

Crash Tests

New Car Safety

SAAB 9-3 (LHD)

2004 on

Front+side+head airbags

Overall Evaluation



Overall score 33.15 out of 37

Variant: SEDAN

Eng: 2 litre.

Kerb weight: 1450 kg

Category: Medium car

Vehicles built: 2003

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

The tested model of Saab 9-3 was introduced in 2002. These crash test results apply to models fitted with advanced seat belt reminders.

Dual front airbags, side airbags with head-protection and ABS brakes are standard equipment. Electronic stability control is also standard or optional on all variants.

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. Pretensioners are fitted to the front seat belts to reduce slack in the event of a crash. A three point seat belt is fitted to the centre rear seat. This provides better protection than a two point seat belt. Active head restraints reduce the risk of whiplash injury.

OVERALL EVALUATION : 5 Stars

The Saab 9-3 scored 13.15 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. 2 points were scored for advanced seat belt reminders, earning the vehicle a 5 star rating.

FRONTAL OFFSET CRASH TEST

Body region scores out of 4 points each: Head/neck 4pts, chest 3.06pts, upper legs 3pts, lower legs 3.69pts.

The passenger compartment held its shape well in the offset crash test. The brake pedal moved rearwards by 100mm and downwards 13mm. The steering wheel hub moved forwards 24mm, downwards 29mm and sideways 7mm. The front ("A") pillar moved 35mm rearwards. The width of the driver's doorway shortened by 30mm. All doors remained closed during the crash. After the crash all 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



Offset crash test at 64km/h

decided to go ahead with the pole test and the vehicle earned a further two points.

INJURY MEASUREMENTS

Refer to the information sheet "How the test are done"	Offset Crash Test at 64km/h		Side Impact Crash Test at 50km/h
	Driver	Passn	Driver
Head HIC	271.5	188.6	41.62
Acceleration (g for 3ms)	38.7	34.74	22.53
Neck - Shear (kN)	0.54	0.52	-
Tension (kN)	1	0.61	-
Extension (Nm)	5.75	16.57	-
Chest Accln (g for 3ms)	-	-	-
Compression (mm)	32.81	23.89	17.19
Viscous criterion (m/s)	0.21	0.08	0.12
Abdomen - Force (kN)	-	-	0.53
Pelvis - Force (kN)	-	-	1.33
Upper legs Force			
(kN) Left	2.91	2.15	
(kN) Right	2.39	1.56	
Knee displ (mm)			
Left	0.52	1.05	
Right	0	2.1	
Lower legs Force			
(kN) Left	1.25	1.92	
(kN) Right	1.45	2.09	
Index (Upper/Low)			
Left	0.35/0.17	0.29/0.18	
Right	0.4/0.47	0.32/0.35	

Bonus points (maximum 5)

Pole Test: 2pts Seat belt reminders: 2pts

Modifiers for offset test scores

Head	No deduction
Chest	No deduction
Upper leg Variable & conc. loading	1 pt deduction L & R
Lower leg	No deduction
Foot score	Score 4 points

Pedestrian rating (2002 protocol)



6.76 points out of 36.

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



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