FINAL REPORT NUMBER
401-NVS-05-008

SAFETY COMPLIANCE TESTING FOR
FMVSS 401
Interior Trunk Release

2005 Saab 9-3 Sedan
NHTSA No. C50517

Prepared by:
NHTSA
OFFICE OF VEHICLE SAFETY COMPLIANCE
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1/13/2005

FINAL REPORT

PREPARED FOR:

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NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
ENFORCEMENT
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Prepared By: [Signature]
Eduardo Maximo Aviles, Safety Compliance Engineer

Accepted By: [Signature]
Eduardo Maximo Aviles

Report Date: 1/13/2005
A compliance test was conducted on the subject 2005 Saab 9-3 Sedan, NHTSA No. C50517 in accordance with the U.S. Department of Transportation, National Highway Traffic Safety Administration's Laboratory Test Procedure TP-401-01. The test was conducted by NHTSA Office of Vehicle Safety Compliance test engineers on 1/13/2005.

Test Location:
Saab Dealership In Northern Virginia

Test failures were as follows: NONE
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1.0 PURPOSE OF COMPLIANCE TEST

The purpose of this compliance test was to determine whether the subject vehicle, a 2005 Saab 9-3 Sedan, meets the performance requirements of FMVSS 401, Interior Trunk Release.

The test was conducted in accordance with the U. S. Department of Transportation, National Highway Traffic Safety Administration's Laboratory Test Procedure TP-401-01.

The test was conducted by NHTSA Office of Vehicle Safety Compliance test engineers on 1/13/2005.

Test Location:
Saab Dealership in Northern Virginia
2.0 TEST PROCEDURE AND DISCUSSION OF RESULTS

Based on the test performed, the Vehicle: 2005 Saab 9-3 Sedan, NHTSA No. C50517 appeared to meet the requirements of FMVSS 401.

The vehicle was tested by entering the trunk and closing the lid. The release slide lever was easily observed in the darkened, enclosed trunk. A force gauge was attached to the release handle and 3 separate attempts were made to exit the trunk by applying a load to the instrument. For each attempt, the trunk released from the single latching position at a force level of approximately 48 newtons (10.8 lbs.) or less.
3.0 COMPLIANCE TEST DATA

DATA SHEET 1

FMVSS 401 - VEHICLE DESCRIPTION

VEHICLE MY/MAKE/MODEL/BODY STYLE: 2005 Saab 9-3 Sedan
VEH. NHTSA NO.: C50517 VIN: YS3FB49S461018947

DATE OF TEST: 1/13/2005 TEST LAB: BY OVSC @ DEALER

GVWR: 1961 KG MANUFACTURED DATE: 10/04

TRUNK LOCATION: ☑ REAR ☐ FRONT
If Front, Front Opening?

NUMBER OF TRUNK LID LATCHING POSITIONS: 2

INTERIOR TRUNK RELEASE: ☑ MANUAL ☐ AUTOMATIC ☐ BOTH

POWER OPERATED CLOSURE: N/A

OWNER'S MANUAL DESCRIPTION OF TRUNK RELEASE: ☑ YES ☐ NO

REMOVABLE EQUIPMENT DELIVERED IN TRUNK:

☐ SPARE TIRE: ☑ (SIZE) T125/85R16
☐ TIRE JACK:
☐ LUG WRENCH:
☐ TOOL BOX: ☑ (SIZE) Tire Diameter

PARTITIONS: ______________________________________________________________________

OTHER: ______________________________________________________________________

REMARKS:
Toolbox was inside the spare tire wheel well.

RECORDED BY: Eduardo Maximo Aviles DATE: 1/13/2005

APPROVED BY: Eduardo Maximo Aviles
3.0 DATA SHEETS...Continued

DATA SHEET 2 (1 of 2)

FMVSS 401 - All trunks except for front trunk compartments with front opening hoods
MANUAL TRUNK RELEASE OPERATION

VEHICLE MY/MAKE/MODEL/BODY STYLE: 2005 Saab 9-3 Sedan
VEH. NHTSA NO.: C50517; VIN: YS3FB495451018947
DATE OF TEST: 1/13/2005

Method used to actuate interior trunk release: Grab Handle
Other:

Can test personnel enter trunk and be closed within: Yes ☑ No
If Yes, size of occupant: At least 50th percentile male

Is there access to the trunk compartment by folding down rear seat or partition: Yes ☑ No

Does Release Mechanism require electric power: Yes ☑ No

Can release mechanism be easily seen inside the closed trunk: Yes ☑ No

Describe method used by vehicle manufacturer to ensure that release mechanism is visible in a closed trunk compartment: Phosphorescence (Phosphorescence, auxiliary lighting, etc)

Describe laboratory test method used to determine visibility of release mechanism:
	Trunk entry: (Trunk entry, darkened room, etc.)

