

Insurance Institute for Highway Safety Crashworthiness Evaluation

Crash Test Report 2003 Infiniti Q45 (CEF0302)

Vehicle identification number: JNKBF01A03M100660
Body style: Large 4-door sedan
Engine/transmission: Longitudinal 4.5-liter V8, 5-speed automatic, rear-wheel drive

Standard crashworthiness features:

- Driver and right front passenger dual-stage front airbags (with variable inflator output depending on crash severity)
- Driver and right front passenger seat-mounted side airbags (designed to protect thorax)
- Roof-mounted side curtain airbags (front and rear outboard positions, designed to protect head)
- Dual-locking shoulder belts (all seating positions)
- Shoulder belt upper anchorage height adjusters (front seating positions only)
- Seat belt crash tensioners (pyrotechnic, front seating positions only)
- Seat belt force-limiting mechanisms (front seating positions only)
- Rear center lap/shoulder belt
- Driver and right front passenger active head restraints
- Right front and all rear shoulder belt retractors are convertible from emergency to automatic locking for ease of child restraint use
- LATCH system (rigid lower anchorages and top tether attachments) for child restraints (outboard rear positions)
- Brake pedal arm designed to resist brake pedal intrusion into the driver footwell in severe frontal crashes

Other standard safety features:

- 4-wheel antilock brakes
- Electronic stability control

Vehicle specifications (provided by manufacturer):

Wheelbase:	287 cm
Overall length:	507 cm
Overall width:	184 cm
Curb weight:	1,804 kg

Vehicle specifications (measured):

Front bumper to firewall:	134 cm
Curb weight:	1,814 kg
Test weight:	1,914 kg (52% front, 48% rear)
Overall width:	185 cm

Nominal test parameters:

40.0 mi/h (64.4 km/h), 40% overlap, deformable barrier face with slotted bumper

Crash test date:

January 16, 2003

Figure 1
Precrash and Postcrash Side Views — 2003 Infiniti Q45



Summary

A 2003 Infiniti Q45 was crash tested on January 16, 2003 into a fixed deformable barrier at 39.8 mi/h (64.1 km/h) and a 40 percent overlap on the driver side. A Hybrid III 50th percentile male dummy was positioned in the driver seat with the lap/shoulder belt fastened.

Measures of intrusion taken after the crash indicated the lower instrument panel in front of the dummy did not move rearward. Resultant intrusion in the driver footwell measured 12 cm at the footrest and 10-16 cm at other places on the toepan. All four doors remained closed during the crash. The exterior door handles on the driver and left rear doors were not functional after the crash; therefore, the interior door handles had to be used. All doors opened with ease.

The driver dummy was restrained by a three-point lap/shoulder belt and an airbag. During the crash, the belt crash tensioner activated and retracted 15 cm of shoulder belt webbing. A net amount of 4 cm of webbing (or a total of 19 cm including the tensioner-retracted length) spooled off the retractor, including about 14 cm from the force-limiting mechanism. The airbag contacted the dummy's face during deployment. The dummy's head loaded the airbag and rebounded against the head restraint. During the dummy's rebound, the A-pillar interior trim, which had separated from the A-pillar during the crash, contacted the dummy's head. After the crash, the upper end of the steering column had moved upward 6 cm but not forward or rearward.

None of the injury measures exceeded published threshold values.

Test Conditions

This vehicle had been tested previously in the Institute's Low-Speed Crash Test Program and subjected to front and rear impacts at 5 mi/h (8 km/h) into a full-width flat barrier. All structural damage on the front was repaired prior to this test (see Appendix, Low-Speed Crash Test Damage Repair Estimate).

This test was conducted according to the procedures specified in the IIHS Offset Barrier Crash Test Protocol (Version IX). The Hybrid III dummy positioned in the driver seat was equipped with instrumented lower legs that included feet modified to include two accelerometers and to have a 45 degree dorsiflexion range with soft stops at all extremes of foot-ankle motion. All dummy seating parameters were set according to the procedures specified for Federal Motor Vehicle Safety Standard 208 compliance testing (49 *CFR* Part 571.208 § 11). The dummy's left foot was placed on the footrest.

Seat back, shoulder belt upper anchorage, steering column, and foot pedal adjustments (where applicable) were set according to the manufacturer's specifications for government crash testing. Other adjustments were set according to the procedure specified for Federal Motor Vehicle Safety Standard 208 compliance testing (49 *CFR* Part 571.208 § 7 and 8). After final positioning of the dummy, measurements from various parts of the dummy to a number of vehicle interior points were made. These measurements and the seat back, shoulder belt upper anchorage,

steering column, and foot pedal adjustments are described in the Appendix, Dummy Clearance Measurements.

Vehicle acceleration measurements were made by a triaxial arrangement of accelerometers mounted on the vehicle's longitudinal centerline and 56 cm behind its center of gravity (193 cm behind the front axle). The vehicle speed recorded just prior to impact was 39.8 mi/h (64.1 km/h), and the actual overlap was 40 percent.

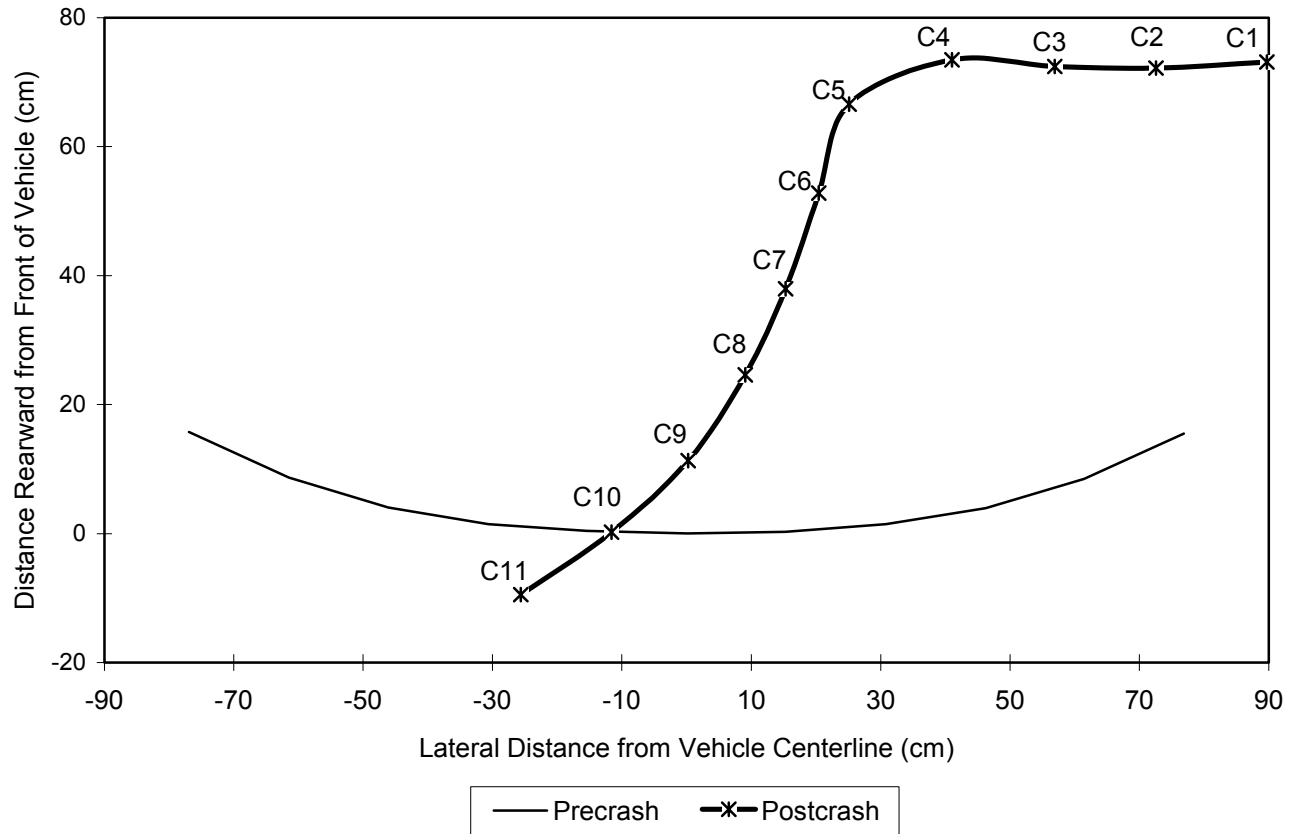
Structural Performance

All doors remained closed during the crash. The driver door aperture shortened less than 0.5 cm, as measured at the lower edge of the window. The exterior door handles on the driver and left rear doors were not functional after the crash; therefore, the interior door handles had to be used to open these doors. All doors opened with ease.

No fuel system leaks were observed after the crash.

Figure 2 illustrates the precrash and postcrash contour measures of the front bumper cover profile and the resulting permanent crush.

Figure 2
Front Bumper Cover Crush Contour — 2003 Infiniti Q45



	C ₁	C ₂	C ₃	C ₄	C ₅	C ₆	C ₇	C ₈	C ₉	C ₁₀	C ₁₁
Postcrash Contour (cm)	73	72	72	73	67	53	38	25	11	0	-9
Precrash Contour (cm)	15	8	4	1	0	0	0	1	4	9	16
Resulting Crush (cm)	58	64	68	72	67	53	38	24	7	-9	-25

The bumper cover was torn partially off the vehicle during the crash. The postcrash contour represents the best attempt to fit the cover back onto the vehicle. The length of the reference line was 154 cm precrash and 115 cm postcrash.

Various measures of intrusion were made after the crash. These residual measures of intrusion typically are less than the maximum deformation that occurs during the crash. The coordinate reference system for these measures is described in the IIHS Offset Barrier Crash Test Protocol (Version IX). The measures of deformation shown in Table 1 have been adjusted to better reflect the displacement of the various target locations relative to the driver, based on the locations of the four driver seat-attachment bolts. The average displacement of the seat-attachment bolts relative to the reference system also is shown in Table 1.

Table 1 Residual Measurements of Intrusion Relative to Driver Seat — 2003 Infiniti Q45				
Selected Locations*	Longitudinal	Lateral	Vertical	Resultant
Steering column (cm)	0	–5	6	8
Left lower instrument panel (cm)	1	–3	5	6
Right lower instrument panel (cm)	0	–4	4	6
Brake pedal (cm)	–3	0	1	3
Left toepan (cm)	–12	–5	6	14
Center toepan (cm)	–14	–5	6	16
Right toepan (cm)	–9	–4	2	10
Footrest (cm)	–10	–4	6	12
Average displacement of the four seat-attachment bolts relative to reference system (cm)	–5	6	1	n/a

* All measurements taken on driver side. From the driver's position, positive is forward, left, and up.

Restraint System Performance

Airbags

Driver: The uninflated driver airbag is approximately 68 cm in diameter and is untethered. The airbag is vented by two holes located at positions corresponding to 10 and 2 o'clock on the forward-facing surface of the airbag. Analysis of the high-speed film taken from camera position B indicated the airbag deployed at 26 ms into the crash and appeared to be fully inflated at 68 ms. The seat-mounted and roof-mounted side airbags did not deploy during the crash.

Passenger: The top-mounted passenger airbag deployed at an angle and is untethered. The trapezoidal-shaped airbag is vented by two holes located at the lateral ends. Analysis of the high-speed film taken from camera position B indicated the passenger airbag deployed at 32 ms into the crash. The airbag did not contribute to windshield damage during deployment. The seat-mounted and roof-mounted side airbags did not deploy during the crash.

Seat Belts

The front seat belt inboard and outboard lower anchorage points are attached to and move with the seats. During the crash, 15 cm of the driver's seat belt webbing was pulled by the belt crash tensioner into the retractor through the D-ring, as measured by a pull-string mounted between the webbing and B-pillar trim just above the D-ring. A net amount of 4 cm of webbing (or a total of 19 cm including the tensioner-retracted length) was pulled from the retractor through the D-ring, as measured by a second pull-string mounted between the retractor housing and the webbing beyond the retractor. Postcrash investigation of the force-limiting torsion bar within the retractor spool indicated it was twisted about 300 degrees from its precrash orientation. This measure, combined with the estimated diameter of the retractor spool and stowed webbing (55 mm), suggested the force limiter contributed about 14 cm of webbing to the total amount pulled through the D-ring.

Seat

Postcrash examination of the driver seat rails indicated no discernible movement of the seat in its tracks during the crash. Deformation of the floor under the driver seat caused the seat to tip slightly inboard and pitch slightly forward.

Steering Column

The upper end of the steering column moved upward 6 cm but not forward or rearward relative to the driver seat.

Dummy Kinematics

Head, Neck, and Torso

Analysis of the high-speed film taken from camera position D indicated the driver airbag contacted the dummy's face during deployment (60 ms) and remained in contact with the face until it was fully inflated at 68 ms. Paint transferred from the dummy's face indicated the nose loaded the airbag 7 cm above and 4 cm to the right of its center. During the dummy's rebound from the airbag, the A-pillar interior trim, which had separated from the A-pillar during the crash, contacted the back and top right side of the head at 172 ms. The head then continued to move rearward and upward until the back of the head contacted the left side of the head restraint at about 226 ms. Table 2 provides the timing of these events.

Table 2
Restraint System Performance and Dummy Kinematics —
2003 Infiniti Q45

Event	Time (ms)
Deployment of driver front airbag	26
Deployment of passenger front airbag	32
Airbag contacts face during deployment	60
Airbag fully inflated	68
A-pillar trim contacts head	172
Back of head contacts head restraint	226

Figure 3
Dummy and Vehicle Interior, Postcrash — 2003 Infiniti Q45

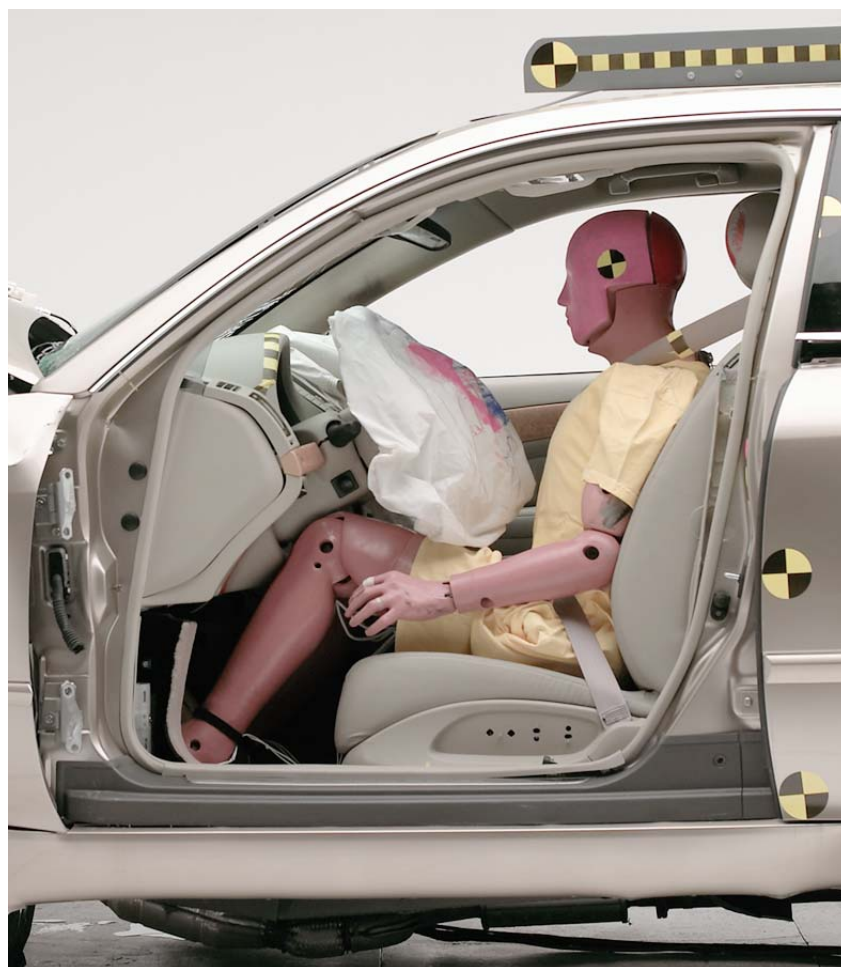


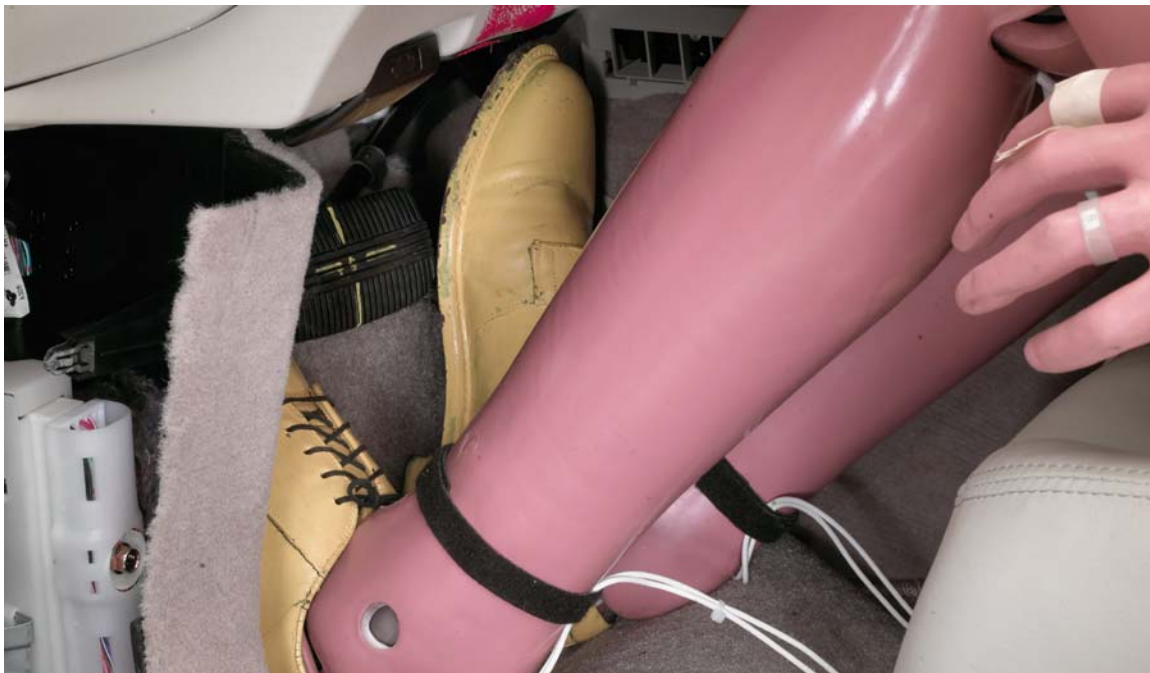
Figure 4
Dummy Left Knee/Shin Contacts, Postcrash — 2003 Infiniti Q45



Figure 5
Dummy Right Knee/Shin Contacts, Postcrash — 2003 Infiniti Q45



Figure 6
Dummy Feet Positions, Postcrash — 2003 Infiniti Q45



Dummy Injury Measures

Head

The maximum vector resultant head accelerations were recorded and the HICs were calculated during an interval that corresponds with the dummy's head excursion into the airbag. The A-pillar interior trim contact with the head was not detectable in the head acceleration data. Table 3 provides a summary of the maximum head injury measurements recorded during the crash.

