

# Saab 9-4X Production report



# About the report

With strong design roots from the Saab Aero-X concept car, the Saab 9-4X is the first true Saab crossover. While the first public sighting was at the 2008 NAIAS event in Detroit, the 9-4X was officially launched at the Los Angeles auto show in 2010.

Expectations for this latest addition to the Saab portfolio were sky-high, but ultimately only 673 production 9-4Xs rolled off the GM assembly line in Ramos Arizpe, Mexico.

The 9-4X wasn't Saab's first attempt to enter the very fast-growing SUV segment; the 9-4X succeeded the Chevrolet Trailblazer-based 9-7X (some 86,000 cars produced across model years 2005-2009) and the Saab 9-6X, the experimental model from 2006, based on the Subaru Tribeca but was never taken into production.

The interest for the 9-4X has been growing steadily over the past years 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 change of ownership and subsequent demise of Saab Automobile AB, combined with the remote production location unfortunately made access to reliable information extremely difficult.

This report is aiming to provide a comprehensive overview of actual production data related to the Saab 9-4X. It is compiled by Saab enthusiast Henrik Zaar, with help from employees at Orio AB and lots of Saab 9-4x owners and fans. Special thanks go to Matt Nicklay, Per Vodder and Michèl Annink, 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.

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## Version history

V1.0 4 September 2018

First public release, available through <https://9-5sc2012.com/productionreport>

# From concept to production

As early as in 2007, rumours started to circulate about the upcoming launch of the Saab 9-4X. The rumours turned out to be true as only a few months later, the concept version of the 9-4X was launched. Saab's latest model drew very positive attention from the international motor press and hopes were high about a swift market introduction. Regrettably it would take more than three years for the final version to see the light of day, and another year for the first cars to get into production and to get delivered to customers.

Most of the 9-4Xs were assembled in GM's factory in Ramos Arzipe, Mexico, yet 32 test cars started their journey in the GM US facilities in Moraine, Ohio as mules based on the new 9-4X undercarriage and were completed with a 9-7X top hat in GM's prototype lab in Warren, MI. This is witnessed through different VIN series: starting with "3G0F" for the production cars from Mexico and "5S3A" for the US-built cars.



## Model years 2010, 2011 and 2012

The first official model year was 2011 and the lion share of all 9-4Xs were manufactured with this specification. A total of 625 MY11 cars left the Ramos Arzipe factory, targeting the US and Canadian markets only. MY12 featured an additional market (Sweden/EU), but only 62 cars were produced before Saab Automobile AB went bankrupt in December of 2011. Note: any MY2010 cars were pre-series test cars.

## Trim levels

For MY11, the 9-4X featured three trim levels: Base, Premium and Aero. Based on the 3.0i engine, Base and Premium were basically the same versions, yet differed in the options that were offered as standard equipment. The top trim was -in true Saab spirit- called Aero and was powered by the 2.8 Turbo6. Base and Premium were both available as front wheel drive (FWD) and four/cross wheel drive (XWD) while the Aero version was only offered as XWD.

The changes for MY12 were minimal and were centred around the upcoming launch in Europe. Besides an updated version of the 3.0i engine and some additional features like DAB radio, the EU specifications also added two trim levels that were virtually identical to Base and Premium: Linear and Vector (actually initially called "Linear Premium").

## Exterior colours

The 9-4x was produced in no less than eleven exterior colours (by comparison: the 9-5NG was launched with only seven colour options), yet “Juniper Blue” did not made it to the pricelists and and “Willow Grey” was only targeting the EU market.

We are aware of multiple examples where the factory-reported colour is different from the actual colour of the car in question and due to bad data from the factory, the production numbers for each colour shall be taken with care (error margin of up till 30%).