<table>
<thead>
<tr>
<th>Vehicle Stationary (0 km/h)</th>
<th>Force Required to Release Trunk Lid (Newtons) [no requirement]</th>
<th>Trunk Released from All latching positions</th>
<th>Pass/Fail</th>
</tr>
</thead>
<tbody>
<tr>
<td>NO KEY IN IGNITION</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Attempt 1</td>
<td>48</td>
<td>Yes ☑ No</td>
<td>Pass ☑ Fall</td>
</tr>
<tr>
<td>Attempt 2</td>
<td>48</td>
<td>Yes ☑ No</td>
<td>Pass ☑ Fall</td>
</tr>
<tr>
<td>Attempt 3</td>
<td>48</td>
<td>Yes ☑ No</td>
<td>Pass ☑ Fall</td>
</tr>
<tr>
<td>Average -</td>
<td>48</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
NOTE: *Interior Trunk Release is a totally mechanical system with its operation and functioning not dependent upon engine operation or vehicle speed. The release mechanism will function identical to that of the stationary vehicle with the no key in the ignition (as previously tested) and thus the following tests were not required to be conducted.*

<table>
<thead>
<tr>
<th>Vehicle Stationary (0 km/h)</th>
<th>Force Required to Release Trunk Lid (Newton) [no requirement]</th>
<th>Trunk Released from All Latching positions</th>
<th>Pass/Fail</th>
</tr>
</thead>
<tbody>
<tr>
<td>ENGINE IDLING</td>
<td>F – Not Applicable</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Attempt 1</td>
<td></td>
<td>c Yes c No</td>
<td>c Pass c Fall</td>
</tr>
<tr>
<td>Attempt 2</td>
<td></td>
<td>c Yes c No</td>
<td>c Pass c Fall</td>
</tr>
<tr>
<td>Attempt 3</td>
<td></td>
<td>c Yes c No</td>
<td>c Pass c Fall</td>
</tr>
<tr>
<td>Average -</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Vehicle Speed (km/h)</th>
<th>Force Required to Release Trunk Lid (Newton) [no requirement]</th>
<th>Trunk Released from All Latching positions</th>
<th>Pass/Fail</th>
</tr>
</thead>
<tbody>
<tr>
<td>10</td>
<td></td>
<td>c Yes c No</td>
<td>c Pass c Fall</td>
</tr>
<tr>
<td>20</td>
<td></td>
<td>c Yes c No</td>
<td>c Pass c Fall</td>
</tr>
<tr>
<td>30</td>
<td></td>
<td>c Yes c No</td>
<td>c Pass c Fall</td>
</tr>
</tbody>
</table>

Describe method used to propel vehicle:

- c Pass c Fall

REMARKS:

RECORDED BY: Eduardo Maximo Aviles    DATE: 1/13/2005

APPROVED BY: Eduardo Maximo Aviles
<table>
<thead>
<tr>
<th></th>
<th>PASS</th>
<th>FAIL</th>
<th>COMMENTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>If manual release, lighting feature is included. S4.2(a)</td>
<td>☑</td>
<td>✗</td>
<td>Self lighting (Phosphorescence).</td>
</tr>
<tr>
<td>If automatic release, unlatches trunk lid within 5 minutes. S4.2(b)</td>
<td>✗</td>
<td>✗</td>
<td>Not applicable.</td>
</tr>
<tr>
<td>Except as provided by S4.3(b), actuation of release mechanism required by S4.1 completely releases trunk lid from all latching positions of the trunk lid latch. S4.3(a)</td>
<td>☑</td>
<td>✗</td>
<td>Not applicable.</td>
</tr>
<tr>
<td>For front trunk compartments, front opening hood, when vehicle is stationary latch releases trunk lid from all locking positions. When moving forward at a speed less than 5 km/h, must release the primary latch and may release all latches. At speeds greater than 5 km/h must release the primary latch only. S4.3(b)</td>
<td>✗</td>
<td>✗</td>
<td></td>
</tr>
</tbody>
</table>

☑ Pass       ✗ Fail

RECORDED BY: Eduardo Maximo Aviles

DATE: 1/13/2005

APPROVED BY: Eduardo Maximo Aviles
### 4.0 - Test Equipment List and Calibration Information

<table>
<thead>
<tr>
<th>EQUIPMENT</th>
<th>DESCRIPTION</th>
<th>MODEL/_SERIAL NO.</th>
<th>CALIBRATION DATE</th>
<th>NEXT CAL. DATE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Force Transducer</td>
<td>Shimpo Force Gauge</td>
<td>Model MF-50 KG</td>
<td>12/09/03</td>
<td>Manufacturer</td>
</tr>
</tbody>
</table>
5.0 - Photographs
Vehicle Rear
10/04  4320 LB  2480 LB  2230 LB

THIS VEHICLE CONFORMS TO ALL APPLICABLE FEDERAL MOTOR VEHICLE SAFETY BUMPER AND THEFT PREVENTION STANDARDS IN EFFECT ON THE DATE OF MANUFACTURE SHOWN ABOVE.

VIN  YS3FB4954G1018847   PASS.CAR
MED BY SAAB AUTOMOBILE AB  10 786 488
Force Transducer Attached to Release Handle