

REPORT NUMBER: 301-CAL-03-02

**SAFETY COMPLIANCE TESTING FOR FMVSS 301
FUEL SYSTEM INTEGRITY**

SAAB AUTOMOBILE AB
2003 SAAB 9-3
4-DOOR SEDAN

NHTSA NUMBER: C30510

VERIDIAN TEST NUMBER: 8655-F301-11

July 25, 2003

VERIDIAN ENGINEERING
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FINAL REPORT

PREPARED FOR:

U. S. Department of Transportation
National Highway Traffic Safety Administration
Safety Assurance
Office of Vehicle Safety Compliance
400 Seventh Street, S. W.
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16. Abstract Compliance tests were conducted on the subject 2003 Saab 9-3 4-Door Sedan in accordance with the specifications of the Office of Vehicle Safety Compliance Test Procedure No. TP-301-03 for the determination of FMVSS 301 compliance. For the purpose of acquiring information for applied research, two instrumented Anthropomorphic Test Devices (ATDs) were placed in the front occupant seating positions and various instrumentation was added to the test vehicle. Test failures identified were as follows: The test vehicle appeared to comply with all requirements of FMVSS 301 "Fuel System Integrity."			
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TABLE OF CONTENTS

<u>Section</u>		<u>Page No.</u>
1	PURPOSE OF COMPLIANCE TEST	1-1
2	COMPLIANCE TEST RESULTS SUMMARY	2-1
3	COMPLIANCE TEST DATA	3-1
	Data Sheet 1 – Test Vehicle Specifications	3-2
	Data Sheet 2 – Pre-Test Data	3-3
	Data Sheet 3 – Moving Barrier Data	3-5
	Data Sheet 4 – Post Test Data	3-6
	Data Sheet 5 – Static Rollover Test Data	3-8
	Data Sheet 6 – High Speed Camera Locations	3-9
APPENDIX A	PHOTOGRAPHS	A-1

SECTION 1

PURPOSE OF COMPLIANCE TEST

This 30 mph rear moving barrier impact test is part of the Federal Motor Vehicle Safety Standard (FMVSS) 301 Compliance Test Program conducted for the National Highway Traffic Safety Administration (NHTSA) by Veridian Engineering under Contract No. DTNH22-01-C-01025. The purpose of this test was to determine if the subject vehicle, a 2003 Saab 9-3 4-Door Sedan, meets the performance requirements of FMVSS No. 301, "Fuel System Integrity." This compliance test was conducted using the requirements found in the OVSC Laboratory Test Procedure No. TP-301-03, dated February 28, 2003.

SECTION 2

COMPLIANCE TEST RESULTS SUMMARY

A 1732.5 kg 2003 Saab 9-3 4-Door Sedan was impacted from the rear by an 1797 kg moving barrier at a velocity of 47.3 kph (29.4 mph). The test was performed by Veridian Engineering on July 25, 2003.

The test vehicle was equipped with a 62.1 liter fuel tank which was filled to 92.5 percent capacity with stoddard fluid prior to impact. For the purpose of acquiring information for applied research, one instrumented Part 572 E 50th percentile male Anthropomorphic Test Device (ATD) and one instrumented Part 572 O 5th percentile female ATD were placed in the driver and right front occupant seating positions respectively and various instruments were added to the test vehicle. Research data is presented in a separate report.

The crash event was recorded by ten high-speed cameras and one real-time camera. Camera locations and other pertinent camera information are found on pages 3-9 and 3-10 of this report. Pre- and post-test photographs of the vehicle can be found in Appendix A.

There was no fuel system fluid spillage following the impact or during any portion of the static rollover test. The average vehicle longitudinal crush was 237 millimeters. The vehicle appeared to comply with all the requirements of FMVSS No. 301 "Fuel System Integrity."

SECTION 3
COMPLIANCE TEST DATA

DATA SHEET 1

TEST VEHICLE SPECIFICATIONS

TEST VEHICLE INFORMATION:

Year/Make/Model/Body Style: 2003 Saab 9-3 4-Door Sedan

NHTSA No.: C30510 ; Color: Gray

Engine Data: 4 Cylinders; - CID; 2.0 Liters; - cc

Placement: - Longitudinal or In-Line; X Transverse or Lateral

Transmission Data: 4 Speeds; - Manual; X Automatic; X Overdrive

Final Drive: - Rear Wheel Drive; X Front Wheel Drive; - Four Wheel Drive

Major Options: X A/C; X Power Steering; X Power Brakes
X Power Windows; X Power Door Locks; X Tilt Wheel

Date Received: April 11, 2003 ; Odometer Reading 217 km

Selling Dealer: The Dorschel Saab Country

& Address: 3317 West Henrietta Road Rochester, NY 14623

DATA FROM VEHICLE'S CERTIFICATION LABEL:

Vehicle Manufactured by: Saab Automobile AB

Date of Manufacture: Feb 03

VIN: YS3FB49S431033297

GVWR: 1950 kg; GAWR-FRONT: 1125 kg; GAWR-REAR: 1012 kg

DATA FROM VEHICLE'S TIRE LABEL:

Location of Placard on Vehicle: Driver Door

Recommended Tire Size: P215/55R16 93 H

* Recommended Cold Tire Pressure: FRONT: 240 kPa; REAR: 220 kPa

DATA FROM TIRE SIDEWALL:

Size of Tires on Test Vehicle: P215/55R16 93 H Manufacturer: Pirelli

Tire Pressure with Maximum Capacity Vehicle Load: FRONT: 300 kPa; REAR: 300 kPa

Type of Spare Tire: T125/85R16 99M

VEHICLE CAPACITY DATA:

Type of Front Seats: - Bench; X Bucket; - Split Bench

Number of Occupants: 2 Front; 3 Rear; 5 Total

Vehicle Capacity Weight (VCW) = 421 kg

No. of Occupants x 68.04 kg = 340.2 kg

Rated Cargo/Luggage Weight (RCLW) = 80.8 kg

*Tire pressure used for test

DATA SHEET 2

PRE-TEST DATA

WEIGHT OF TEST VEHICLE AS RECEIVED FROM DEALER (with maximum fluids)= UDW:

