Saab 9-5NG Production report

20180905 EN v1.2

About the report

Arguably one of the most beautiful Saab models ever made, the Saab 9-5 "New Generation" was introduced at the Frankfurt Auto Show in September 2009. During the two years that followed, a total of 11,320 production 9-5s rolled off the assembly lines in Trollhättan, Sweden.

The interest for the 9-5NG has been growing steadily since and the cars are now rapidly becoming collector's items. With the increasing popularity, the demand for detailed production data has also grown, but the demise of Saab Automobile AB unfortunately made access to reliable information quite difficult.

This report is aiming to provide a comprehensive overview of actual production data related to the Saab 9-5NG Sedan and SportCombi models. It is compiled by Saab enthusiast and 9-5NG owner Henrik Zaar, with help from employees at Orio AB and lots of Saab 9-5 owners and fans. Special thanks go to Trond-Arve Hjelle, Philip Salonen, Patric Sonestad and Marcus Wigh, as without their help and contacts gathering all the data would have been a virtually impossible task.
Photo credits: Saab Automobile AB and private collections. Editing: Michèl Annink.
Cloud storage: Hampus Gustafsson at ownCloud.

Version history

V1.0 2 September 2017
The very first version of the Saab 9-5NG production report was released during the annual Swedish Saab 9-5NG meeting.

V1.1 4 September 2017
Minor updates: mostly corrections of typos and layout issues.
General public release through https://9-5sc2012.com/productionreport/

V1.2 5 September 2018
Added engine details, information about major options, details about planned (i.e. non-finished) cars. Small corrections; added new images and layout updates.

Model year 2010

During its first official model year, the new generation of the Saab 9-5 was available in the Sedan body style only. The price list featured three trim levels, seven exterior colours, 23 interior options and three engine alternatives. A total of 3,133 MY10 cars for 28 different markets were produced on the regular production line in Trollhättan. The first MY2010 production cars started to roll off the final assembly line in the second week of December of 2009. On 23 February 2010, GM sold Saab Automobile AB to Spyker cars N.V. Assembly of the 9-5 continued until the beginning of March 2010 when the line stood still for about a month. In mid-April the production ramped up and the last cars of model year 2010 were built in the first week of September 2010.

Trim levels

Throughout its lifecycle, the 9-5NG series featured three trim levels. For MY10, 273 (8.7%) cars were delivered in the basic "Linear" level, 1,509 (48.2%) in the more luxurious "Vector" trim and 1,351 (43%) as top-of-the-line "Aero". Worth noting is that some market-specific option packages were offered; e.g. in the US all cars were based on the Linear trim level, except for the Aeros.

Exterior colours

Code	Colour name	Units built	Linear	Vector	Aero	Share
298	Jet Black metallic	724	50	294	380	23%
306	Arctic White solid	278	53	101	124	9%
310	Carbon Grey metallic	674	46	333	295	22%
313	Glacier Silver metallic	221	17	131	73	7%
315	Diamond Silver metallic	428	48	202	178	14%
320	Fjord Blue metallic	336	30	185	121	11%
321	Oak metallic (2011)	18	2	4	12	1%
322	Granite Grey metallic	454	27	259	168	14%
Post-delivery repaints:						
318	Sky Blue metallic (2012), from Carbon Grey	1			1	
330	Ice Pearl metallic (2012), from Jet black	1		1		
278	Laser Red solid (2011), from Carbon Grey	1		1		

Engines

MY10 offered three engine alternatives: the 2.0 litre petrol 220hp Turbo4 (719 cars built), the 2.8 litre petrol 300hp Turbo6 (965) and the 2.0 litre diesel 160hp TiD4 (1,443). In addition, a few pre-series of the 2.0 litre twin-turbo diesel 190hp TTiD4 (5) were built. Saab also experimented with a 2.9l 245hp V6 diesel TiD6 (one pre-series car with this engine is still accounted for), but this engine alternative got cancelled and never made it to the price list.

Cars with XWD

In total 1,188 cars were equipped with Saab's advanced "cross-wheel-drive" system that was developed together with Swedish-based company Haldex, and of these, 965 cars were equipped with a Turbo6 engine and 223 with a Turbo4.

Cars with panorama sunroof

Only seven MY10 cars were equipped with this feature. Worth noting is of these seven cars there are only two cars left: one at the Saab Car museum and the other one located in Germany at the time this report was compiled.

