

**NEW CAR ASSESSMENT PROGRAM (NCAP)  
DYNAMIC ROLLOVER RESISTANCE TEST**

Nissan Motor Co., LTD.

2019 Infiniti QX50 FWD

TEST NUMBER: 19-12

Final Report  
23 April 2019



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Date: 23 April 2019

1. Report No. <b>19-12</b>	2. Government Accession No.	3. Recipient's Catalog No.	
4. Title and Subtitle <b>NCAP Dynamic Rollover Resistance Maneuver (Fishhook) Test of a 2019 Infiniti QX50 FWD MPV</b>		5. Report Date <b>23 April 2019</b>	6. Performing Organization Code <b>DRI</b>
		8. Performing Organization Report No. <b>DRI- TM-18-80</b>	
7. Author(s) <b>John Lenkeit, Program Manager Peter Broen, Project Engineer</b>		10. Work Unit No. (TRAIS)	
9. Performing Organization Name and Address <b>Dynamic Research, Inc. 355 Van Ness Ave. #200 Torrance, CA 90501</b>		11. Contract or Grant No. <b>DTNH22-14-D-00332</b>	
		13. Type of Report and Period Covered <b>Final Report March 2019 to April 2019</b>	
12. Sponsoring Agency Name and Address  <b>National Highway Traffic Safety Administration Office of Crash Avoidance Standards 1200 New Jersey Avenue S.E. Washington, DC 20590</b>		14. Sponsoring Agency Code	
		15. Supplemental Notes	
16. Abstract  An NCAP Dynamic Rollover Maneuver (Fishhook) Test was conducted on a 2019 Infiniti QX50 FWD at Dynamic Research, Inc. on April 10, 2019. The vehicle did not experience two-wheel lift. The vehicle's steering angle at 0.3 g lateral acceleration at 50 mph was 29.5 degrees.			
17. Key Words <b>NCAP Rollover Resistance Ratings Fishhook Test</b>		18. Distribution Statement Copies of this report are available from: National Highway Traffic Safety Admin. Office of Crash Avoidance Standards 1200 New Jersey Ave., S.E. Washington, DC 20590	
19. Security Classif. (of this report) <b>Unclassified</b>	20. Security Classif. (of this page) <b>Unclassified</b>	21. Number of Pages <b>55</b>	22. Price

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Section I  
INTRODUCTION

Beginning with the 2006 fiscal year, the National Highway Traffic Safety Administration (NHTSA) has engaged Dynamic Research, Inc. (DRI) of Torrance, CA to conduct dynamic rollover testing and gather data from that testing as part of NHTSA's New Car Assessment Program (NCAP).

The purpose of the testing reported herein was to determine if a typical 2019 Infiniti QX50 FWD would experience tip-up, defined as simultaneous two-wheel lift of two inches or more at an entry speed of 50 mph or less in the Fishhook Procedure developed by NHTSA. This procedure may be found at [www.regulations.gov](http://www.regulations.gov), docket item NHTSA-2006-26555-0136.

The testing reported herein was accomplished under contract DTNH22-14-D-00332. The task order is entitled, "New Car Assessment Program (NCAP) Non-Destructive Vehicle Testing and Data Gathering."

## Section II VEHICLE PREPARATION

### A. TEST VEHICLE

The test vehicle was new or in as-new condition, meaning the vehicle had been driven no more than 500 miles prior to the start of dynamic rollover testing. It was acquired through a commercial rental/leasing company. Details of the test vehicle are given in Table 1.

### B. TIRES

All tires used were new, and of the same make, model, size, and DOT specification of those installed on the vehicle when purchased new. Tire inflation pressures were in accordance with the recommendations indicated on each vehicle's identification placard. To further reduce the possibility of tire debanding, the tires were mounted to the rims without the use of tire mounting lubricant. Tire specifications are listed in Table 2.

### C. VEHICLE LOADING

The multi-passenger load, described in the Fishhook Procedure, was used for all tests. The load and positioning of the load in the vehicle are listed in Table 3.

In addition to water dummies, the loading included instrumentation, a steering machine, and outriggers. Test vehicle bumper assemblies were removed for outrigger installation. The reduction in vehicle weight due to the removal of the bumpers was offset by the additional weight of the outriggers and their mounting system. The outrigger system typically outweighs the bumper assemblies.



Table 1. Test Vehicle Data

<b>General Data</b>					
Model year, make, model	2019 Infiniti QX50 FWD				
VIN	3PCAJ5M14KF13xxxx				
Body style	MPV				
Number of doors	4				
Trim level	LUXE FWD				
Seating positions	Front:	2 <sup>nd</sup> row	3 <sup>rd</sup> row	4 <sup>th</sup> row	5 <sup>th</sup> row
	2	3	0	0	0
Electronic stability control	Yes				
4-Wheel ABS (Yes/No)	Yes				
Power steering (Yes/No)	Yes				
Major optional equipment	Navigation Package, Cargo Package, Infiniti Illuminated Kick Plates, and Splash Guards.				
Odometer at start of testing	31 miles				
<b>Drivetrain</b>					
Engine cylinder arrangement	Inline 4				
Engine displacement	2 L				
Transmission type	Automatic				
Drive arrangement	FWD				
<b>Chassis</b>					
Track width	F: 64.4 in (1635.8 mm) , R: 64.2 in (1630.7 mm)				
Wheelbase	110.2 in (2799.1 mm)				
Curb weight	3912 lb (1774.5 kg)				
<b>Certification Data from Vehicle's Label</b>					
Vehicle manufactured by	Nissan Motor Co., LTD.				
Date of manufacture	12/18				
GVWR	4916 lb (2230 kg)				
GAWR Front	2822 lb (1280 kg)				
GAWR Rear	2513 lb (1140 kg)				

Table 2. Tire Information

Tire Manufacturer	Bridgestone
Tire Model	Ecopia H/L 422 Plus RFT
Tire Size	Front: P235/55RF19 Rear: P235/55RF19
Load rating	Front: 101 Rear: 101
Speed rating	Front: V Rear: V
Treadwear grade	Front: 600 Rear: 600
Traction grade	Front: A Rear: A
Temperature grade	Front: A Rear: A
Location of "Recommended Tire Pressure" label	Driver's door jamb
Recommended cold tire pressure	Front: 33 psi, (230 kPa) Rear: 33 psi, (230 kPa)
First 8 digits of DOT code	Front: EJ F0 CMH Rear: EJ F0 CMH

Table 3. Vehicle Loading

Water dummy and other loading	3 water dummies in second row
Water dummy weight	150 lb (68 kg)
Fuel level	Full
<b>Weight as Tested</b>	
Left front	1370 lb (621.4 kg)
Right front	1326 lb (601.5 kg)
Left rear	1135 lb (514.8 kg)
Right rear	1084 lb (491.7 kg)

## D. STEERING CONTROLLER

Precise controlled steering is accomplished using a steering machine designed and constructed by DRI. DRI has used its Automated Vehicle Controller (AVC) steering machine for many vehicle tests including FMVSS 126 tests. It can provide up to 65 ft-lb torque and rates over 1300 deg/sec. The integrated angle encoder has an unlimited range with a resolution of 0.045 degrees and an accuracy of  $\pm 0.045$  degrees. The steering motor is controlled by a MicroAutoBox II from dSPACE, which also acts as the data acquisition system.

## E. REAL-TIME CONTROLLER AND DATA ACQUISITION

Data acquisition is achieved using a MicroAutoBox II from dSPACE, which also serves as the real-time system for the steering controller. Data from the Oxford IMU, including Longitudinal, Lateral, and Vertical Acceleration, Roll, Yaw, and Pitch Rate, Forward and Lateral Velocity, Roll and Pitch Angle, are sent over Ethernet to the Micro AutoBox. The Oxford IMUs are calibrated per the manufacturer's recommended schedule (Table 5). The MicroAutoBox II specifications are:

Model: D-Space Micro-Autobox II 1401/1513  
Base Board SN 549068  
I/O Board SN 588523

Two video cameras were used to record the Fishhook runs. They were positioned nominally as shown in Figure 1. The recorded videotapes were reviewed after the Fishhook runs to check for any two wheel lift. If any two wheel lift was observed, eight infrared distance-measuring sensors for measurement of wheel lift (two sensors at each wheel) were then mounted for use in subsequent confirmation Fishhook tests.

## F. EQUIPMENT WEIGHT

Table 4 lists the equipment and associated weights outlined in the NHTSA Laboratory Test Procedure for Dynamic Rollover and the equipment at DRI used for this specific test program. The equipment used at DRI for this test program differs slightly from the equipment that was previously used by NHTSA for rollover testing. Because DRI's equipment is lighter than NHTSA's equipment, DRI uses ballast to maintain a consistent weight and weight distribution in the vehicle.

Table 4. Weight of In-Cab Test Equipment

Equipment	Location	Equipment Weight (lb)	
		NHTSA*	DRI
Data Acquisition System	Front passenger seat	58	
Steering Machine	Handwheel	31	31
Steering Machine Electronics Box	Passenger row foot well behind the front passenger seat. If vehicle does not have a rear passenger row foot well, the Electronics Box should be placed in the front passenger seat foot well.	39	
MABX, and laptop	Front passenger seat		21
Motor control and power supply	Front passenger footwell		26
Ballast	Front passenger footwell		50
<b>Total</b>		<b>128</b>	<b>128</b>

\* Table A.1 from US DOT NHTSA - Laboratory Test Procedure for Dynamic Rollover - The Fishhook Maneuver Test Procedure - New Car Assessment Program (NCAP) - March 2013

## G. SENSORS

A list of the sensors is given in Table 5.

## H. OTHER VEHICLE PREPARATION

In addition to installation and preparation discussed above, the test vehicle was prepared as follows:

- Front and rear bumpers were removed
- Outrigger mounts were installed in the bumper locations and titanium outriggers were fastened to these mounts
- Airbags were removed or otherwise disabled

Photographs of the vehicle tested are given in Appendix A.

Table 5. Sensors

Measured Variable	Sensor	Range	Resolution	Accuracy	Specifics	Serial Number	Calibration
Vehicle Tire Pressure	Tire Pressure Gauge	0-100 psi 0-690 kPa	0.01 psi 6.89 kPa	< 1% error between 20 and 100 psi	Omega DPG8001	17042707002	By: DRI Date: 6/21/2018 Due: 6/21/2019
Vehicle Total, Wheel, and Axle Load	Platform Scales (Minter)	1200 lb/platform 5338 N/platform	1 lb 4.4 N	0.5% of applied load	Intercomp SWI	1110M206352	By: DRI Date: 1/3/2019 Due: 1/3/2020
	Platform Scales (Torrance)	1500 lb/platform 6672 N/platform	1 lb 4.4 N	0.5% of applied load	Intercomp SWI	24032361	By: DRI Date: 12/11/2018 Due: 12/11/2019
Handwheel Angle	Steering Angle Encoder (Automated Steering Controller)	±800 deg	0.045 deg	±0.045 deg	DRI Automatic Vehicle Controller using D-Space Micro- Autobox II	NA	Verified by DRI at installation <sup>1</sup>
Longitudinal, Lateral, and Vertical Acceleration Roll, Yaw, and Pitch Rate, Forward and Lateral Velocity, Roll and Pitch Angle	Multi-Axis Inertial Sensing System	Accels ± 10g, Angular Rate ±100 deg/s, Angle >45 deg, Velocity >200 km/h	Accels .001g, Angular Rate 0.01 deg/s, Angle 0.05 deg, Velocity 0.1 km/h	Accels .01g, Angular Rate 0.05 deg/s, Angle 0.05 deg, Velocity 0.1 km/h	Oxford Inertial +	2176	By: Oxford Technical Solutions Date: 4/11/2018 Due: 4/11/2020

1 . The steering encoder is checked prior to beginning tests to verify that there are no faults. The steering controller is installed in the vehicle and the steering wheel is turned through two complete revolutions while recording data. The data are then reviewed for any dropouts or other nonlinearities that would indicate dust intrusion or faulty sectors.