Right Front	=	<u>453.5</u>	kg	Right Rear =	<u>281.5</u>	kg
Left Front	=	<u>468.5</u>	kg.	Left Rear =	<u>308.5</u>	kg
TOTAL FRONT	=	<u>922</u>	kg	TOTAL REAR =	<u>590</u>	kg
TOTAL DELIVERED WEIGHT	=	<u>1512</u>	kg			
% of Total Front of Vehicle Weight	=	<u>61.0%</u>		of Total Rear Weight =	<u>39.0%</u>	

CALCULATION OF VEHICLE'S TARGET TEST WEIGHT:

Total Delivered Weight	=	<u>1512</u>	kg
Rated Cargo/Luggage Weight (RCLW)	=	<u>80.8</u>	kg
Weight of 2 p.572 Dummies, 74.4 kg	=	<u>148.8</u>	kg
TARGET TEST WEIGHT	=	<u>1741.6</u>	kg

WEIGHT OF TEST VEHICLE WITH TWO DUMMIES AND 71.7 KG OF CARGO WEIGHT:

Right Front	=	<u>522.0</u>	kg	Right Rear =	<u>321.5</u>	kg
Left Front	=	<u>546.0</u>	kg	Left Rear =	<u>343.0</u>	kg
TOTAL FRONT	=	<u>1068</u>	kg	TOTAL REAR =	<u>664.5</u>	kg
TOTAL TEST WEIGHT	=	<u>1732.5</u>	kg			
% of Total Front of Vehicle Weight	=	<u>61.6%</u>		of Total Rear Weight =	<u>38.4%</u>	

* Weight of Ballast Secured in Vehicle Trunk Area = 0 kg

Type of Ballast: None

Method of Securing Ballast: Not Applicable

Vehicle Components Removed for Weight Reduction: Vehicle battery

VEHICLE ATTITUDE (all dimension in millimeters):

AS DELIVERED:	RF	<u>694</u>	LF	<u>686</u>	RR	<u>687</u>	LR	<u>683</u>
AS TESTED:	RF	<u>670</u>	LF	<u>660</u>	RR	<u>678</u>	LR	<u>674</u>
Vehicle's Wheel Base:		<u>2675</u>	mm					

Location of Vehicle's C.G.: 1026 millimeters rearward of front wheel center.

FUEL SYSTEM DATA:

Fuel System Capacity From Owner's Manual = 62.1 liters

Usable Capacity Figure Furnished by COTR = 62.1 liters

Test Volume Range (91 to 94% of Usable Capacity) = 56.51 to 58.37 liters

ACTUAL TEST VOLUME= 57.4 liters (with entire fuel system filled)

* Ballast weight includes the RCLW, the weight of drained vehicle fluids and the weight of any removed vehicle components less the weight of onboard instrumentation, cameras, and hardware.

DATA SHEET 2 (continued)

PRE-TEST DATA

FUEL SYSTEM DATA (continued):

Test Fluid Type: Stoddard Solution
Test Fluid Specific Gravity: 0.764
Test Fluid Kinematic Viscosity: 0.96 centistokes
Test Fluid Color: Orange ("red" is preferred)
Type of Vehicle Fuel Pump: Electric

Electric Fuel Pump Operation with Ignition Switch ON and Engine OFF -

Fuel pump operated.

Details of Fuel System: The fuel tank is centered ahead of the rear axle with the fuel lines running inboard of the right frame stiffener. The fuel door is on the right side of the vehicle behind the rear axle.

Comments: None

DATA SHEET 3

MOVING BARRIER DATA

WEIGHT OF MOVING BARRIER:

Right Front = 504.9 kg Right Rear = 393.7 kg.
Left Front = 499.9 kg Left Rear = 398.3 kg
TOTAL FRONT = 1004.8 kg TOTAL REAR = 792.0 kg
TOTAL BARRIER WEIGHT = 1796.8 kg

MOVING BARRIER DIMENSIONS:

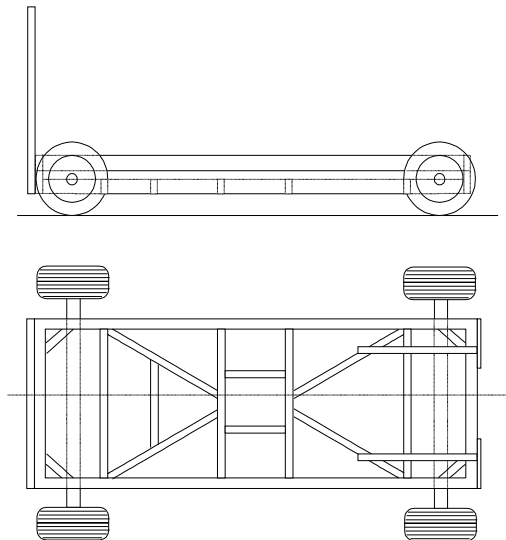
Barrier Face Height: 1524 mm
Barrier Face Width: 1981 mm
Barrier Face Ground Clearance: 127 mm
Tread Width: 1511 mm
Wheel Base: 3048 mm
Location of C.G.: X: 1344 mm rearward of front wheel center.
Y: 0 mm from longitudinal-vertical plane of symmetry.
Z: 414 mm above ground.

MOVING BARRIER TIRES:

Manufacturer: Classic
Model: Poly IV
Size: 215/75D15
Recommended Max Pressure: 240 kPa:

MOVING BARRIER ABORT SYSTEM:

Type: Trailing cable



DATA SHEET 4

POST TEST DATA

TYPE OF TEST:

Type of Test: Rear Barrier Impact Angle: 0°
Test Date: July 25, 2003 Time: 13:17 Temperature: 25.5 °C
Vehicle NHTSA No.: C30510 VIN: YS3FB49S431033297
Required Impact Velocity Range: 46.51 to 48.12 kph

BARRIER IMPACT VELOCITY: (Speed traps within 5 feet of impact plane.)