Table 3 Head Injury Measurements — 2003 Infiniti Q45			
Measure	Published Tolerance Threshold	Result	Time (ms)
Vector resultant acceleration (g)	80	46	107
Vector resultant acceleration — 3 ms clip (g)	80	46	105-108
Head injury criterion (HIC)	1000	366	91-127
Head injury criterion — 15 ms interval (HIC-15)	700	209	104-119

Neck

Table 4 provides a summary of the maximum neck injury measurements recorded during the crash. None of the recorded neck force measures exceeded the magnitude-duration injury criteria (Figures A-13 to A-16).

Table 4 Neck Injury Measurements — 2003 Infiniti Q45			
Measure	Published Tolerance Threshold	Result	Time (ms)
A-P shear force (kN)	±3.1	−0.5	89
Axial compression force (kN)	4.0	0.2	27
Axial tension force (kN)	3.3	1.0	89
N _{ij} tension-extension	1.00	0.17	252
N _{ij} tension-flexion	1.00	0.19	98
N _{ij} compression-extension	1.00	0.14	265
N _{ij} compression-flexion	1.00	0.13	158
Flexion bending moment (Nm)		39	158
Extension bending moment (Nm)		18	265

Chest

Table 5 provides a summary of the maximum chest injury measurements recorded during the crash.

Table 5 Chest Injury Measurements — 2003 Infiniti Q45			
Measure	Published Tolerance Threshold	Result	Time (ms)
Vector resultant spine acceleration — 3 ms clip (g)	60	46	116-119
Rib compression (mm)	-50	-26	123
Viscous criteria (m/s)	1.0	0.2	89
Sternum deflection rate (m/s)	-8.2	-1.2	29

Legs and Feet

Table 6 provides a summary of the maximum leg and foot injury measurements recorded during the crash.

Table 6
Leg and Foot Injury Measurements — 2003 Infiniti Q45

Measure	Published Tolerance Threshold	Left		Right	
		Result	Time (ms)	Result	Time (ms)
Femur axial force (kN)	−9.1*	−3.0	104	−0.8	94
Tibia-femur displacement (mm)	−15	0	0	−3	95
Upper Tibia					
L-M moment (Nm)	±225	38	111	−18	92
A-P moment (Nm)	±225	−101	55	−129	83
Vector resultant moment (Nm)	225	101	55	130	83
Index	1.00	0.50	55	0.65	83
Lower Tibia					
L-M moment (Nm)	±225**	44	90	103	84
A-P moment (Nm)	±225**	35	132	69	128
Vector resultant moment (Nm)	225**	46	90	110	84
Axial force (kN)	−8.0**	1.8	55	2.7	85
Index	1.00	0.23	90	0.56	84
Foot					
A-P acceleration (g)	±150	−38	55	−32	85
I-S acceleration (g)	±150	−45	93	−49	77
Vector resultant acceleration (g)	150	59	94	53	80

* This critical value is for instantaneous loading. Femur loads are compared with magnitude-duration injury criteria in Figures A-24 and A-37.

** These published thresholds are for fractures of the tibia. Ankle and foot injuries have been associated with bending moments as low as 50-100 Nm, and heel fractures have been associated with axial forces as low as −6.0 kN.

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Appendix

Low-Speed Crash Test Damage Repair Estimate

Dummy Clearance Measurements

Graph Index — index to graphs of time plots of dummy and vehicle data

Manufacturer's window sticker

Low-Speed Crash Test Damage Repair Estimate

2003 Infiniti Q45 Large Four-Door Sedan: 5 mi/h Front into Barrier

Test Number: LF03003

VIN: JNKBF01A03M100660

Mileage: 16

Features: 4.5-liter V-8, driver and passenger front airbags, driver and front passenger seat-mounted side impact airbags, front and rear seat side curtain airbags, four-wheel antilock brakes, air conditioning, automatic transmission, traction control, heated power mirrors, keyless entry system, power door locks, power windows, power driver and passenger seats, heated back glass, power tilt and telescoping steering wheel, power tilt and telescoping steering wheel, cruise control, moonroof, two-stage paint.

Description	Part		Labor	
	Mfg. No	Price	Operation	Hours
Bumper absorber, front	62090-AR200	\$75.53	Replace*	
Bumper reinforcement, front	62032-AR200	297.78	Replace*	2.4
Bumper mounting bracket, left front	62211-AR200	43.80	Replace*	0.3
Bumper mounting bracket, right front	62210-AR200	43.80	Replace*	0.3
Frame sidemember extension, left front			Repair*	1.0
Frame sidemember extension, right front			Repair*	1.0
Frame sidemember extensions, left and right front			Refinish	0.2
Paint and materials		4.00		
Total Parts		\$464.91		
Total Labor		192.40		5.2
Grand Total		\$657.31		

* This item was repaired or replaced as indicated before the 40 mi/h frontal offset test.

Dummy Clearance Measurements

Test Number: CEF0302
Vehicle Make/Model: Infiniti Q45
Vehicle Model Year: 2003
Seat Type: Electrically adjusted bucket seat (fore/aft, height, and seat back angle)

Manufacturer's Specifications

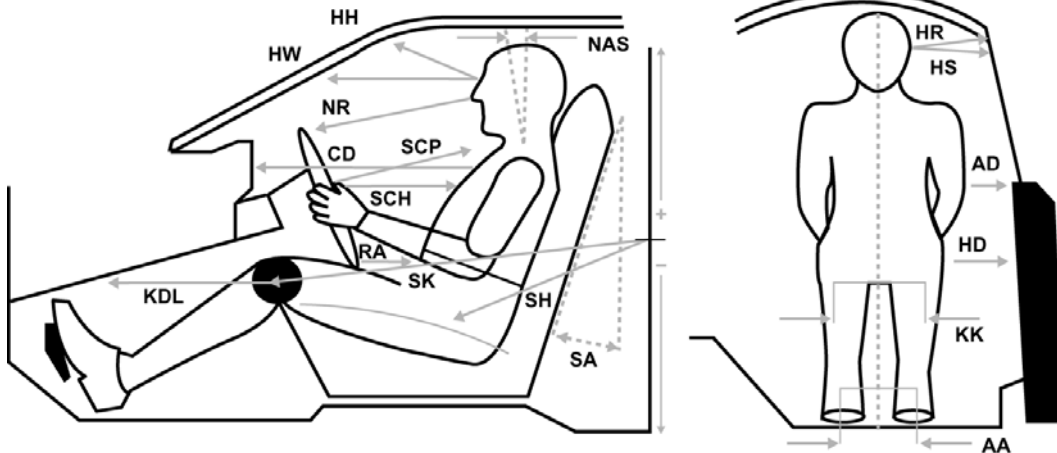
Seat Back Information: Reclined to 19.7°, as measured on head restraint post
Upper Belt Anchorage: Set to topmost of 4 positions
Steering Column Adjustment: Set to midpoint of tilt and telescopic adjustment ranges
Foot Pedal Adjustment: Fixed

Location	Code	Measure	Location	Code	Measure
Head to header	HH	332	Neck angle, torso 90	NAT90	21.1°
Head to windshield	HW	537	Neck angle, seated	NAS	6.8°
Nose to rim	NR	406	Torso angle (NAT90 – NAS)	TA	14.3°
Chest to dash	CD	627	Striker to knee**	SK	597
Rim to abdomen	RA	190	Striker to knee angle**	SKA	-2.4°
Knee to dash, left	KDL	226	Striker to H-point, horizontal	SHH	212
Knee to dash, right	KDR	219	Striker to H-point, vertical	SHV	-118
Steering wheel to chest, horizontal	SCH	295	Ankle to ankle	AA	320
Steering wheel to chest, perpendicular	SCP	393	Knee to knee	KK	348
Steering wheel to chest, reference	SCR	378	Arm to door	AD	112
Hub to chest, minimum	HCM	248	H-point to door	HD	170
Pelvic angle	PA	24.1°	Head to A-pillar	HA	492
Seat back angle*	SA	19.7°	Head to roof	HR	162
			Head to side window	HS	228

All distance measurements are in millimeters (mm).

* Indicated value is from vertical, as measured on head restraint post

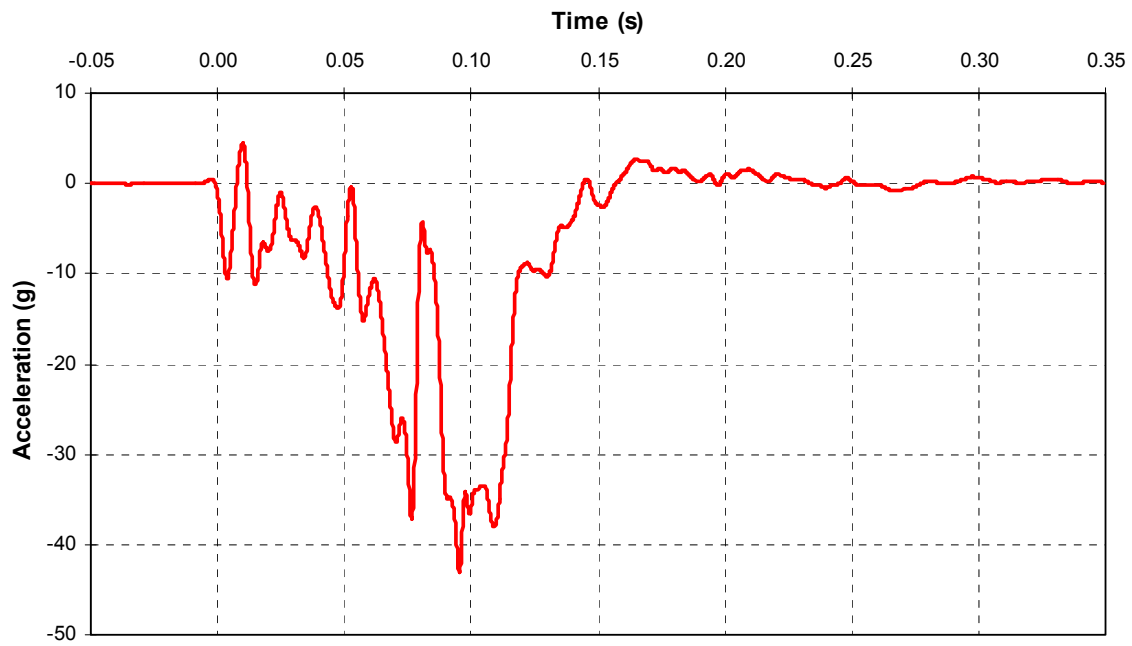
** These measurements were made in a vertical plane containing the striker and parallel to the driver door sill.



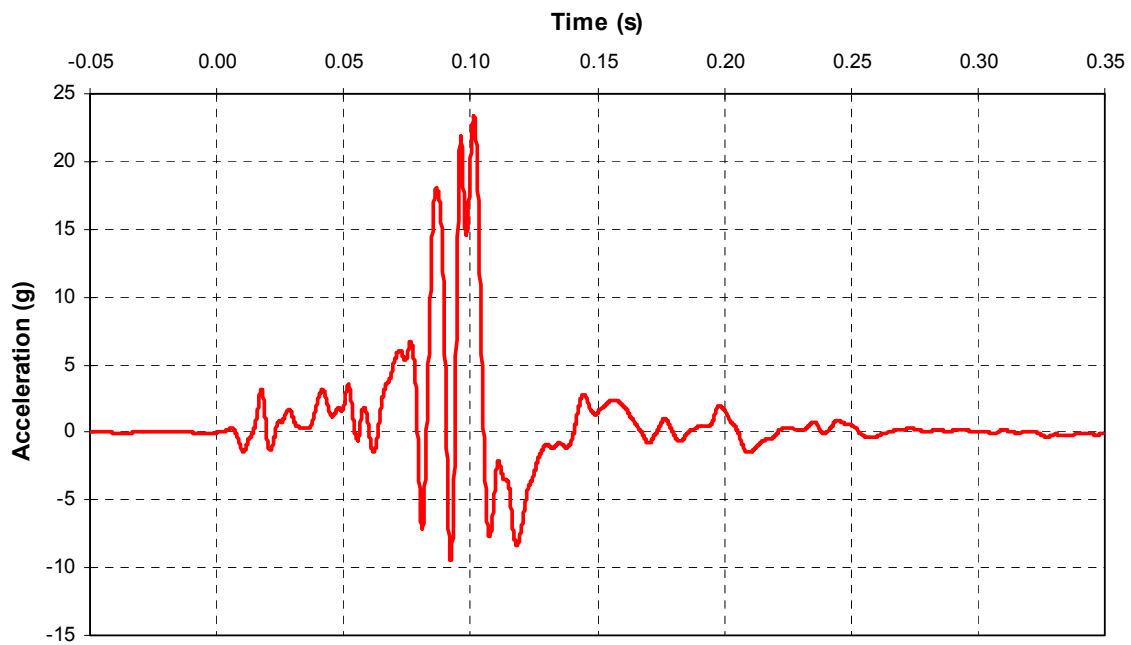
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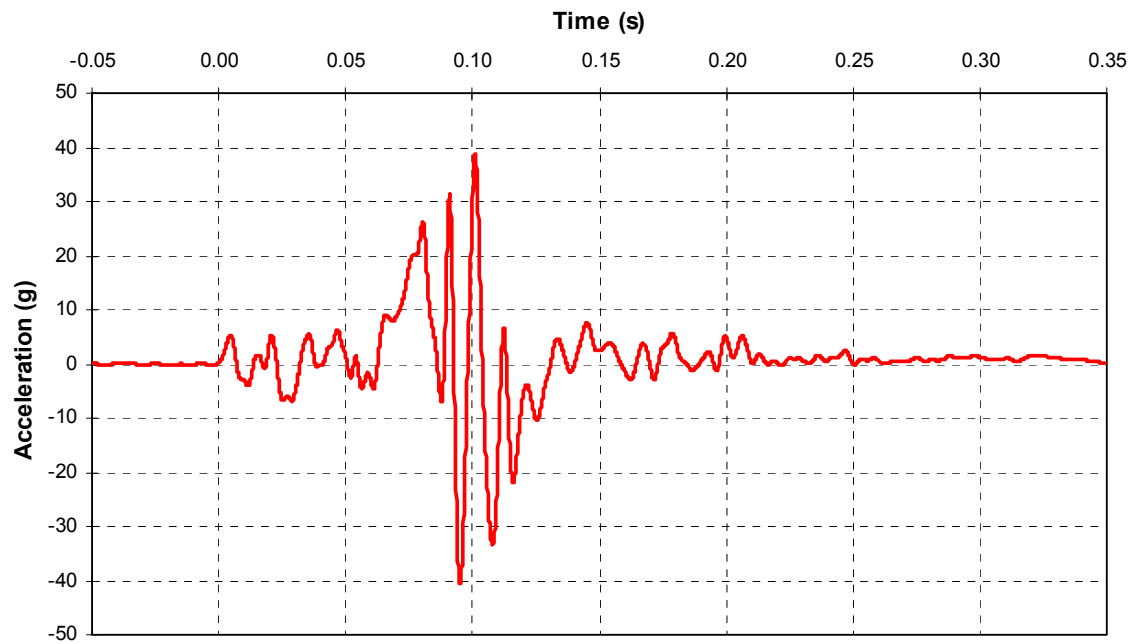
A- 1 CEF0302 2003 Infiniti Q45 Vehicle Longitudinal Acceleration



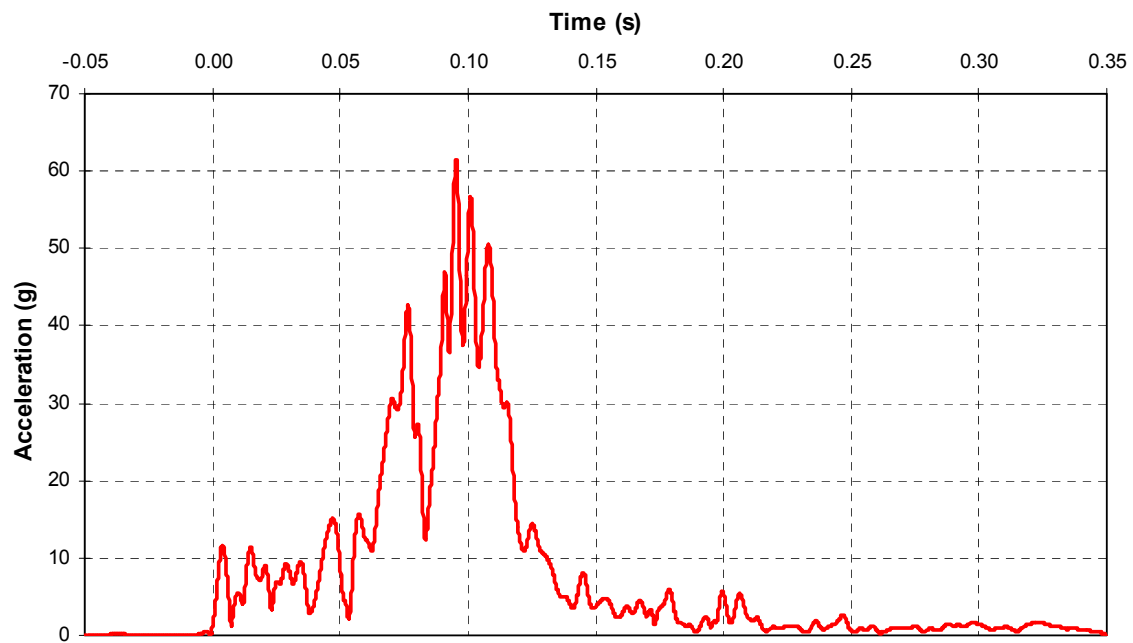
A- 2 CEF0302 2003 Infiniti Q45 Vehicle Lateral Acceleration