Country specifications

Country	Units	Share
AT (Austria)	20	0,6%
BE (Belgium)	218	7,0%
BG (Bulgaria)	1	0,0%
CA (Canada)	4	0,1%
CH (Switzerland)	157	5,0%
CZ (Czech republic)	5	0,2%
DE (Germany)	127	4,1%
DK (Denmark)	22	0,7%
EE (Estonia)	1	0,0%
ES (Spain)	151	4,8%
FI (Finland)	56	1,8%
FR (France)	79	2,5%
GB (Great Britain)	604	19,3%
HR (Croatia)	1	0,0%
HU (Hungary)	32	1,0%
IE (Ireland)	17	0,5%
LT (Lithuania)	4	0,1%
LV (Latvia)	2	0,1%
NL (Netherlands)	145	4,6%
NO (Norway)	49	1,6%
PL (Poland)	43	1,4%
RO (Romania)	5	0,2%
RS (Serbia)	1	0,0%
SE (Sweden)	719	23,0%
SK (Slovakia)	3	0,1%
SL (Slovenia)	3	0,1%
TW (Taiwan)	1	0,0%
US (USA)	662	21,1%

Pre-production shop “Frickeboa”

Ten pre-production MY10 9-5s were assembled, all in Linear trim. Five with a Turbo4 petrol engine, one TTiD4 XWD manual, one TTiD4 XWD automatic, one TiD4 automatic, one Turbo6 FWD and one Turvo6 XWD. Worth noting is that the TTiD4/XWD/automatic and Turbo6 FWD combinations never made it to the price list.

Prototype cars

There were approximately 250 prototypes built. Sadly we currently only have the complete VIN numbers for 41 of those. All these cars were built at the GM facilities in Rüsselsheim, Germany, and among them are Sedans, SportCombis and even Hatchbacks(!).

Model year 2011

A total of 8,114 Sedans of model year 2011 rolled off the regular production line and an additional 4 or 5 were manually finalised by ANA Trollhättan, in the aftermath of Saab Automobile AB's bankruptcy. Although there are still 28 cars at the end of the VIN series (all Sedans) that were planned and that where partially finished on the production line they shall not be counted as produced which makes the official count 8,118.
With MY11, four additional exterior colours, 16 new interior options and two more engine alternatives became available and the number of markets increased from 28 to 41.
The first production cars of MY2011 rolled of production line already in third week of April 2010, in parallel to the MY2010 cars that were still being built at that point. The very last 9-5NG (VIN number 8114) rolled of the production line in first week of June 2011.

Exterior colours

Code	Colour name	Units built	Linear	Vector	Aero	Share
170	Black solid (2011)	837	418	258	161	11%
278	Laser Red solid (2011)	159	70	44	45	2%
298	Jet Black metallic	1,191	307	411	473	15%
306	Arctic White solid	848	339	286	223	11%
310	Carbon Grey metallic	1,303	533	485	285	17%
313	Glacier Silver metallic	429	207	116	106	5%
315	Diamond Silver metallic	1,037	387	306	344	13%
317	Java metallic (2011)	431	156	149	126	6%
320	Fjord Blue metallic	659	309	193	157	8%
321	Oak metallic (2011)	465	200	151	114	6%
322	Granite Grey metallic	757	242	291	224	6%
N/A	Unknown colour	3	1	1	1	>1%
N/A	Planned -unfinished- cars	28				N/A

Post-delivery repaints:

306	Arctic White solid, from Carbon Grey	1
284	Merlot Red metallic (*Saab vintage colour*), from Arctic White	1
270	Lightning Blue metallic (*Saab vintage colour*), from Granite Grey	1

Trim levels

Linear: 3,168, Vector: 2,691, Aero: 2,258 and planned/non-finished cars: 4 Linear, 9 Vector and 15 Aero.

Engines

MY11 offered six engine alternatives. There were 196 cars equipped with the new petrol 180hp 1.6 litre Turbo4, and another 3,061 with the new E85/petrol Turbo4 BioPower. Turbo4: 1,015, Turbo6: 268, Turbo6 (Aero): 907, TiD4: 1,817, and of the new TTiD4: 854
Planned cars: 4 Turbo4, 4 Turbo4 Biopower, 1 Turbo6 Aero, 10 TiD4 and 7 TTiD4.

Cars with XWD

In total 2,021. Of these: 1,175 Turbo6, 259 Turbo4 BioPower, 280 TTiD4 and 307 Turbo4.
Planned cars: 1 Turbo6, 4 Turbo4, 1 Turbo4 Biopower and 3 TTiD4.

Cars with panorama sunroof

In total 3,249 cars and 27 planned cars that are unknown.