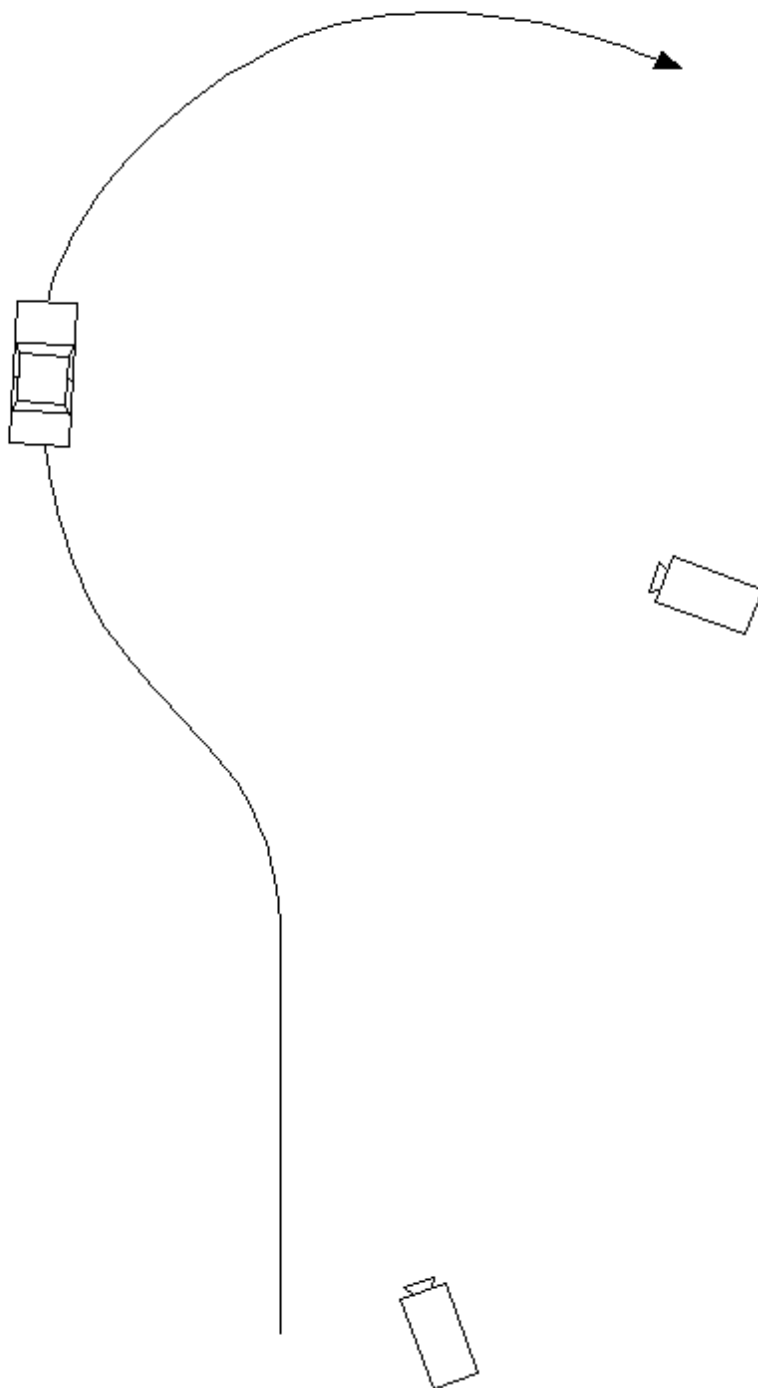


Figure 1. Nominal Position of Video Cameras for Fishhook Tests

### Section III TEST PROCEDURES

This section includes a general overview of the test procedures and details of the particular test.

#### A. TEST PROCEDURE OVERVIEW

This test was conducted in accordance with NHTSA's NCAP Rollover Resistance Test Procedure (Fishhook) as described in the Federal Register (68 FR 59250). Detailed descriptions of the test procedure, pass/fail criteria, and data acquisition specifications may be found at docket NHTSA-2001-9663.

There are two major components of the test procedure, the Slowly Increasing Steer (SIS) pre-test and the Fishhook test.

The Slowly Increasing Steer (SIS) maneuver was used to characterize the steady state lateral dynamics of each vehicle, and is based on the "Constant Speed, Variable Steer" test defined in SAE J266. The maneuver is used to determine the handwheel angle that produces a lateral acceleration of 0.3 g at 50 mph. This handwheel angle is then used to determine the magnitude of steering to be used for the NHTSA Fishhook maneuver.

SIS tests were performed at a constant speed of 50 mph. Handwheel angle was input at a rate of 13.5 deg/sec, from 0 to an angle that provided at least 0.55 g. Three tests were conducted in each direction, and the data for the six runs were averaged to obtain the handwheel angle that produced 0.3 g at 50 mph.

The Fishhook test is a programmed steering maneuver that is implemented via the steering controller. The vehicle was initially steered in one direction and then the steering was reversed. The timing, magnitude, and rate of the steering were prescribed by the Fishhook Procedure.

To begin the maneuver, the vehicle was driven in a straight line at a speed slightly greater than the desired entrance speed. The driver then released the throttle. When the vehicle was at the target speed, the steering controller automatically initiated the steering maneuver. Following completion of the steering reversal the handwheel position was maintained for three seconds, and then returned to zero angle in 1 second.



The tests were conducted in both left-right and right-left directions. The “Default” test series used a handwheel angle equal to 6.5 times the handwheel angle that produced 0.3 g at 50 mph in the SIS tests, and initial vehicle speeds beginning at 35 mph and concluding up to 50 mph (if no two-wheel lift occurs). Supplemental tests were also done, as specified in the Fishhook Procedure.

## B. TEST CONDITIONS

### 1. Test Surface

The tests were conducted on the Vehicle Dynamics Area at DRI’s Minter Field facility, located near Bakersfield, California, on 4/10/2019. The VDA has a smooth, flat (slope less than 0.5% throughout) asphaltic concrete surface. Its dimensions are as shown in Figure 2. It was built in the spring of 2005.

VDA surface friction measurements were accomplished using the DRI Mobile Tire Tester. Three runs were done, one at each of three previously determined locations. Each run provided for a minimum of 3 seconds of tire friction at constant normal load, slip angle, and speed in a free rolling condition. The test was accomplished using an ASTM E1136 tire with an inflation pressure of 35 ( $\pm 0.5$ ) psi at a test speed of 40 ( $\pm 0.5$ ) mph. The net slip angle of the test tire for each test run was 7.5 deg. The test tire was no older than 6 months from the date of manufacture. The surface friction measurement results are shown in Table 6.

Table 6. Surface Friction

Date of surface friction measurements	4/10/2019
Average normalized lateral force	0.817

### 2. Fishhook Handwheel Angles

The 0.3 g handwheel angle obtained from the SIS tests and the handwheel angles used in the Fishhook tests are shown in Table 7.

Table 7. Handwheel Angles

0.3 g handwheel angle (from SIS tests at 50 mph)	29.5°
5.5 scalar handwheel angle for Fishhook Test	162°
6.5 scalar handwheel angle for Fishhook Test	192°

### 3. Weather Conditions

The weather conditions, recorded at the end of testing, are shown in Table 8.

Table 8. Weather Conditions

Ambient temperature	69.8° F ( 21° C)
Wind Speed	15 mph (6.7 m/s)
Wind Direction	310

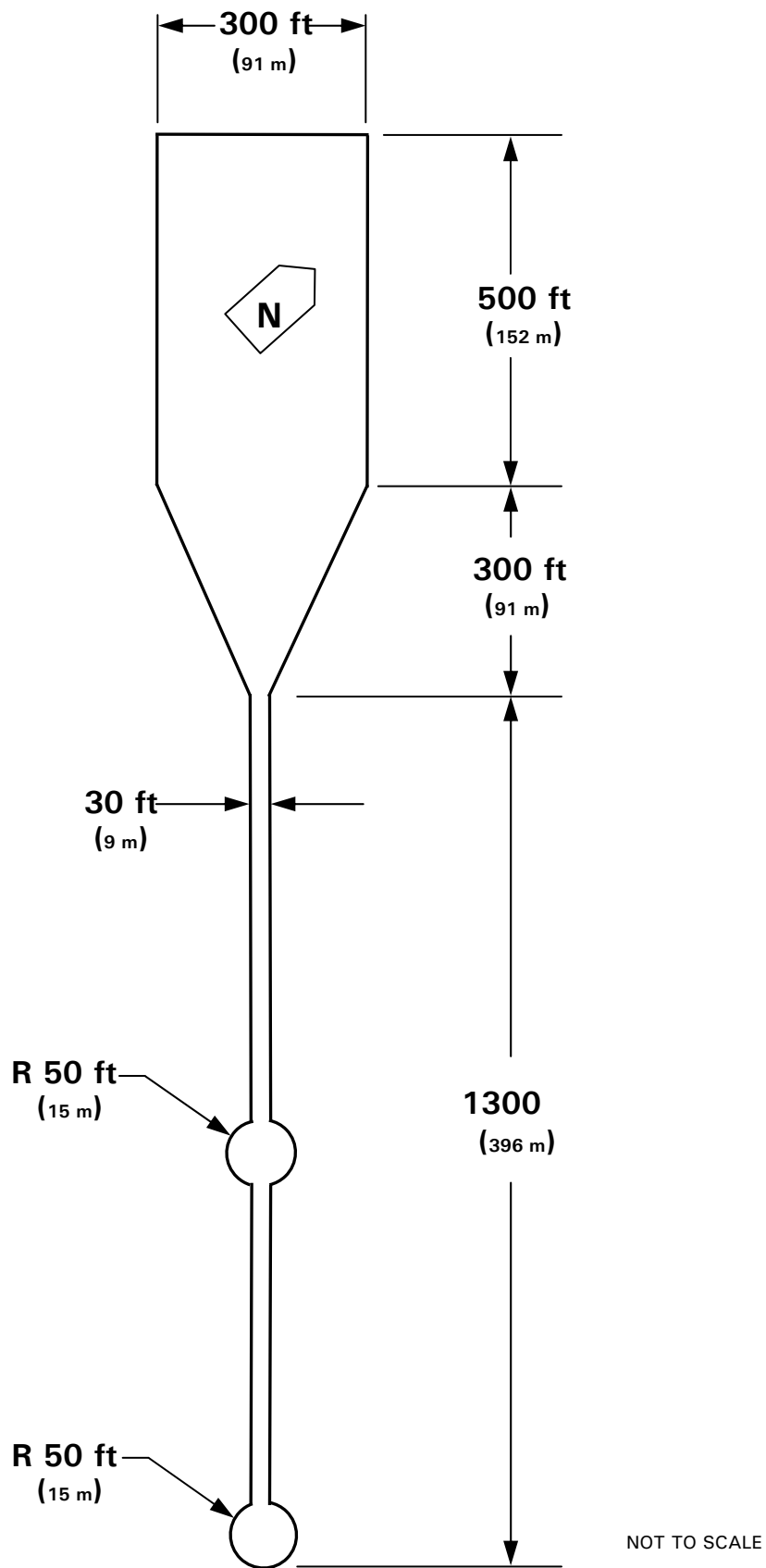


Figure 2. DRI-Minter Vehicle Dynamics Area

## Section IV RESULTS


The test run log is given in Appendix B. The Slowly Increasing Steer Test Worksheet is given in Appendix C. Appendix D contains time history plots for the 50 mph runs and any runs which resulted in two-wheel lift. For the 2019 Infiniti QX50 FWD, there was no two-wheel lift at any test condition.

APPENDIX A

Photographs

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## 2019 INFINITI QX50

### LUXE FWD

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### EMPOWER THE DRIVE™

**Standard Equipment Included at No Extra Charge**

**PERFORMANCE:**  
 2.0L Variable Compression-Turbo 4-cylinder engine  
 268 horsepower  
 280 lb-ft torque  
 Front wheel drive (FWD)  
 INFINITI Drive Mode Selector  
 Continuously Variable Transmission (CVT)  
 19-inch aluminum alloy wheels  
 P235/55R19 all-season, run-flat tires  
 Dual exhaust finishers

**COMFORT AND CONVENIENCE:**  
 Leatherette seating  
 8-way power adjustable front seats with 2-way driver power lumbar  
 Rear seat slide, recline, and fold flat function (60/40 split)  
 Panoramic power sliding/tinted glass moonroof with one-touch auto open/close  
 Power moonroof sunshade  
 Leather wrapped steering wheel and shift knob  
 Manual tilt and telescopic steering column  
 Paddle shifters  
 Rear privacy glass  
 Rear window defroster and wiper  
 Auto on/off LED headlights  
 LED signature daytime running lights  
 LED front fog lights  
 Dual-zone automatic climate control with rear seat vents  
 Auto-dimming inside mirror  
 Homelink™ Universal Garage Door Opener  
 Illuminated vanity mirrors  
 Roof rails  
 Electronic parking brake  
 Power adjustable, manual folding outside mirrors  
 Body colored door handles with chrome accent and front LED welcome lights  
 Speed sensitive windshield wipers with mist function

**TECHNOLOGY:**  
 Forward Emergency Braking (FEB) with Pedestrian Detection  
 Predictive Forward Collision Warning (PFCW)  
 Blind Spot Warning (BSW)  
 INFINITI InTouch™ dual display system + Rear view monitor  
 Bluetooth® hands-free phone and audio streaming +  
 Voice recognition +  
 SiriusXM® Satellite Radio +  
 SiriusXM® Travel Link +  
 AM/FM radio with CD player  
 4 USB ports  
 Power rear lift gate  
 Intelligent Key with Push Button Ignition  
 Active Noise Cancellation (ANC)  
 Cruise Control  
 Hill Start Assist  
 Easy fill tire alert

**SAFETY AND SECURITY:**  
 INFINITI Advanced Air Bag System (AABS)  
 Supplemental front air bags (SRS)  
 Front seat mounted side impact supplemental air bags  
 Roof mounted curtain side impact supplemental air bags with rollover sensor  
 Front driver and passenger knee supplemental air bags  
 Lower Anchors and Tethers for Children (LATCH)  
 Anti lock Braking System (ABS) with brake assist  
 Traction Control System (TCS)  
 Vehicle Dynamic Control (VDC)  
 Electronic Brake force Distribution (EBD)  
 Independent Tire Pressure Monitoring System (TPMS)  
 3 point front seatbelts with pretensioners and load limiters

