



Saab 9-3

[Immagini](#) | [Video](#)

VALUTAZIONI	PUNTEGGIO		
 ADULTI 	33	Anteriore: 13 Laterale: 16	Sistema SBR: 2 Pole test: 2
 PEDONI 	7		

Protezione dei passeggeri adulti



Conducente in impatto frontale



Passeggero in impatto frontale



Conducente in impatto laterale

	Buona
	Adeguata
	Marginale
	Scarsa
	Insufficiente

Sistema di ritenuta per bambino

Bambino di 18 mesi Saab Klippan, rearward facing
 Bambino di 3 anni Saab Klippan, rearward facing

Protezione dei pedoni

Immagini del lato frontale vettura non disponibili

Dotazione di sicurezza

Pretensionatori cinture di sicurezza anteriori	<input checked="" type="checkbox"/>
Limitatori di carico cinture di sicurezza anteriori	<input checked="" type="checkbox"/>
Airbag anteriore conducente	<input checked="" type="checkbox"/>
Airbag anteriore passeggero	<input checked="" type="checkbox"/>
Airbag laterali	<input checked="" type="checkbox"/>
Airbag laterale per la testa	<input checked="" type="checkbox"/>
Airbag ginocchia conducente	<input type="checkbox"/>

Dettagli della vettura testata

Lato di guida	LHD
Modello testato	Saab 9-3 2.0ltr
Tipo carrozzeria	4 porte berlina
Anno di pubblicazione	2002
Peso	1450
Numero di identificazione veicolo (VIN) a cui si riferisce la valutazione	all latest 9-3s

Commenti

The SAAB 9-3 is another to join the select band of cars good enough to deserve a full five-star rating. It has been designed to keep its occupants safe. The cabin around them, including the children, remained intact and

its restraint systems kept them from harm, although the driver's chest was subjected to fairly high forces. The area that his knees would hit in a crash was not clear but the only real hazard was a point beneath the steering column. The car performed without fault in the side impact and the pole test. Pedestrian protection was poor: the bonnet offered cushioning at its centre but was stiff elsewhere.

Impatto frontale

The knee impact area is particularly well planned, having a knee bolster that is designed to collapse when struck hard. But testers found that the steering column could transmit impact forces to the driver's knees. The footwell was not deformed by the impact, posing few hazards to the driver's feet and ankles. The front belts were fitted with load limiters and reel mounted pre-tensioners. Even so, the driver suffered a high-ish chest loading. The centre rear seat belt was of a three-point type, which provides much better protection than that of a lap-only belt.

Impatto laterale contro vettura

No points were lost for its side impact performance, including the pole test. The curtain airbag protected all occupants on the struck side. This deploys in glancing frontal impacts where occupants may be partly ejected as the car rotates during impact.

Bambini

Both restraints were Saab branded and rear-facing, using the adult belts to secure their fronts. The restraints used a support leg and belts to fix them to the mounting for the front-seat floor rails. These restraints protected well although some impact forces fed through to the older child's chest. If the restraints must be fitted to the front passenger seat, Saab dealers can disconnect the passenger's frontal airbag.

Pedoni

The results here fall far short of the car's achievements elsewhere. The bumper and bonnet sides were particularly unfriendly to pedestrians, although the centre of the bonnet would cushion them.