The official data for the 673 regular production cars is as follows:

Code	Colour name	Total	Base		Premium		Aero	Share	
			FWD	XWD	FWD	XWD			
315	Diamond Silver metallic	148	26	24	37	38	23	22%	
326	Black solid	98	29	14	24	12	19	15%	
328	Zodiac Black metallic	104	15	25	20	26	18	15%	
331	Birch White solid	101	20	17	27	25	12	15%	
333	Moreland metallic	65	8	10	7	36	4	10%	
329	Crystal Red metallic	12	-	1	4	3	4	2%	
330	Ice Pearl metallic	131	-	5	2	1	123	19%	
332	Cobalt Grey metallic	6	-	1	2	1	2	1%	
335	Juniper Blue solid	1	-	1	-	-	-	0%	
327	Atlantic Blue metallic	4	-	-	2	2	-	1%	
334	Willow Grey metallic	3	-	-	2	1	-	0%	
-	Unknown colour	24	Missing VINs / known test cars					-	-



## Engines

Back in 2008, the 9-4X was launched with a 300hp/400Nm BioPower engine. Unfortunately, this option never made it to production. The same applies to the diesel variants; Saab considered using the 2.9 litre TiD6 engine it was testing in the 9-5NG (see for more details the [9-5NG production report](#)), but this project was abandoned altogether. Even a diesel 2.0 turbo engine was planned but didn't make the cut. MY11 customers could however choose between two petrol V6 engines: the 3.0i natural aspirated "LF1" and the 2.8t turbo charged "A28NER". The former was available in the Base and Premium trim models, while the latter was reserved for the top-of-the-line Aero model. For MY12, the 3.0i engine was modified to allow for higher ethanol content (engine code "LFW"). Both the A28NER and LF1 engines were also available in the MY10 and MY11 editions of the Cadillac SRX, the sister model to the Saab 9-4X (both cars are based on the GM Theta Premium platform), and the A28NER can of course also be found in the Saab 9-5NG.



## Cars with XWD

In total 448 cars were equipped with Saab's advanced "cross-wheel-drive" system that was developed together with Swedish-based company Haldex, and of these were 205 with the 2.8t engine and 243 with the 3.0i engine.



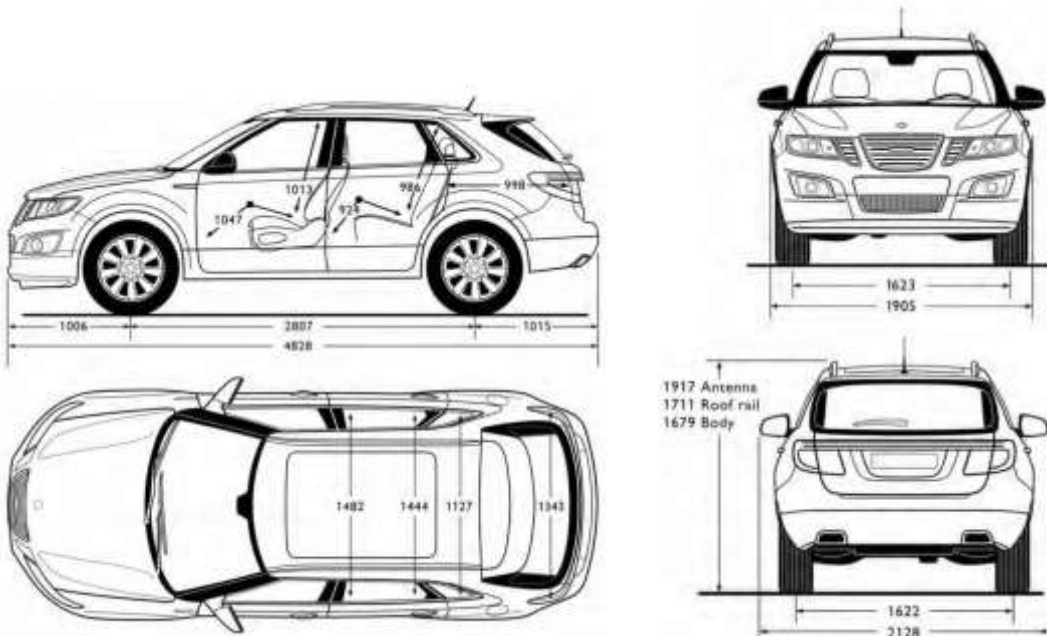
## Country specifications

The Saab 9-4X was primarily developed with the lucrative North American market in mind. The car was therefore first launched in the USA, and its production location (Mexico vs. Sweden) was part of the same strategy. MY12 marked the first year with cars with European specifications, initially targeting the Swedish market. A RHD version for markets like the UK, Ireland and some Asian countries was being planned for as well but no records exist of any RHD versions ever been built.