+For more information, see dealer, owner's manual, or [www.infiniti.com/intouch/important-information](http://www.infiniti.com/intouch/important-information)  
 +++Replaces standard equipment

**Manufacturer's Suggested Retail Base Price:** \$39,400.00

**Options Included by Manufacturer**

**NAVIGATION PACKAGE** 700.00  
 INFINITI InTouch™ with Navigation and INFINITI InTouch™ Services+  
 SiriusXM® Traffic with 4-year complimentary trial+

**CARGO PACKAGE** 285.00  
 Reversible Cargo Mat, Cargo LOKs, Console Net, Cargo Net

**INFINITI ILLUMINATED KICK PLATES** 465.00  
**SPLASH GUARDS** 185.00

**DESTINATION CHARGES** 995.00

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**Total\*** \$42,030.00

**EPA DOT Fuel Economy and Environment**

**Fuel Economy**

**27** MPG  
combined city/hwy

24 city    31 highway

3.7 gallons per 100 miles

**You spend \$1,250**  
more in fuel costs over 5 years compared to the average new vehicle.

---

**Annual fuel cost \$1,650**

**Fuel Economy & Greenhouse Gas Rating** (tailpipe only) **Smog Rating** (tailpipe only)

**6**      **5**

1 ————— 10      1 ————— 10

Best                      Best

This vehicle emits 336 grams CO<sub>2</sub> per mile. The best emits 0 grams per mile (tailpipe only). Producing and distributing fuel also create emissions. Learn more at [fuelconomy.gov](http://fuelconomy.gov)

---

Actual results will vary for many reasons, including driving conditions and how you drive and maintain your vehicle. The average new vehicle gets 27 MPG and costs \$7,000 to fuel over 5 years. Cost estimates are based on 15,000 miles per year at \$2.00 per gallon. MPGe is miles per gasoline gallon equivalent. Vehicle emissions are a significant cause of climate change and smog.

**fuelconomy.gov**  
Calculate personalized estimates and compare vehicles

**GOVERNMENT 5-STAR SAFETY RATINGS**

**Overall Vehicle Score**      **Not Rated**  
Based on the combined ratings of frontal, side and rollover. Should ONLY be compared to other vehicles of similar size and weight.

<b>Frontal Crash</b>	Driver Passenger	<b>Not Rated</b> <b>Not Rated</b>
<small>Based on the risk of injury in a frontal impact. Should ONLY be compared to other vehicles of similar size and weight.</small>		
<b>Side Crash</b>	Front seat Rear seat	<b>Not Rated</b> <b>Not Rated</b>
<small>Based on the risk of injury in a side impact.</small>		
<b>Rollover</b>		<b>Not Rated</b>
<small>Based on the risk of rollover in a single-vehicle crash.</small>		

Star ratings range from 1 to 5 stars (\*\*\*\*\*), with 5 being the highest. Source: National Highway Traffic Safety Administration (NHTSA) [www.safercar.gov](http://www.safercar.gov) or 1-888-327-4236

**DELIVERY**

**VEHICLE COLORS:**  
 EXT: GRAPHITE SHADOW  
 INT: GRAPHITE

**FINAL ASSEMBLY POINT:**  
 AGUAS(ABV.)MEX

**TRANSPORT METHOD:**  
 TRUCK

**DEALER:**

---

**TOTAL OWNERSHIP EXPERIENCE**

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 Infiniti retailer for details.

20181206223425AS71107

\*Does not include dealer installed options and 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.

Figure A1. Window Sticker



Figure A2. Front View, Test Vehicle as Delivered





Figure A3. Rear View, Test Vehicle as Delivered



Figure A4. Front View, Test Vehicle in Test Condition

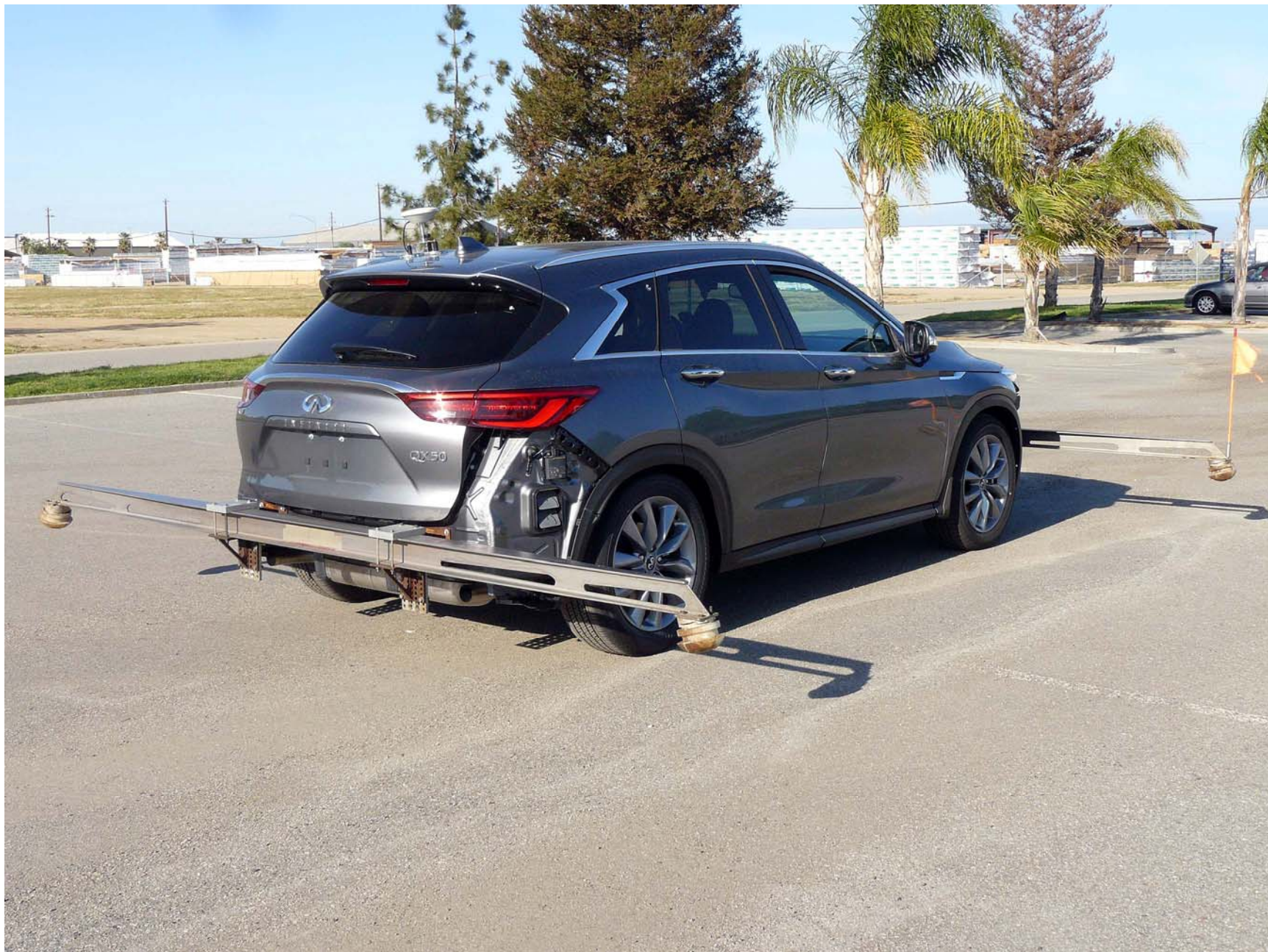


Figure A5. Rear View, Test Vehicle in Test Condition



Figure A6. Certification Label

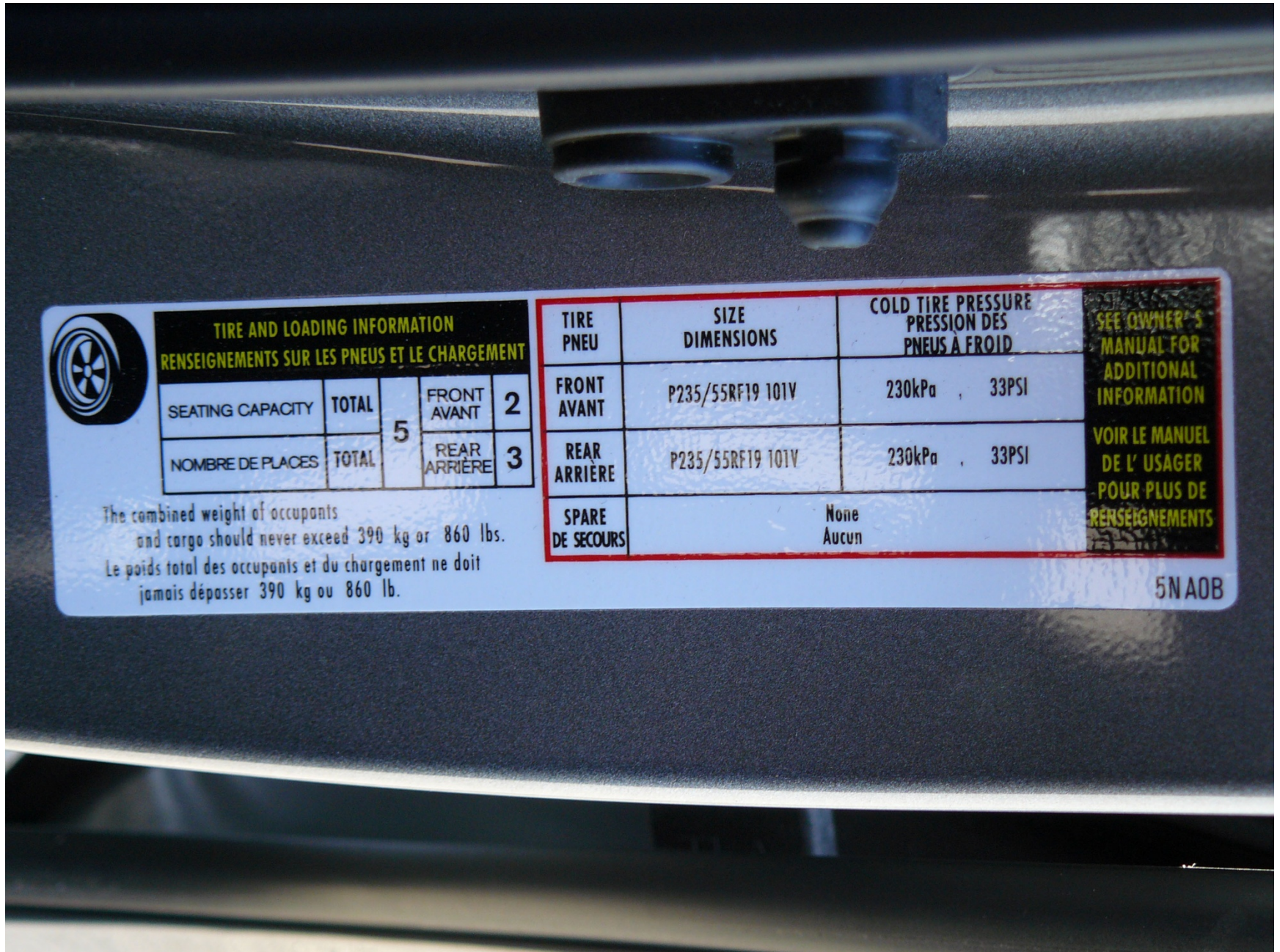


Figure A7. Tire Placard



Figure A8. Instrumentation in Test Vehicle



Figure A9. Steering Computer and Computer



Figure A10. Ballast Condition



APPENDIX B

Test Run Log

Vehicle: **2019 Infiniti QX50 FWD**Driver: **Jonathan Robel**Test Date: **4/10/2019**

Run Number	Test Type	Speed (mph)	Handwheel Angle (deg)	Dir. of First Steer	2 Wheel Lift	Notes
						150 lb dummies, meet GVWR req.
1	<b>Tire Warm-Up</b>	35	60	NA	NA	
2	"	"	70	"	"	
3	"	"	"	"	"	
4	"	"	"	"	"	
5	2x SWA last cycle	"	"	"	"	
6	Static	0	0			
7	Steady State	50	0			
8	<b>Slowly Increasing Steer</b>	50	50	Left	NA	
9	"	"	"	Left	"	
10	"	"	"	Left	"	
11	"	"	"	Left	"	
12	"	"	"	Right	"	
13	"	"	"	Right	"	
14	"	"	"	Right	"	
15	<b>6.5 Scalar Fishhook</b>	35	192	Left	No	
16	"	40	"	"	"	
17	"	45	"	"	"	
18	"	47.5	"	"	"	
19	"	50	"	"	"	
20	<b>5.5 Scalar Fishhook</b>	45	162	Left	No	
21	"	47.5	"	"	"	
22	"	50	"	"	"	

Vehicle: **2019 Infiniti QX50 FWD**Driver: **Jonathan Robel**Test Date: **4/10/2019**