Trap No. 1 = 47.3 kph; Trap No. 2 = 47.3 kph
Average Impact Speed = 47.3 kph

VEHICLE STATIC CRUSH:

Vehicle Length:

Pre-Test Left = 4520 ; C/L = 4630 Right = 4520
Post-Test Left = 4285 ; C/L = 4390 Right = 4285
Crush Left = 235 ; C/L = 240 Right = 235
AVERAGE = 237 millimeters

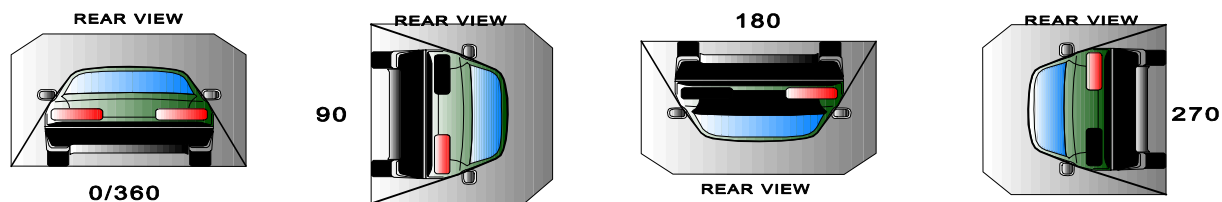
DATA SHEET 5

STATIC ROLLOVER TEST DATA

Table 7 FMVSS NO. 301 - STATIC ROLLOVER DATA SHEET

Vehicle: 2003 Saab 9-3 4-Door Sedan

NHTSA No.: C30510



I. DETERMINATION OF SOLVENT COLLECTION TIME PERIOD:

Rollover Stage	Rotation Time (spec. 1 -3 min)				FMVSS 301 Hold Time		Total Time				Next Whole Minute Interval	
	1	minutes	15	seconds	5	minutes	6	minutes	15	seconds	7	minutes
0° - 90°	1	minutes	06	seconds	5	minutes	6	minutes	6	seconds	7	minutes
90° - 180°	1	minutes	01	seconds	5	minutes	6	minutes	1	seconds	7	minutes
180°-270°	1	minutes	08	seconds	5	minutes	6	minutes	8	seconds	7	minutes

II. FMVSS 301 REQUIREMENTS: (Maximum allowable solvent spillage):

First 5 minutes from onset of rotation	6th min.	7th min.	8th min. (if required)
142 g	28 g	28 g	28 g

III. ACTUAL TEST VEHICLE SOLVENT SPILLAGE:

Rollover Stage	First 5 minutes from onset of rotation (g)	6th min. (g)	7th min. (g)	8th min. (if required) (g)
0° - 90°	0	0	0	N/A
90° - 180°	0	0	0	N/A
180°-270°	0	0	0	N/A
270°-360°	0	0	0	N/A

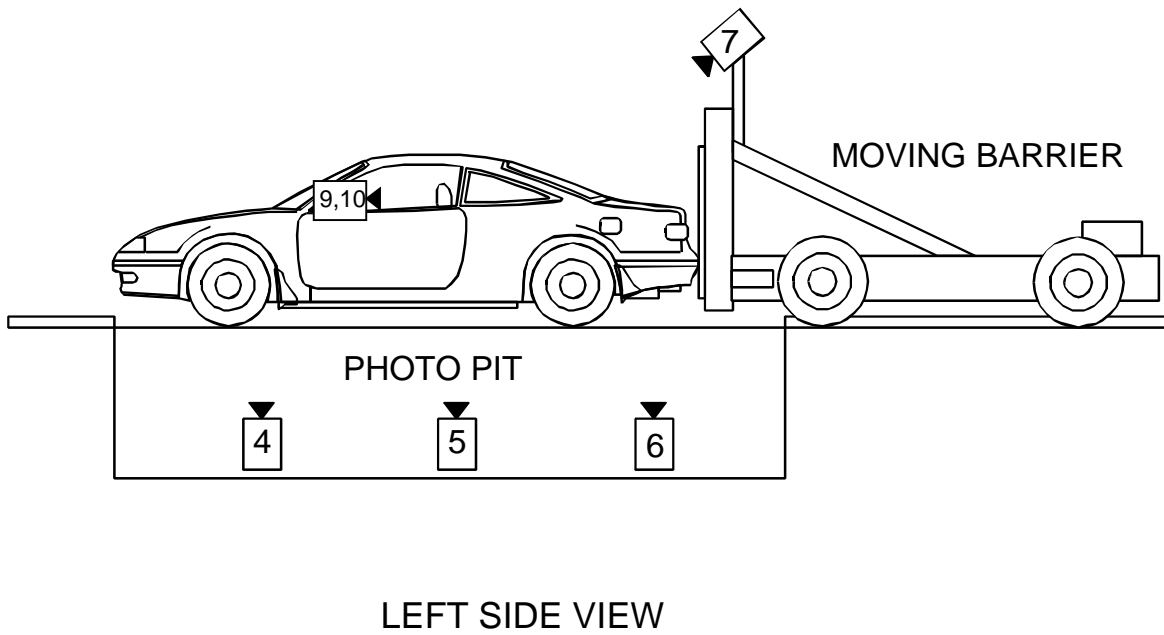
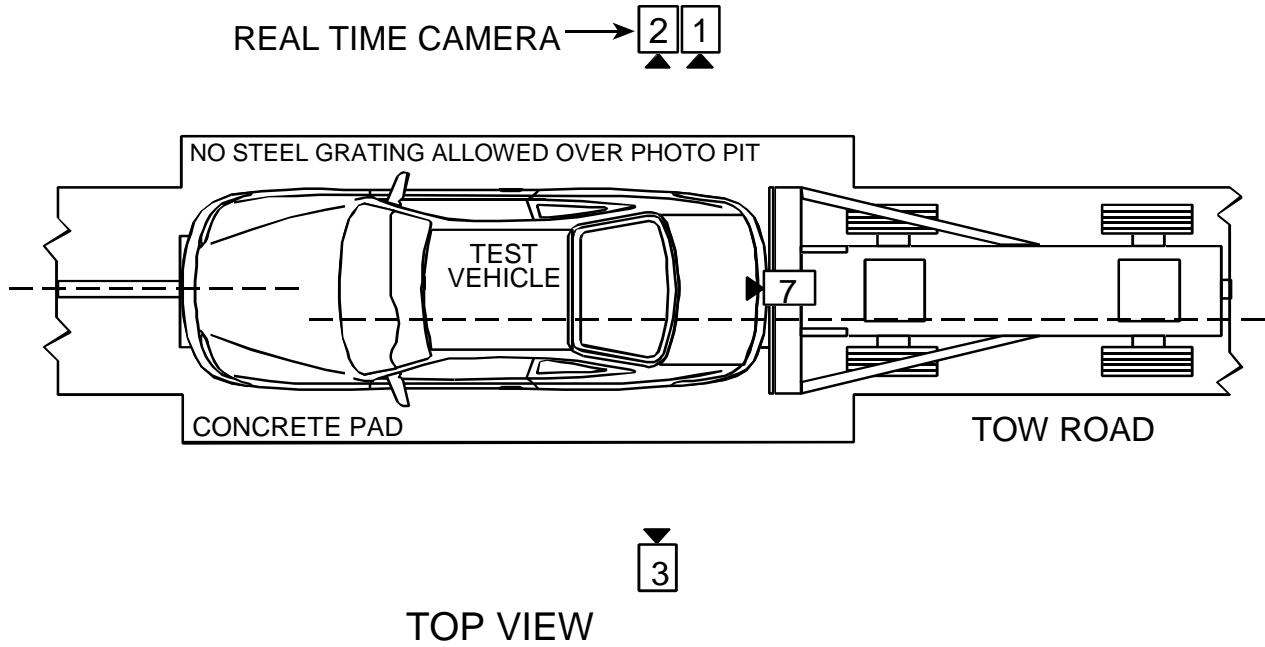
Note: Record spillage for whole minute intervals only as determined above.