Market	MY10	MY11	MY12	Total	Share
CA (Canada)	0	17	0	17	2%
US (USA)	0	596	26	622	77%
SE (Sweden)	0	0	34	34	4%
EX (Test cars)	32	90	8	130	16%
	32	703	68	803	100%

## Where in the world are the 9-4Xs?

One would expect that with only 4% of all 9-4Xs built for non-North American markets, that virtually all cars are located in the USA and Canada today. Well, the Saab 9-4X is to be found in a surprising large number of countries around the world! While our user data is incomplete, these are the currently known locations: USA: 222, Sweden: 28, Germany: 14, Netherlands: 12, Switzerland: 6, Czech: 2, Georgia: 2, Poland: 2, Belgium: 1, Belarus: 1, France: 1, Latvia: 1, Lebanon: 1, Lithuania: 1, Norway: 1, Russia: 1. In addition, we have records of 44 cars that have been scrapped by GM (of which 39 MY12 Aeros).



# Summary

The question about the total number of 9-4Xs ever produced has led to confusion and debate for quite some time. Several sources are citing “some 400”, “approximately 600” or simply “814” as their estimates.

Despite our extensive research, this grand total number will need to stay an estimate at this point as we weren’t able to get a confirmation of the definitive number of pre-series cars.

Having said that, we feel very confident about the total number of production Saab 9-4Xs: 673, built across two model years: 2011, 2012. In addition to these, some 130 pre-series prototype cars were produced (MY2010, 2011 and 2012 with VIN series ending with xxxxEX) adding up to a grand total of 803 Saab 9-4Xs ever manufactured. In addition, there are ten MY11 VIN numbers (ending with 189, 192, 211, 214, 215, 417, 484, 501, 549 and 576) that were assigned but these have never left an assembly line, keeping the grand total of produced 9-4Xs at 803.

Model Year	3.0i		2.8t		Sum
	FWD	XWD		Aero	
2011	212	225		176	613
2012	13	18		29	60
<b>Production</b>	225	243		205	<b>673</b>
Test cars	130 (estimated)				130
<b>Grand total</b>					<b>803</b>



# Trim levels, engines and drivetrains

Grand totals; but excluding test cars (“EX”).

	Base/Linear		Premium/Vector		Aero	Sum
	FWD	XWD	FWD	XWD	XWD	
3.0i Petrol	97	93	115	132		437
3.0i Petrol / E85	1	5	12	13		31
2.8t Turbo6					205	205
	98	98	127	145	205	673
	196 (29%)		272 (40%)		205 (30%)	

3.0i	468 (70%)	FWD	225 (33%)
2.8t Turbo6	205 (30%)	XWD	448 (67%)



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# Engine specifications

Note: speed, fuel consumption and emission data based on the MY12 9-4X.

V6 3.0i Petrol			
Model years	2011-2012	Features:	• 6-cyl water cooled V6, 60° between each cylinder bank
Engine type	GM V6 (Petrol: LF1 MY11) (Petrol/E85: LFW MY12)		• 4-valves per cylinder
Displacement	3.0 L (2997 cc)		• 4-bearing crank-shaft
Bore	89 mm		• Engine block and cylinder-head in aluminum
Stroke	80.3 mm		• Inter-cooler
Compression ratio	11.7:1		• Chain-driven
			• Twin overhead camshafts per cylinder bank
Power	265 hp (195 kW) at 6,950 rpm		• Adapted for Ethanol (E85) use from MY12, but never officially released
Torque	302 Nm at 5,100 rpm		
Top speed (automatic)	210 km/h		
Fuel consumption city	16.7		
Fuel consumption highway	8.8		
Fuel consumption combined	11.7		
CO2 emissions	271 g/km		
Euro classification	Euro 5		

Turbo6 2.8t Petrol			
Model years	2011-2012	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 5,500 rpm		• Inter-cooler
Torque	400 Nm at 2,000 rpm		• Chain-driven
			• Twin overhead camshafts per cylinder bank
Top speed (automatic)	230 km/h		• Single turbo-charger, charging from both cylinder banks
Fuel consumption city	17.4		
Fuel consumption highway	9.1		
Fuel consumption combined	12.2		
CO2 emissions	286 g/km		
Euro classification	Euro 5		

## Interiors

Contrary to the impressive number of available exterior colours, the interior trim choices for the 9-4X were rather limited:

