Redesigned for the 1999 model year, the Pontiac Grand Am has front shoulder belts with devices to limit belt forces on occupants. Antilock brakes and daytime running lights are standard.
The Insurance Institute for Highway Safety has evaluated the crashworthiness of the Grand Am, based primarily on performance in a 40 mph frontal offset crash test into a deformable barrier. Head restraint and bumper designs are evaluated separately:

STRUCTURE/SAFETY CAGE: MARGINAL There was moderate intrusion into the driver footwell area and moderate rearward movement of the instrument panel.

RESTRAINTS/DUMMY KINEMATICS: POOR Dummy movement wasn't well controlled. During rebound, the dummy moved toward the driver door, which had bowed outward, and its head contacted the window sill. Then the head moved up and back and hit the B-pillar. Plus there was too much upward movement of the steering wheel, which could compromise restraint system performance in other crashes.

INJURY MEASURES: RIGHT LEG MARGINAL Measures taken from the neck and chest indicate low risk of injury to these body regions. A high head acceleration occurred when the dummy's head hit the B-pillar, indicating the possibility of head injury. Head acceleration from window sill contact was low. Forces on the right tibia indicate the possibility of lower leg injury.

OVERALL EVALUATION: POOR The driver space wasn't maintained well in the frontal offset crash test, and footwell intrusion contributed to the possibility of leg injury. Measures also indicate the possibility of head injury. Daytime running lights are pluses.