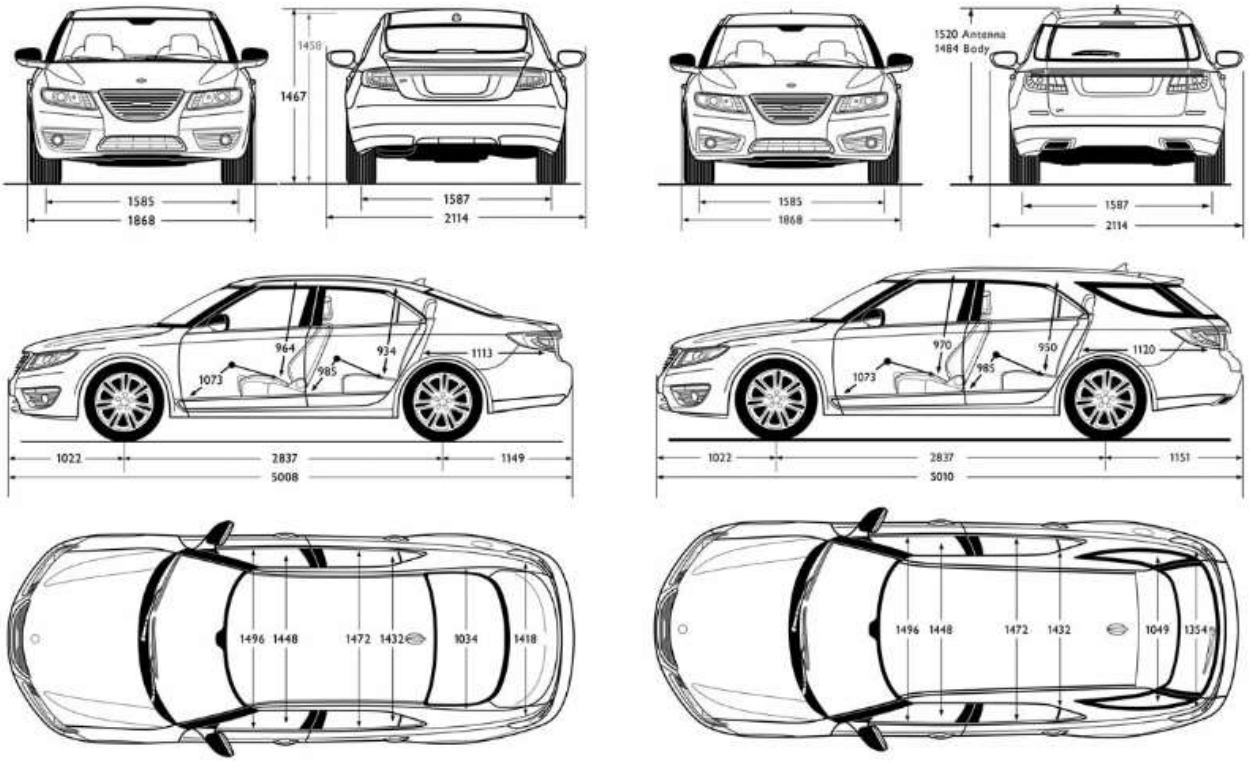
Country specifications

Country	Units	Share
AT (Austria)	49	0,6%
AU (Australia)	60	0,7%
BE (Belgium)	429	5,3%
BG (Bulgaria)	2	0,0%
CA (Canada)	102	1,3%
CH (Switzerland)	120	1,5%
CN (China) (*never delivered*)	4	0,0%
CY (Cyprus)	16	0,2%
CL (Chile)	10	0,1%
CZ (Czech Republic)	19	0,2%
DE (Germany)	213	2,6%
DK (Denmark)	140	1,7%
EE (Estonia)	23	0,3%
ES (Spain)	128	1,6%
FI (Finland)	74	0,9%
FR (France)	184	2,3%
GB (Great Britain)	693	8,5%
GR (Greece)	86	1,1%
HK (Hongkong)	16	0,2%
HU (Hungary)	90	1,1%
IE (Ireland)	65	0,8%
IT (Italy)	447	5,5%
JP (Japan)	26	0,3%
KW (Kuwait)	9	0,1%
LB (Lebanon)	8	0,1%
LT (Lithuania)	26	0,3%
LV (Latvia)	9	0,1%
NL (Netherlands)	249	3,1%
NO (Norway)	155	1,9%
PL (Poland)	59	0,7%
PT (Portugal)	48	0,6%
RO (Romania)	1	0,0%

RS (Serbia)	1	0,0%
SG (Singapore)	48	0,6%
SE (Sweden)	1,473	18,1%
SK (Slovakia)	13	0,2%
SL (Slovenia)	3	0,0%
TW (Taiwan)	236	2,9%
US (USA)	2,784	34,3%
Planned	28	0,0%

Pre-production shop “Frickeboa”

Four MY11 cars were assembled at the experimental workshop on the Saab grounds in Trollhättan: two Aeros and two Vectors. Engines: three Turbo4 BioPowers, one with a 1.6T Turbo4. Both Aeros had automatic gearboxes, yet one FWD and one XWD. The Vectors were both manual FWD.



Model year 2012

With Saab Automobile's unfortunate December 2011 bankruptcy in sight, the regular production line had it last run on May 30th. Up until that point, a total of 54 MY2012 cars had been built; eight were of the highly anticipated SportCombi model. MY12 was set to be a major upgrade for the 9-5NG, ranging from lower fuel consumption, a sub 130g/km CO^2 engine and better aerodynamics to new high-end dashboard finish options. With this model year, also a whole series of state-of-the-art features would be launched including: adaptive cruise control, a rear camera and a blind spot warning system (note: the two latter options can be retrofitted today on MY10 and MY11 cars). First production car of MY2012 rolled of production line in last week of February 2011 and the last one in the first week of June of the same year.