IV. SOLVENT SPILLAGE LOCATION(S):

Rollover Stage	Spillage Location
0° - 90°	None
90° - 180°	None
180°-270°	None
270°-360°	None

DATA SHEET 6

HIGH SPEED CAMERA LOCATIONS



DATA SHEET 6 (continued)

HIGH SPEED CAMERA LOCATIONS

NHTSA No. : C30510

Vehicle : 2003 Saab 9-3 4-Door Sedan

CAMERA NO.	VIEW	CAMERA POSITIONS (mm)*			ANGLE** (degrees)	LENS (mm)	SPEED (fps)
		X	Y	Z			
1	Real-Time Camera	-	-	-	-	-	24
2	Right Side View	17323	1958	1138	0	35	1000
3	Left Side View	16459	1222	1300	0	35	1000
4	Vehicle Front Underbody View	0	2600	-1956	90	13	1000
5	Vehicle Mid-Section Underbody View	0	1825	-1956	90	13	1030
6	Vehicle Rear Underbody View	0	755	-1956	90	13	1005
7	Moving Barrier View	0	0	2515	-105	7.5	1000
8	Overhead Overall View	-508	0	9804	-90	13	1005
9†	Onboard Driver View	-	-	-	-	8	1000
10†	Onboard Passenger View	-	-	-	-	8	1000

- * X = film plant to monorail centerline (+ to left of rail)
- Y = film plane to impact location (+ ahead of impact location)
- Z = film plane to ground (+ above ground)
- ** = referenced to horizontal plane

† Research cameras.

Appendix A
PHOTOGRAPHS

LIST OF PHOTOGRAPHS

<u>Figure</u>	<u>Photograph Title</u>	<u>Page</u>
A-1	PRE-TEST FRONT VIEW	A-3
A-2	POST-TEST FRONT VIEW	A-4
A-3	PRE-TEST LEFT SIDE VIEW	A-5
A-4	POST-TEST LEFT SIDE VIEW	A-6
A-5	PRE-TEST RIGHT SIDE VIEW	A-7
A-6	POST-TEST RIGHT SIDE VIEW	A-8
A-7	PRE-TEST REAR VIEW	A-9
A-8	POST-TEST REAR VIEW	A-10
A-9	PRE-TEST LEFT FRONT THREE-QUARTER VIEW	A-11
A-10	POST-TEST LEFT FRONT THREE-QUARTER VIEW	A-12
A-11	PRE-TEST RIGHT REAR THREE-QUARTER VIEW	A-13
A-12	POST-TEST RIGHT REAR THREE-QUARTER VIEW	A-14
A-13	PRE-TEST FRONT UNDERBODY VIEW	A-15
A-14	POST-TEST FRONT UNDERBODY VIEW	A-16
A-15	PRE-TEST REAR UNDERBODY VIEW	A-17
A-16	POST-TEST REAR UNDERBODY VIEW	A-18
A-17	CERTIFICATION PLACARD	A-19
A-18	TIRE PLACARD	A-20
A-19	ROLLOVER 90°	A-21
A-20	ROLLOVER 180°	A-22
A-21	ROLLOVER 270°	A-23
A-22	ROLLOVER 360°	A-24



