

Crash Tests

New Car Safety

SAAB 9-3 CONV. (LHD)

2004 on

Front+side+head airbags

Overall Evaluation



Overall score 32.54 out of 37

Variant: CONVERTIBLE Eng: 2 litre.

Kerb weight: 1440 kg Category: SPORTS

Vehicles built: 2004 Test by Euro NCAP

Important note: The *left-hand-drive* European model was tested by EuroNCAP. Australasian specifications may vary and therefore models sold in Australasia might provide different levels of protection to those described on this page.

Model History and Safety Features

These results apply to Saab 9-3 Convertibles with advanced seat belt reminders. These were introduced during 2003.

Dual front airbags and side airbags with head-protection are standard equipment. ABS brakes and active head restraints for the front seats are also standard.

The front seat belt buckles are mounted on the seats and the upper anchorages are adjustable. These features improve the fit of the seat belt. Pre-tensioners are fitted to the front seat belts to reduce slack in the event of a crash.

OVERALL EVALUATION : 5 Stars

The Saab 9-3 Convertible scored 12.54 out of 16 in the offset crash test. The passenger compartment held its shape well. Protection from serious chest injury was marginal for the driver.

The vehicle scored 16 out of 16 in the side impact crash test. A further 2 points were scored in the optional pole test

FRONTAL OFFSET CRASH TEST

Body region scores out of 4 points each: Head/neck 4pts, chest 2.43pts, upper legs 3pts, lower legs 3.11pts.

The passenger compartment held its shape well in the offset crash test. The brake pedal moved rearwards by 103mm and upwards 38mm. The steering wheel hub moved rearwards 54mm, upwards 7mm and sideways 17mm. The front ("A") pillar moved 19mm rearwards. The width of the driver's doorway shortened by 11mm. All doors remained closed during the crash. After the crash both doors could be opened with normal effort

The airbag cushioned the head of the driver and contact was stable. Steering column components were a potential source of injury for the driver's knees. The passenger's head was cushioned by the airbag.

SIDE IMPACT CRASH TEST

Body region scores out of 4 points each: Head 4pts, chest 4pts, abdomen 4pts, pelvis 4pts.

The vehicle was eligible for an optional pole impact test, since it had head-protecting side airbags and scored four points for the head in the side impact test. The manufacturer decided to go ahead with the pole test and the vehicle earned a further two points.



Offset crash test at 64km/h

INJURY MEASUREMENTS

| Refer to the information sheet "How the test are done" | Offset Crash Test at 64km/h (v4) | | Side Impact Crash Test at 50km/h (v4) |
|--|----------------------------------|-----------|---------------------------------------|
| | Driver | Passn | Driver |
| Head HIC | 239.6 | 355.3 | 48.25 |
| Acceleration (g for 3ms) | 40.04 | 44.26 | 24.97 |
| Neck - Shear (kN) | 0.34 | 0.3 | - |
| Tension (kN) | 1.17 | 0.8 | - |
| Extension (Nm) | 3.83 | 4.56 | - |
| Chest Accln (g for 3ms) | | | - |
| Compression (mm) | 33.01 | 31.51 | 16.77 |
| Viscous criterion (m/s) | 0.15 | 0.18 | 0.06 |
| Abdomen - Force (kN) | - | - | 0.3 |
| Pelvis - Force (kN) | - | - | 1.36 |
| Upper legs Force Left (kN) | 2.63 | 1.51 | |
| Right (kN) | 2.73 | 2.26 | |
| Knee displ (mm) Left | 0.89 | 0.66 | |
| Right | 0 | 0.49 | |
| Lower legs Force Left (kN) | 1.19 | 2.24 | |
| Right (kN) | 2.33 | 2.74 | |
| Index (Upper/Low) Left | 0.24/0.15 | 0.37/0.17 | |
| Right | 0.6/0.41 | 0.25/0.32 | |

Bonus points (maximum 5)

Pole Test: 2 pts Seat belt reminders: 2

Modifiers for offset test scores

| | |
|------------------------|----------------------|
| Head | No deduction |
| Chest | No deduction |
| Upper leg | Variable loading |
| Lower leg | 1 pt deduction L & R |
| Foot score | No deduction |
| Brake pedal rear move. | Score 3.88 points |

Pedestrian rating (v4)

6.76 points out of 36

Child head impacts 4.29pts; adult head impacts 2.36pts; upper leg 0.11pts and lower leg impacts zero pts.

Pedestrian scores are based on tests of the 9-3 sedan.



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