Exterior colours (MY12 and "MY12,25" incl Frickeboa)

Code	Colour name	Units built	Linear	Vector	Aero	Share
170	Black solid	6	1		5	7%
278	Laser Red solid	3	1		2	3%
298	Jet Black metallic	9	4	1	4	10%
306	Arctic White solid	7	1	4	2	8%
310	Carbon Grey metallic	9	3	3	3	10%
313	Glacier Silver metallic	5		4	1	6%
315	Diamond Silver metallic	7	3		4	7%
317	Java metallic	10	2	5	3	11%
320	Fjord Blue metallic	11	3	4	4	13%
321	Oak metallic	9	1	3	5	10%
322	Granite Grey metallic (discontinued for MY12)	11	1	2	8	14%

No reports of cars that have been re-painted in a different colour post-delivery.

Trim levels

Linear: 9 (7 Sedan, 2 SportCombi), Vector: 20 (17 Sedan, 3 SportCombi), Aero: 25 (22 Sedan, 3 SportCombi).

Engines

Turbo4 (1.6T): 5, Turbo4: 2, Turbo4 BioPower: 11, Turbo6: 14, TiD4: 7 and TTiD4: 15.

Cars with XWD

In total 24, of which 14 V6 and 10 TTiD4.

Cars with panorama sunroof

18 cars had this feature, and of these were 4 SportCombis.

Pre-production shop “Frickeboa”

A total of 23 cars were assembled and among these were 3 Sedans and 20 SportCombis.
Engines / Trim level Sedan: 1 Linear TiD4, 1 Aero V6 Aero and 1 Linear Turbo4 1.6T
Engines / Trim level SportCombi: 4 Linear, 2 Vector and 14 Aero; engines were 4 Turbo6, 1 TiD4, 5 TTiD4, 3 Turbo4, 4 Turbo4 BioPower and 2 Turbo4 1.6T
Of these 20 SportCombis, there are 13 still accounted for. All 3 Sedans are also accounted for. Five cars featured the panorama sunroof.

Model year “2012,25”

This is the model year update that should have gone into regular production from January 2012 and featured upgraded engines and gearboxes. A new engine, a low-power TID4 136 hp (100 KW), was also scheduled to be introduced. A total of ten cars (five Sedans and five SportCombis) were made of this model year variant, carrying its own VIN series ending with C420000xx.
All production cars of MY2012.25 rolled of production line in the first week of June 2011, the final week that Saab Automobile AB was still in regular operation.

Trim levels

Linear: 5 (4 Sedan, 1 SportCombi), Vector: 4 (1 Sedan, 3 SportCombi), Aero: 1 (SportCombi).

Engines

Turbo4 BioPower: 3, Turbo4: 3, TiD4: 3, TiD4 Low power: 1.

Cars with XWD

In total 3 cars, all Turbo4 (one of them a SportCombi).

Cars with panorama sunroof

Four cars were equipped with the sunroof, of which three were SportCombis.

Summary

The total number of production Saab 9-5NGs amounts to 11,315. They were built in Trollhättan, Sweden across four model years: 2010, 2011, 2012 and "2012,25". In addition to these, an estimated 250 prototype cars were produced with VIN series A1XXXXXX in Rüsselsheim, Germany and another 37 in the Saab Trollhättan pre-production shop "Frickeboa" with VIN series A9, B9 and C9XXXXXX, adding up to a grand total of 11,602 Saab 9-5NGs ever manufactured. Among the 11,602 9-5NGs built were only a limited number of SportCombis. There are records from the 33 cars made in Trollhättan, but a yet unknown number of SportCombi prototypes were also manufactured in Rüsselsheim. A comprehensive overview of the known remaining 9-5NG SportCombis can be found on: http://9-5sc2012.com/

	Sedan		SportCombi		
Model Year	Trollhättan	FB	Trollhättan	FB	Sum
2010	3 133	10			3 143
2011	8 118	4			8 122
2012	46	3	8	20	77
2012,25	5		5		10
	11 302	17	13	20	11 352

Production	11 302		13		**11 315**
Frickeboa		17		20	37
Rüsselsheim	250 (estimated)				250
Grand total					**11 602**

Biggest markets

65% of the 9-5NG were of European specification; 31% was targeting North America and just 4% "Rest of World". The share of left hand drive (LHD) cars was 86% (9,761), while the RHD variant accounted for 14% (1,554).
On an individual country level, the USA was the largest market with 30%, followed by Sweden (19.8%), Great Britain (11.5%), Belgium (5.7%) and Italy (3.9%)

