

OF INFORMATION ACT (FOIA), 5 U.S.C.552(B)(6)

From: [REDACTED]
To: [EVOQ \(NHTSA\)](#); [REDACTED]
Cc: [NHTSA ODI CRD](#); [REDACTED]
Subject: ODI 11490234
Date: Tuesday, January 3, 2023 11:53:06 AM

CAUTION: This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

[REDACTED]
Subject: ODI 11490234
To: nhtsa.webmaster@dot.gov

CAUTION: This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Attached are the factory specs for the rack n pinon and as it will show it is way too play obviously causing the alignment tire and steering wandering issues. Once again the dealerships are refusing to replace this under the factory warranty that has now expired on the 29 dec 2022. This is obviously a defective part that creates the dangers in the car putting myself and others at risk. 5th set of tires were replaced oct 2022 already showing uneven outside wear on the tires due to camber and toe specs not staying for more than 300 miles or less car was signed oct nov dec 2022 again and alignments are just wasting the money.

[REDACTED]
[REDACTED]

Thank you,

[REDACTED]
ASRC Federal Holding Company

[REDACTED]
7000 Muirkirk Meadows Drive, Beltsville, MD 20705
asrcfederal.com | Purpose Driven. Enduring Commitment.

The preceding message (including attachments) is covered by the Electronic Communication Privacy Act, 18 U.S.C. sections 2510-2512, is intended only for the person or entity to which it is addressed, and may contain information that is confidential, protected by attorney-client or other privilege, or otherwise protected from disclosure by law. If you are not the intended recipient, you are hereby notified that any retention, dissemination, distribution, or copying of this communication is strictly prohibited. Please reply to the sender that you have received the message in error and destroy the original message and all copies.

150 amp alternator	S	S	-
170 amp alternator	-	-	S
1.6 kW starter	S	S	S
Q-85 battery	S	S	S

All printed information current as of September 2018. Updates available online at 

2019 INFINITI Q50 SPORTS SEDAN – 3.0T

Technical Specifications, Features and Options

DRIVETRAIN		Q50 3.0t LUXE	Q50 3.0t SPORT	Q50 RED SPORT 400
Drive configuration				
Front engine/rear-wheel drive		S (RWD)	S (RWD)	S (RWD)
Front engine/ATESSA ET-S® all-wheel drive		S (AWD)	S (AWD)	S (AWD)
Transmission type		7-speed automatic w/Sport mode and Downshift Rev Matching		
Adaptive Shift Control		S		
Hill Start Assist		S		
Gear ratios (:1)				
	1 st		4.783	
	2 nd		3.103	
	3 rd		1.984	
	4 th		1.371	
	5 th		1.000	
	6 th		0.871	
	7 th		0.776	
	Rev.		3.859	
Final drive ratio (:1)		2.937	2.937	3.133
Advanced Vehicle Dynamic Control (VDC) with cancellation switch		S		

BODY, SUSPENSION AND STEERING		Q50 3.0t LUXE	Q50 3.0t SPORT	Q50 RED SPORT 400
Body type	Unibody	High-strength steel corrosion-resistant, aluminum hood		
Front suspension		Independent double-wishbone w/stabilizer bar		
Rear suspension		Multi-link independent w/stabilizer bar		
Electronic controlled Digital Dynamic Suspension		-	S	S
Steering type		Rack Electronic Power Steering Available Direct Adaptive Steering		
Steering ratio non- Direct Adaptive Steering	RWD AWD	16.9:1 16.7:1	16.9:1 16.7:1	15.0:1 16.7:1
Turns (lock-to-lock) non-Direct Adaptive Steering	RWD AWD	3.01 2.88	3.01 2.88	2.68 2.88
Direct Adaptive Steering		-	O	O
Steering ratio - Direct Adaptive Steering	RWD AWD	12.07 - 32.94 11.86 - 32.36		
Turns (lock-to-lock) Direct Adaptive Steering	RWD AWD	2.12 2.02		
Turning diameter (feet)	RWD AWD	36.7 37.4		

All printed information current as of September 2018. Updates available online at 

2019 INFINITI Q50 SPORTS SEDAN – 3.0T

Technical Specifications, Features and Options

BRAKES		Q50 3.0t LUXE	Q50 3.0t SPORT	Q50 RED SPORT 400
Power-assisted vented disc (in.)	Front 12.6 x 1.1	S	-	-
	Rear 12.1 x 0.6	S	-	-
	Front 14.0 x 1.7	-	S	S

Wheel

teering

steering wheel axial end play	0 mm (0 in)
Steering wheel play	0 - 35 mm (0 - 1.38 in)
Steering wheel turning force	39 N (4 kg-f, 9 lb-f) or less