Run Number	Test Type	Speed (mph)	Handwheel Angle (deg)	Dir. of First Steer	2 Wheel Lift	Notes
23	<b>6.5 Scalar Fishhook</b>	35	192	Right	No	
24	"	40	"	"	"	
25	"	45	"	"	"	
26	"	47.5	"	"	"	
27	"	50	"	"	"	
28	<b>5.5 Scalar Fishhook</b>	45	162	Right	No	
29	"	47.5	"	"	"	
30	"	50	"	"	"	

APPENDIX C

Slowly Increasing Steer Test Worksheet

## NCAP, 2019 Infiniti QX50 FWD , Multi-Passenger Load, Test Date: 4/10/2019

SIS\_out\_v2

Run	Dir of Steer	Start Speed (mph)	End Speed (mph)	Speed Red. (%)	Index of ay @ 0.3g	HW Angle (deg) at 0.3g	ay (g) @ 0.3g index	6.5x HW Angle (deg)	Ramp Time (sec) at 6.5x	5.5x HW Angle (deg)	Ramp Time (sec) at 5.5x	R2	Zero Begin Index	Zero End Index
9	1	50.2	5.1	89.8	1244	-29.5	-0.296	-191.7	-0.2663	-162.2	-0.2253	0.9978	601	800
10	1	49.7	2.4	95.2	1245	-29.6	-0.302	-192.2	-0.2670	-162.6	-0.2259	0.9979	600	800
11	1	49.7	3.2	93.5	1242	-29.4	-0.305	-191.1	-0.2655	-161.7	-0.2246	0.9968	600	800
12	0	50.1	3.0	94.0	1240	29.3	0.301	190.4	0.2645	161.1	0.2238	0.9971	601	800
13	0	49.4	0.2	99.6	1242	29.4	0.295	191.2	0.2655	161.8	0.2247	0.9936	601	800
14	0	50.1	0.2	99.7	1244	29.6	0.299	192.1	0.2668	162.5	0.2258	0.9953	600	800

Mean: 29.5 0.3 191 0.266 162 0.225

## Steering Controller Input Values

## Scalar 6.5 values:

Initial HW angle: 191 deg  
Initial time: 0.266 s  
Reversal HW angle: -191 deg  
Reversal time: 0.532 s

## Scalar 5.5 values:

Initial HW angle: 162 deg  
Initial time: 0.225 s  
Reversal HW angle: -162 deg  
Reversal time: 0.45 s

## APPENDIX D

### Time History Plots

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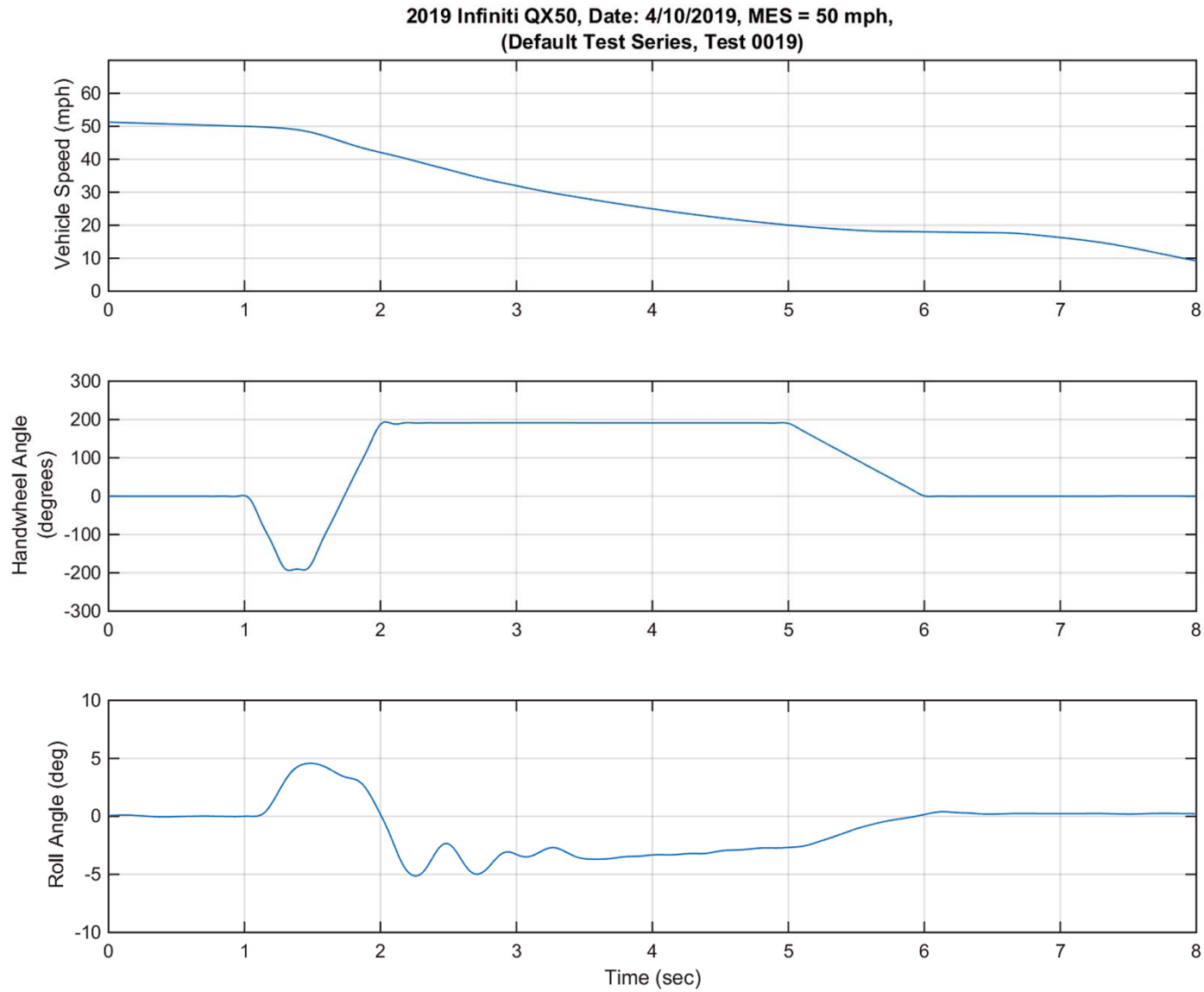


Figure D1. Vehicle Speed, Handwheel Angle, and Roll Angle Time History Plots for Default Test Series, L-R, 50 mph



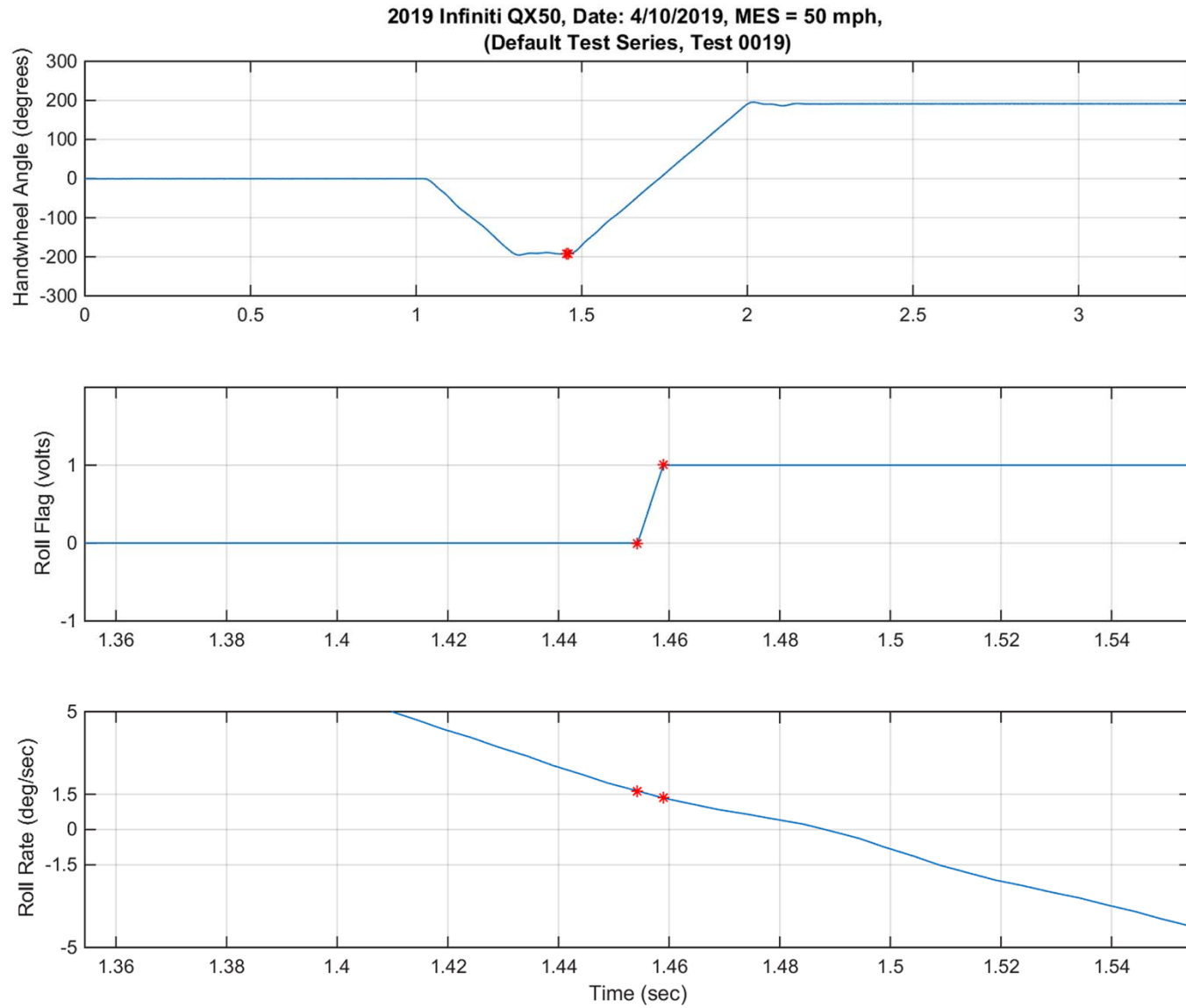


Figure D2. Steering Machine Operation Time History Plots for Default Test Series, L-R, 50 mph

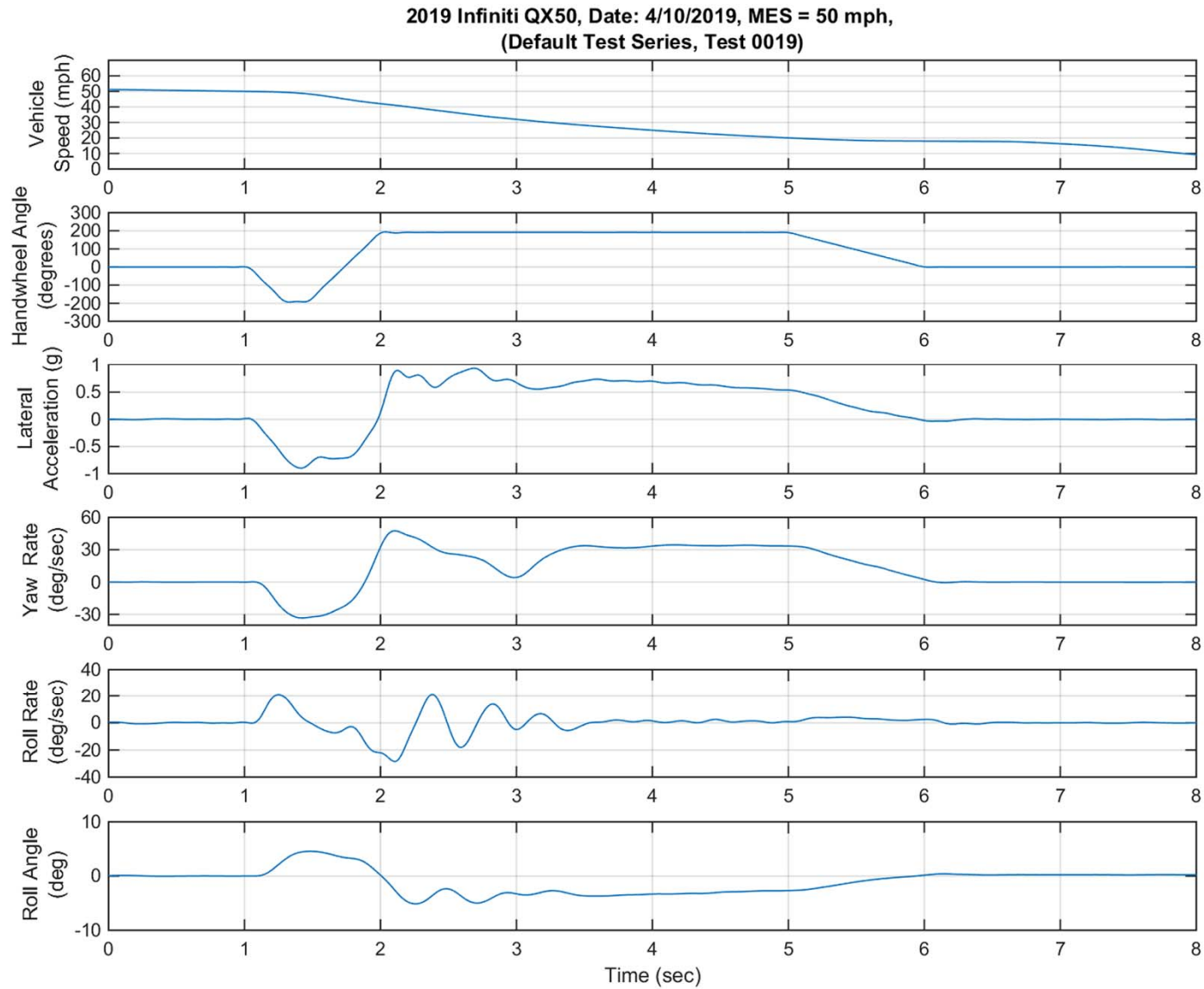


Figure D3. Yaw Rate, Roll Rate, and Lateral Acceleration Time History Plots For Default Test Series, L-R, 50 mph