Country specifications (grand totals) production cars only

Country	Linear			Linear Premium			Vector			Aero			Linear SC	Vector SC	Aero SC	Totals	
	2010	2011	2012	2010	2011	2012	2010	2011	2012	2010	2011	2012	2012	2012	2102	Sum	Share
AT (Austria)		4					13	24		7	21					69	0,6%
AU (Australia)								43			17					60	0,5%
BE (Belgium)	7	3					167	303		44	123					647	5,7%
BG (Bulgaria)							1				2					3	0,0%
CA (Canada)		77								4	25					106	0,9%
CH (Switzerland)	11	5					49	40		97	75					277	2,4%
CN (China)											4					4	0,0%
CY (Cyprus)		8									8					16	0,1%
CL (Chile)								1			9					10	0,1%
CZ (Czech)							2	8		3	11					24	0,2%
DE (Germany)	3	10					45	101		80	102					341	3,0%
DK (Denmark)	11	65						40		11	35					162	1,4%
EE (Estonia)							1	14			9					24	0,2%
ES (Spain)	20	8					116	87		15	33					279	2,5%
FI (Finland)	21	42					31	16		4	16					130	1,1%
FR (France)	5	2					67	101		7	81					263	2,3%
GB (Great Britain)		1					453	474		151	218	1	2		1	1301	11,5%
GR (Greece)		37									49					86	0,8%
HK (Hongkong)								8			8					16	0,1%
HR (Croatia)										1						1	0,0%
HU (Hungary)	6	19					17	37		9	34					122	1,1%
IE (Ireland)	3	9					14	53			3					82	0,7%
IT (Italy)		36						277			134					447	4,0%
JP (Japan)								19			7	1				27	0,2%
KW (Kuwait)								2			7					9	0,1%
LB (Lebanon)								3			5					8	0,1%
LT (Lithuania)							2	11		2	15					30	0,3%
LV (Latvia)							1	2		1	7					11	0,1%
NL (Netherlands)	14	48					74	121		57	80					394	3,5%
NO (Norway)	2	3					44	124	3	3	28			2		209	1,8%
PL (Poland)	6	11					23	29		14	19					102	0,9%
PT (Portugal)		17						22			9					48	0,4%
RO (Romania)							4			1	1					6	0,1%
RS (Serbia)							1				1					2	0,0%
SG (Singapore)								40			8					48	0,4%
SE (Sweden)	164	374	8				381	640	15	174	459	13	1	4	2	2235	19,8%
SK (Slovakia)							1	4		2	9					16	0,1%
SL (Slovenia)							1	2		2	1					6	0,1%
TW (Taiwan)							1	45			191					237	2,1%
US (USA)		773	2		1617	1				662	394	7			1	3457	30,6%
Sum	**273**	**1552**	**10**	**0**	**1617**	**1**	**1509**	**2691**	**18**	**1351**	**2258**	**22**	**3**	**6**	**4**	**11315**	**100,0%**

*) The columns marked with "SC" pertain to the SportCombi production numbers.

Trim levels, engines and gear boxes

Grand totals; Frickeboa cars marked in italics, but excluding test cars and planned production.

	Linear		Vector		Aero		Sum
	M	A	M	A	M	A	
Sedan Turbo 1,6	122+*1*		78+*1*				202
Combi Turbo 1,6	0+*2*		1				3
Sedan Turbo4	81+*2*	62+*1*	112	446	139	366	1,209
Sedan Turbo4 BP	286	2086	159+*1*	115	76	93+*1*	2,817
Combi Turbo4 BP	1				0+1	1+3	6
Sedan V6 FWD		0+*1*					1
Sedan V6 XWD		268+*1*				1886	2,155
Combi V6 XWD						0+4	4
Sedan TiD4	268+*1*	200+*1*	1,185	1,613			3,268
Combi TiD4	0+1	1	3				5
Sedan TTiD	33		239		311		583
Combi TTiD	1+*1*		0+*1*		0+*1*		4
Sedan TTiD XWD	4+*1*	0+*1*	96		186		288
Combi TTiD XWD			2+*1*		2+*2*		7
Sedan Turbo4 BP XWD	14	7	28	31	54	125+*1*	260
Sedan Turbo4 XWD	8+*1*	13+*1*	34	81	79	318	535
Combi Turbo4 XWD						1+*3*	4
Sedan TiD 136	1						1
Sedan TiD6				1			1
	829	2,643	1,941	2,287	851	2,802	11,353
	3,472 (31%)		4,228 (37%)		3,653 (32%)		

Manual	3,621	(32%)	Petrol	4,113	(36%)
Automatic	7,732	(68%)	BioPower	3,083	(27%)
FWD	8,100	(71%)	Diesel	4.157	(37%)
XWD	3,253	(29%)			

Engine specifications

Note: speed, fuel consumption and emission data based on the MY11 9-5NG Sedan.

