

2009 Infiniti FX50 AWD

by Gary Dickinson

INTRODUCTION

The 2009 Infiniti FX50 is a new second generation FX created with a fusion of luxury, performance and utility. It offers a choice of a new 390 HP 5.0 liter 32 valve DOHC V8 or a 303 HP 3.5 liter 24 valve DOHC V6. Each engine is paired with standard 7- speed automatic transmission featuring adaptive shift control. The 2009 FX is also offered with available Intelligent AWD. Also offered are a number of available safety systems, including Intelligent Brake Assist, which provides forward collision warning and automatic emergency braking if a collision with the vehicle ahead is imminent; Distance Control Assist, which reduces the burden of driving in heavy traffic by intuitively helping to release the throttle and apply the brakes to maintain a safe distance from the vehicle ahead; and Lane Departure Warning/Lane Departure Prevention system, which helps keep the vehicle in its travel lane.

TEST DRIVE OVERVIEW

Throughout the test drive I was very impressed with the FX's numerous luxury appointments, smooth ride, excellent handling and quick acceleration. With 390 HP, I expected the FX's acceleration performance to be fast but while it will definitely sit you back in your seat it does this in a quick but smooth manner. Although there are a lot of extra features, the two that made the biggest impression on me are the traffic speed sensitive cruise control and the parking rear and side view cameras, (See Photo).

Some minor complaints. The tailgate window, while designed for a sporty look, was rather small which hampers rear view vision. I would of expected more ample storage space. Also, the front seat belts are hard to reach when retracted.

TESTED VEHICLE

Vehicle: Infiniti FX50 AWD.
Class: 5 door luxury SUV.
Engine: The 5.0L DOHC V8 Engine yields 390 HP at 6,500 RPM and 369 lb-ft torque at 4,400 RPM.
Transmission: 7-speed automatic transmission with manual shift mode and adaptive shift control.
Brakes: Power assisted 4-wheel disc with 4-channel 4-sensor ABS, electronic brake force distribution.
Steering: Power assisted vehicle speed variable assist rack and pinion.
Base MSRP: \$58,400.
Tested Vehicle with Options: \$67,755 (which includes a destination charge of \$865).



TEST DRIVE PERFORMANCE

☺ **Acceleration:** Zero-60 MPH tested at a impressive 7.1 seconds, 55-65 MPH passing performance tested at 3.2 seconds.
 ☺ **Steering:** The Engine-speed sensitive, power rack-and-pinion steering provided good on center response.
 ☺ **Handling:** Excellent cornering grip.
 ☺ **Ride:** Good road isolation.
 ☺ **Braking:** Sure and responsive.
 ☺ **Transmission:** Extremely smooth and accurate shifting.
 ☺ **Interior Noise:** Good isolation from road and engine noise.
 ☺ **Test Drive Mileage:** 21.6 MPG (highway driving); EPA estimates 20H/14C.

EXTERIOR

☺ **Engine Service Points:** All fluid service points are located for easy access.
 ☺ **Body:** No exterior fit or finish problems found.

INTERIOR

☺ **Room:** Roomy cabin with plenty of shoulder room, leg room and head-room.
 ☺ **1st Row Seats:** Provides good back support and due to the front seat thigh extenders, thigh support was excellent.
 ☺ **2nd Row Seats:** Adequate seat support but leg room was cramped and there is only enough room for two adults.
 ☺ **Ventilation:** The dual automatic climate control operated seamlessly.
 ☺ **Storage:** Limited storage areas in dash, console and door pockets.
 ☺ **Fit and Finish:** No interior fit or finish problems found. Quality craftsmanship and materials were evident throughout.



VEHICLE CAPACITIES

Seating: 5
Interior Volume: 102.5 cu. ft.
Cargo Volume: 24.8 cu. ft.
Max Towing Capacity: 3,500 lbs.
Base Curb Weight: 4,575 lbs.

Test Drive is conducted and written by the Motor Watch staff, who contribute their own unbiased and unfettered comments in order to meet our mission: "To help save consumers time and money, and to help save motorists lives."