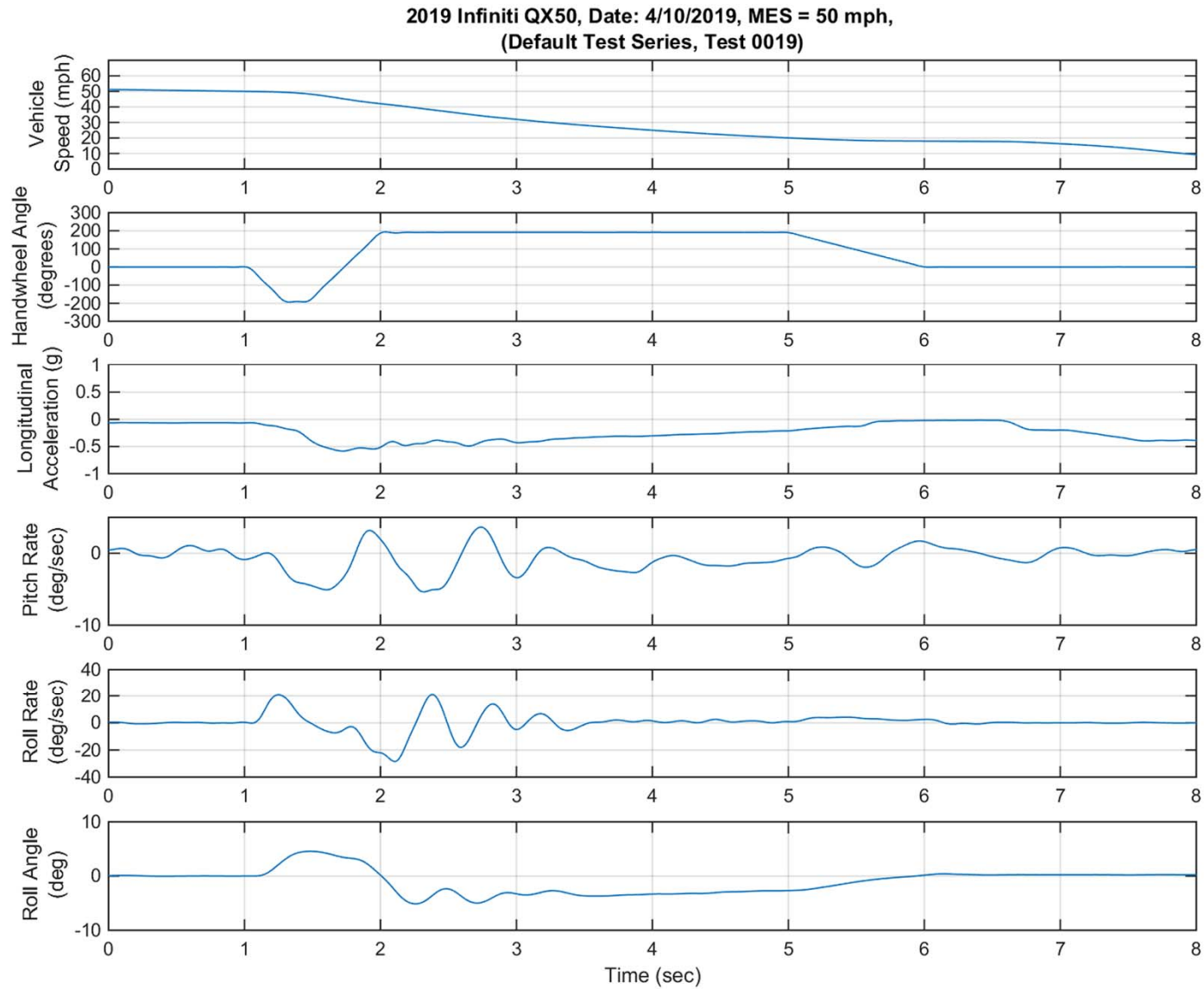


Figure D4. Pitch Rate and Longitudinal Acceleration Time History Plots for Default Test Series, L-R, 50 mph

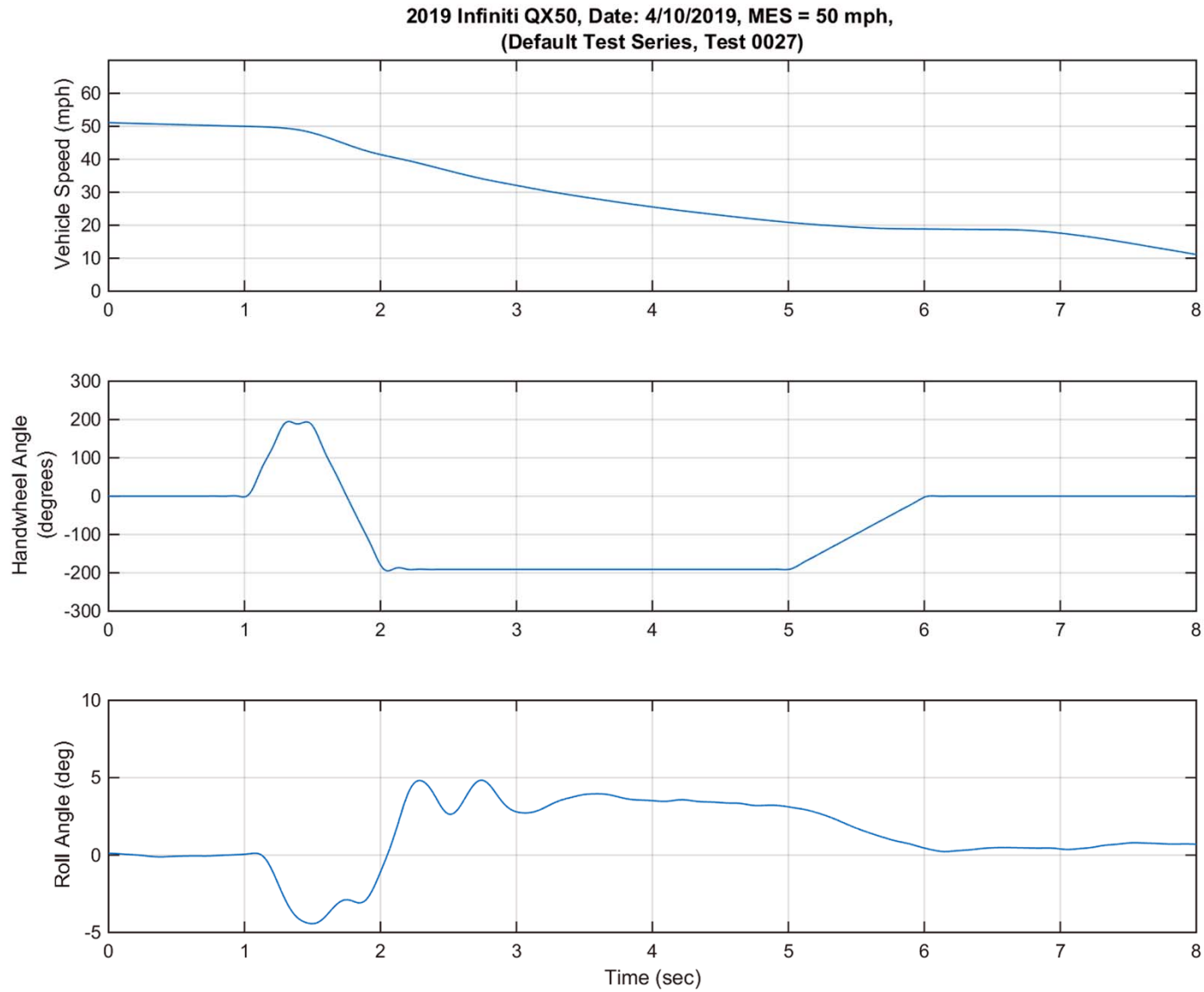


Figure D5. Vehicle Speed, Handwheel Angle, and Roll Angle Time History Plots for Default Test Series, R-L, 50 mph

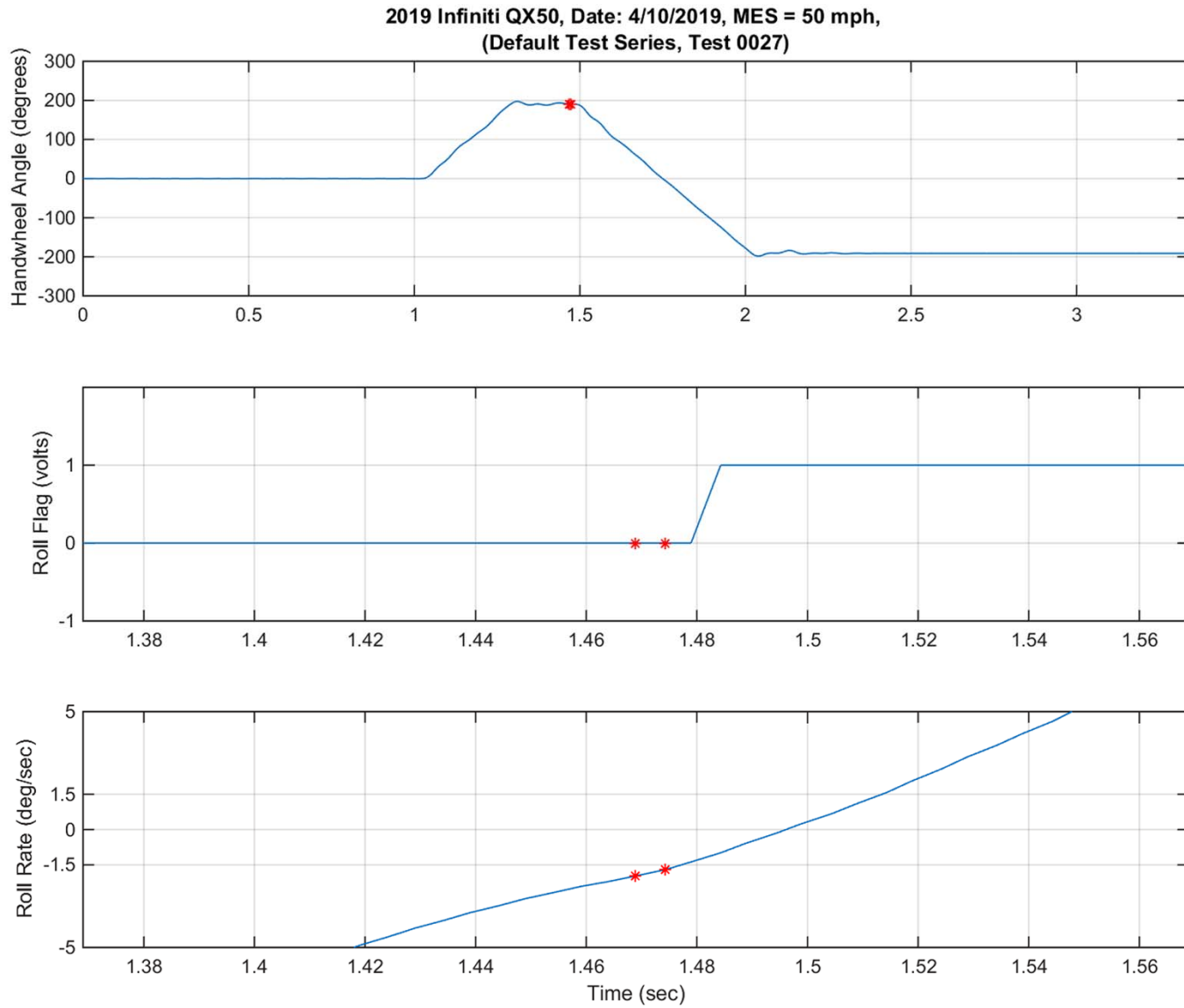


Figure D6. Steering Machine Operation Time History Plots for Default Test Series, R-L, 50 mph