Turbo4 1.6T Petrol			
Model years	2011-2012	Fuel system:	Bosch Motronic
Engine type	GM R4 (LLU/A16LET)	Ignition system:	Bosch Motronic
		Knock system:	Bosch Motronic
Displacement	1.6 L (1598 cc)		
Bore	79 mm	Features:	• 4-cyl.in-line water cooled, twin overhead camshafts
Stroke	81.5 mm		• 4-valves per cylinder
Compression ratio	8.8:1		• 5-bearing crank-shaft
			• Engine block in cast-iron, cylinder-head in aluminum
Power	180 hp (132 kW) at 5,500 rpm		• Inter-cooler
Torque	230 Nm at 2,200 rpm		• Belt-driven
Top speed (manual)	220 km/h		
Fuel consumption city	10.7		
Fuel consumption highway	6.1		
Fuel consumption combined	7.8		
CO2 emissions	179 g/km		
Euro classification	Euro 5		

Turbo4 2.0T Petrol and BioPower			
Model years	2010-2012	Fuel system:	Bosch Motronic
Engine type	GM R4 (Petrol: LDK/A20NHT MY10)	Ignition system:	Bosch Motronic
	(BioPower/Petrol: LHU/A20NFT MY11)	Knock system:	Bosch Motronic
Displacement	2.0 L (1998 cc)		
Bore	86 mm	Features:	• 4-cyl.in-line water cooled, twin overhead camshafts
Stroke	86 mm		• 4-valves per cylinder
Compression ratio	9.2:1		• 5-bearing crank-shaft
			• Engine block in cast-iron, cylinder-head in aluminum
Power	220 hp (162 kW) at 5,300 rpm		• Inter-cooler
Torque	350 Nm at 2,500 rpm		• Chain-driven
			• Adapted for Ethanol (E85) use from MY11
Top speed (man/aut)	240/235 km/h		
Fuel consumption city	11.9/13.5		
Fuel consumption highway	6.1/6.6		
Fuel consumption combined	8.2/9.1		
CO2 emissions	189/209 g/km		
Euro classification	Euro 5		

Turbo6 2.8T Petrol			
Model years	2010-2012	Fuel system:	Bosch Motronic
Engine type	GM V6 (LAU/A28NER)	Ignition system:	Bosch Motronic
		Knock system:	Bosch Motronic
Displacement	2.8 L (2792 cc)		
Bore	89 mm	Features:	• 6-cyl water cooled V6, 60° between each cylinder bank
Stroke	74.8 mm		• 4-valves per cylinder
Compression ratio	10.0:1		• 4-bearing crank-shaft
			• Engine block and cylinder-head in aluminum
Power	300 hp (221 kW) at 5,300 rpm		• Inter-cooler
Torque	400 Nm at 2,000 rpm		• Chain-driven
			• Twin overhead camshafts per cylinder bank
Top speed (automatic)	250 km/h		• Single turbo-charger, charging from both cylinder banks
Fuel consumption city	16.9		
Fuel consumption highway	7.3		
Fuel consumption combined	10.6		
CO2 emissions	244 g/km		
Euro classification	Euro 5		

TiD4 2.0 Diesel			
Model years	2010-2012	Fuel system:	Bosch
Engine type	GM R4 (LBS/A20DTH)	Ignition system:	n/a (Diesel)
		Knock system:	n/a (Diesel)
Displacement	2.0 L (1956 cc)		
Bore	83 mm	Features:	• 4-cyl.in-line water cooled, twin overhead camshafts
Stroke	90.4 mm		• 4-valves per cylinder
Compression ratio	16.5:1		• 5-bearing crank-shaft
			• Engine block in cast-iron, cylinder-head in aluminum
Power	160 hp (118 kW) at 4,000 rpm		• Inter-cooler
Torque	350 Nm at 1,750 rpm		• Belt-driven
			• Variable geometry turbo charger
Top speed (man/aut)	215/209 km/h		• Particle–filter, self -cleaning, service free
Fuel consumption city	6.9/9.3		• MY12 featured a lower power engine with 130hp aimed
Fuel consumption highway	4.3/5.3		to achive less than 130g/km CO2
Fuel consumption combined	5.3/6.8		
CO2 emissions	139/179 g/km		
Euro classification	Euro 5		

TTiD4 2.0 Diesel			
Model years	2011-2012	Fuel system:	Bosch
Engine type	GM R4 (LBY/A20DTR)	Ignition system:	n/a (Diesel)
		Knock system:	n/a (Diesel)
Displacement	2.0 L (1956 cc)		
Bore	83 mm	Features:	• 4-cyl.in-line water cooled, twin overhead camshafts
Stroke	90.4 mm		• 4-valves per cylinder
Compression ratio	16.5:1		• 5-bearing crank-shaft
			• Engine block in cast-iron, cylinder-head in aluminum
Power	190 hp (140 kW) at 4,000 rpm		• Inter-cooler
Torque	400 Nm at 1,750 rpm		• Belt-driven
			• Variable geometry turbo charger
Top speed (manual)	230 km/h		• Particle–filter, self -cleaning, service free
Fuel consumption city	8.2		
Fuel consumption highway	4.9		
Fuel consumption combined	6.0		
CO2 emissions	159 g/km		
Euro classification	Euro 5		

