

The Infiniti Q45 was redesigned for the 2002 model year, and the brake pedal was modified beginning with 2003 models to minimize its intrusion in frontal crashes.

The Insurance Institute for Highway Safety has evaluated the crashworthiness of the Q45 in a 40 mph frontal offset crash test into a deformable barrier. Head restraint and bumper designs are evaluated separately.

OVERALL EVALUATION: GOOD The driver space was maintained well in the frontal offset crash test, and measures indicate that significant injury was unlikely. Advanced front airbag and safety belt systems, side airbags with head protection, a brake pedal that resists intrusion, active head restraints, and a stability control system are pluses.

STRUCTURE/SAFETY CAGE: GOOD There was minimal to moderate intrusion into the driver footwell area and no rearward movement of the instrument panel.

RESTRAINTS/DUMMY KINEMATICS: GOOD Dummy movement was well controlled. After the dummy moved forward into the airbag, it rebounded into the seat without its head coming close to any stiff structure that could cause injury.

INJURY MEASURES: GOOD Measures taken from the head, neck, chest, and both legs indicate low risk of injuries to these body regions.

SPECIAL SAFETY FEATURES:

- Frontal airbags: deploy at one of two force levels, depending on crash severity
- Side airbags: for drivers' and front passengers' chests; separate side curtain airbags for front and rear occupants' heads
- Safety belts: crash tensioners prevent slack in front belts from allowing excessive forward movement in a crash; devices on front belts limit belt forces on occupants
- Brake pedal arm: designed to minimize brake pedal intrusion into the driver footwell in severe frontal crashes
- Active head restraints: designed to move up and forward to cradle front occupants' heads in low-speed rear impacts
- Electronic stability control system to minimize possibility of sideways skidding
- Antilock brakes