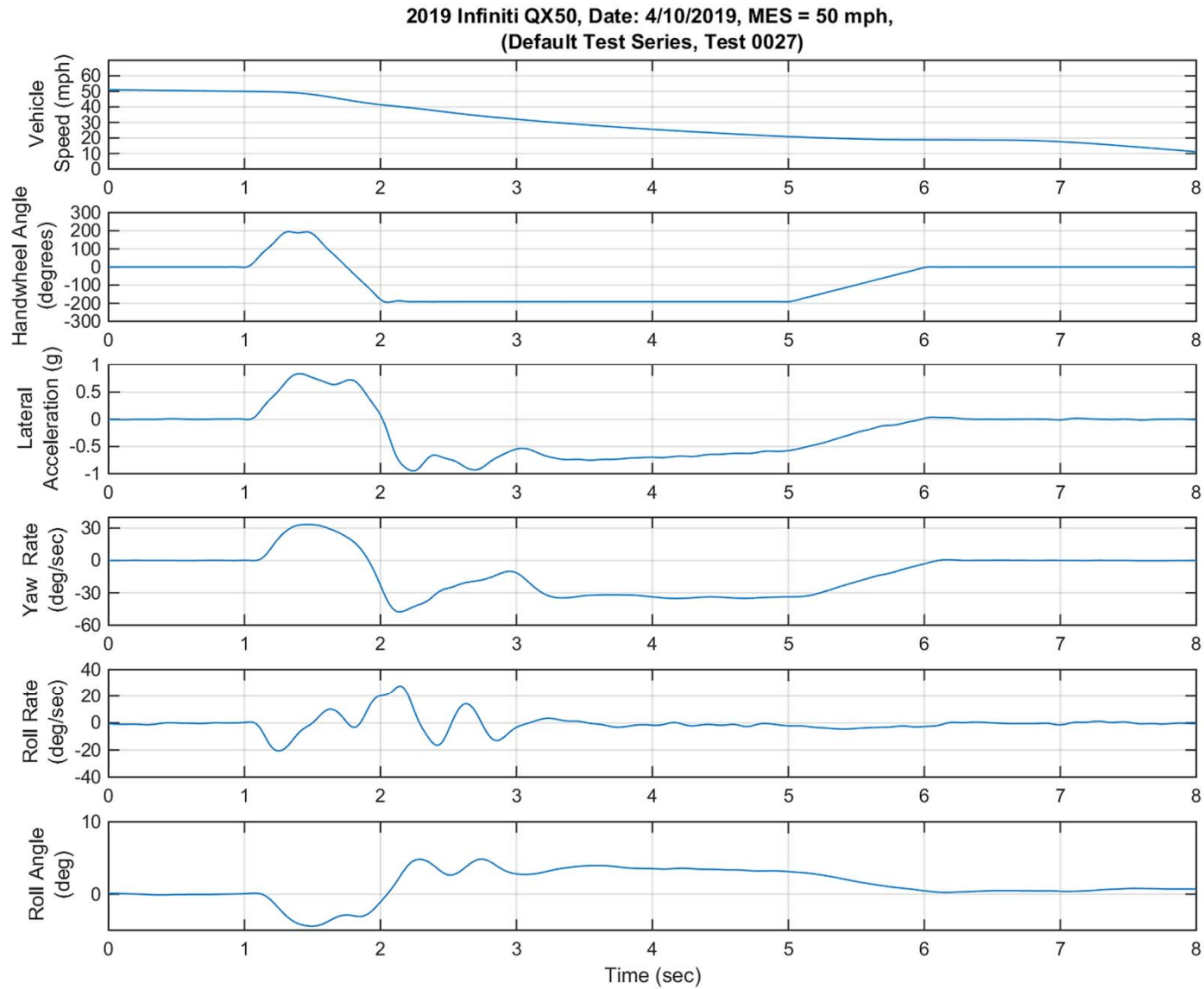


Figure D7. Yaw Rate, Roll Rate, and Lateral Acceleration Time History Plots for Default Test Series, R-L, 50 mph

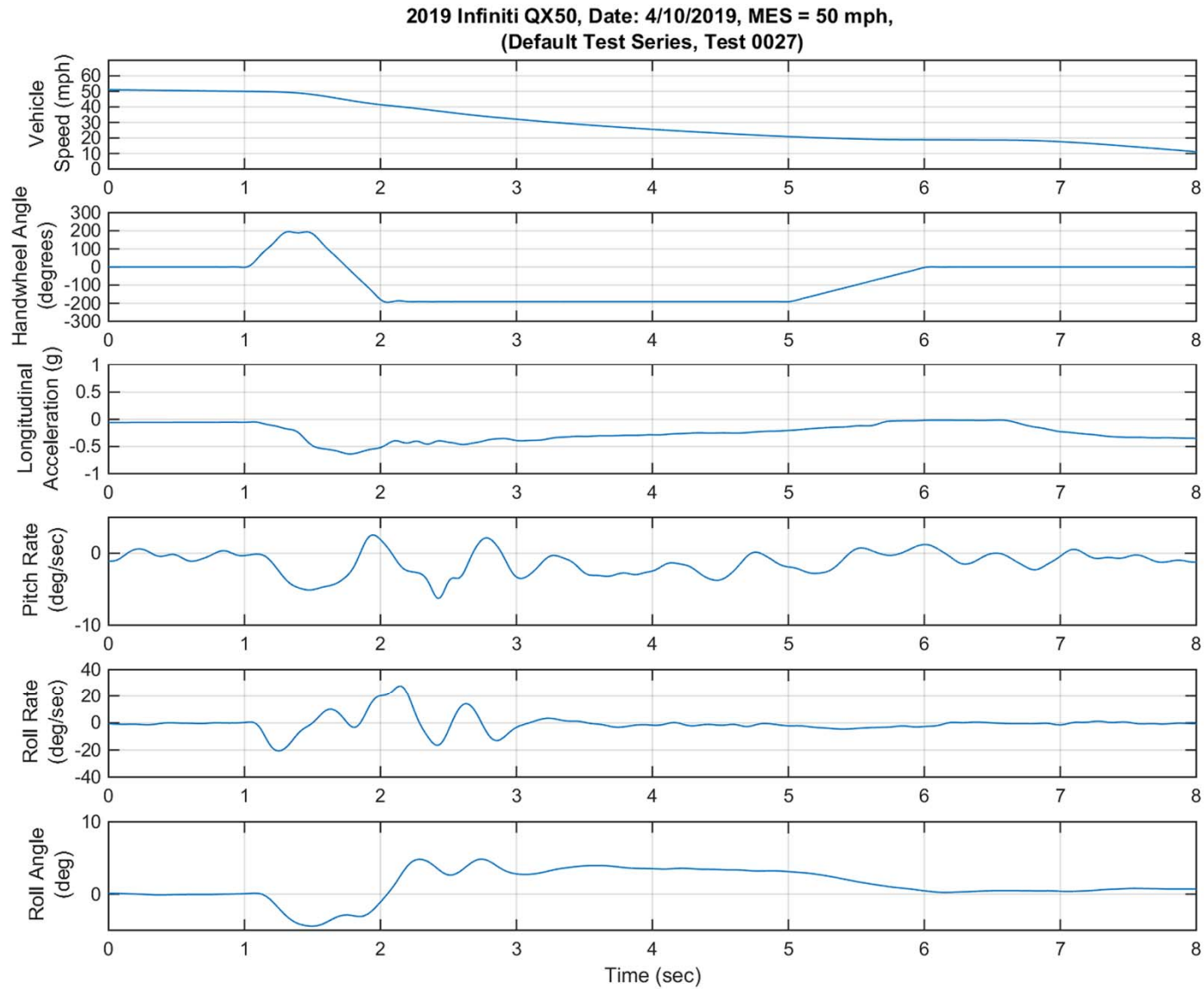


Figure D8. Pitch Rate and Longitudinal Acceleration Time History Plots or Default Test Series, R-L, 50 mph

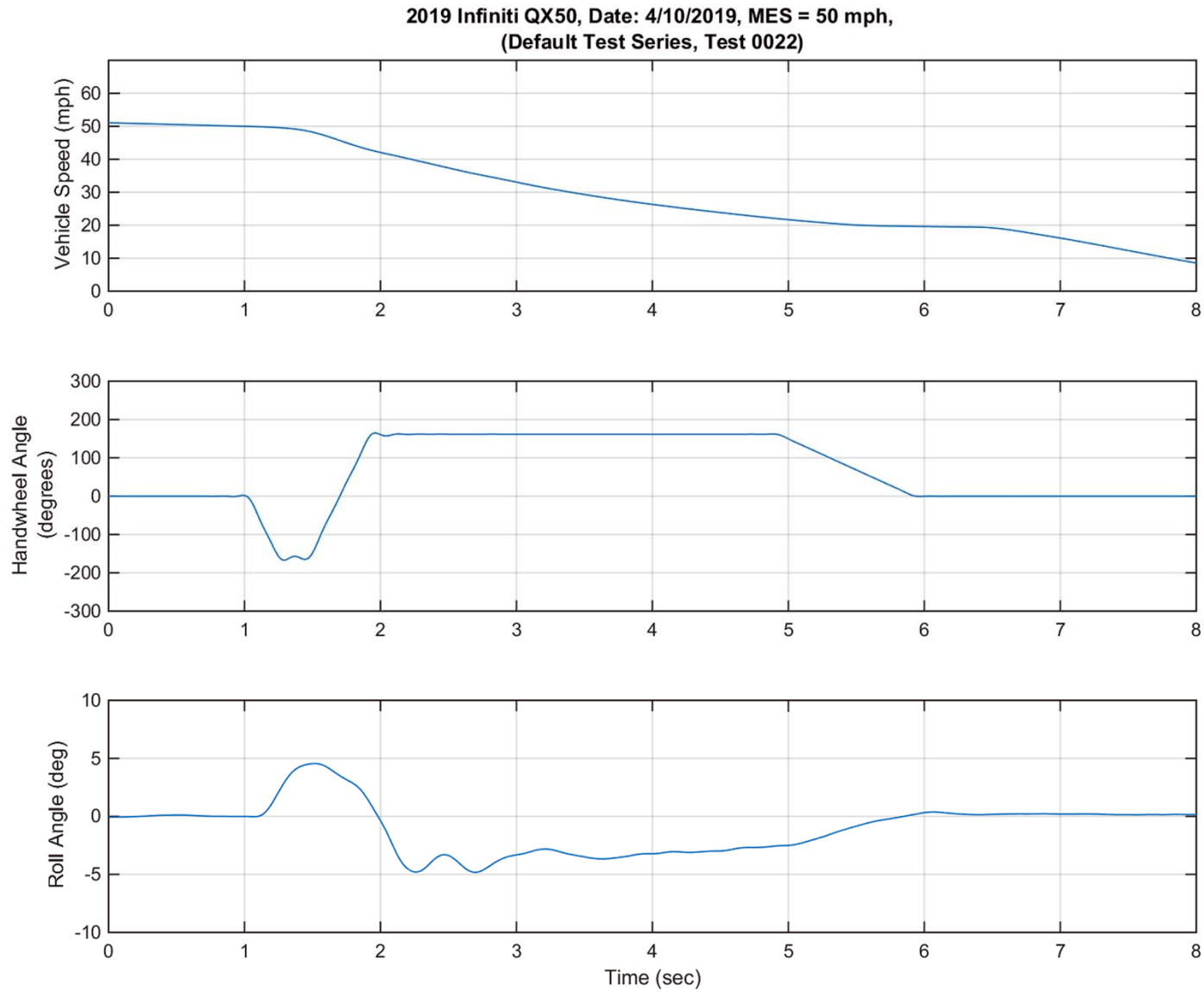


Figure D9. Vehicle Speed, Handwheel Angle, and Roll Angle Time History Plots for Supplemental 2 Test Series, L-R, 50 mph



