



**2009**

	Adult Occupant	Child Occupant	Pedestrian	Safety Assist	
Score	33.847	39.216	15.930	6.000	
Max Points available	36	49	36	7	
Normalised Score (%)	<b>94</b>	<b>80</b>	<b>44</b>	<b>86</b>	
Weighting (%)	50	20	20	10	TOTAL
Weighted Percentage Score	47.0	16.0	8.8	8.6	<b>80</b>

**Rating Requirements (2009)**

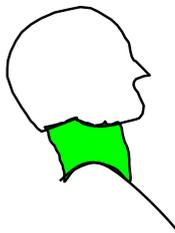
	Normalised Score (%)				TOTAL
★★★★★	75	70	25	60	70
★★★★	60	55	15	40	55
★★★	30	30	10	25	45
★★	25	25	5	15	35
★	15	15	0	5	20



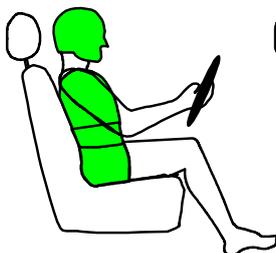
Driver



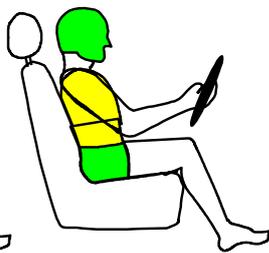
Passenger



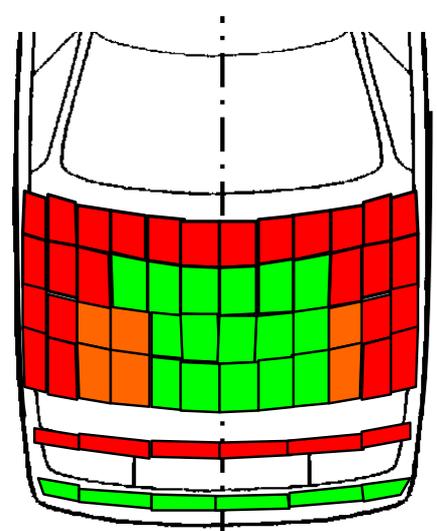
Rear Impact (Whiplash)



Side



Pole



<b>TEST RESULTS IN FULL</b>	
<b>FRONTAL IMPACT HEAD</b>	
Driver airbag contact	stable
Passenger airbag contact	stable
<b>Steering Wheel</b>	
rearward displacement	none
upward displacement	none
lateral displacement	7mm to the left
<b>FRONTAL IMPACT CHEST</b>	
Contact with steering wheel	none
Screen pillar rearward	2mm
Passenger compartment integrity	stable
<b>FRONTAL IMPACT UPPER LEGS, KNEES AND PELVIS</b>	
Stiffer structures present	none
Concentrated knee loading	none
<b>FRONTAL IMPACT LOWER LEGS, FEET AND ANKLES</b>	
Rearward pedal displacement	accelerator - 18mm
Upward pedal displacement	none
Footwell rupture	none
<b>SIDE IMPACT AIRBAGS</b>	
Head protection airbag	yes
Torso protection airbag	yes
<b>CHILD PROTECTION</b>	
<b>Restraints used</b>	
18 month old	Britax Romer Baby Safe, rearward facing using adult seatbelt
3 year old	Britax Romer Duo Plus, forward facing using ISOFIX anchorages and top tether
<b>CHILD RESTRAINTS FRONTAL IMPACT</b>	
Airbag disabling/warning label	Pictogram label on end of facia
Forward head movement	
18 mth old (behind passenger)	protected
3 year old (behind driver)	protected
<b>Chest Protection</b>	
18 mth old: total load	good
vertical load	good
3-year-old: total load	good
vertical load	good
<b>CHILD RESTRAINTS SIDE IMPACT</b>	
<b>Head protection</b>	
18 mth old (struck side)	protected
3 year old (non-struck side)	protected
<b>Head acceleration</b>	
18 mth old	good
3 year old	good

## CAR TESTED



<b>Make, model and hand of drive</b>	Saab 9-5 2.0 diesel 'Linear', LHD
<b>Body type</b>	4 door sedan
<b>Year tested</b>	2009
<b>Kerb weight</b>	1689kg
<b>Chassis number from which Euro NCAP rating applies</b>	applies to all new 9-5s of the specification tested
<b>Safety Equipment</b>	Driver and passenger dual stage frontal airbags; side impact thorax airbag; side impact head airbag; front seatbelt double pretensioners and load limiters; ISOFIX and top tether anchorages in rear seats; electronic stability control; front and rear seatbelt reminder system; anti-whiplash seats; electronic brake force distribution



## COMMENTS

<b>ADULT OCCUPANT</b>	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.
<b>CHILD PROTECTION</b>	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.
<b>PEDESTRIAN PROTECTION</b>	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.
<b>SAFETY ASSIST</b>	Electronic stability control is standard equipment on all variants as is a seatbelt reminder system for the front and rear seats.

Euro NCAP's rating applies fully only to the model with the specifications detailed here. Some equipment may not be fitted as standard to all versions in all countries. You should ensure that your car is fitted with the safety equipment you require.



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