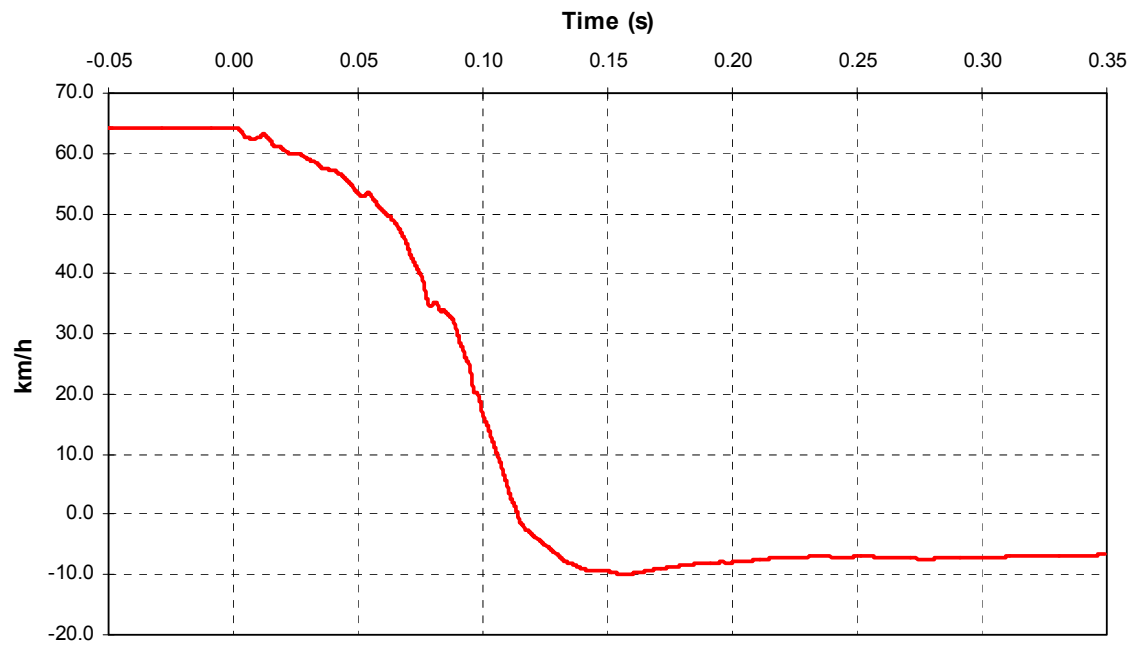
A- 3 CEF0302 2003 Infiniti Q45 Vehicle Vertical Acceleration



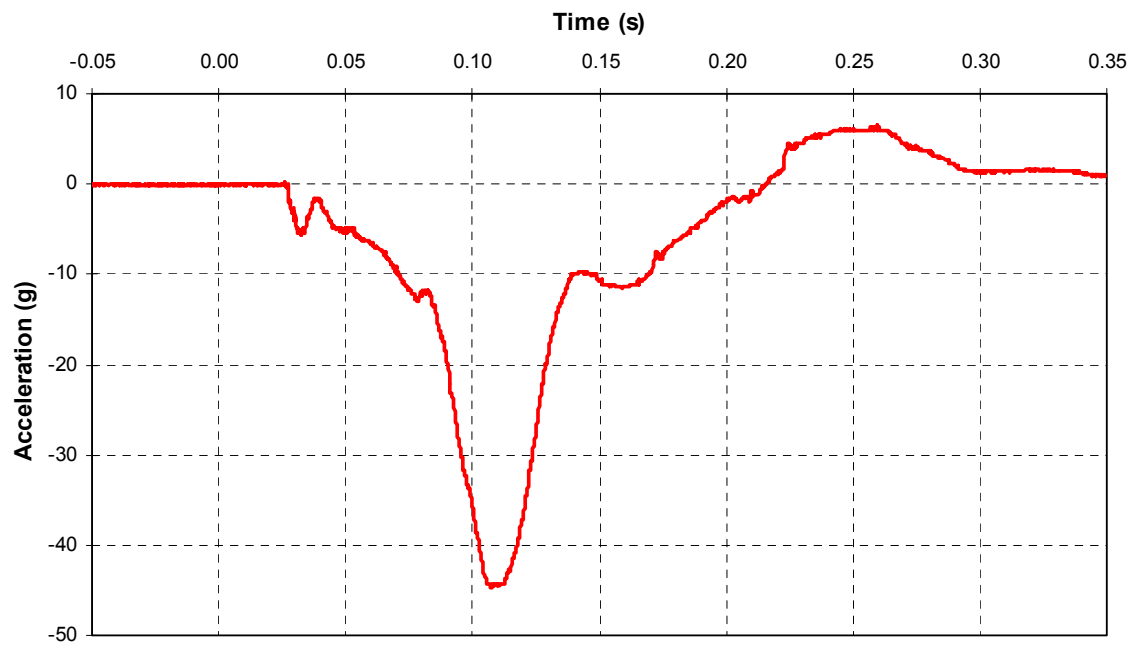
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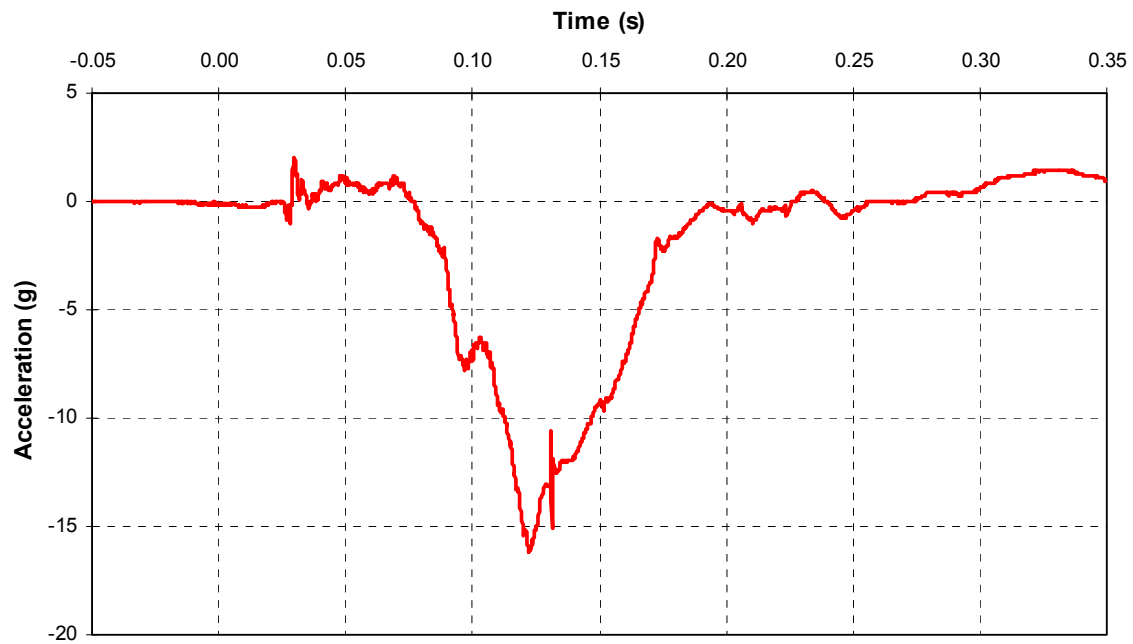
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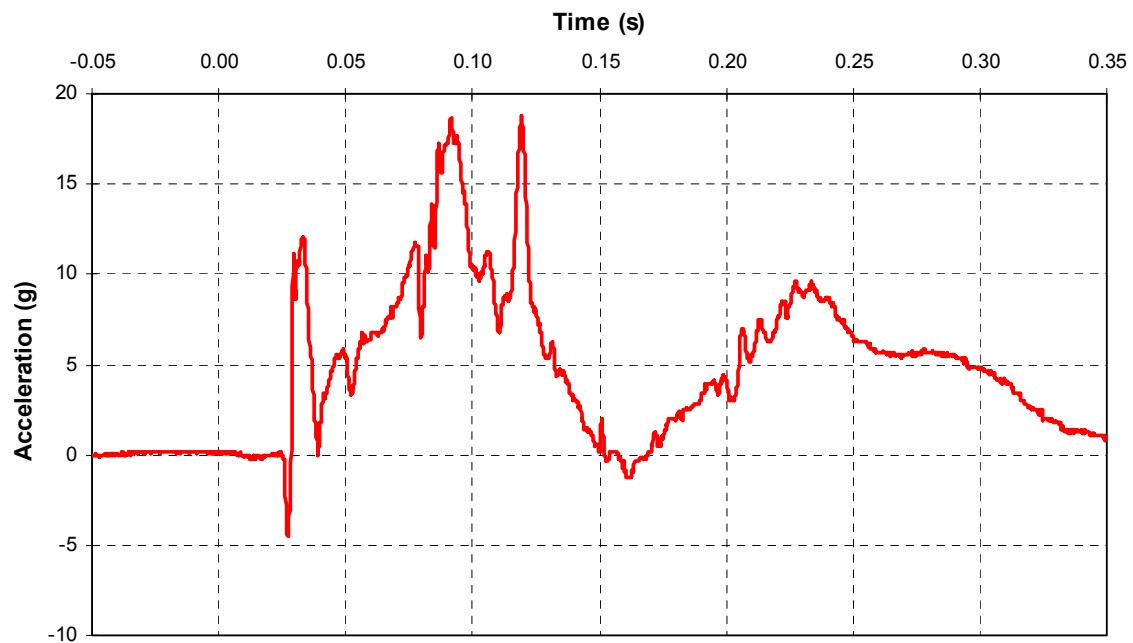
A- 6 CEF0302 2003 Infiniti Q45 Head A-P Acceleration



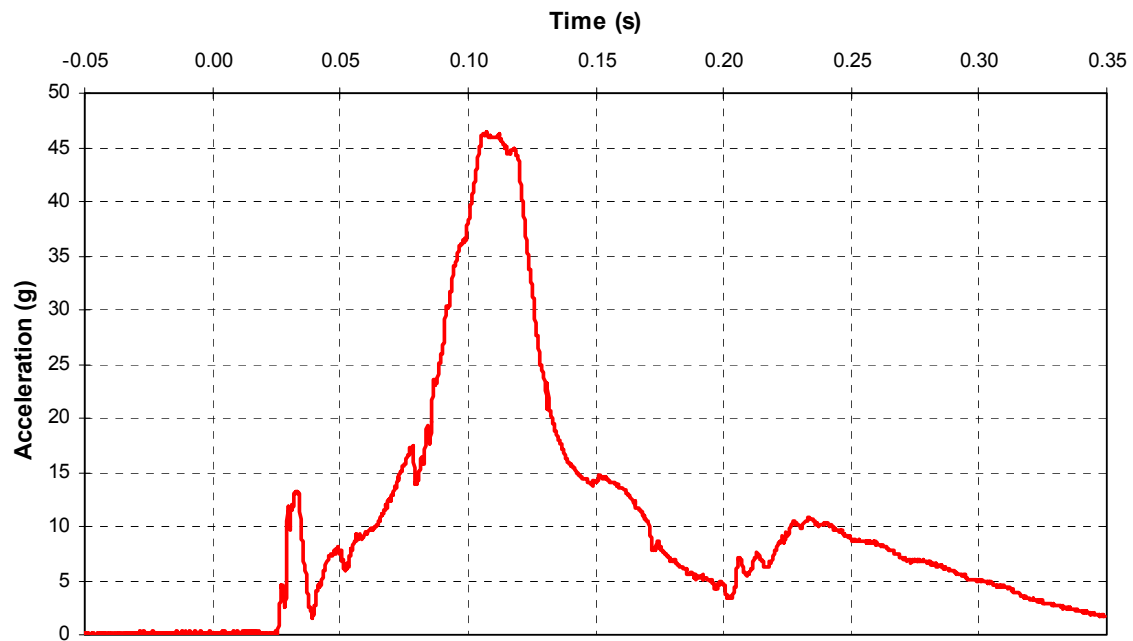
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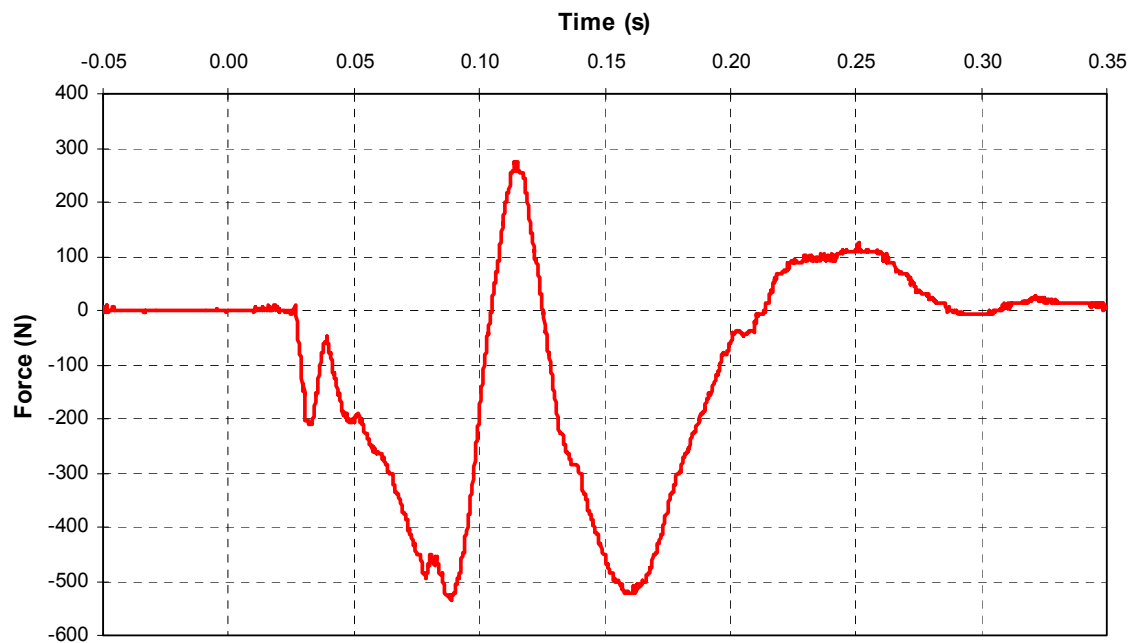
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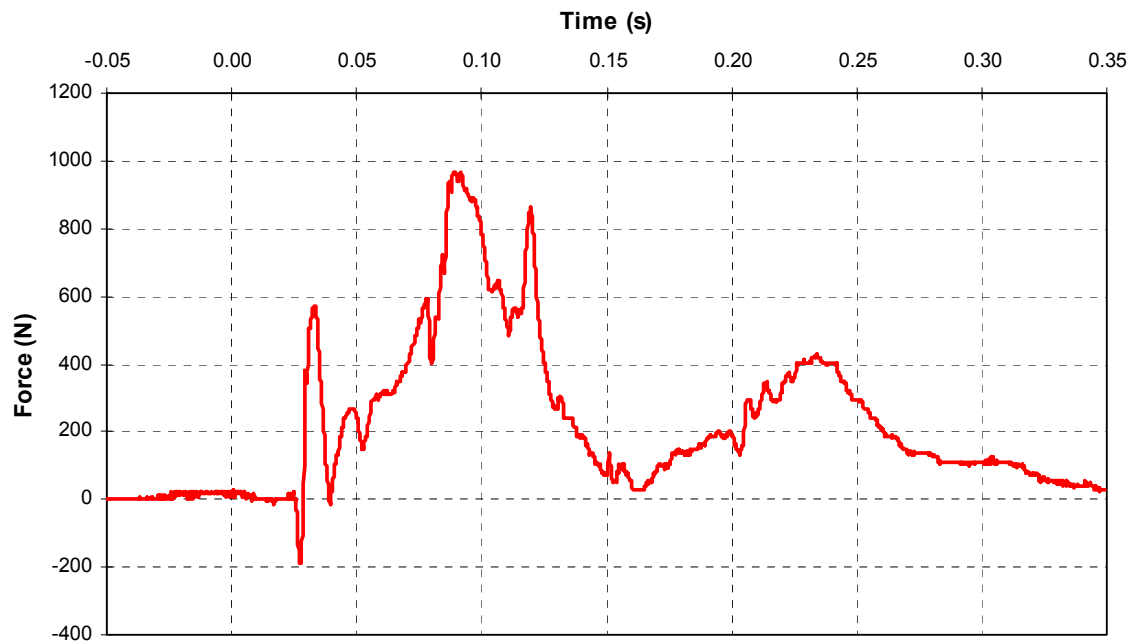
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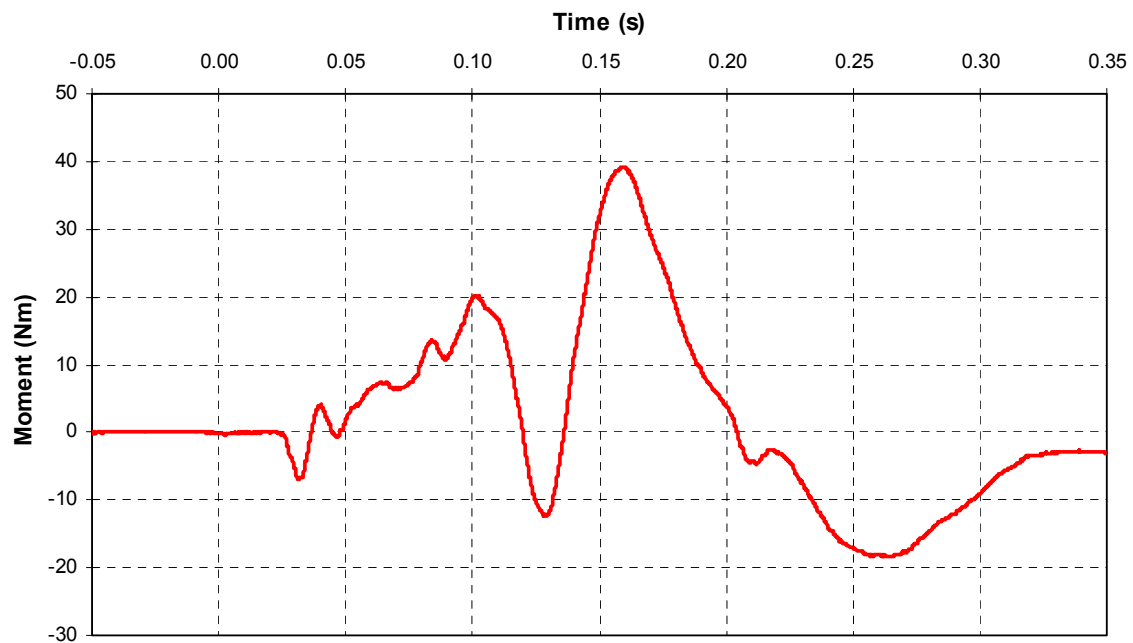
A- 10 CEF0302 2003 Infiniti Q45 Neck A-P Shear Force