TiD6 2.9 Diesel			
Model years	Never released	Fuel system:	n/a
Engine type	GM/VM Motori (RA629DOCH)	Ignition system:	n/a (Diesel)
		Knock system:	n/a (Diesel)
Displacement	2.9 L (2935 cc)		
Bore	n/a	Features:	This engine was targeting the Saab 9-5NG and the 9-4X
Stroke	n/a		but was canceled by GM in 2009.
Compression ratio	n/a		One 9-5NG Sedan with this "Alpha" engine and automatic
			gearbox remains, an oak metallic Vector with VIN
Power	245 hp		YS3GP4AL0A4000013.
Torque	550 Nm		
Top speed (manual)	n/a		
Fuel consumption city	n/a		
Fuel consumption highway	n/a		
Fuel consumption combined	n/a		
CO2 emissions	n/a		
Euro classification	Targeting Euro 5		

Interiors

B57 Jet Black textile comfort seat in Jet Black cabin & Jet Black leather look door inserts
B58 Jet Black leather/textile comfort seat in Jet Black cabin & Jet Black leather look door inserts
B59 Jet Black leather comfort seat in Jet Black cabin & Jet Black leather look door inserts
B60 Jet Black perforated leather sport seat in Jet Black cabin & Jet Black leather door inserts
B61 Jet Black ventilated leather sport seat in Jet Black cabin & Jet Black leather door inserts
B62 Jet Black semi-aniline leather sport seat in Jet Black cabin & Jet Black semi-aniline leather door inserts
B66 (2011-) Jet Black leather comfort seat in Jet Black cabin & Jet Black leather door inserts
B70 (2011-) Jet Black perforated leather sport seat in Jet Black cabin & Jet Black leather door inserts
B71 (2011-) Jet Black ventilated leather sport seat in Jet Black cabin & Jet Black leather door inserts
C58 Light Neutral leather/textile comfort seat in Cocoa/Light Neutral cabin & Light Neutral leather look door inserts
C59 Light Neutral leather comfort seat in Cocoa/Light Neutral cabin & Light Neutral leather look door inserts
C60 Light Neutral perforated leather sport seat in Cocoa/Light Neutral cabin & Light Neutral leather door insert
C61 Light Neutral ventilated leather sport seat in Cocoa/Light Neutral cabin & Light Neutral leather door inserts
C62 Light Neutral semi-aniline leather sport seat in Cocoa/Light Neutral cabin & Light Neutral semi-aniline leather door inserts
C70 (2011-) Light Neutral perforated leather sport seat in Cocoa/Light Neutral cabin & Light Neutral leather door inserts
C71 (2011-) Light Neutral ventilated leather sport seat in Cocoa/Light Neutral cabin & Light Neutral leather door inserts
D57 Light Neutral textile comfort seat in Jet Black cabin & Light Neutral leather look door inserts
D59 Light Neutral leather comfort seat in Jet Black cabin & Light Neutral leather look door inserts
D60 Light Neutral perforated leather sport seat in Jet Black cabin & Light Neutral leather door inserts
D61 Light Neutral ventilated leather sport seat in Jet Black cabin & Light Neutral leather door inserts
D62 Light Neutral semi-aniline leather sport seat in Jet Black cabin & Light Neutral semi-aniline leather door inserts
D66 Light Neutral leather comfort seat in Jet Black cabin & Light Neutral leather door inserts
D70 (2011-) Light Neutral perforated leather sport seat in Jet Black cabin & Light Neutral leather door inserts
D71 (2011-) Light Neutral ventilated leather sport seat in Jet Black cabin & Light Neutral leather door inserts
E60 Dark Pewter perforated leather sport seat in Jet Black cabin & Dark Pewter leather door inserts
E61 Dark Pewter ventilated leather sport seat in Jet Black cabin & Dark Pewter leather door inserts
E70 (2011-) Dark Pewter perforated leather sport seat in Jet Black cabin & Dark Pewter leather door inserts
E71 (2011-) Dark Pewter ventilated leather sport seat in Jet Black cabin & Dark Pewter leather door inserts
K58 Dark Pewter leather/textile comfort seat in Jet Black/Dark Pewter cabin & Dark Pewter leather look door inserts
K60 Dark Pewter perforated leather sport seat in Jet Black/Dark Pewter cabin & Dark Pewter leather door inserts
K61 Dark Pewter ventilated leather sport seat in Jet Black/Dark Pewter cabin & Dark Pewter leather door inserts
K71(2011-) Dark Pewter ventilated leather sport seat in Jet Black/Dark Pewter cabin & Dark Pewter leather door inserts
L58 (2011) Light Neutral leather/textile comfort seat in Jet Black/Light Neutral cabin & Light Neutral leather look door inserts
L59 (2011) Light Neutral leather comfort seat in Jet Black/Light Neutral cabin & Light Neutral leather look door inserts
L60 (2011) Light Neutral perforated leather sport seat in Jet Black/Light Neutral cabin & Light Neutral leather door inserts
L61 (2011) Light Neutral ventilated leather sport seat in Jet Black/Light Neutral cabin &Light Neutral leather door inserts
L62 (2011) Light Neutral semi-aniline leather sport seat in Jet Black/Light Ntrl. cabin & Light Ntrl. semi-aniline leather door inserts
L71 (2011-) Light Neutral ventilated leather sport seat in Jet Black/Light Neutral cabin & Light Neutral leather door inserts

