

# Crash Tests

## New Car Safety

### SAAB 9-5 (LHD)

1997 on

Front+side+head airbags

#### Overall Evaluation



Overall score

30.57 out of 34

Variant: Sedan (LHD)

Engine: 4 Cyl. 2.3 litre.

Kerb weight: 1490 kg

Category: LUXURY

Vehicles built: 1998

Tested by EuroNCAP

**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.

#### Safety features

The driver and front passenger are protected by front airbags, side airbags and head-protecting upper side airbags.

The front seat belt buckles are mounted on the seats and the upper anchorages are height adjustable. These features improve the fit of the seat belt. Pretensioners are fitted to front seat belts to reduce slack in the event of a severe crash. The centre rear seat has a 3-point seat belt.

Front seats have a "whiplash mitigation system".

#### OVERALL EVALUATION : 4 Stars

The Saab 9-5 performed reasonably well in the offset crash test (score 12.57 out of 16). The passenger compartment held its shape well.

The vehicle scored a full 16 points in the side impact crash and a full 2 points in the optional pole test.

#### FRONTAL OFFSET CRASH TEST

The passenger compartment held its shape well in the offset crash test. As intended, the brake pedal mounts released during the crash and this reduced the risk of leg injury. The roof was starting to buckle upwards above the driver. The width of the driver's doorway shortened by 60mm and the door panels were starting to separate. All doors remained closed during the crash. After the crash high manual effort was required to open the driver's door. The other doors opened normally.

The airbags cushioned both the driver and passenger. Movement was well controlled. Stiff components under the steering column were considered hazardous to the knees and resulted in loss of points for the upper leg score.

#### SIDE IMPACT CRASH TEST

The passenger compartment held its shape well in the side impact test.

Dummy movement was well controlled. The upper side airbags protected the head of the driver. This gave the manufacturer the option of funding a separate pole impact crash test. This test scored 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		Side Impact Crash Test at 50km/h
	Driver	Passn	Driver
Head HIC	379.3	243.4	27.5
Acceleration (g for 3ms)	48.2	42.61	17.42
Neck - Shear (kN)	0.5	0.37	-
Tension (kN)	0.83	1.29	-
Extension (Nm)	7.94	6.72	-
Chest Accln (g for 3ms)	41	38	-
Compression (mm)	26.6	26.6	9
Viscous criterion (m/s)	0.11	0.13	0.04
Abdomen - Force (kN)	-	-	0.65
Pelvis - Force (kN)	-	-	2.78
Upper legs Force	4	0.87	
Left (kN)			
Right	5.44	0.12	
Knee displ (mm)			
Left	0.8	0.7	
Right	0.7	0.8	
Lower legs Force	1.97	0.83	
Left (kN)			
Right	2.59	1.3	
Index (Upper/Low)	0.35/0.23	0.46/0.15	
Left			
Right	0.49/0.36	0.52/0.44	

#### Modifiers for offset test scores

Head	No penalty
Chest	No penalty
Upper leg	Variable contact 1 pt
penalty L & R	
Foot score	Brake pedal mount released Score 4 pts

#### Pedestrian rating:



12.18 points out of 36 (33.8%)

Child head impacts 7.83 points; adult head impacts 4.30 points; upper leg impacts 0.05 points; lower leg impacts zero points.

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