Figure A-1 PRE-TEST FRONT VIEW



Figure A-2 POST-TEST FRONT VIEW

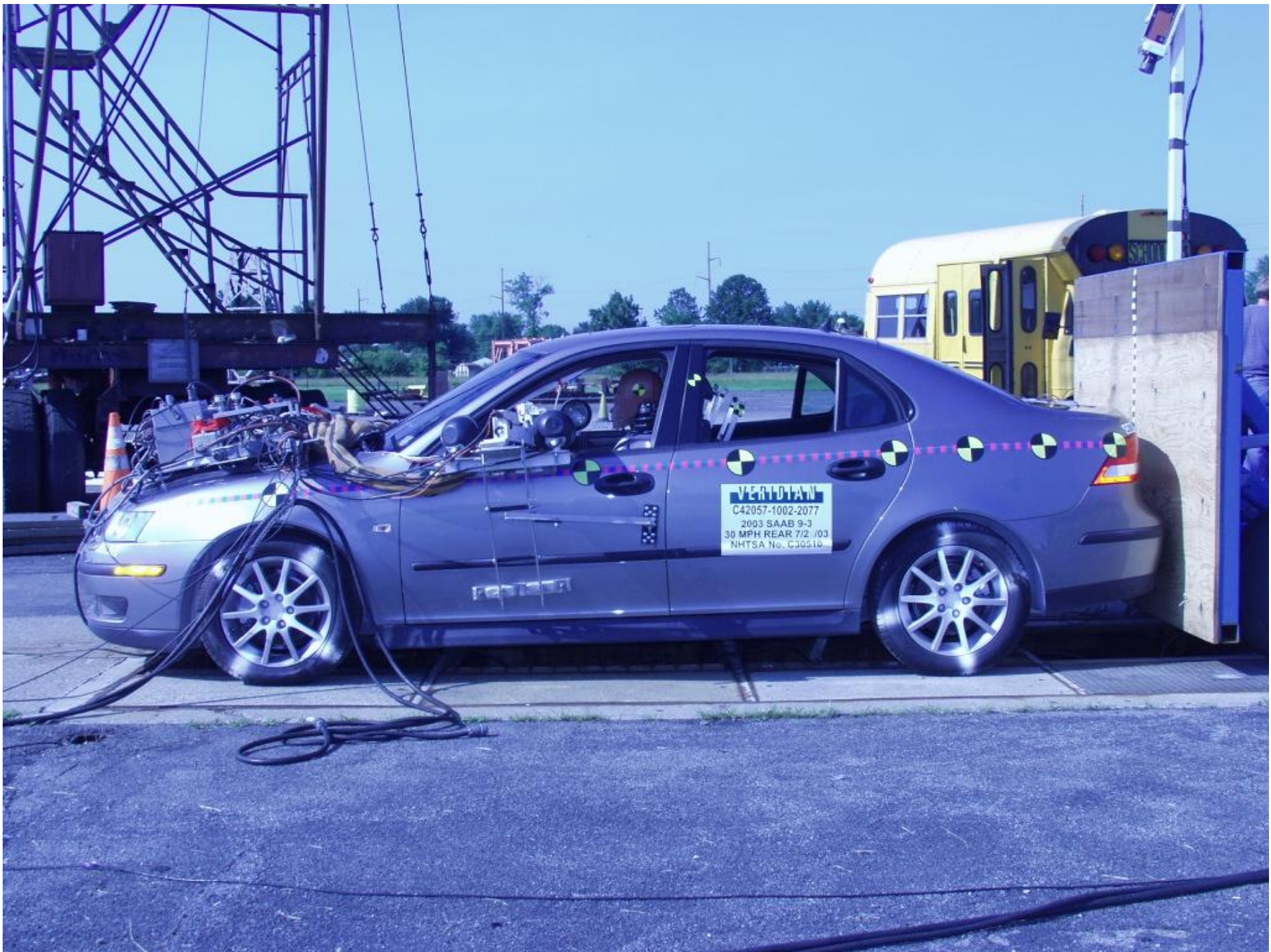


Figure A-3 PRE-TEST LEFT SIDE VIEW



Figure A-4 POST-TEST LEFT SIDE VIEW



Figure A-5 PRE-TEST RIGHT SIDE VIEW



Figure A-6 POST-TEST RIGHT SIDE VIEW



Figure A-7 PRE-TEST REAR VIEW