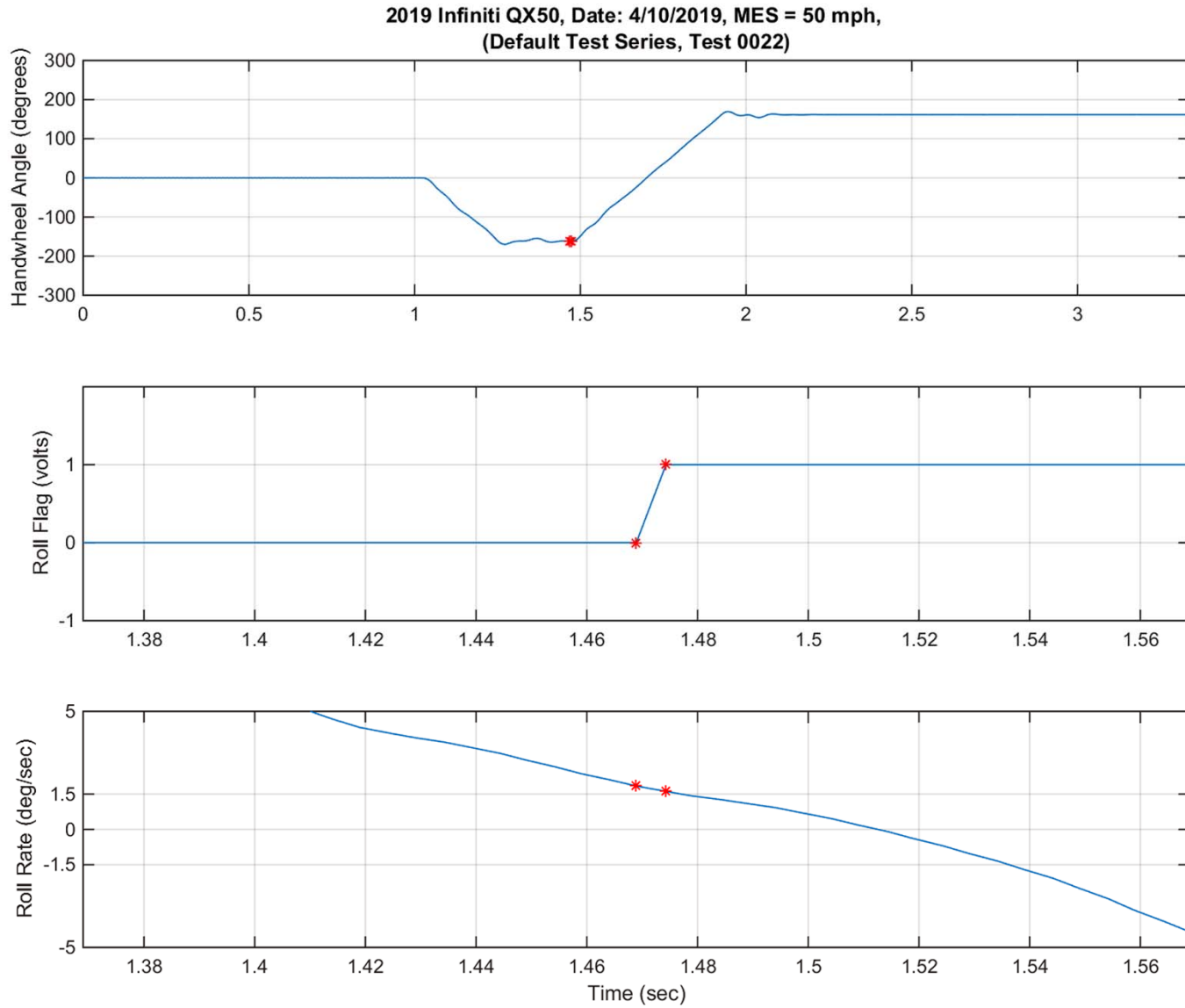


Figure D10. Steering Machine Operation Time History Plots for Supplemental 2 Test Series, L-R, 50 mph

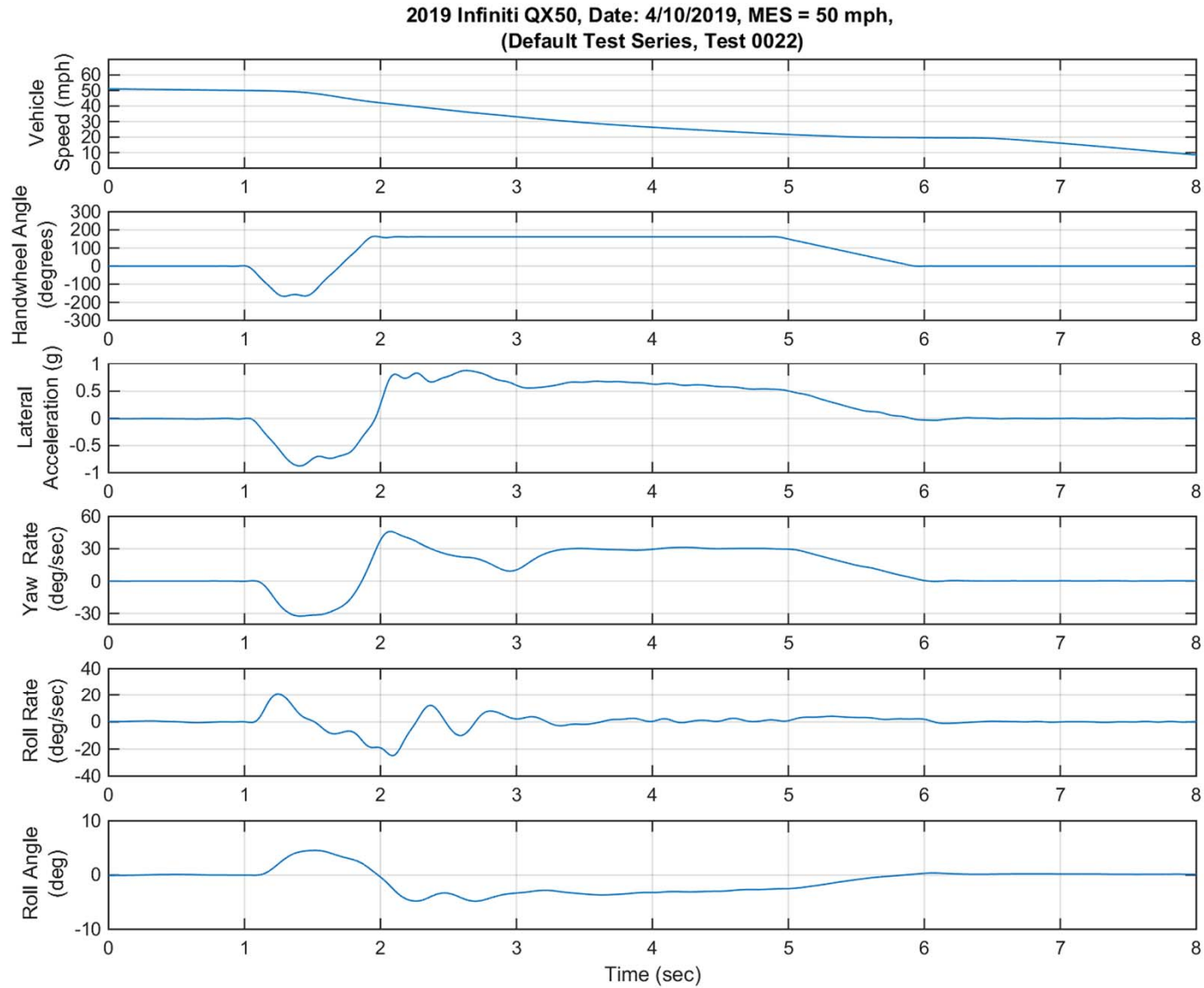


Figure D11. Yaw Rate, Roll Rate, and Lateral Acceleration Time History Plots for Supplemental 2 Test Series, L-R, 50 mph

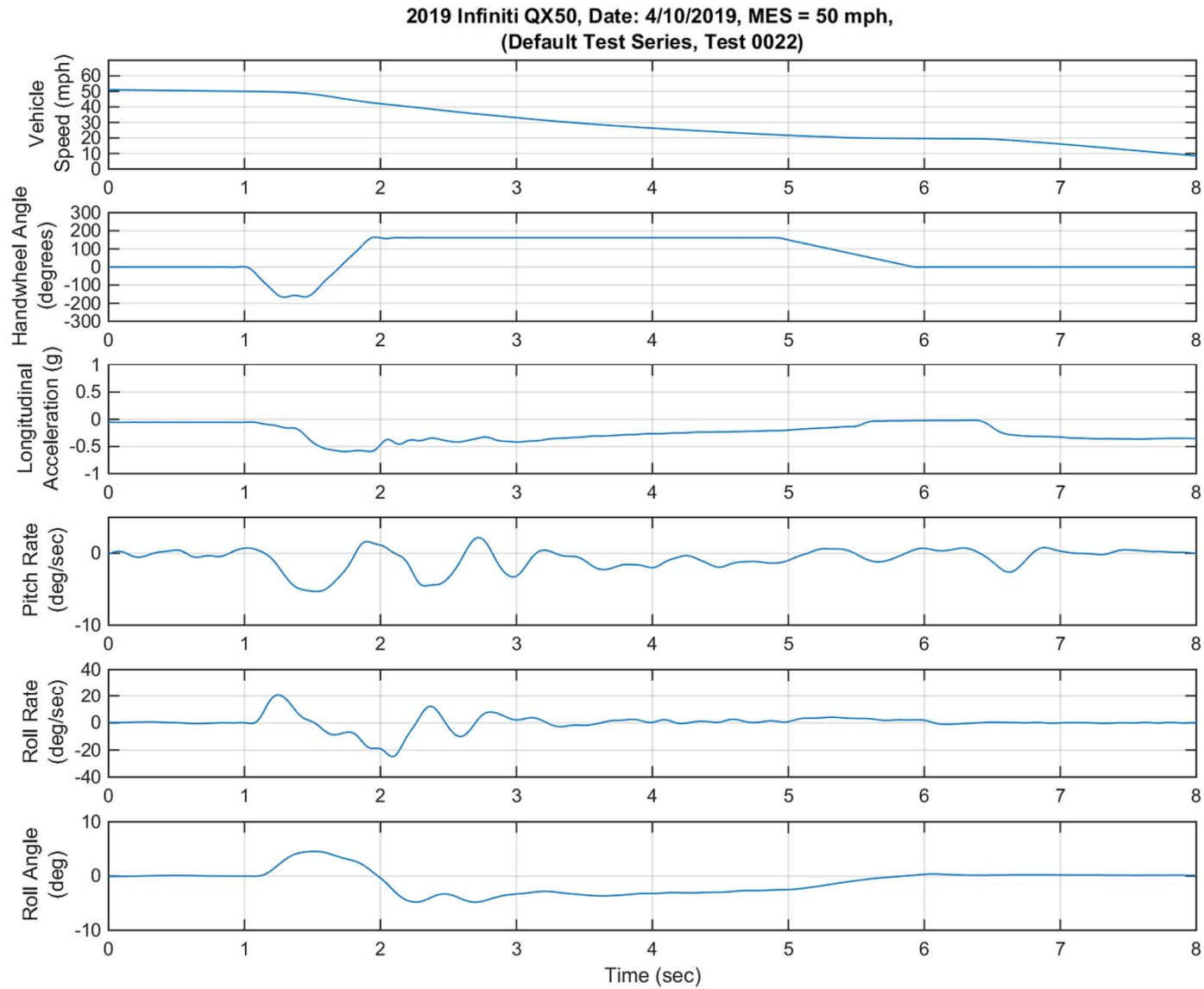


Figure D12. Pitch Rate and Longitudinal Acceleration Time History Plots for Supplemental 2 Test Series, L-R, 50 mph

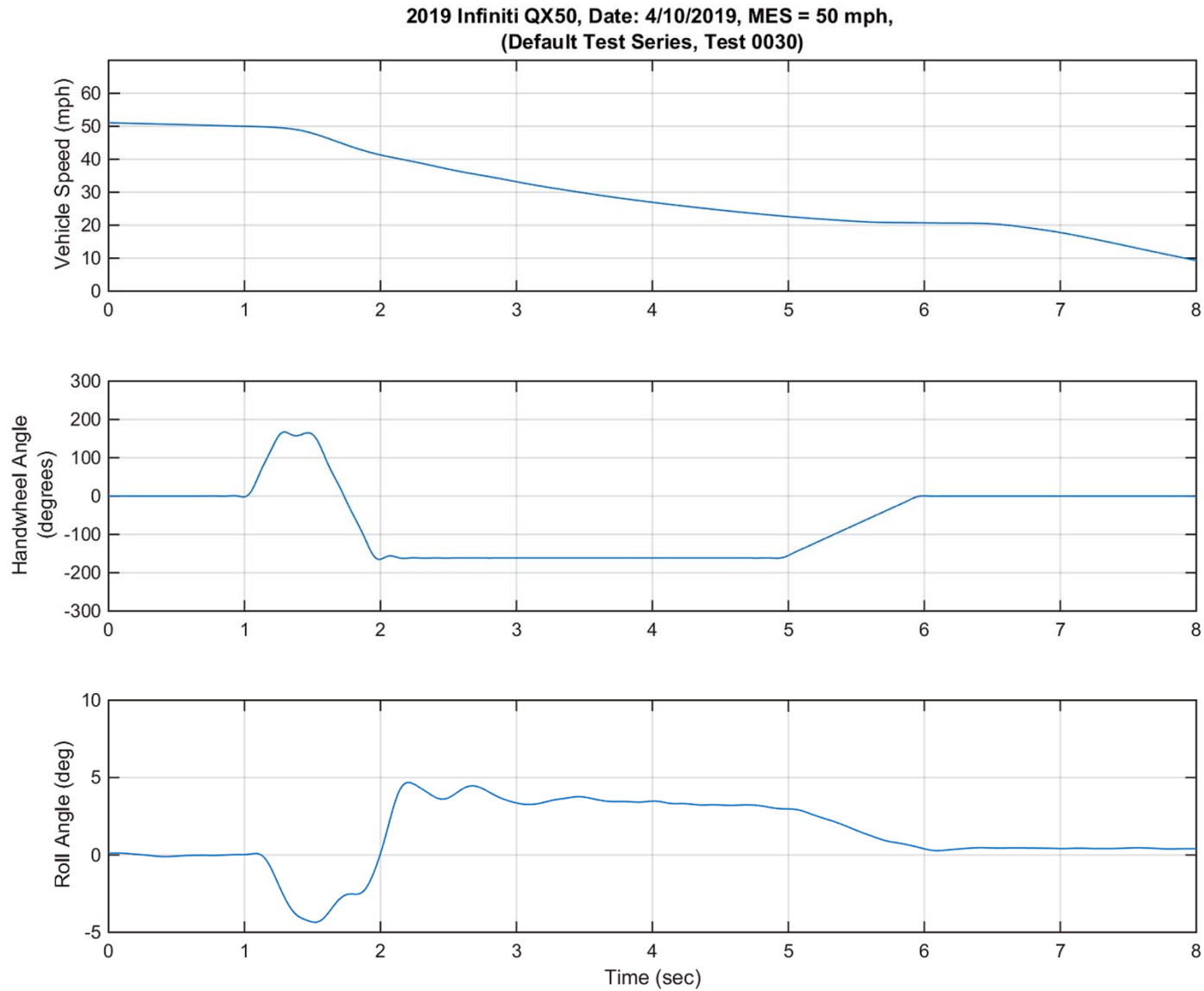


Figure D13. Vehicle Speed, Handwheel Angle, and Roll Angle Time History Plots for Supplemental 2 Test Series, R-L, 50 mph