	Base	Premium	Aero
B67 Leatherette Black	89	1	
B68 Leather Perforated Black	1	194	163
M67 Leatherette Titanium grey	24	1	
M68 Leather Perforated Titanium grey	1	73	41
N67 Leatherette Shale	81		
N68 Leather Perforated Shale		3	1



## Major options

The Saab 9-4X not only shares many design cues with the 9-5NG, it also features several similarities when it comes to the available options. U-rail cargo management, Navigation system, and Rear Seat Entertainment are just a few examples of accessories that are (virtually) interchangeable and can be found in both models. While the in-car electronics platform architecture is shared, the development of certain options was different between the 9-4X and 9-5NG. A rearview camera was offered on the 9-4X, but only made it to MY12 pre-series 9-5NGs, and the aircraft-inspired Head Up Display (HUD) was popular on all model years of the 9-5NG but never made it to the 9-4X. The adaptive chassis solution “DriveSense” can be found in both models, yet the system available on the 9-5NG offers three modes (Comfort, Intelligent, Sport) against only two (Intelligent, Sport) on the 9-4X. Below is a breakdown of selected major options available for the 9-4X, by trim level:

Option	Base 2011	2012	Premium 2011	2012	Aero 2011	2012	Sum
Power lift gate	141	4	247	23	176	29	620
Damping control					176	29	205
Ventilated front seats			247	23	176	29	375
Panoramic moonroof	139	4	215	15	160	20	553
Bi-xenon headlights			154	25	176	29	384
Front fog lamps				12	176	29	217
U-rail cargo management	190	6	247	13	176	7	639
Engine block heater	1		5	1	11		18
Rear seat entertainment			71	12	142	18	243
XM radio (US)	190	6	247	18	176	9	646
Rearview camera	141	6	247	23	176	29	622
Compact spare tire	1		12		21		34
Front and rear park assist			154	19	176	29	378
10-speaker Bose audio			247	23	176	29	375
DAB radio (EU)						12	12
Bluetooth hands-free	190	6	247	24	176	29	672
Remote start			247	13	176	7	443
Navigation system			140	21	176	29	366
Ashtray and lighter	1		5		11		17
Heated rear seats			69	21	142	28	260
Mirror and seat memory	127		247	23	176	29	502

\*) Excluding “EX” cars.

## Frequently Asked Questions

**Q: I'd like to understand more details about a specific 9-4X, 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. In the meantime, you may also want to consult some of the details available in a 9-4X registry posted on [Saabworld.net](http://Saabworld.net).

**Q: Can I get more details about the cars produced for my country?**

A: Yes! Further updates for this report are planned. Keep a close eye on <https://9-5sc2012.com/productionreport>.

**Q: How about the future for the existing Saab 9-4Xs? Will there still be spare parts and can the cars still be serviced?**

A: Yes. [Orio AB](http://OrioAB.com) (formerly known as "Saab Automobile Parts AB") is the exclusive global supplier of Saab original parts. Through their 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 9-4X. Please note that while Authorized Saab Service Centers outside of the USA generally are able to service the 9-4X, but parts are currently only available through Orio USA or authorized resellers like eSaabParts ([www.esaabparts.com](http://www.esaabparts.com)). Non-9-4X specific parts (e.g. for the A28NER V6 2.8T engine) are broadly available worldwide, through the aforementioned channels and it may also be worth considering checking out local authorized Cadillac dealers for parts the 9-4X shares with the MY11-12 Cadillac SRX (e.g. wear & tear parts like brake pads and suspension).