Figure A-8 POST-TEST REAR VIEW



Figure A-9 PRE-TEST LEFT FRONT THREE-QUARTER VIEW

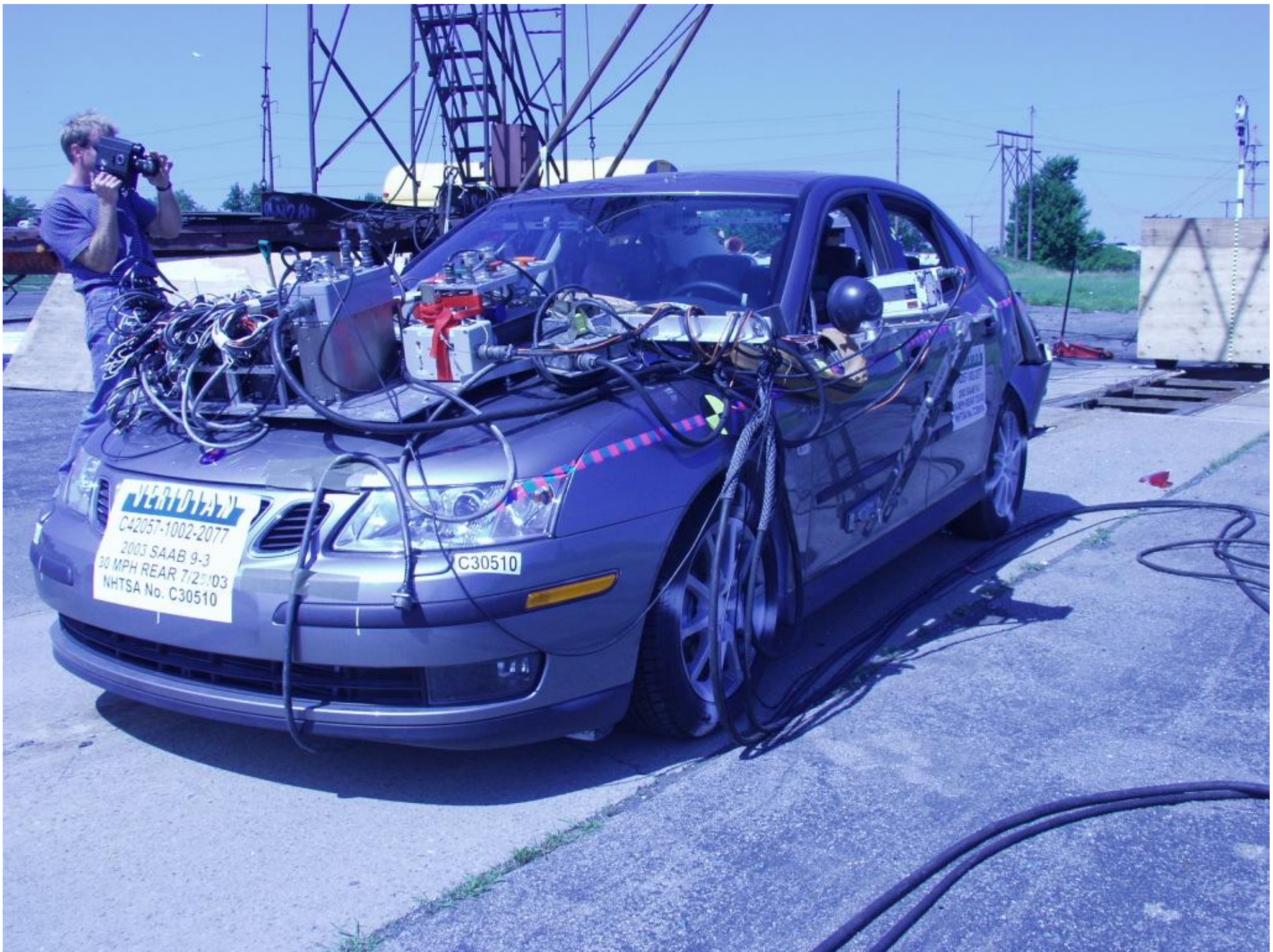


Figure A-10 POST-TEST LEFT FRONT THREE-QUARTER VIEW



Figure A-11 PRE-TEST RIGHT REAR THREE-QUARTER VIEW



Figure A-12 POST-TEST RIGHT REAR THREE-QUARTER VIEW

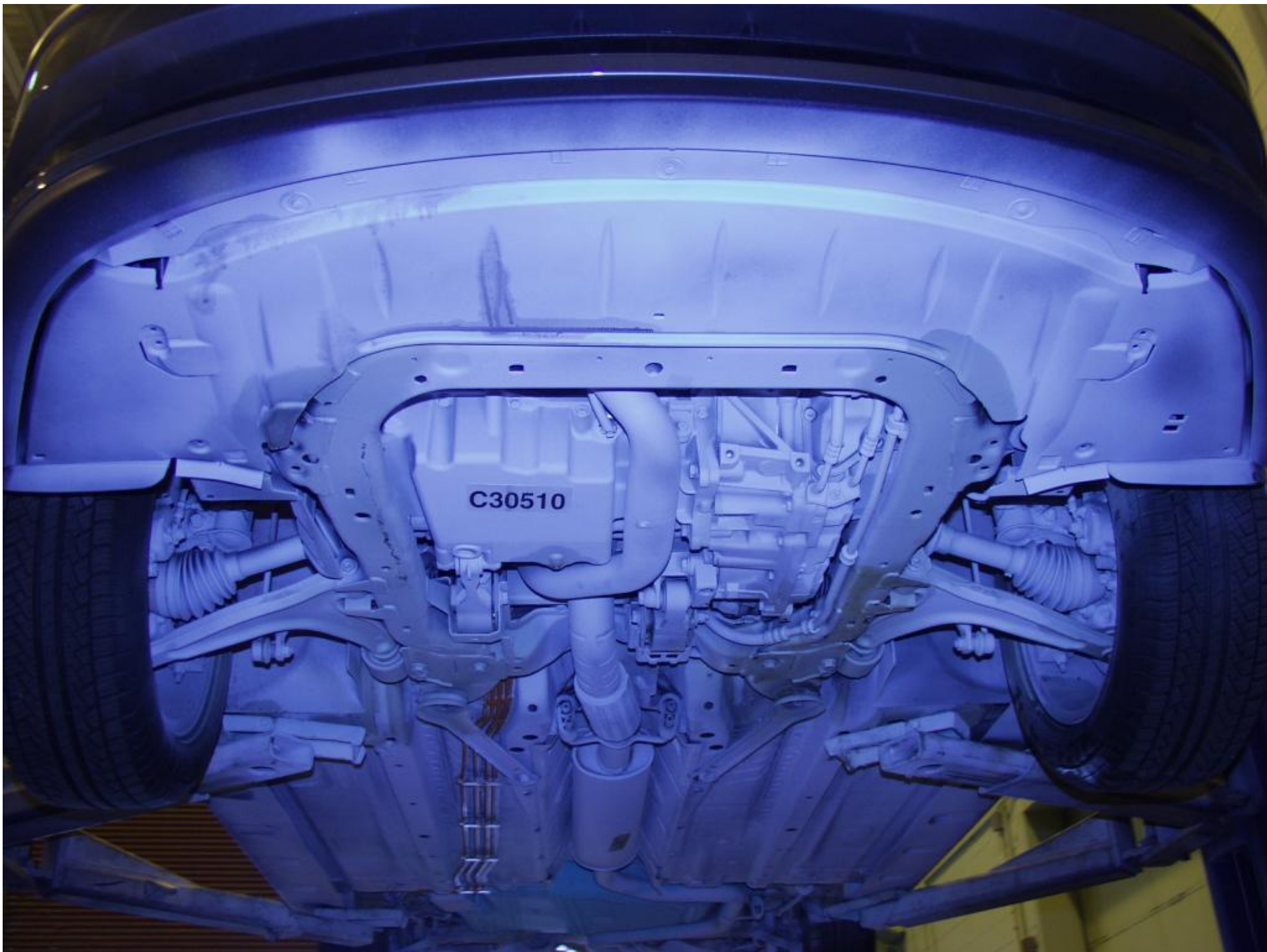