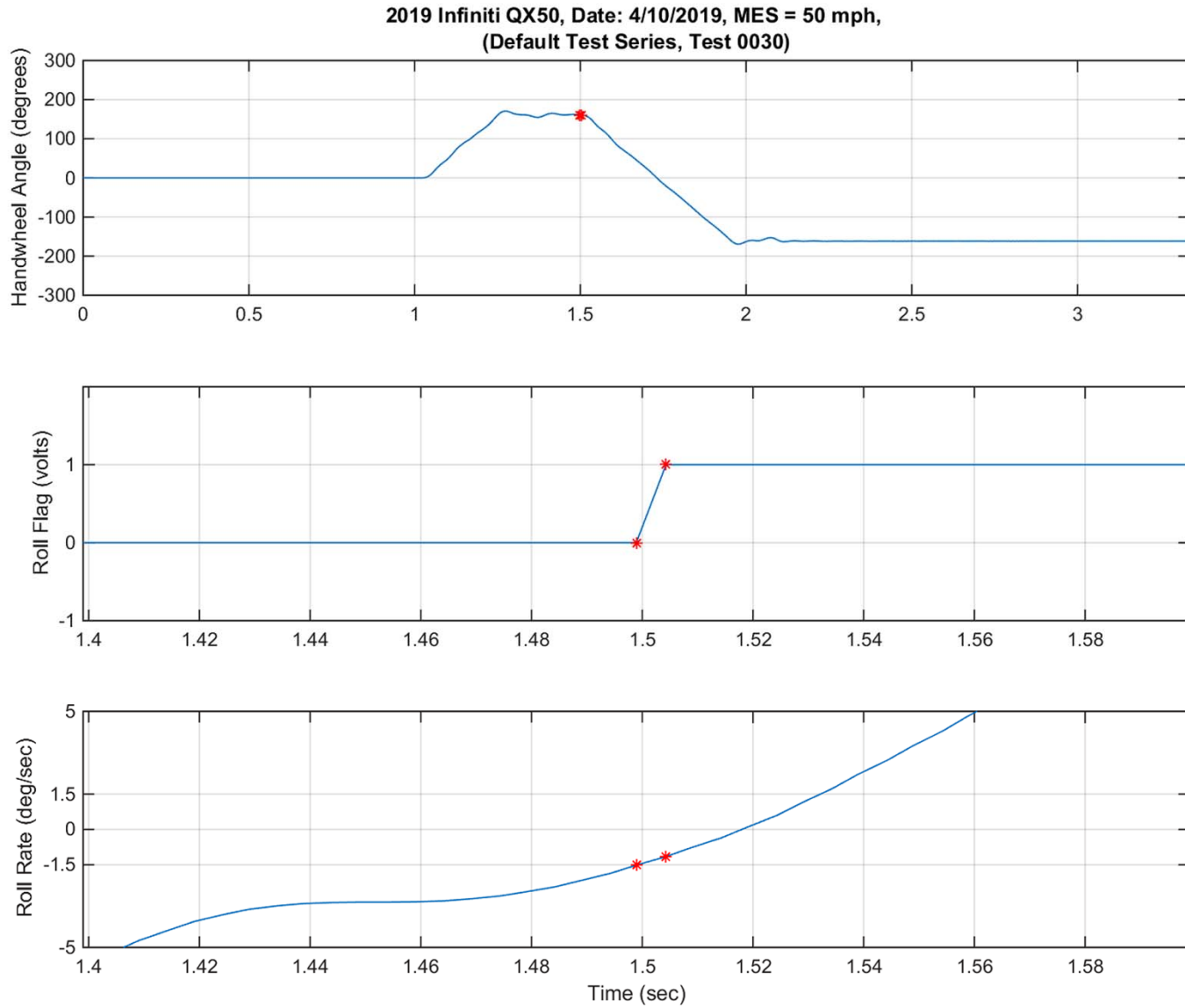


Figure D14. Steering Machine Operation Time History Plots for Supplemental 2 Test Series, R-L, 50 mph

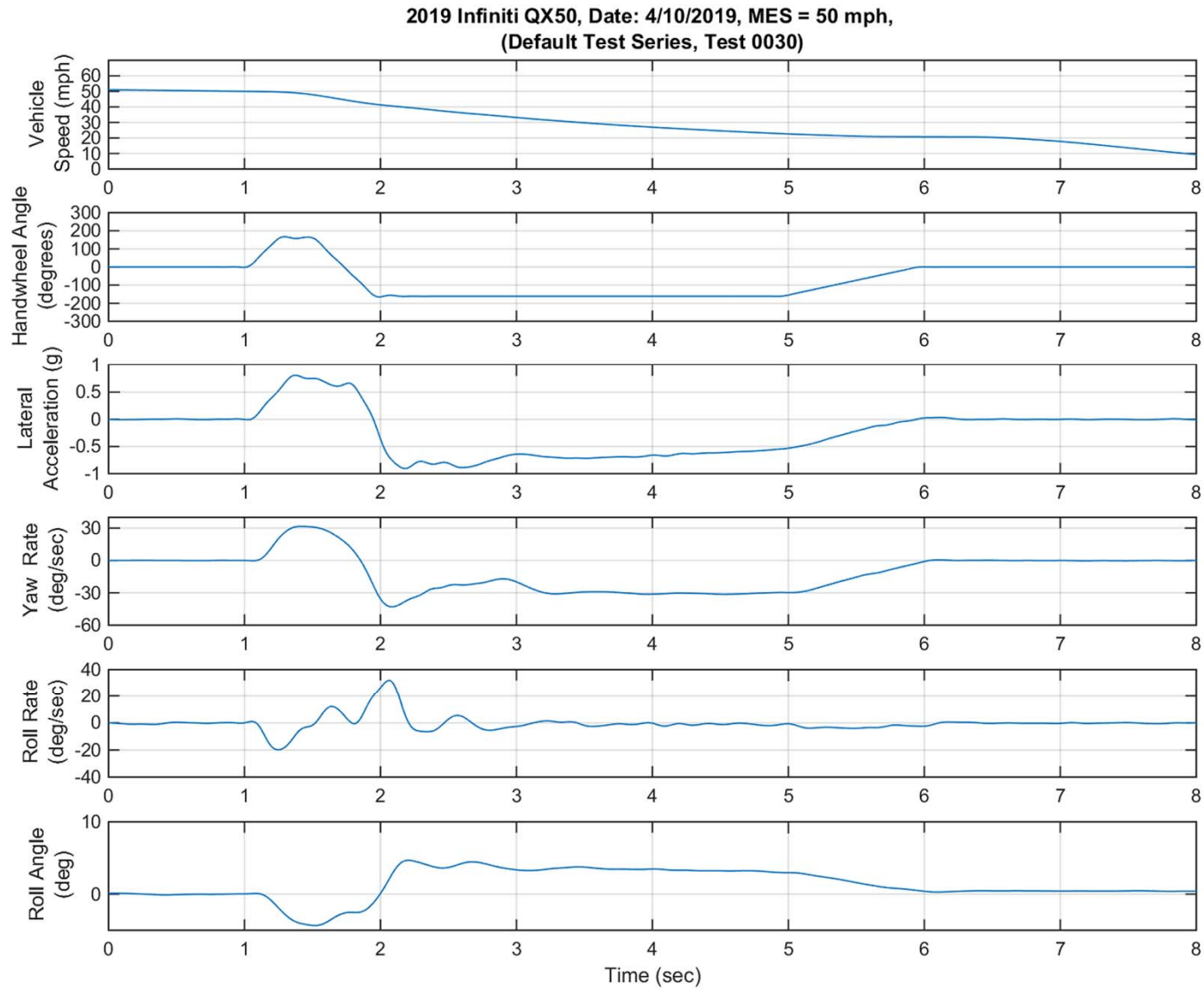


Figure D15. Yaw Rate, Roll Rate, and Lateral Acceleration Time History Plots for Supplemental 2 Test Series, R-L, 50 mph

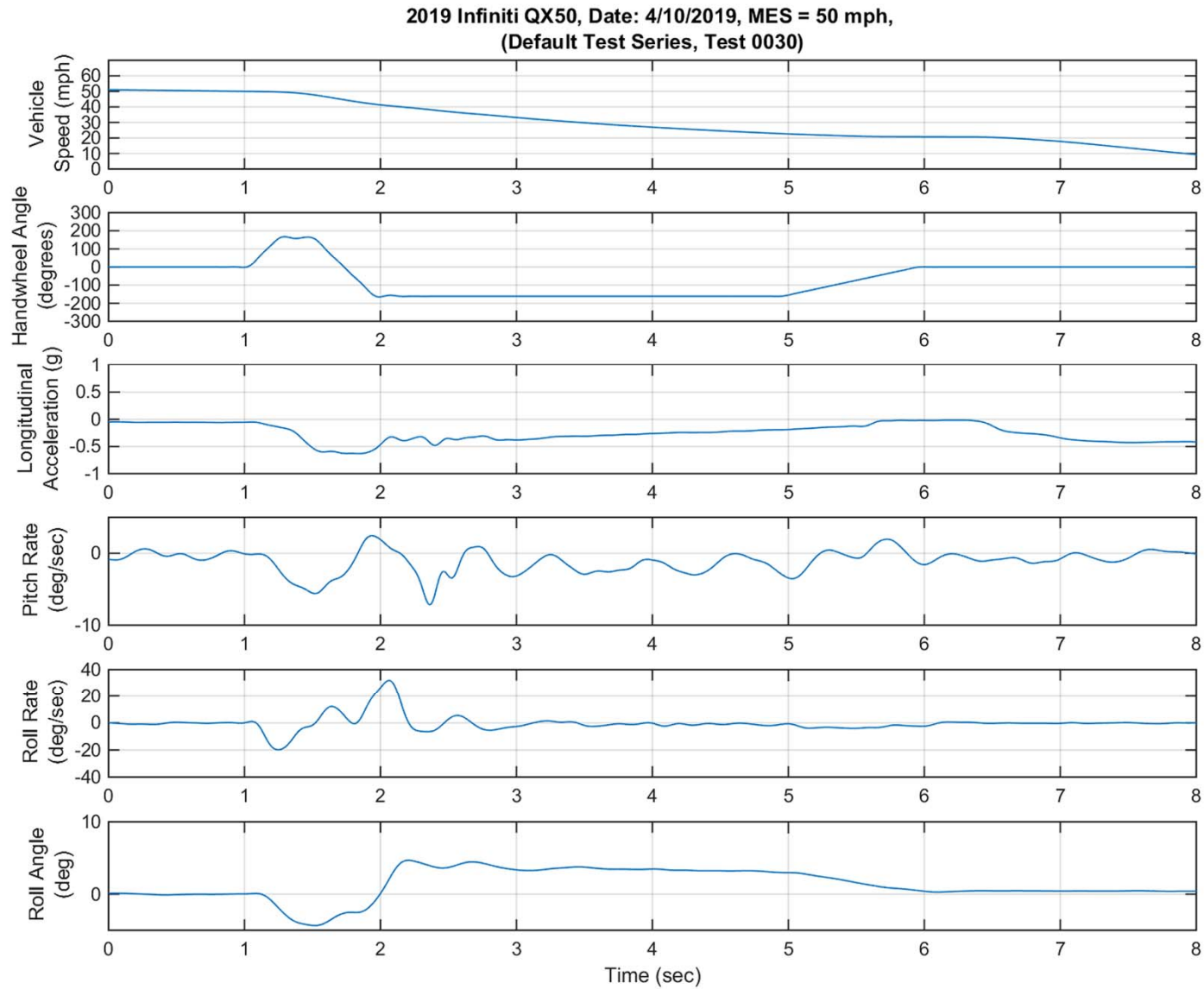


Figure D16. Pitch Rate and Longitudinal Acceleration Time History Plots for Supplemental 2 Test Series, R-L, 50 mph