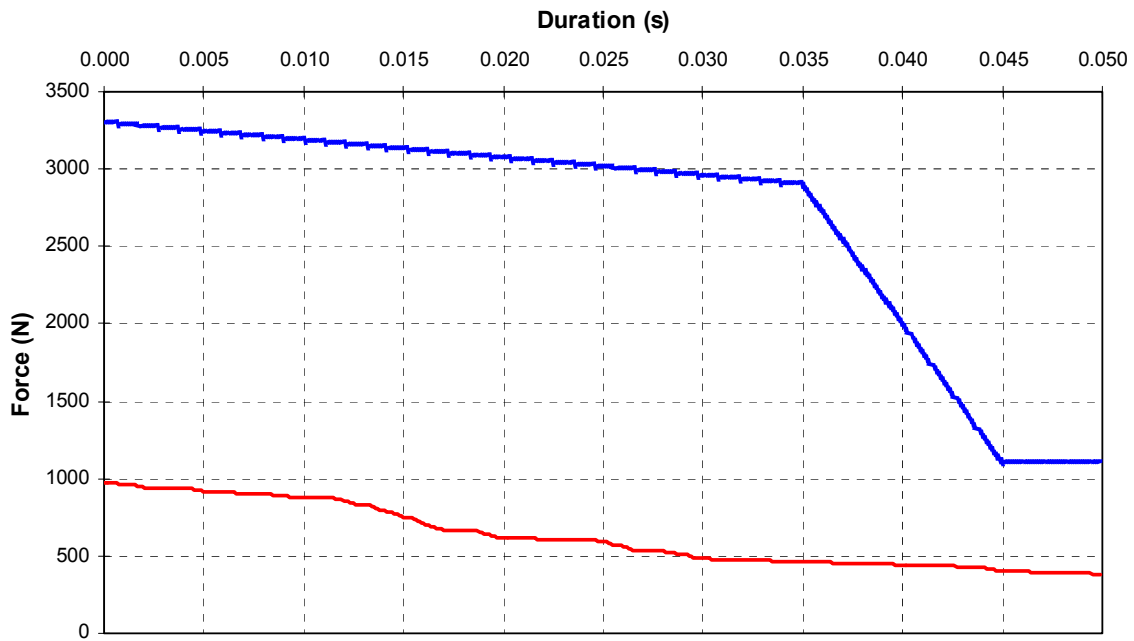
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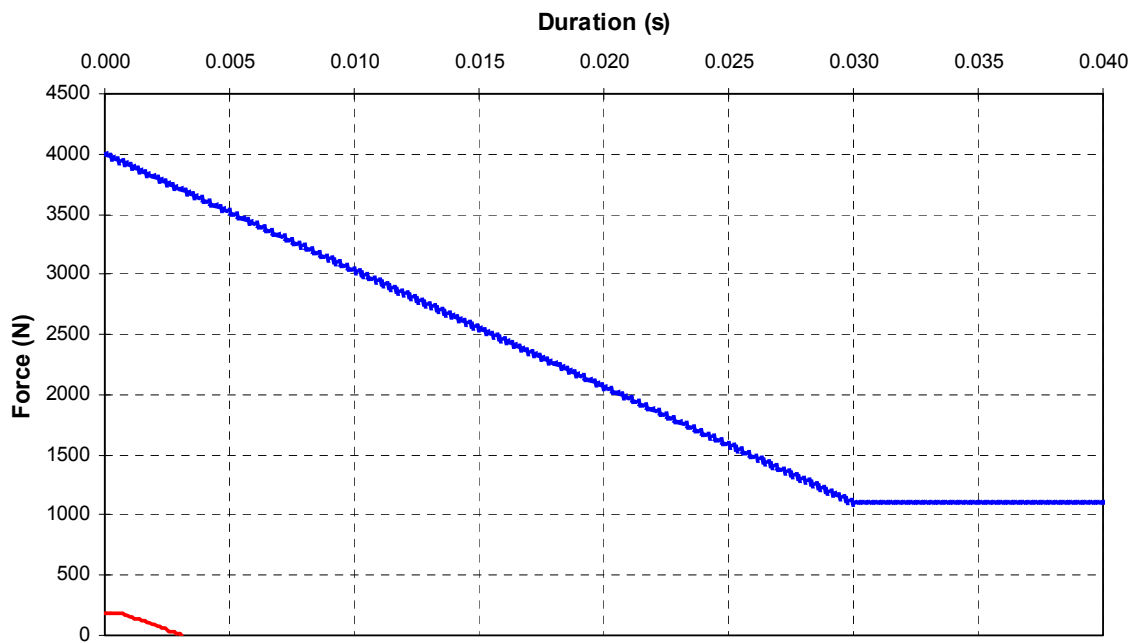
A- 12 CEF0302 2003 Infiniti Q45 Neck Occipital A-P Moment



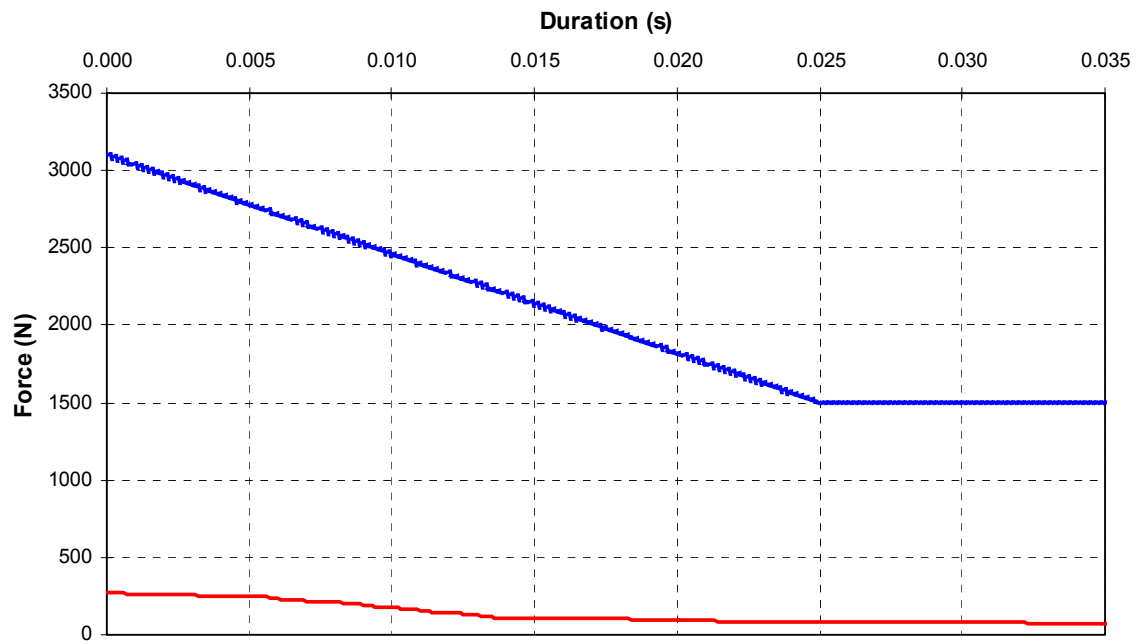
A- 13 CEF0302 2003 Infiniti Q45 Neck Tension Analysis



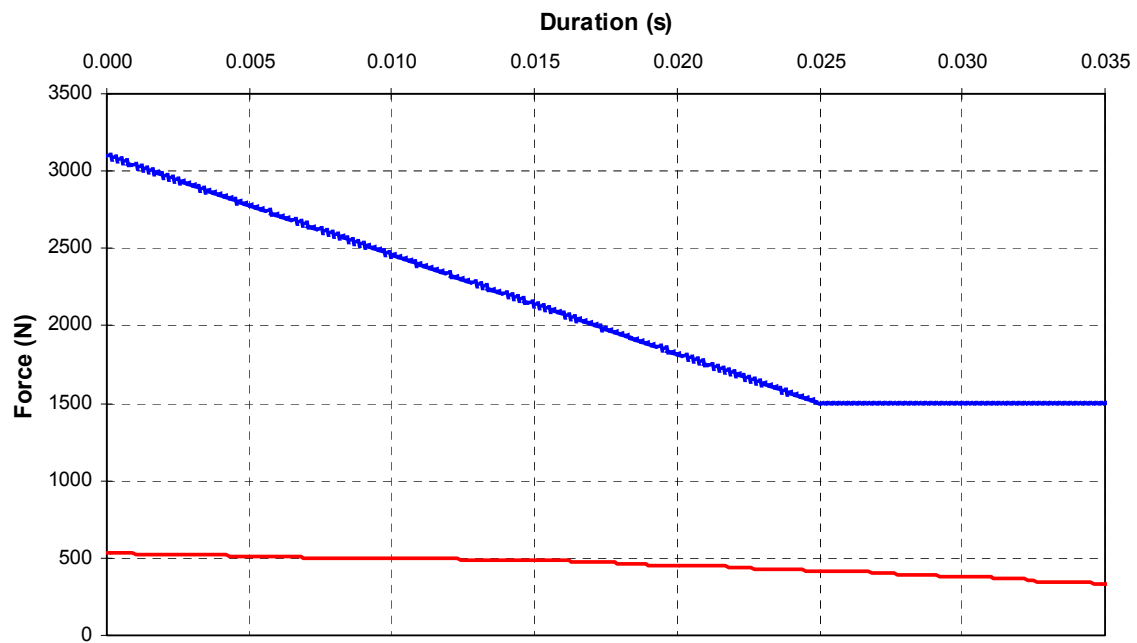
A- 14 CEF0302 2003 Infiniti Q45 Neck Compression Analysis



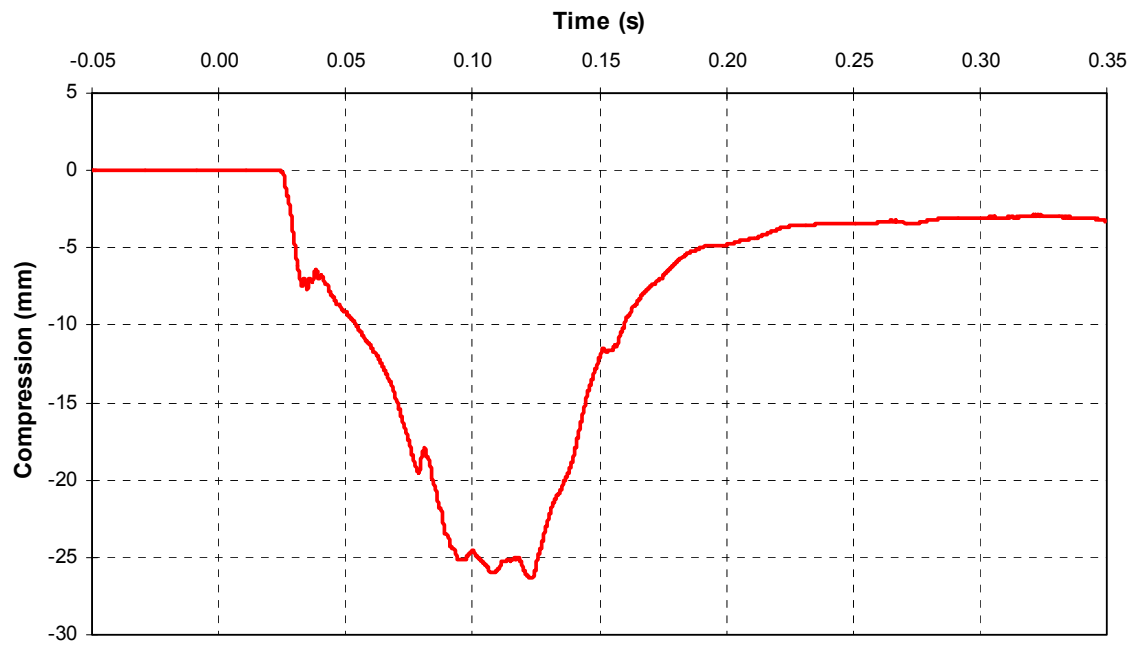
A- 15 CEF0302 2003 Infiniti Q45 Neck A-P Shear (Positive) Analysis



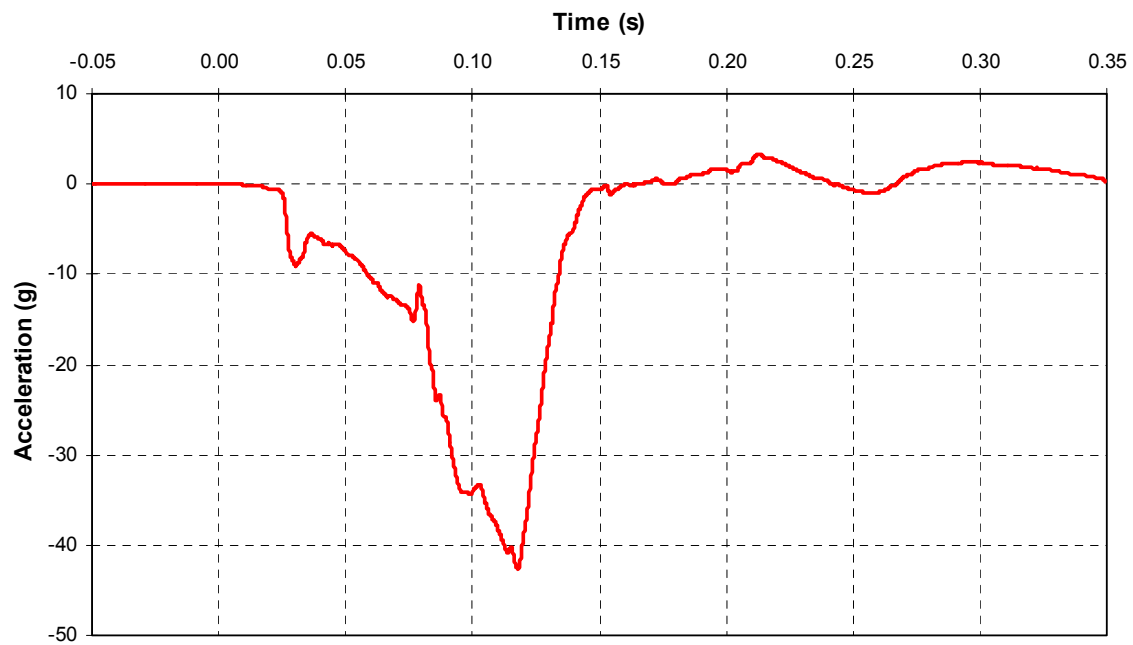
A- 16 CEF0302 2003 Infiniti Q45 Neck A-P Shear (Negative) Analysis



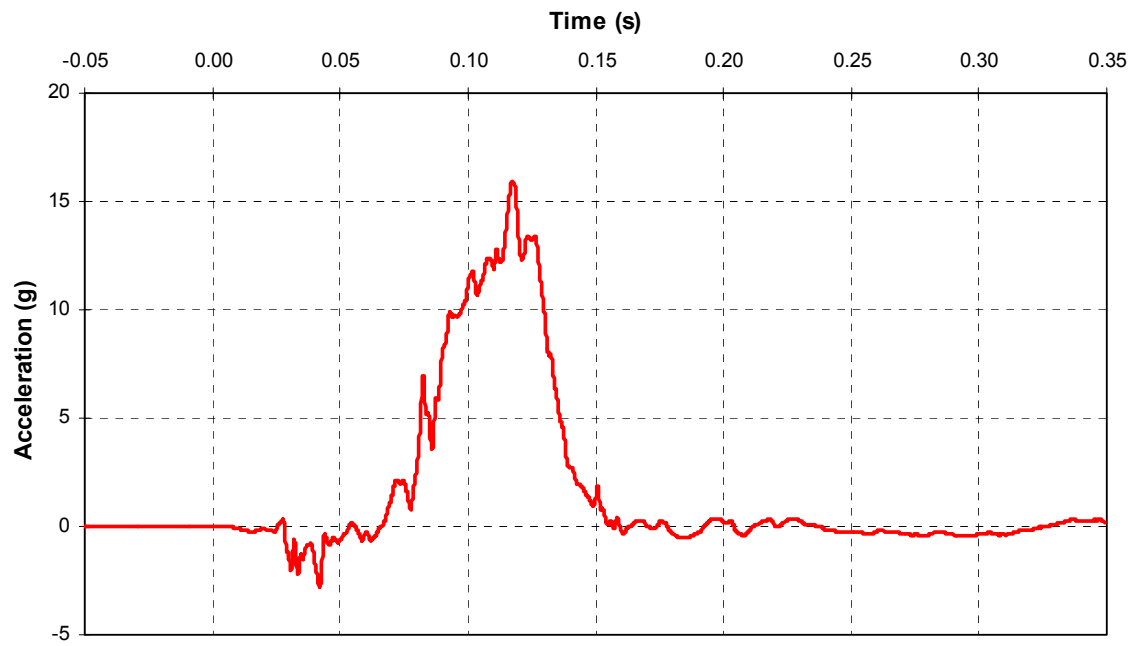
A- 17 CEF0302 2003 Infiniti Q45 Chest Compression



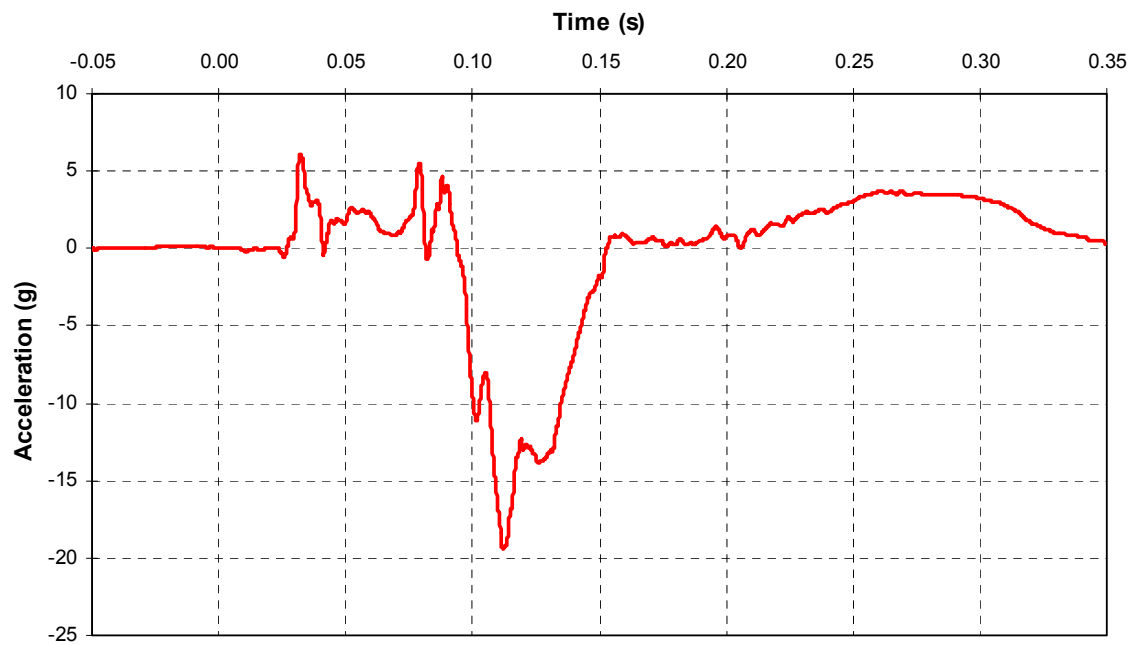
A- 18 CEF0302 2003 Infiniti Q45 Chest A-P Acceleration