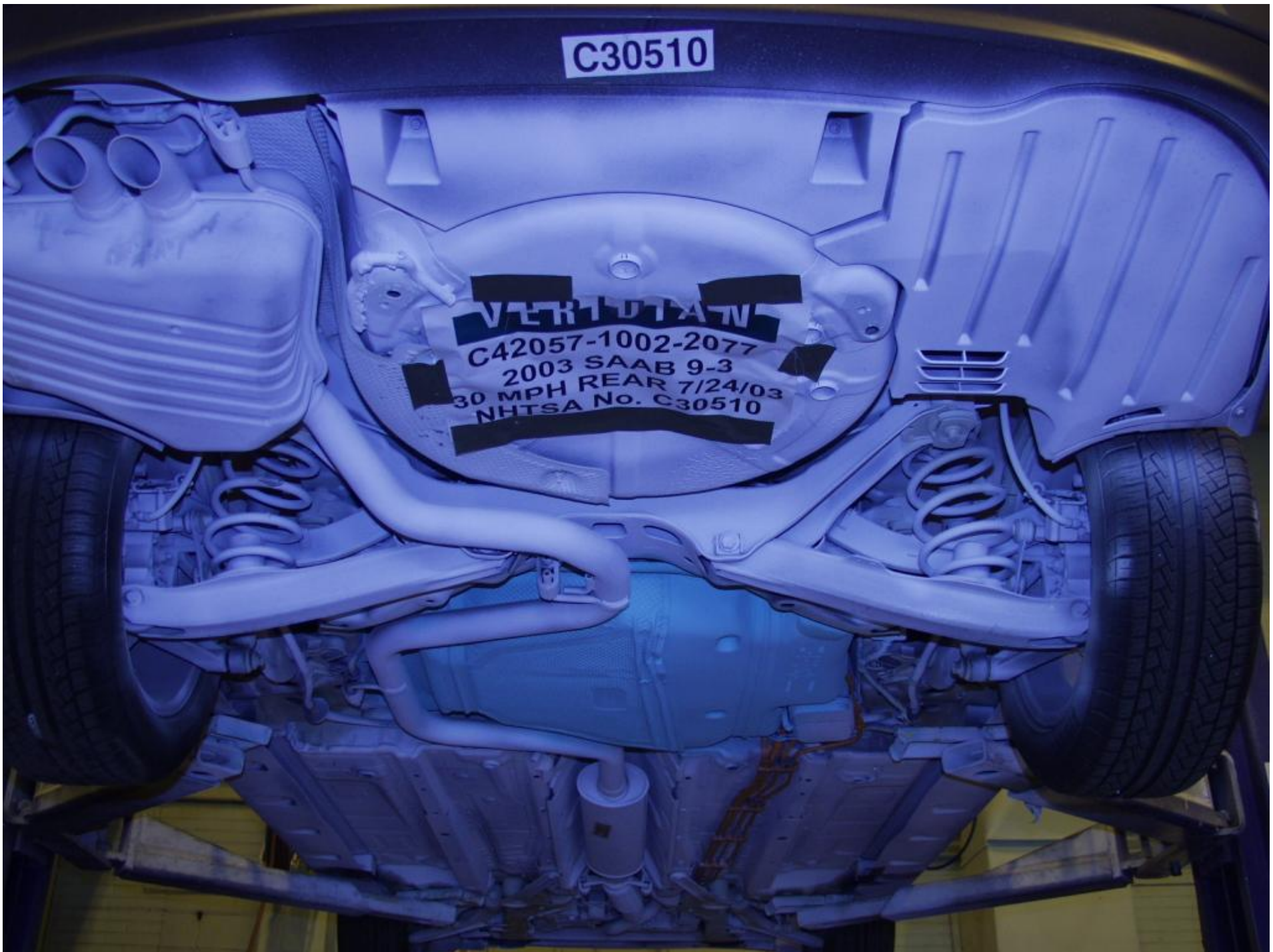
Figure A-13 PRE-TEST FRONT UNDERBODY VIEW



A-16

8655-F301-11

Figure A-14 POST-TEST FRONT UNDERBODY VIEW



A-17

8655-F301-11

Figure A-15 PRE-TEST REAR UNDERBODY VIEW



2003 SAAB 9-3
30 MPH REAR 7/25/03
NHTSA No. C4203

C4203
2003 MPH REAR
NHTSA No.