Interiors

	Linear	Vector	Aero	Unknown
Unknown	2	2	3	0
B57	729			
B58		1,353		
B59	1,412	1,358	4	
B60		9	1,131	
B61		130	540	
B62		63	123	
B66			3	
B70		1	92	
B71		2	31	
C58		296		
C59	1,117	225		
C60		7	1	
C61		52		
C62		15		
C70		4		
C71		3		
D57	162			
D59	40		1	
D60			590	
D61			394	
D62		1	89	
D66			10	
D70			33	
D71			21	
E60			411	
E61			158	
E70			5	
E71			12	
K58		423		
K60		1		
K61		31		
K71		1		
L58		29		
L59		206		
L60		1		
L61		9		
L62		5		
L71		2		

Major options

This is a breakdown of some selected major options available for the 9-5NG, by trim level.

Option	Linear 2010	2011	2012	Vector 2010	2011	2012	Aero 2010	2011	2012	Sum
Tire pressure warning (TPMS)	27	2482	8	178	550	22	890	1225	25	5407
DriveSense	3	18	5	56	161	7	1075	1380	17	2722
Tinted windows*	17	90	3	311	509	18	213	639	15	1815
Lane departure warning	3	622	3	375	468	8	575	749	21	2824
Xenon	160	341	4	732	1542	9	257	943	2	3990
Xenon AFL	15	601	4	297	377	15	1094	1307	24	3734
U-rail	19	325	4	607	887	7	400	737	11	2997
Automatic high beam	15	33	1	217	278	9	594	782	4	1933
Rear seat entertainment		76		59	79	3	264	352	6	839
XM radio (US)		2462	3				666	419	8	3558
Alarm	82	2547	12	1172	1904	24	1143	1701	26	8611
Passive entry	11	1820	4	639	806	20	443	1278	20	5041
Advanced parking assistance		596	2	496	736	16	423	1108	25	3402
Harman Kardon	12	567	1	298	568	3	724	1381	18	3572
DAB radio (EU)	5	5		118	109	9	182	152	12	592
Bluetooth	98	2692	3	1196	1967	5	1274	1964	24	9223
Head up display	16	638	2	719	918	12	900	1538	21	4764
Navigation	37	676	2	859	1476	10	1016	1776	22	5874
Center headrest rear	217	495	9	750	1508	24	380	1163	17	4563
Adaptive cruise control		3			3			6	5	17
Mirror and seat memory		1807	3	253	478	16	1205	1643	26	5431

*) US cars missing

Frequently Asked Questions

Q: I'd like to understand more details about a specific 9-5NG, where can I find this?
A: We are planning for an online database that can be searched using several criteria. More details on timing and how to access will follow at a later stage.
Q: Can I get more details about the cars produced for my country?
A: Yes! Further updates for this report are planned, including insights about key markets. Keep a close eye on https://9-5sc2012.com/productionreport.
Q: I have heard that there is a website available where individual Saab 9-5NG configurations can be found based on VIN number, is this true?
A: This is correct. US-based independent Saab Service Center eSaabparts.com has gone through considerable efforts to create this. It can be found on https://www.esaabparts.com/saab/95ng/
Q: How about the future for the existing Saab 9-5NGs? Will there still be spare parts and can the cars still be serviced?
A: Yes. Orio AB (formerly known as "Saab Automobile Parts AB") is the exclusive global supplier of Saab original parts. Through their international network of Authorized Saab Service Centers and Authorized Saab Parts Centers, they are committed to provide original parts and service for all Saab models, including the 9-5NG. More information can be found on https://www.saabparts.com
Q: What about production data for other Saab models?
A: We've exclusively focused on the 9-5NG in this report. Questions about the production details of its short-lived sibling, the Saab 9-4X are numerous also, which is why the Saab 9-4X Production Report is now available on https://saab9-4x.com/productionreport as well.
Q: Can I post the report on another webpage or on social media.
A: No. You are however welcome to post the link to the official download page (https://9-5sc2012.com/productionreport) where the latest version will always be available.
Q: I have spotted an error in the report; who can I inform?
A: We are always grateful for corrections, ideas and/or any other constructive feedback. Get in touch through henrik.zaar@gmail.com!


EIRIK AADDE PHOTOGRAPHY


Introducing the new Saab 9-5.
Anything but ordinary.