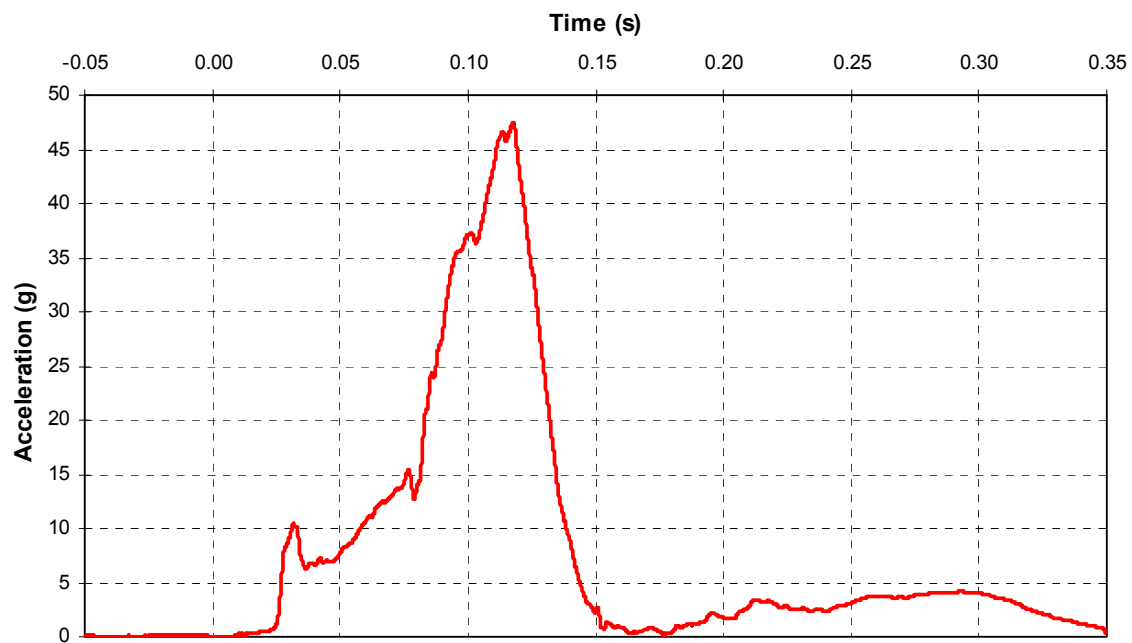
A- 19 CEF0302 2003 Infiniti Q45 Chest L-M Acceleration



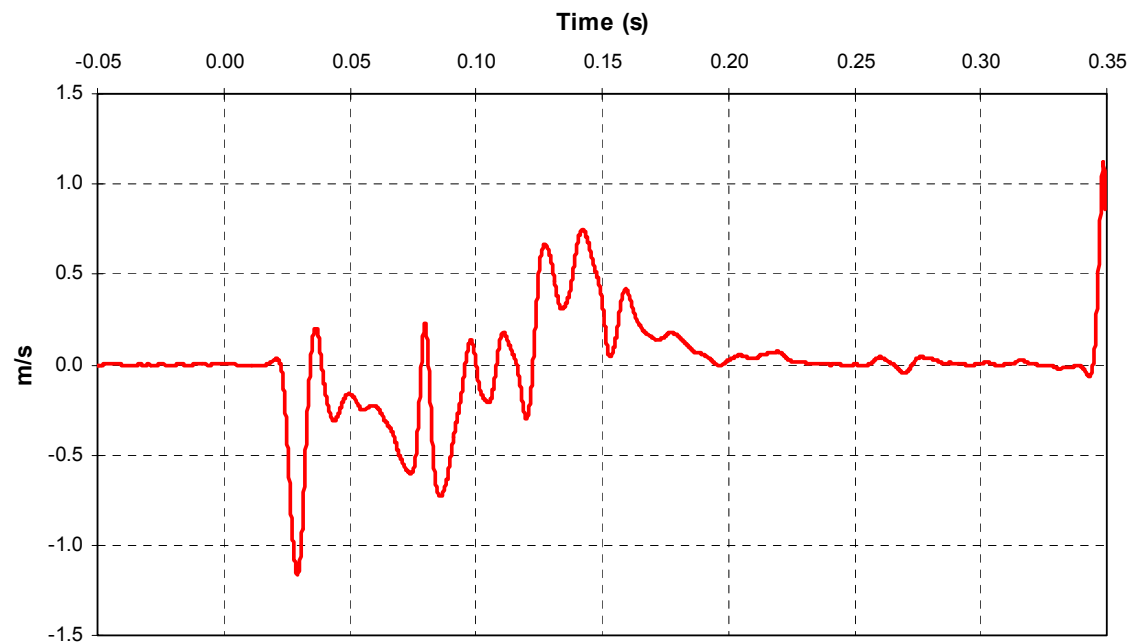
A- 20 CEF0302 2003 Infiniti Q45 Chest I-S Acceleration



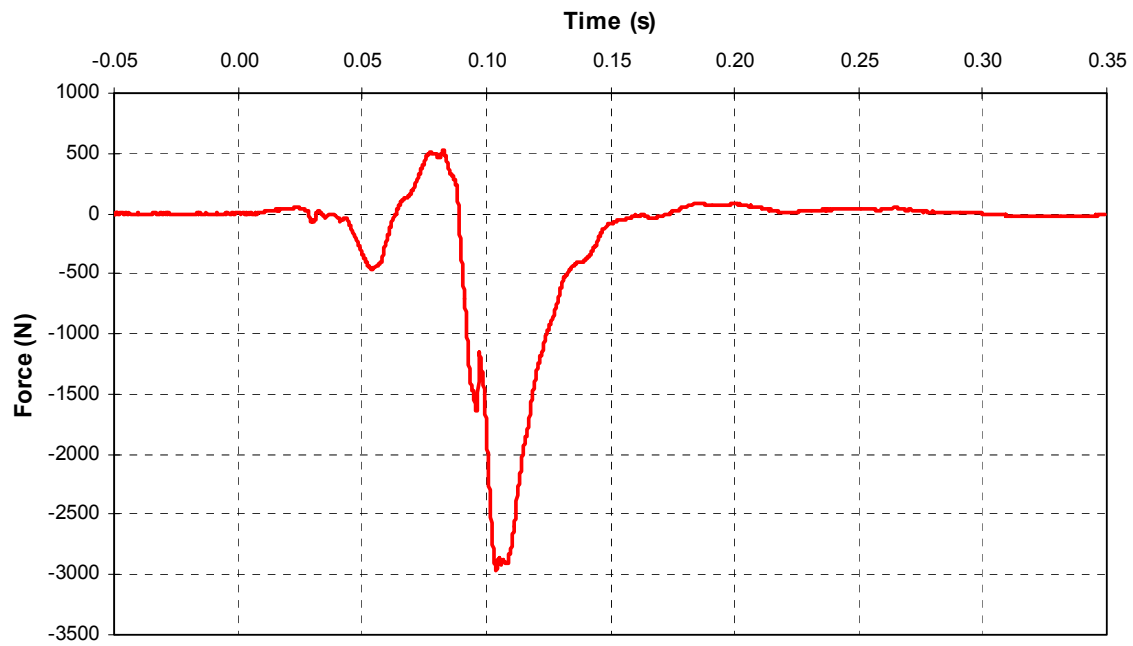
A- 21 CEF0302 2003 Infiniti Q45 Chest Vector Resultant Acceleration



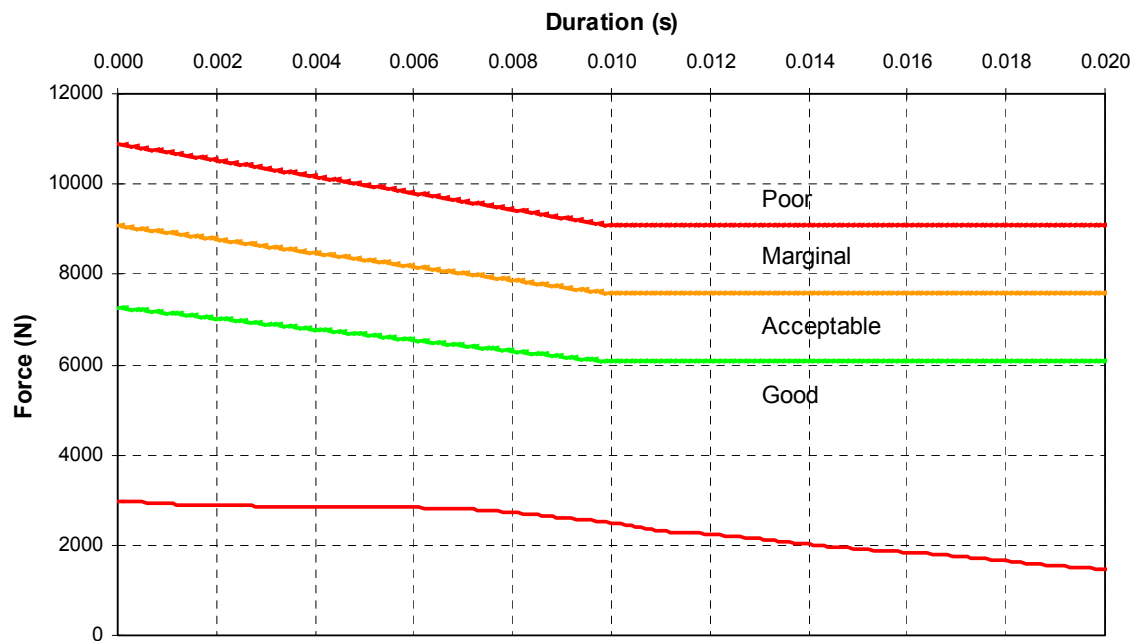
A- 22 CEF0302 2003 Infiniti Q45 Sternum Deflection Rate



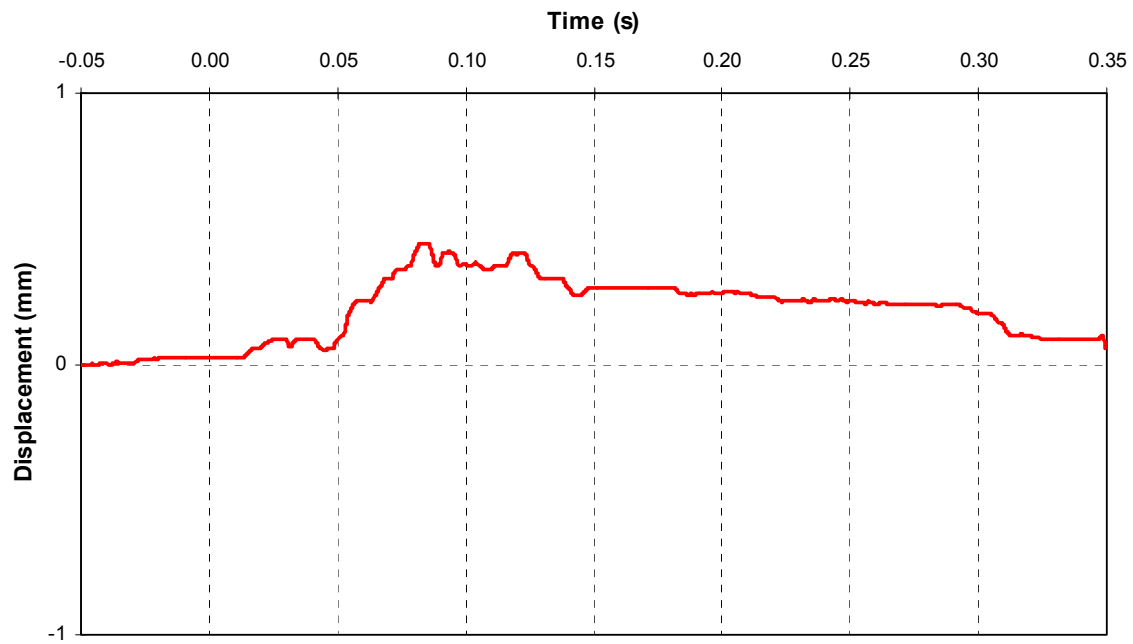
A- 23 CEF0302 2003 Infiniti Q45 Left Femur Axial Force



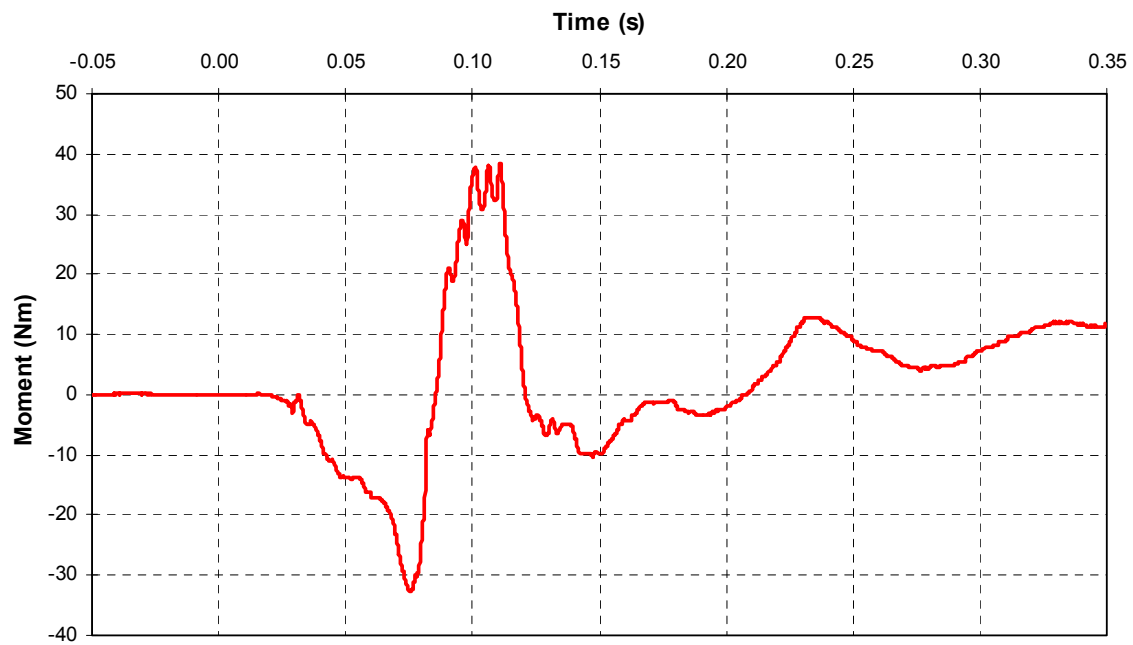
A- 24 CEF0302 2003 Infiniti Q45 Left Femur Axial Force Analysis



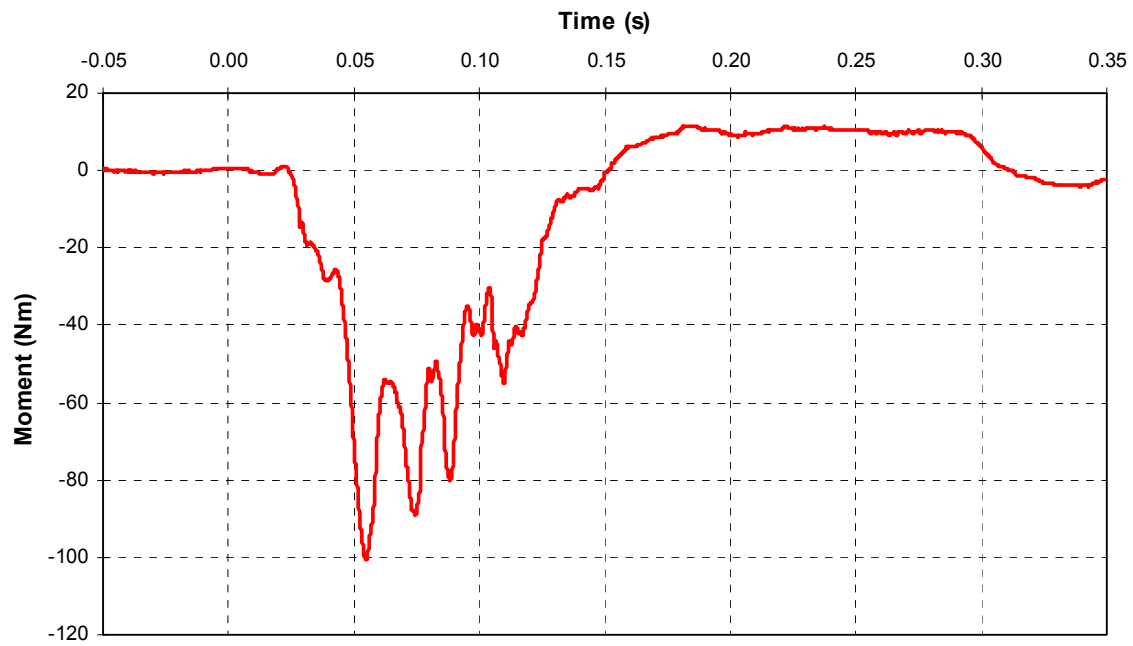
A- 25 CEF0302 2003 Infiniti Q45 Left Tibia-Femur Displacement



