

# Crash Tests

## New Car Safety

### Saab 9-3

10/2003 on 01/2005 - Frontal+Side+Head

#### Overall Evaluation



#### Overall Score

32.54 out of 37

Variant: Convertible

Engine: 2 Litre

Category: Sports

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

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.

#### 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.

Offset crash test at 64km/hr



#### Injury Measurements

Refer to the information sheet 'How the tests 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			
- Acceleration (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 (kN)			
- Left	2.63	1.51	
- Right	2.73	2.26	
Knee Displacement (kN)			
- Left	0.89	0.66	
- Right	0	0.49	
Lower Legs Force (kN)			
- Left	1.19	2.24	
- Right	2.33	2.74	
Index (Upper   Lower)			
- 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 points

Seat Belt Reminders: Driver and passenger - 2 points

#### Modifiers for offset test scores

Head	No deduction
Chest	No deduction
Upper leg	Variable loading
Lower leg	No deduction
Foot score	Brake pedal rear movement
Structure	No deduction

#### Modifiers for side impact test scores

Head	Not assessed
Chest	Not assessed
Upper leg	Not assessed
Lower leg	Not assessed
Foot score	Not assessed
Structure	Not assessed



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