

Saab 9-5

Saab 9-5 2.0 diesel 'Linear', LHD

2009



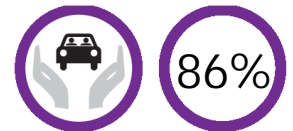
ADULT OCCUPANT



CHILD OCCUPANT



PEDESTRIAN



SAFETY ASSIST

ADULT OCCUPANT

Total 34 pts | 94%

FRONTAL IMPACT

15,1 pts



Driver



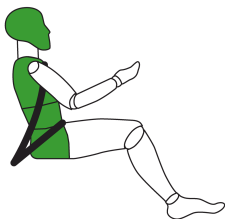
Passenger

SIDE IMPACT CAR

8 pts

SIDE IMPACT POLE

7,6 pts



Car



Pole

REAR IMPACT (WHIPLASH)

3,1 pts



	GOOD
	ADEQUATE
	MARGINAL
	WEAK
	POOR

FRONTAL IMPACT

HEAD

Driver airbag contact	stable
Passenger airbag contact	stable

CHEST

Passenger compartment	stable
Windscreen Pillar rearward	2mm
Steering wheel rearward	none
Steering wheel upward	none
Chest contact with steering wheel	none

UPPER LEGS, KNEES AND PELVIS

Stiff structures in dashboard	none
Concentrated loads on knees	none

LOWER LEGS AND FEET

Footwell Collapse	none
Rearward pedal movement	accelerator - 18mm
Upward pedal movement	none

SIDE IMPACT

Head protection airbag	Yes
Chest protection airbag	Yes

WHIPLASH

Seat description	Standard, cloth, 6 way adjust
Head restraint type	Reactive
Geometric assessment	1 pts

TESTS

- High severity	2,6 pts
- Medium severity	1,9 pts
- Low severity	2,2 pts

CHILD OCCUPANT

Total 39 pts | 80%

18 MONTH OLD CHILD

Restraint Britax Romer Baby Safe
Group 0, 0+
Facing rearward
Installation ISOFIX anchorages



PERFORMANCE 11,2 pts
INSTRUCTIONS 4 pts
INSTALLATION 2 pts

FRONTAL IMPACT

Head forward movement protected
Head acceleration good
Chest load good

SIDE IMPACT

Head containment protected
Head acceleration good

3 YEAR OLD CHILD

Restraint Britax Romer Duo Plus
Group 1
Facing forward
Installation ISOFIX anchorages



PERFORMANCE 12 pts
INSTRUCTIONS 4 pts
INSTALLATION 2 pts

FRONTAL IMPACT

Head forward movement protected
Head acceleration good
Chest load good

SIDE IMPACT

Head containment protected
Head acceleration good

VEHICLE BASED ASSESSMENT

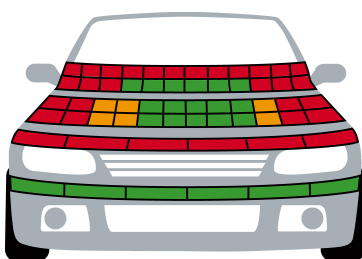
4 pts

Airbag warning Label

Pictogram label on end of fascia

PEDESTRIAN

Total 16 pts | 44%



GOOD
MARGINAL
POOR

HEAD 9,9 pts
PELVIS 0 pts
LEG 6 pts

SAFETY ASSIST

Total 6 pts | 86%

SPEED LIMITATION ASSISTANCE 0 pts

- 0, not available

ELECTRONIC STABILITY CONTROL (ESC) 3 pts

- standard

SEATBELT REMINDER 3 pts

- driver 1 pts
 - passenger 1 pts
 - rear 1 pts

DETAILS OF TESTED CAR

SPECIFICATIONS

Tested model	Saab 9-5 2.0 diesel 'Linear', LHD
Body type	4 door sedan
Year of publication	2009
Kerb weight	1689kg
VIN from which rating applies	applies to all new 9-5s of the specification tested

SAFETY EQUIPMENT

Front seatbelt pretensioners	double pretensioners
Front seatbelt load limiters	
Driver frontal airbag	dual stage
Front passenger frontal airbag	dual stage
Side body airbags	
Side head airbags	

COMMENTS

Adult occupant

The passenger compartment remained stable in the frontal test, the windscreen pillar moving rearward only 2mm. Dummy readings showed good protection of the knees and femurs of the driver and passenger. Saab were able to show that occupants of different sizes and those sat in different positions would be similarly well protected. In the side barrier test, maximum points were scored with good protection of all body areas. In the more severe side pole impact, protection of the chest and abdomen was adequate. Protection against whiplash injuries in the event of a rear impact was rated as good.

Child occupant

Based on dummy readings in the dynamic tests, the 9-5 scored maximum points for protection of the 3 year infant. Forward movement of the dummy's head was well controlled and both the 3 year and the 18 month dummies were properly contained by their restraints in the side impact. The passenger airbag can be disabled to allow a rearward facing child restraint to be used in that seating position. However, information provided to the driver regarding the status of the airbag is insufficiently clear. The dangers of using a rearward facing restraint without first disabling the airbag are not clearly indicated.

Pedestrian

The bumper scored maximum points for the protection it offered to pedestrians' legs. However, points outside Euro NCAP's normal test zone were found to be injurious. From 2010, Euro NCAP's assessment of the bumper will be broadened to include such points. The front edge of the bonnet provided poor protection as did the bonnet in most areas where an adult's head might strike.

Safety assist

Electronic stability control is standard equipment on all variants as is a seatbelt reminder system for the front and rear seats.