

# TEST RESULTS

[Comparabile](#)

## Infiniti Q50

Infiniti Q50 2.2d 'Premium', LHD

TEST 2013



ADULTI



BAMBINI



PEDONI



SAFETY ASSIST



Totale 31 punti | 86%



Conducente  Passeggero

**IMPATTO FRONTALE** 14.8 punti



Vettura  Palo

**IMPATTO LATERALE CONTRO VETTURA** 7.0 punti

**IMPATTO LATERALE CONTRO PALO** 6.3 punti



**TAMPONAMENTO (COLPO DI FRUSTA)** 3.1 punti



Totale 42 punti | 85%

**CRASH TEST PERFORMANCE** 24.0 punti

**CHILD SAFETY FEATURES** 6.0 punti

**Bambino di 18 mesi** (12.0 punti)



**Seggiolino testato (attacco)**  
Römer BabySafe + ISOFIX Base (ISOFIX)

Rearward facing

**Bambino di 3 anni** (12.0 punti)



**Seggiolino testato (attacco)**  
Römer Duo Plus (ISOFIX)

Forward facing



Attacco Isofix

**CRS INSTALLATION CHECK** 12.0 punti

**Neonati fino a 13 kg**

**Maxi Cosi Cabriofix ( Seatbelt )**

**Maxi Cosi Cabriofix ( Seatbelt )**

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

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

## Römer BabySafe + ISOFIX Base ( ISOFIX )

### Neonati e bambini fino a 18 kg

BeSafe iZi Kid X3 ISOfix ( ISOFIX )

### Bambini da 9 a 18 kg

Römer King Plus ( Seatbelt )

Römer Duo Plus ( ISOFIX )

Maxi Cosi Pearl and Familyfix ( ISOFIX )

### Bambini da 15 kg in su

Römer KidFix ( Seatbelt )

Römer KidFix ( ISOFIX )



Installazione senza problemi

Installazione accurata

Problema per la sicurezza

Installazione non consentita

Totale 24 punti | 67%

**TESTA** 19.1 punti

**BACINO** 0.0 punti

**GAMBA** 5.1 punti



GOOD



ADEQUATE



MARGINAL



WEAK



POOR

Totale 7 punti | 81%

#### SISTEMA SBR

driver and passenger  
sedile posteriore

Approvato  
Approvato

3.0 punti

#### CONTROLLO ELETTRONICO DELLA STABILITÀ (ESC)

VDC

Approvato

3.0 punti

#### DISPOSITIVI DI LIMITAZIONE VELOCITÀ

Di serie

Speed Information

Speed Assistance (Manual)

Non valutato

Approvato

1.3 punti

## Dettagli della vettura testata

### Specifiche

**Modello testato**

**Anno di pubblicazione**

**Peso**

**Numero di identificazione veicolo (VIN) a cui si riferisce la valutazione**

**Classe**

Infiniti Q50 2.2d 'Premium', LHD

2013

1723kg

Applicabile a tutte le applies Q50s testate

Executive.

### Safety equipment

**Pretensionatori della cintura di sicurezza sedile anteriore**

**Limitatori di carico cinture di sicurezza anteriori**

**Airbag anteriore conducente**

**Airbag anteriore passeggero**

**Airbag laterali**

**Airbag laterale per la testa**

**Airbag laterale bacino**

**Dispositivi di limitazione velocità**

**Controllo elettronico della stabilità**

**Segnalazione di cintura di sicurezza non allacciata** Driver, Passenger and Rear

## Commenti

### Protezione dei adulti

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

### Bambini

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.

### Pedoni

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.

### Dispositivi di sicurezza

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.