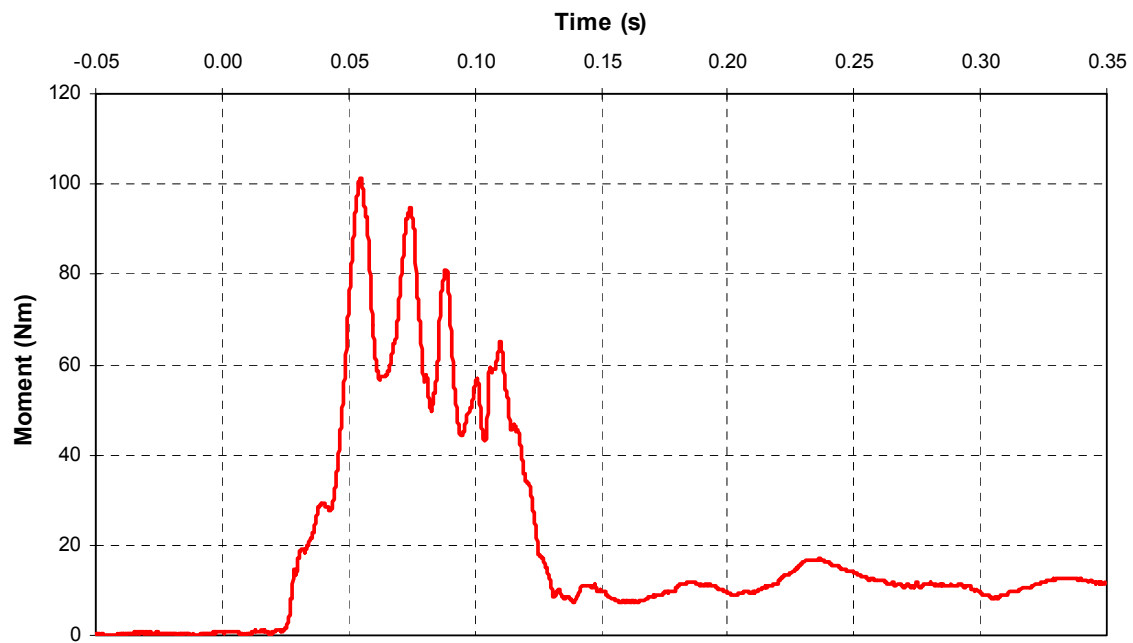
A- 26 CEF0302 2003 Infiniti Q45 Left Upper Tibia L-M Moment



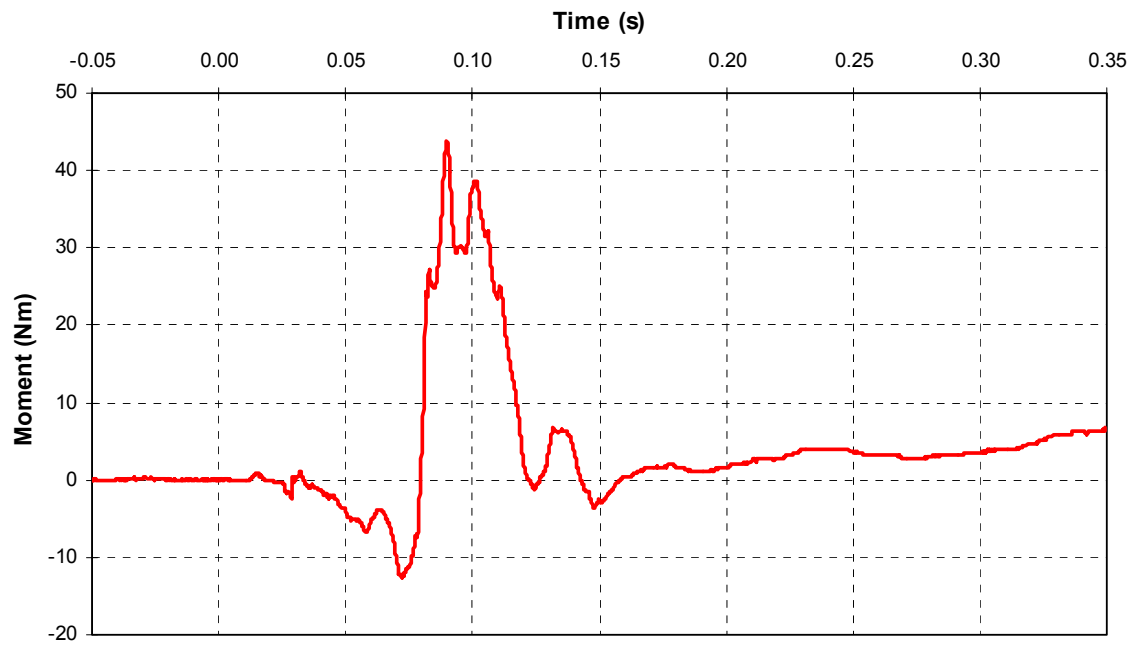
A- 27 CEF0302 2003 Infiniti Q45 Left Upper Tibia A-P Moment



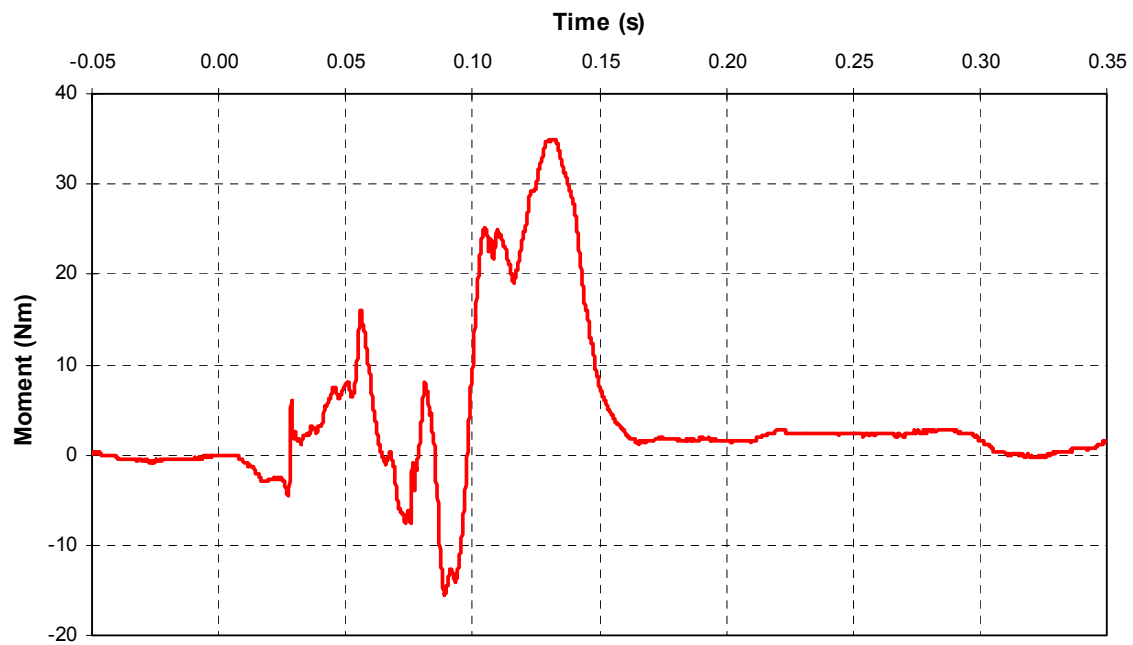
A- 28 CEF0302 2003 Infiniti Q45 Left Upper Tibia Vector Resultant Moment



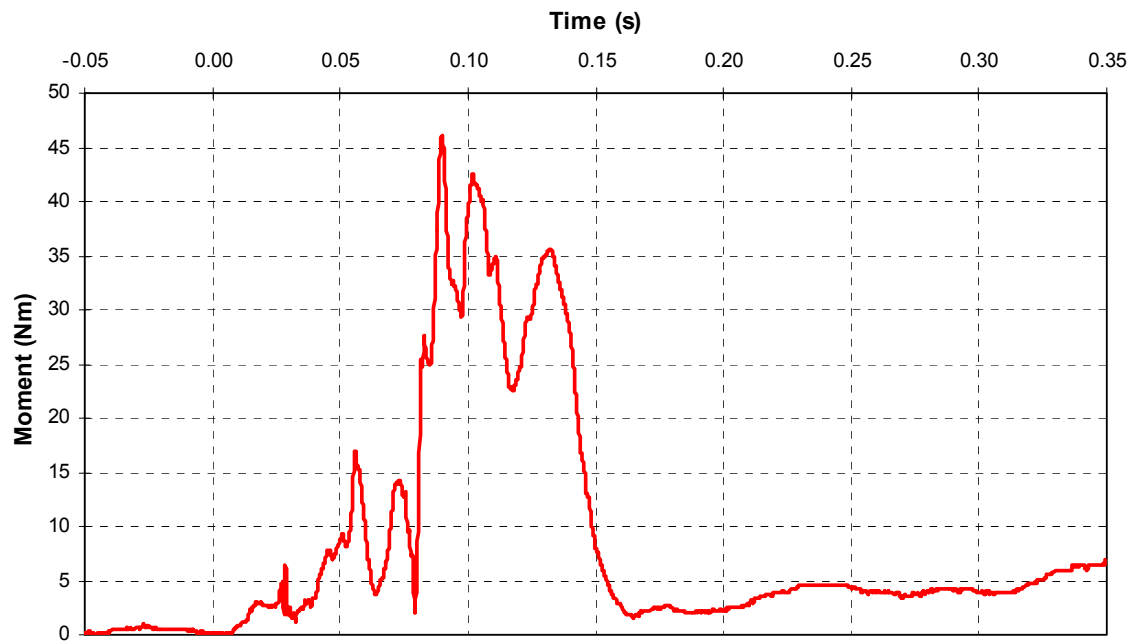
A- 29 CEF0302 2003 Infiniti Q45 Left Lower Tibia L-M Moment



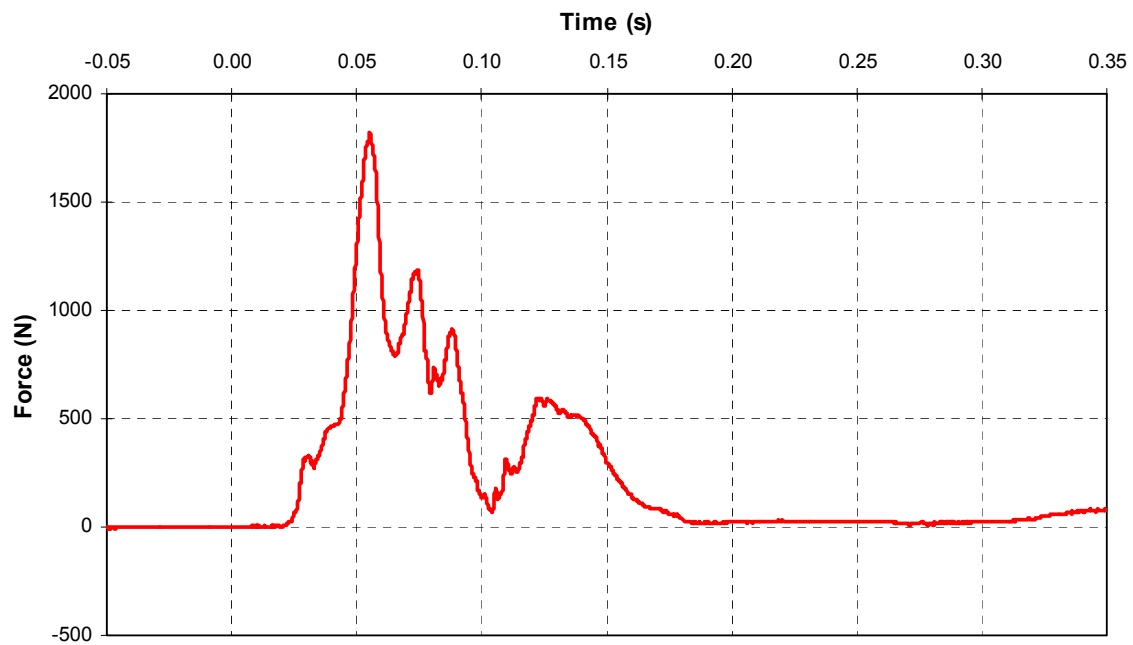
A- 30 CEF0302 2003 Infiniti Q45 Left Lower Tibia A-P Moment



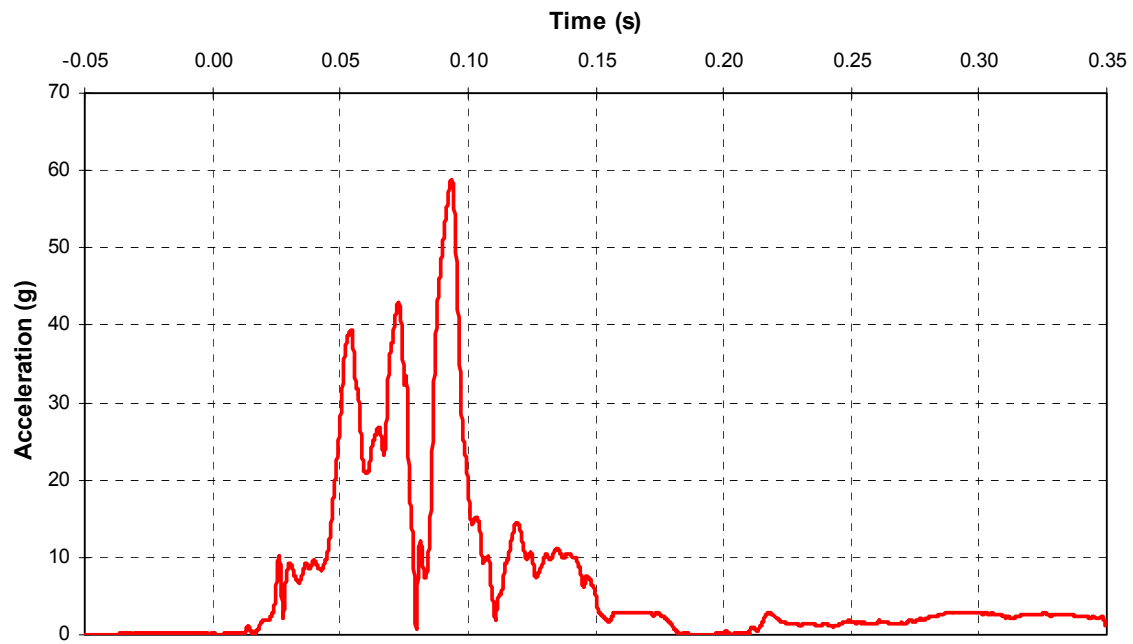
A- 31 CEF0302 2003 Infiniti Q45 Left Lower Tibia Vector Resultant Moment



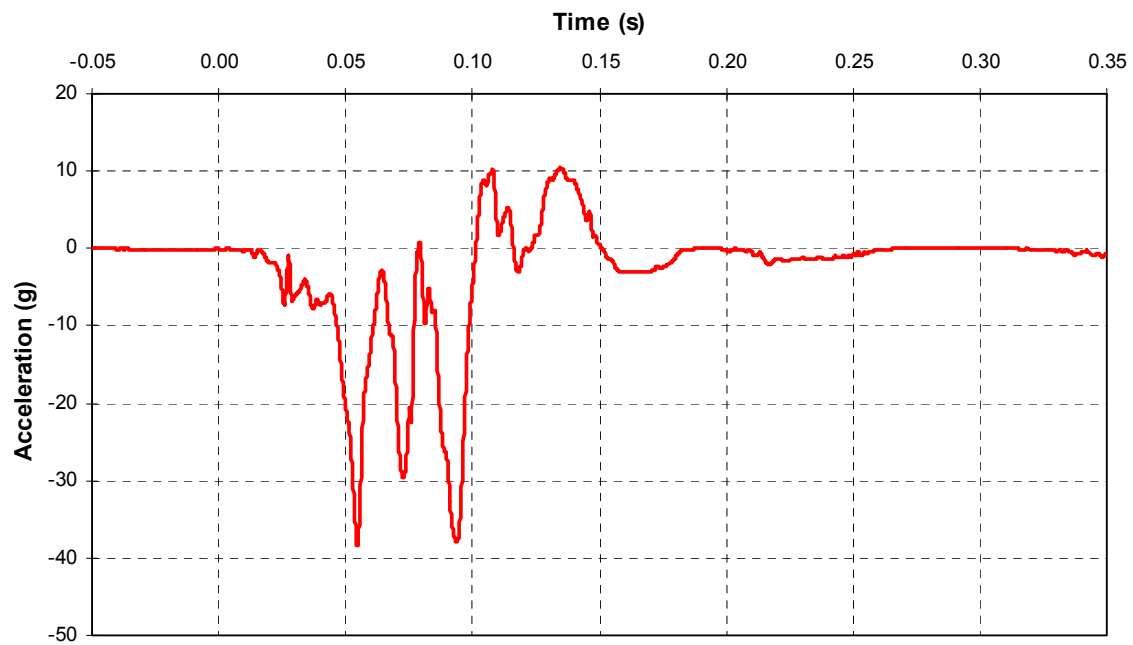
A- 32 CEF0302 2003 Infiniti Q45 Left Lower Tibia Axial Force



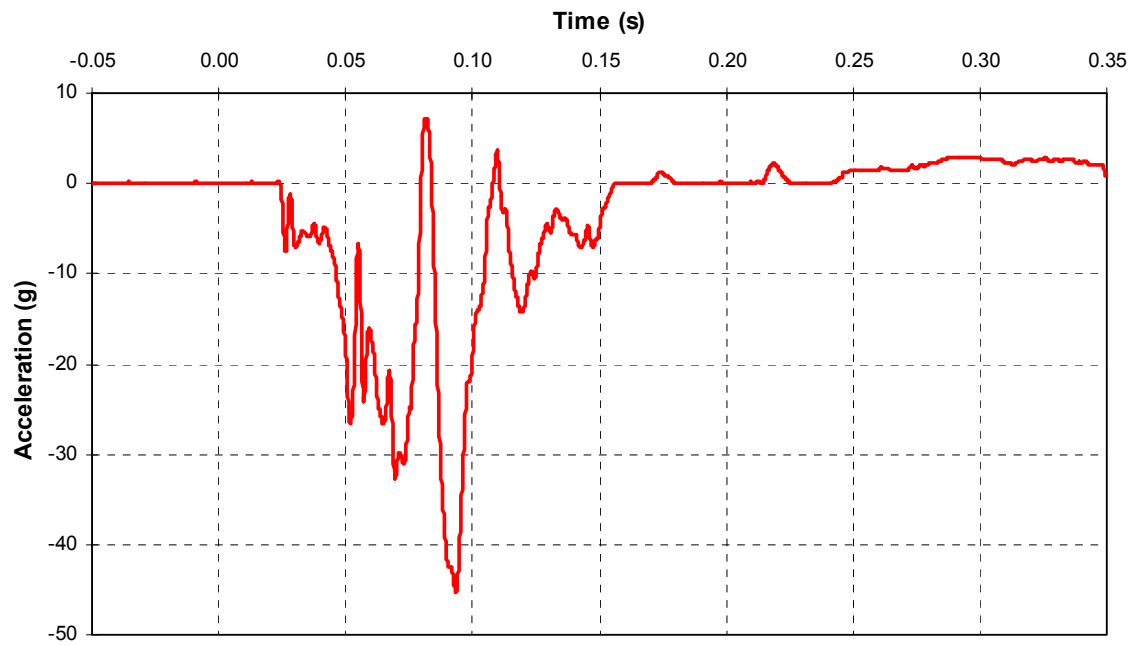
A- 33 CEF0302 2003 Infiniti Q45 Left Foot Vector Resultant Acceleration



