also apply to all 2WD variants.



Frontal offset test at 64 km/h (Euro NCAP)

Airbags	ESC	Frontal Offset	Side Impact	Pole	Whiplash	Pedestrian	Seat Belt Reminders	Overall Score	ANCAP Safety Rating
Frontal + Side + Head	Standard	14.76 (out of 16)	16.00 (out of 16)	2 (out of 2)	GOOD	ACCEPTABLE	3 (out of 3)	35.76 (out of 37)	★★★★★

The Infiniti Q50 was introduced in Australia and New Zealand in 2014. This ANCAP safety rating applies to all two-wheel-drive (2WD) variants.

Dual frontal, side chest and side head airbags (curtains) are standard. Antilock brakes (ABS), electronic brake distribution (EBD) and electronic stability control (ESC) are also standard. Advanced seat belt reminders are fitted to all seats.

In the offset crash test driver and passenger chest protection was acceptable. In the side impact crash test driver protection was good. Head protection in the side pole test was good. Euro NCAP noted a problem with side airbag deployment in the pole test but this does not affect the ANCAP rating.

## OCCUPANT PROTECTION

### Frontal Offset Test.

Each body region is scored out of 4 points

Head / neck:	4.00 points
Chest:	2.76 points
Upper legs:	4.00 points
Lower legs:	4.00 points

The passenger compartment held its shape well in the offset test. Pedal and steering wheel displacements were well controlled. Driver and passenger contact with the airbags was stable. All doors remained closed during the crash.

### Side Impact Test.

Each body region is scored out of 4 points

Head:	4.00 points
Chest:	4.00 points
Abdomen:	4.00 points
Pelvis:	4.00 points

Good protection was provided for the driver in the side impact test. The side airbags performed well.

### Pole Test.

Scored out of 2 points

The vehicle was eligible for a side pole test because it has side curtain airbags. Under the ANCAP protocol the vehicle scored the maximum 2 points for head protection in this test.

### Whiplash Protection Test.

Whiplash protection is assessed to the Euro NCAP Protocol

Geometric test:	Good
Dynamic test:	Good
Overall whiplash rating:	GOOD

### Injury Outcomes.

Frontal Offset  
Driver



Passenger



Side Impact & Pole  
Driver



Whiplash



## PEDESTRIAN PROTECTION

### Pedestrian Test.

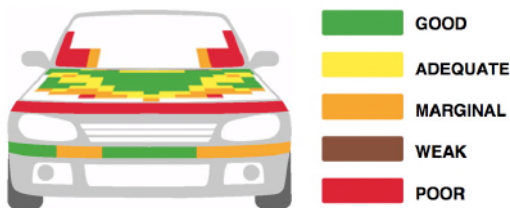
**ACCEPTABLE - Scored 24.24 out of 36 points**

Child & adult head impacts: 19.11 points

Upper leg impacts: 0.00 points

Lower leg impacts: 5.13 points

The Q50 is equipped with an 'active' bonnet. 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.



(Tested by Euro NCAP v6.0)



Infiniti Q50

## SAFETY FEATURES

These specifications are subject to change. Please check with manufacturer for the latest specifications. For a description of these safety features and safety rating requirements see the ANCAP Rating Road Map.

Safety Assist Technology (SAT)	Availability
Front airbag - driver	S
Front airbag - passenger	S
Side airbags (chest protection) - front seats	S
Side airbags (head protection) - front seats	S
Side airbags (head protection) - 2nd row seats	S
Knee airbag - driver	X
Three-point seat belts for all forward facing seats	S
Seat belt pretensioners (front / rear outboard)	S / X
Intelligent seat belt reminder - driver	S
Intelligent seat belt reminder - front passenger	S
Intelligent seat belt reminder - 2nd row seats	S
Head restraints for all seats	S
Antilock brakes (ABS)	S
Electronic brake distribution (EBD)	S
Emergency brake assist (EBA)	S
Electronic stability control (ESC)	S
Adaptive cruise control (ACC)	V
Autonomous emergency braking (AEB)	V
Lane support system	V
Blind spot warning	V
Reversing collision avoidance	S
Daytime running lights	S
Automatic headlights	S
Hill launch assist	S
Speed limiter (manual)	S
Tyre pressure monitoring	S

S = Standard on all variants.

O = Optional on base variant. May be standard on higher variants.

V = Not available on base variant but standard or optional on higher variants.

X = Not available on any variant.

### INJURY MEASUREMENTS

Body Region	Frontal offset test at 64 km/h (v6.0)		Side impact test at 50 km/h (v6.0)
	Driver	Passenger	Driver
<b>Head</b>			
HIC	303.00	247.00	20.00
Acceleration (g for 3ms)	43.10	40.60	15.70
<b>Neck</b>			
Shear (kN)	0.56	0.63	-
Tension (kN)	1.26	1.30	-
Extension (Nm)	11.00	16.30	-
<b>Chest</b>			
Acceleration (g for 3ms)	-	-	-
Compression (mm)	30.66	27.76	14.80
Viscous criterion (m/s)	0.10	0.09	0.05
<b>Abdomen</b>			
Force (kN)	-	-	0.83
<b>Pelvis</b>			
Force (kN)	-	-	1.43
<b>Upper legs</b>			
Femur force left (kN)	0.35	0.23	
Femur force right (kN)	0.25	0.15	
Knee displacement left (mm)	0.02	1.47	
Knee displacement right (mm)	0.60	0.41	
<b>Lower legs</b>			
Force left (kN)	1.25	1.84	
Force right (kN)	1.59	1.10	
Index (upper / lower) left	0.36 / 0.25	0.30 / 0.28	
Index (upper / lower) right	0.25 / 0.16	0.31 / 0.31	

### INTRUSION MEASUREMENTS

#### Steering Column

Forwards:	4mm
Downwards:	20mm
Sideways:	4mm

#### Pedals

Clutch (rearwards):	81mm
Clutch (downwards):	14mm

A-Pillar (rearwards):	17mm
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### SCORE DEDUCTIONS

#### Deductions from frontal offset test scores

No deductions for offset test

#### Deductions from side impact test score

No deductions for side impact test (assessed to ANCAP protocol).

#### Deductions from pole test score

No deductions for pole test (assessed to ANCAP protocol).



\* For information about the application of ANCAP ratings to model variants see the ANCAP Variant Policy. In brief, ratings do not automatically extend to variants that have different body styles, engine configurations, driven wheels or occupant restraint systems (e.g. fewer airbags). In these cases ANCAP considers technical evidence submitted by manufacturers before deciding on extending a rating to additional variants of a model.

^ Refer ANCAP Rating Road Map ([www.ancap.com.au/media](http://www.ancap.com.au/media)).

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