Figure A-16 POST-TEST REAR UNDERBODY VIEW



Figure A-17 CERTIFICATION PLACARD



Figure A-18 TIRE PLACARD



Figure A-19 ROLLOVER 90°



Figure A-20 ROLLOVER 180°

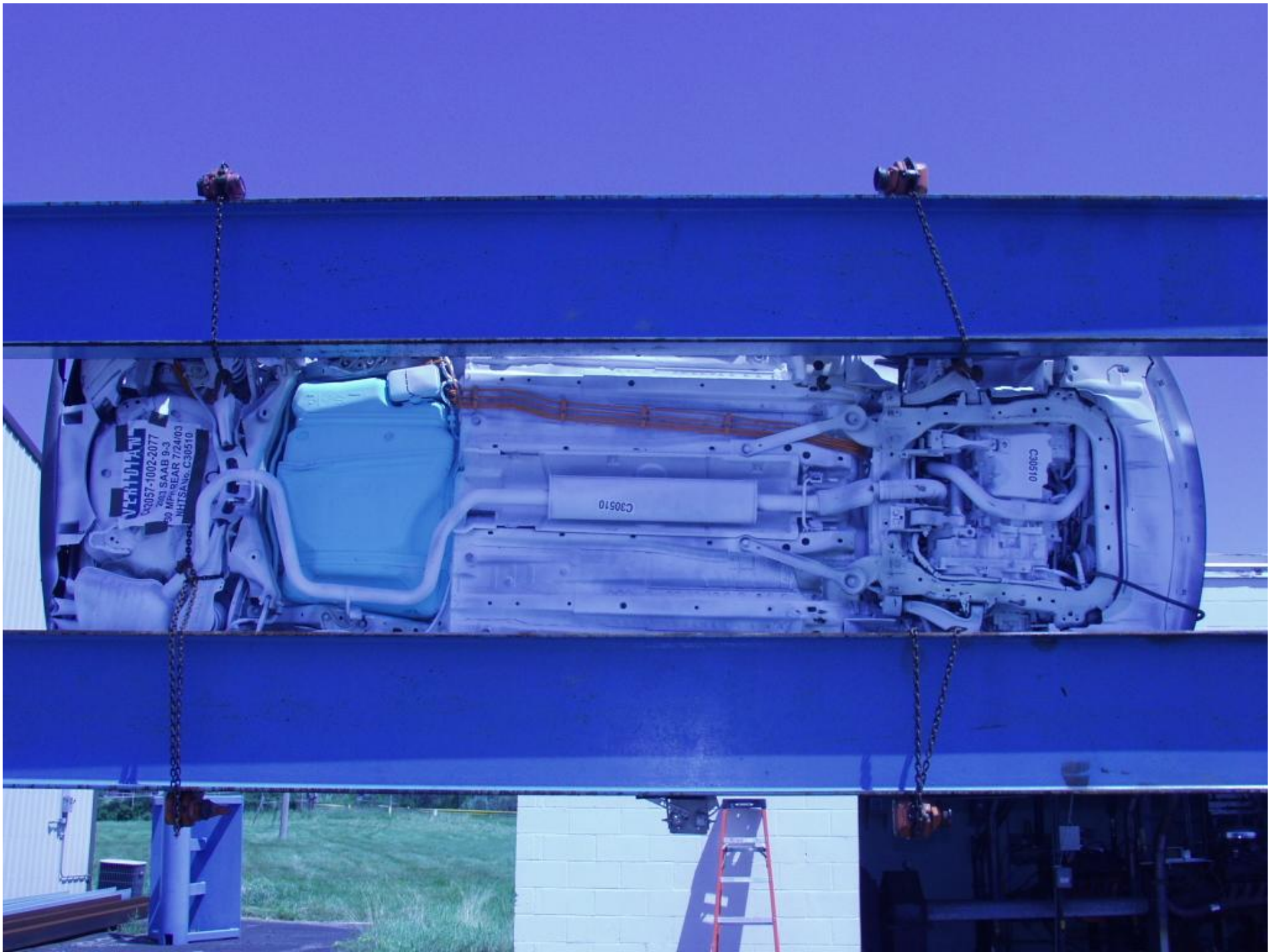


Figure A-21 ROLLOVER 270°

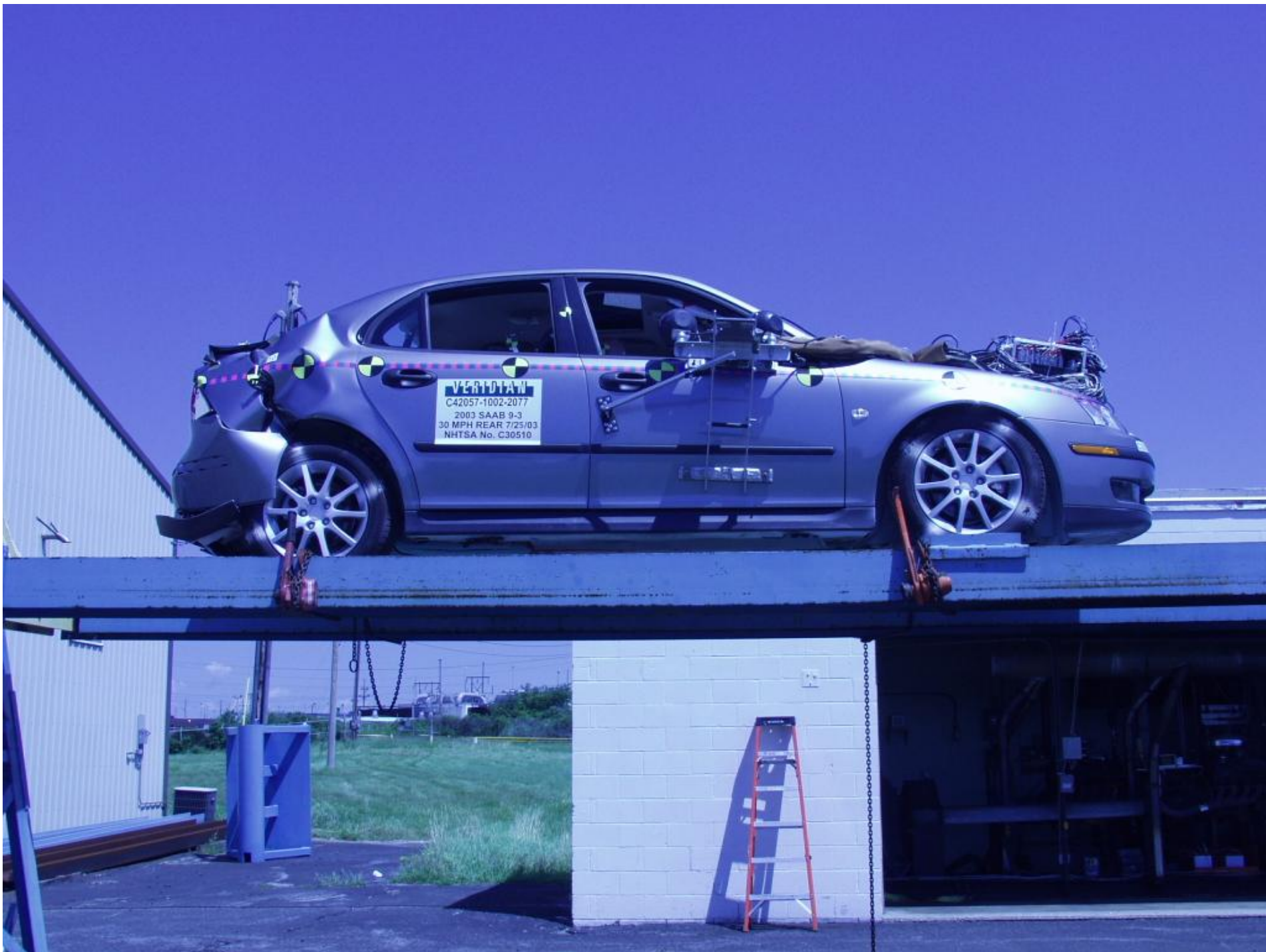


Figure A-22 ROLLOVER 360°