



**Infiniti Q30**  
Small Family Car

2015



Adult Occupant



84%

Child Occupant



86%

Pedestrian Impact Protection



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
<b>FRONTAL CRASH PROTECTION</b>			
Frontal airbag	●	●	—
Belt pretensioner	●	●	●
Belt loadlimiter	●	●	●
Knee airbag	●	✗	—
<b>SIDE CRASH PROTECTION</b>			
Side head airbag	●	●	●
Side chest airbag	●	●	✗
Side pelvis airbag	✗	✗	✗

Version 300419

## 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	○

**Note: Other equipment may be available on the vehicle but was not considered in the test year.**

- Fitted to the vehicle as standard   
 ○ Fitted to the vehicle as option  
○ Not fitted to the test vehicle but available as option   
 ✗ Not Available   
 — Not Applicable

**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%



GOOD



ADEQUATE



MARGINAL



WEAK



POOR

 ADULT OCCUPANT

Total 32.1 Pts / 84%

## Comments

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):**  
Britax Römer BabySafe

■ Good

36 months old child 11.2 Pts

**Tested restraint (Fit):**  
Britax Römer Duo Plus

■ Adequate

**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   
 ● Install with care   
 ● Safety critical problem   
 ✗ 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**

Britax Römer King Plus (Belt)



Britax Römer Duo Plus (ISOFIX)



Maxi Cosi Pearl & Familyfix (ISOFIX)



■ **Toddlers over 18 kg**

Britax Römer KidFix (Belt)



Britax Römer KidFix (ISOFIX)



## CHILD OCCUPANT

Total 42.2 Pts / 86%

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

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

## Comments

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 IMPACT PROTECTION

Total 33.0 Pts / 91%

■ GOOD    
 ■ ADEQUATE    
 ■ MARGINAL    
 ■ WEAK    
 ■ POOR

Pedestrian Impact Protection	33 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

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	
<b>PERFORMANCE</b>		
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 km/h
Warning	Haptic
<b>PERFORMANCE</b>	
LDW Confirmation Test	Pass

 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 | 

	Autobrake Function Only	Driver reacts to warning
Operational Speed	10-80 km/h	10-80 km/h
Approaching a stationary car	See AEB City	Crash avoided up to 50km/h. Crash speed reduced up to 70km/h.
Approaching a slower moving car	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

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.

## RATING VALIDITY

## Annual Reviews and Facelifts

Date	Event	Outcome
December 2015	Rating Published	2015 ★★★★★ 