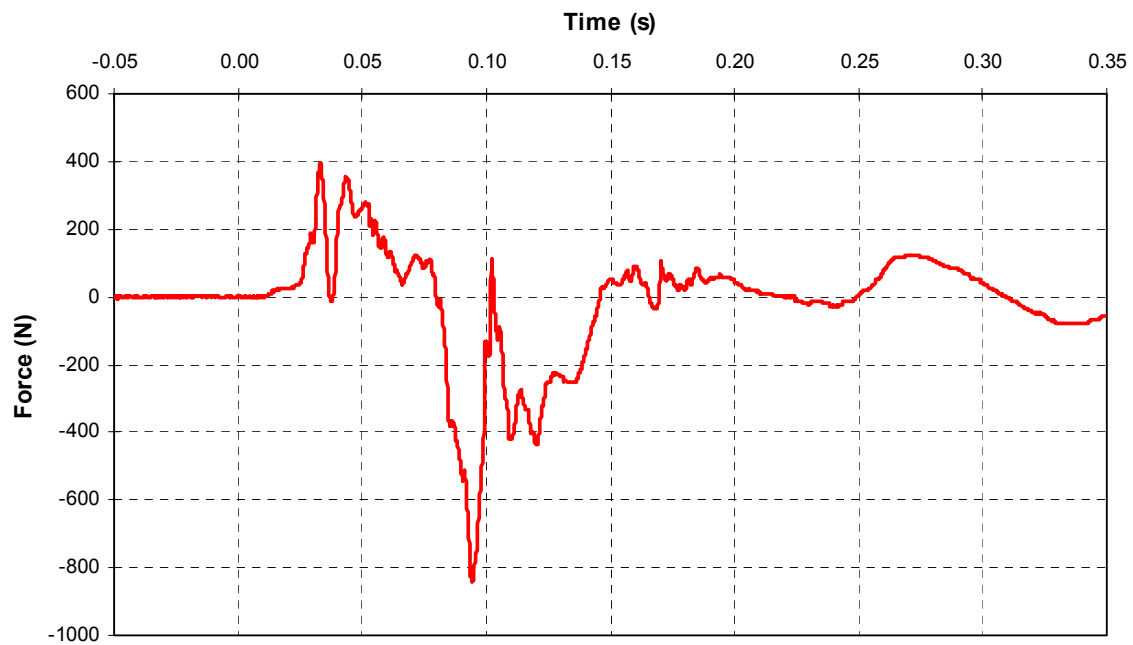
A- 34 CEF0302 2003 Infiniti Q45 Left Foot A-P Acceleration



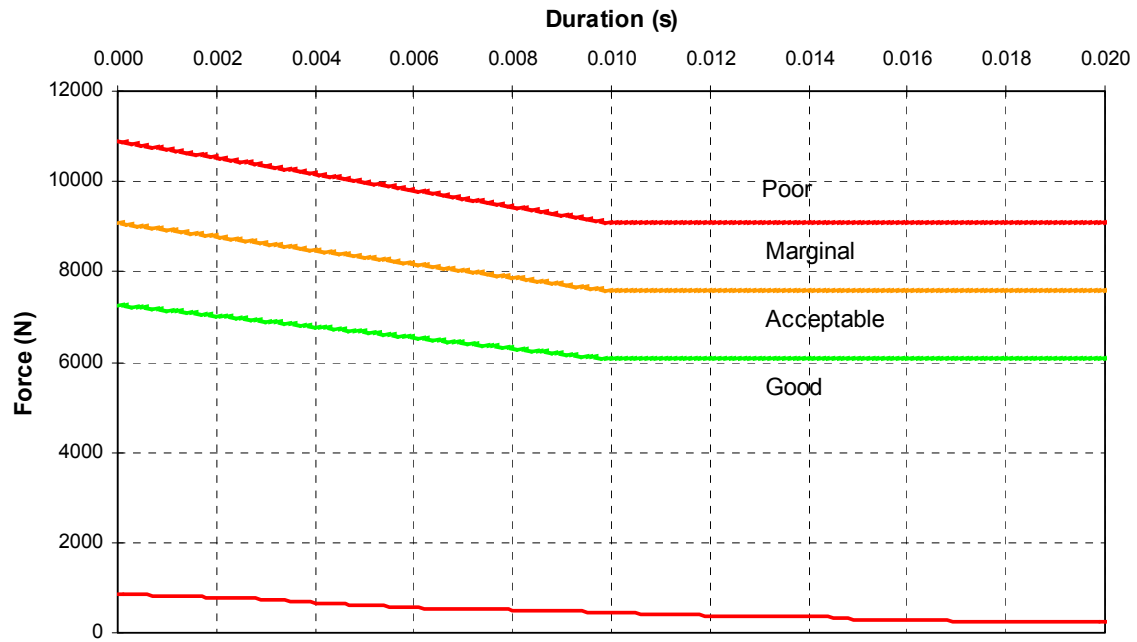
A- 35 CEF0302 2003 Infiniti Q45 Left Foot I-S Acceleration



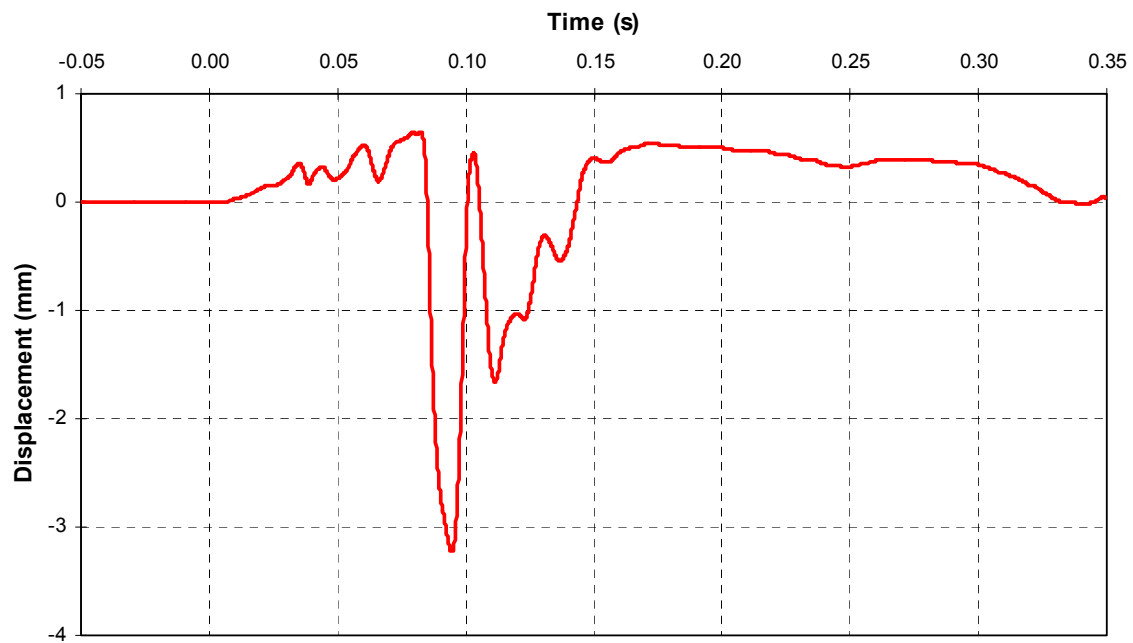
A- 36 CEF0302 2003 Infiniti Q45 Right Femur Axial Force



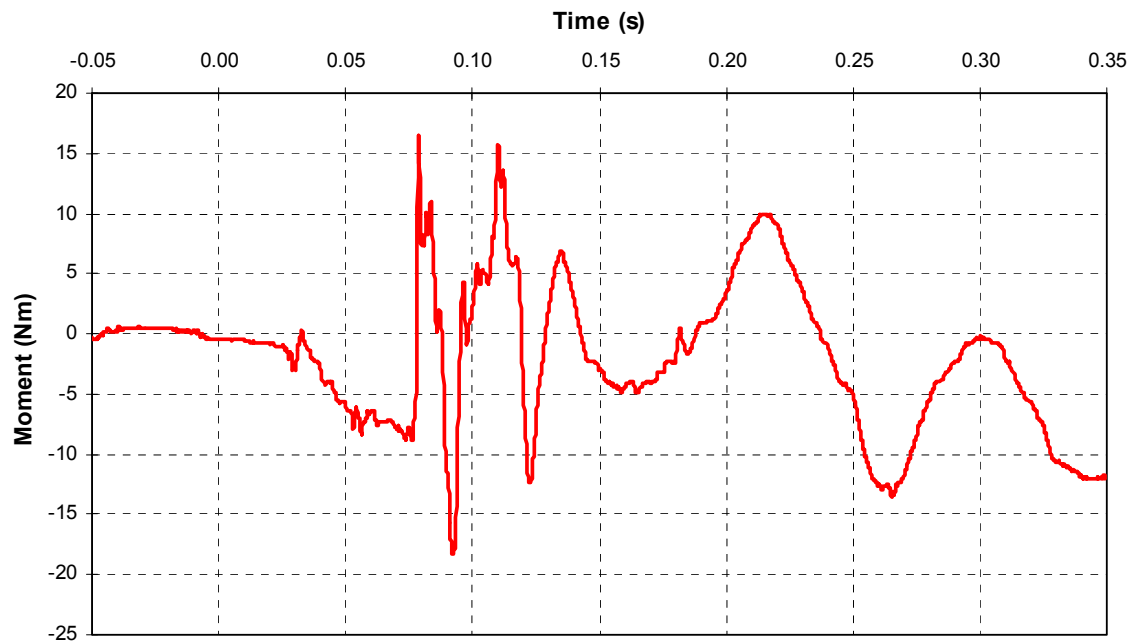
A- 37 CEF0302 2003 Infiniti Q45 Right Femur Axial Force Analysis



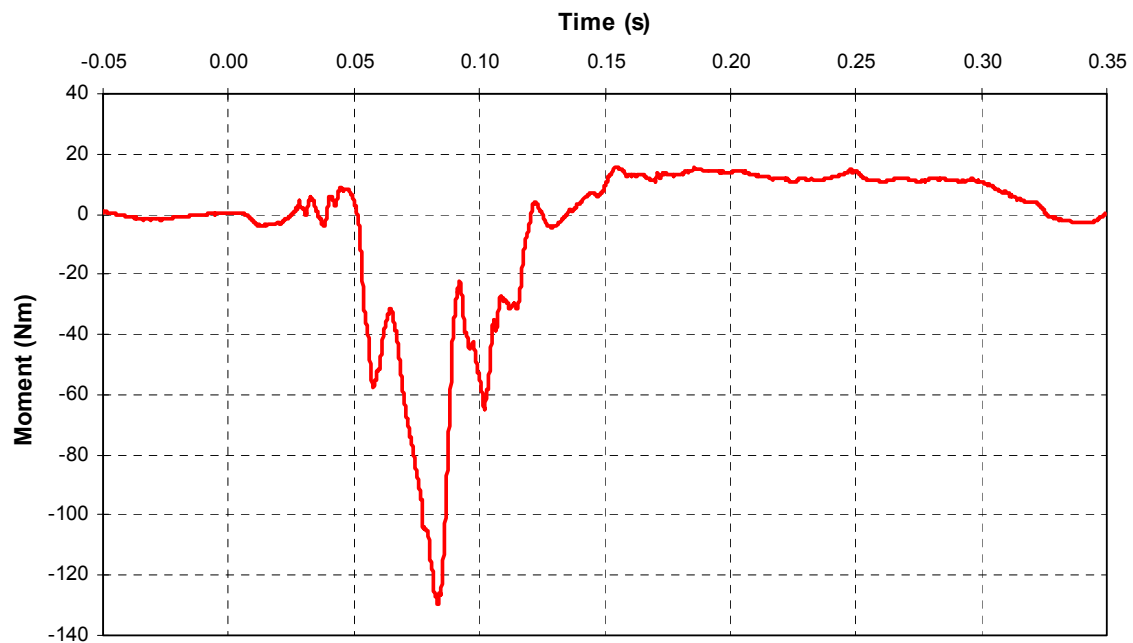
A- 38 CEF0302 2003 Infiniti Q45 Right Tibia-Femur Displacement



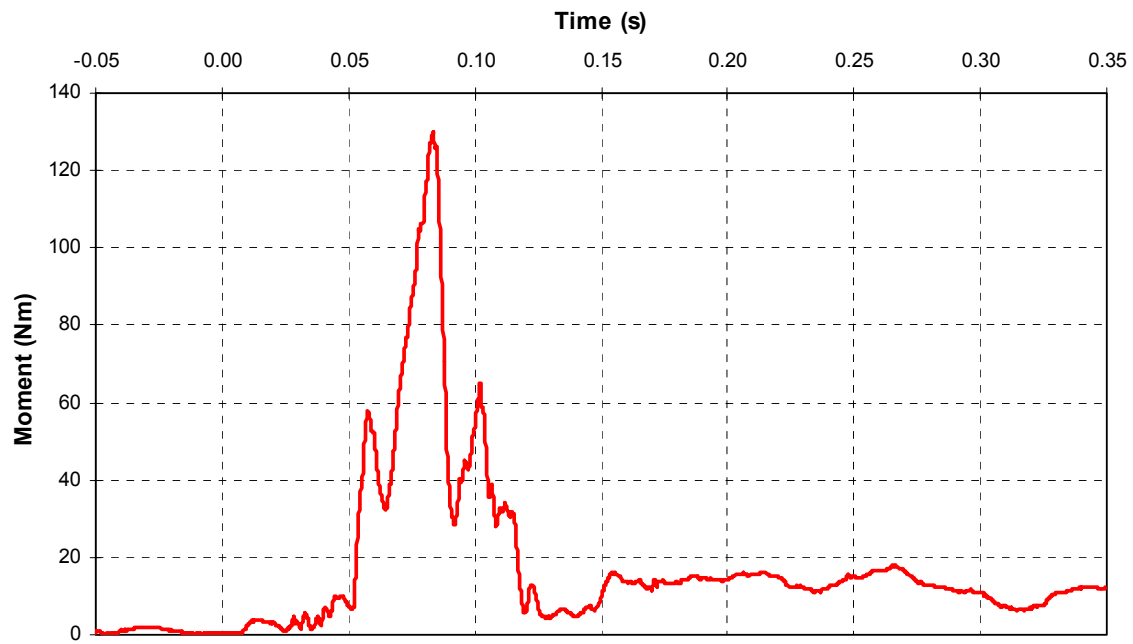
A- 39 CEF0302 2003 Infiniti Q45 Right Upper Tibia L-M Moment



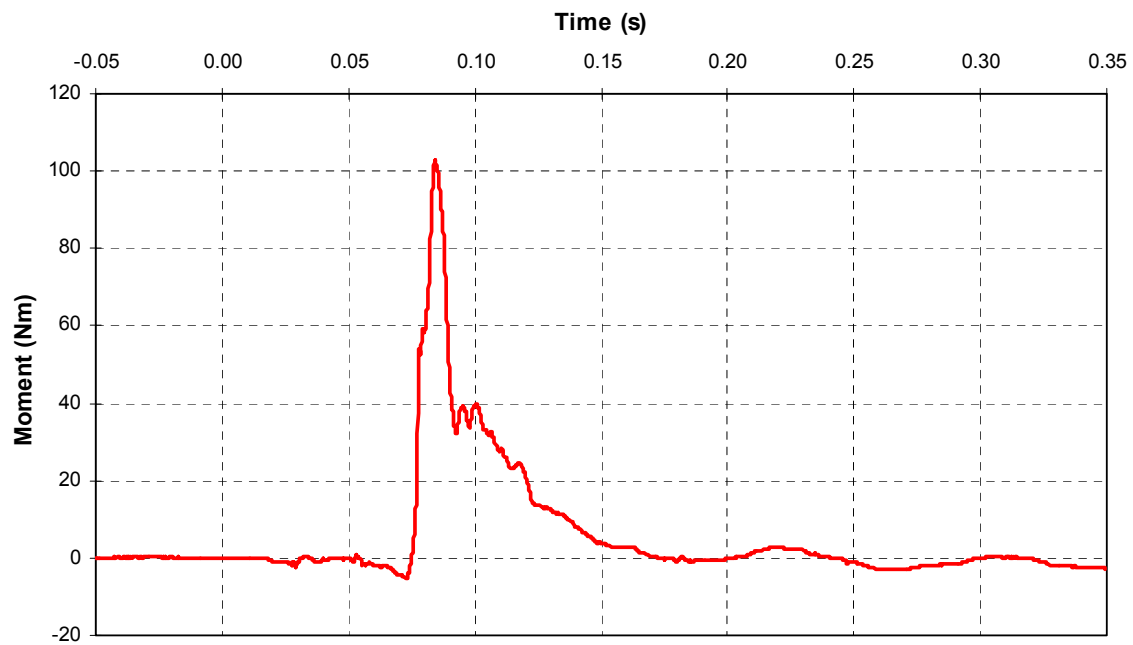
A- 40 CEF0302 2003 Infiniti Q45 Right Upper Tibia A-P Moment



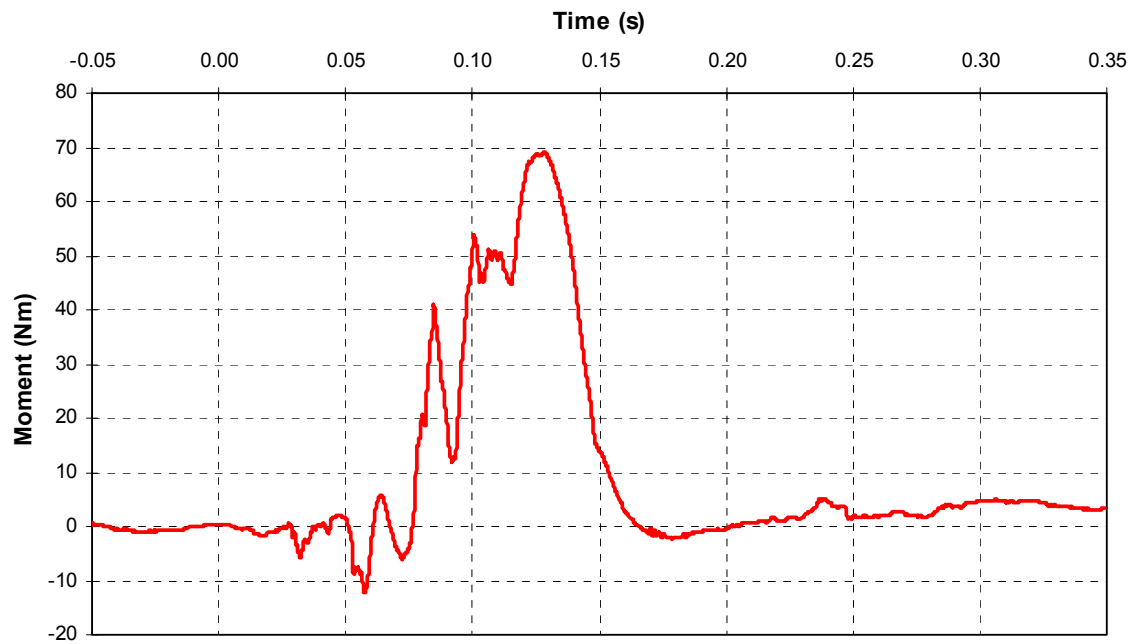
A- 41 CEF0302 2003 Infiniti Q45 Right Upper Tibia Vector Resultant Moment



