

# Crash Tests

## New Car Safety

### SAAB 9-5 (LHD)

2004 on

Front+side+head airbags

#### Overall Evaluation



**Overall score** 32.56 out of 37

Variant: Sedan

Eng: 2 litre.

Kerb weight: 1490 kg

Category: LUXURY

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 9-5 was introduced in 2003. These results apply to vehicles fitted with an advanced seat belt reminder.

Dual front airbags, side airbags with head-protection and ABS brakes are standard equipment. Electronic stability control is standard on some 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 9-5 scored 12.57 out of 16 in the offset crash test. The passenger compartment held its shape well. There was a slight risk of serious chest injury for the driver and passenger. leg protection was marginal for the driver.

The vehicle scored 16 out of 16 in the side impact crash test. A further 2 points were score din the optional pole test. 2 points scored for advanced seat belt reminders earned the vehicle a 5 star rating.

#### FRONTAL OFFSET CRASH TEST

*Body region scores out of 4 points each:* Head/neck 4pts, chest 3.43pts, upper legs 1.76pts, lower legs 3.47pts.

The passenger compartment held its shape well in the offset crash test. The brake pedal mounts released in the crash, reducing the risk of foot injury. The steering wheel hub moved rearwards 59mm and upwards 10mm The front ("A") pillar moved 60mm rearwards. All doors remained closed during the crash. After the crash tools were required to open the driver's door.

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	379	243	27.5
Acceleration (g for 3ms)	48.2	42.6	17.42
Neck - Shear (kN)	0.5	0.37	-
Tension (kN)	0.83	1.29	-
Extension (Nm)	9.14	6.72	-
Chest Accln (g for 3ms)	-	-	-
Compression (mm)	26.6	26.6	17.9
Viscous criterion (m/s)	0.11	0.13	0.12
Abdomen - Force (kN)	-	-	0.65
Pelvis - Force (kN)	-	-	2.78
Upper legs Force (kN)	Left 4 Right 5.44	0.87 0.12	
Knee displ (mm)	Left 0.8 Right 0.7	0.7 0.8	
Lower legs Force (kN)	Left 1.97 Right 2.59	0.83 1.3	
Index (Upper/Low)	Left 0.35/0.23 Right 0.49/0.36	0.46/0.15 0.52/0.44	

#### 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 loading
Lower leg	1 pt deduction L & R
Foot score	No deduction
	Score 4 points

#### Pedestrian rating - tested to previous protocol



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