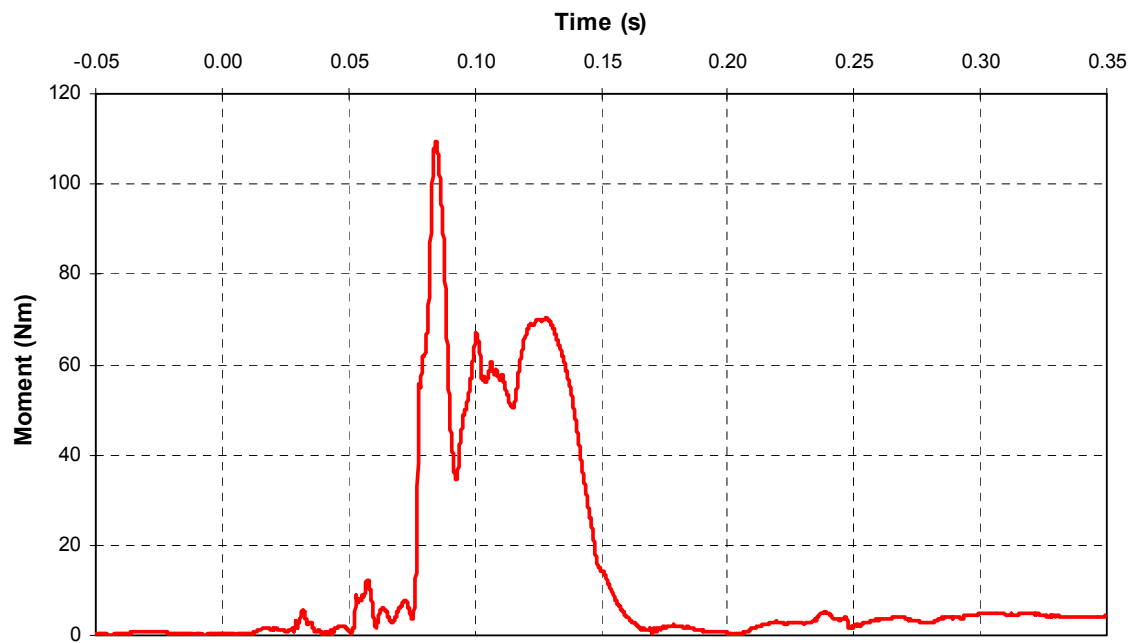
A- 42 CEF0302 2003 Infiniti Q45 Right Lower Tibia L-M Moment



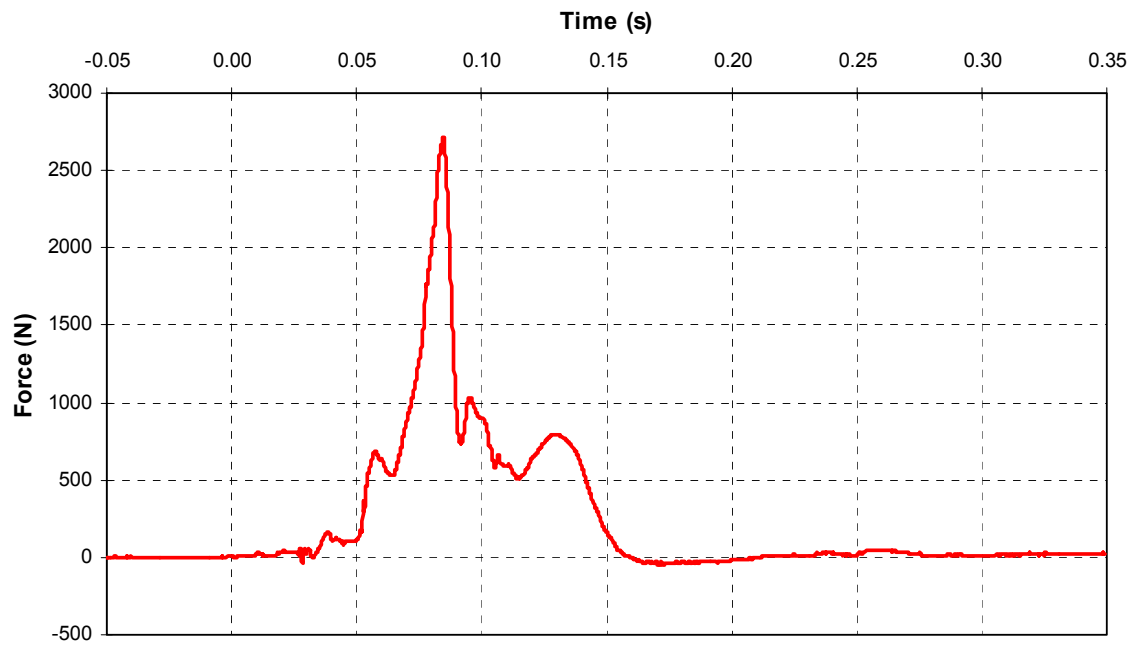
A- 43 CEF0302 2003 Infiniti Q45 Right Lower Tibia A-P Moment



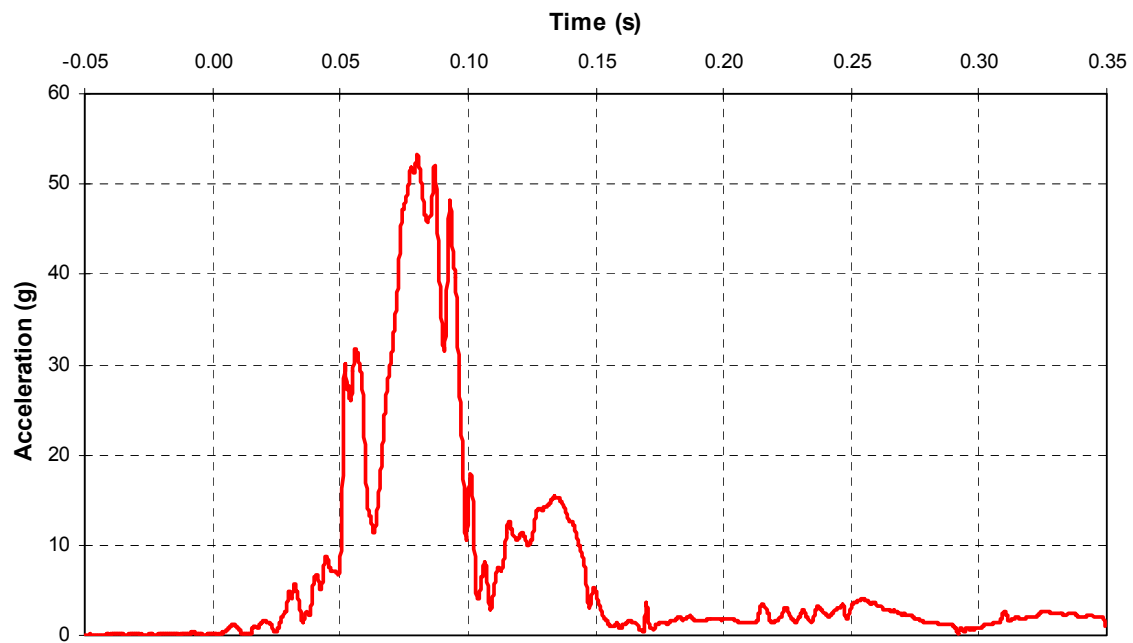
A- 44 CEF0302 2003 Infiniti Q45 Right Lower Tibia Vector Resultant Moment



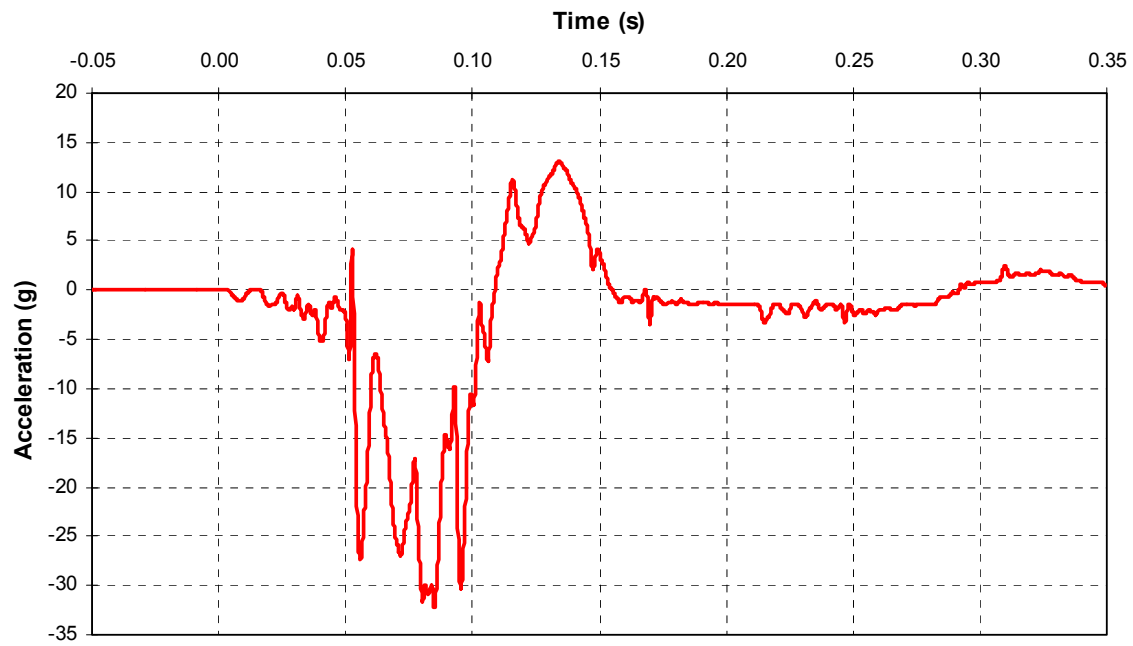
A- 45 CEF0302 2003 Infiniti Q45 Right Lower Tibia Axial Force



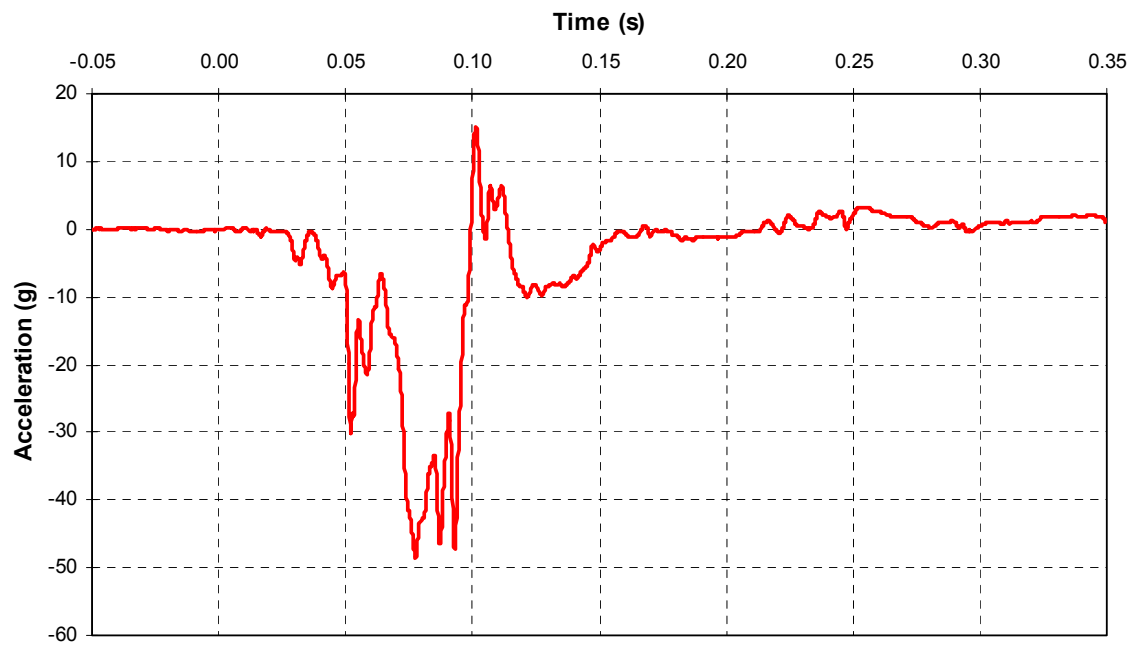
A- 46 CEF0302 2003 Infiniti Q45 Right Foot Vector Resultant Acceleration



A- 47 CEF0302 2003 Infiniti Q45 Right Foot A-P Acceleration



A- 48 CEF0302 2003 Infiniti Q45 Right Foot I-S Acceleration





2003 Q45 LUXURY

AUTOMATIC TRANSMISSION
Color: GOLDEN SAND

The Infiniti Q45 Modern Luxury and Invigorating Performance

Standard Equipment Included at No Extra Charge

POWERTRAIN / CHASSIS:

- * 4.5-Liter DOHC 32-Valve V8 Engine
- * 340-hp @ 6400 rpm
- * 333 Lbs-Ft Torque @ 4000 rpm
- * Front-engine, Rear-wheel Drive
- * 5-Spd Auto Transmission w/ Manual Shift Mode
- * Independent Front & Rear Suspension
- * Vehicle Speed-Sensitive Power Steering
- * 4-Wheel Power Assisted Anti-Lock Brakes
- * Electronic Brake Force Distribution (EBD)
- * Brake Assist
- * Vehicle Dynamic Control (VDC)
- * Traction Control System (TCS)
- * Cruise Control
- * 100,000 mile tune-up free engine

EXTERIOR:

- * 7-Lens (HID) Xenon Headlights
- * Automatic Headlights With Variable Timer
- * 17" Aluminum-Alloy Wheels
- * P225/55R17 V-rated Tires

- * Full Size Spare Tire
- * Power Sliding / Tilt Glass Sunroof
- * Body-Color Power Remote Control Mirrors with Memory, Heat, Puddle Light and Reverse Tilt
- * Auto Close Trunk

INTERIOR / COMFORT / CONVENIENCE:

- * Vehicle Information System w/ 5.8" color LCD
- * Heated Front Seats
- * Infiniti Voice Recognition
- * Tire Pressure Monitor
- * 300-watt Bose® Audio System w/ AM/FM/cass
- * In Dash 6-disc CD changer
- * Sojourner Leather Seating Surfaces
- * 10-way Power Driver's Seat with Power Lumbar
- * 8-way Power Passenger's Seat
- * Driver's Memory Seat System w/ Entry/Exit Assist
- * Genuine Bird's Eye Maple Wood Trim
- * Lthr and Genuine Wood Trim Steering Wheel
- * Genuine Wood Transmission Shift Knob
- * Power Windows With One-Touch & Safety Revers

- * Automatic Dual-Zone Temperature Control
- * Automatic Dim Rearview Mirror
- * HomeLink® Universal Transceiver
- * Rear Window In-Glass Diversity Antenna
- * Rear console mounted A/C & Heater Vents
- * Rear Center Armrest With Storage
- * Floor Mats and Cargo Net

SAFETY & SECURITY:

- * Driver and Front-Pass Dual-Stage Airbags
- * Driver and Front-Pass Side-Impact Airbags
- * Frt & Rear Pass Side-Impact Curtain Airbags
- * Frt and Rear Pass 3-point ALR/ELR Seat Belts
- * Frt Seat Belts w/ Pretensioners/Load Limiters
- * Front Seat Active Head Restraints
- * Rear Seat Adjustable Head Restraints
- * Child Seat Tether Anchors & LATCH System
- * Infiniti Vehicle Immobilizer System
- * Electronic Key w/ Remote Keyless Entry
- * Emergency Inside Trunk Release
- * First Aid Kit

Manufacturer's Suggested Retail Base Price \$52,000.00
Options Included by Manufacturer

TRUNK MAT 60.00

Destination Charges 545.00

Total* \$52,605.00

Compare this vehicle to others in the **FREE FUEL ECONOMY GUIDE** available at the dealer.

CITY MPG

17

Actual Mileage will vary with options, driving conditions, driving habits and vehicle's conditions. Results reported to EPA indicate that the majority of vehicles with these estimates will achieve between

14 and 20 mpg in the city and between

19 and 27 mpg on the highway.



2003 INFINITI Q45 FOUR DOOR SEDAN
274 CUBIC INCH ENGINE
8 CYLINDERS
FUEL INJECTION
FEEDBACK FUEL SYSTEM
5-SPEED AUTOMATIC TRANSMISSION
CATALYTIC CONVERTER
50 STATE EMISSIONS CONTROL SYSTEM

Estimated Annual Fuel Cost:
\$1238

see www.fueleconomy.gov

HIGHWAY MPG

23

For Comparison Shopping,
all vehicles classified as
MID-SIZE

have been issued mileage ratings
ranging from 10 to 21 mpg city
and 14 to 32 mpg hwy.

Dealer: PASSPORT INFINITI/ALEXAND
160 S PICKETT ST
ALEXANDRIA VA 22304

Transport Method: TRUCK
Final Assembly Point: ELIZABETH

Every Infiniti vehicle includes Infiniti's:

- 4 Year/60,000 Mile Basic Limited Warranty Coverage
- 6 Year/70,000 Mile Powertrain Limited Warranty Coverage
- 7 Year/Unlimited Mileage Corrosion Limited Warranty Coverage
- 24-Hour Roadside Assistance*
- Complimentary Service Loan Car*

Please see the Infiniti Warranty Information booklet for details. *Please ask your dealer for details.

* Does not include dealer installed options & accessories, local taxes or license fees. This label has been applied pursuant to federal law. Do not remove prior to delivery to the ultimate purchaser.

2003 Q45 LUXURY
VIN: JNKBFO1A03M100660



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Accelerating the future®

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