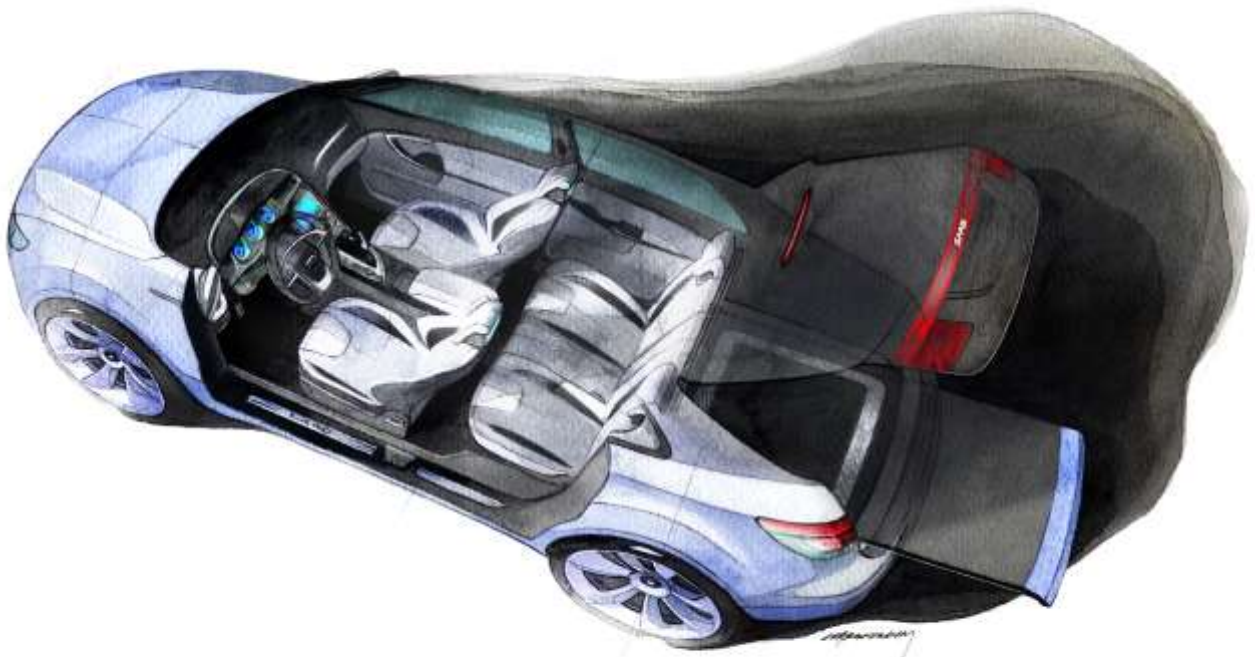
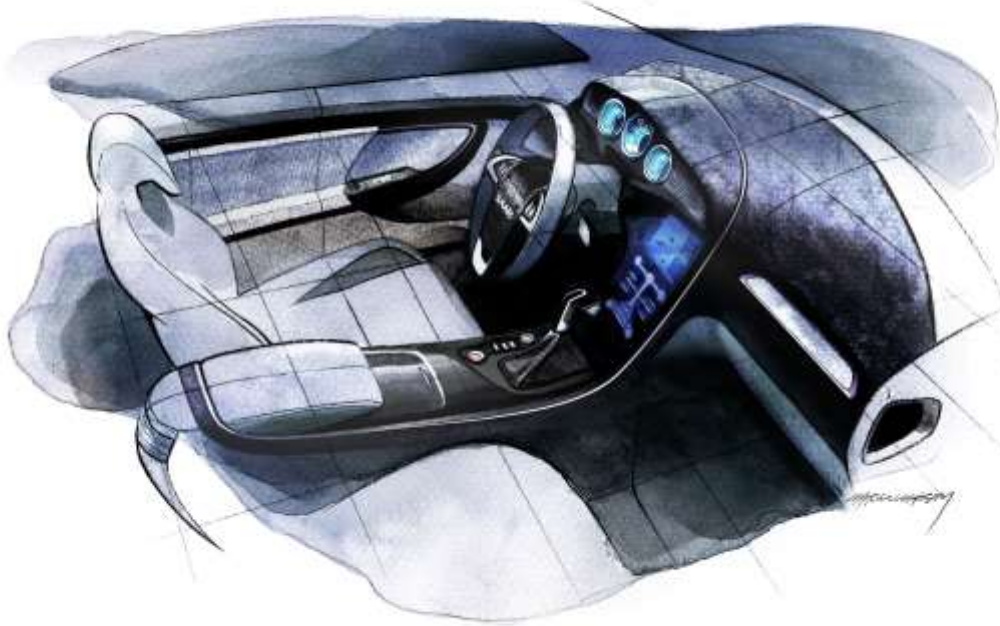
**Q: What about production data for other Saab models?**

A: We have exclusively focused on the Saab 9-5NG and the 9-4X thus far. The 9-5NG Production Report can be found on <https://9-5sc2012.com/productionreport>.

**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](mailto:henrik.zaar@gmail.com)!







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Tax, title, license, delivery and destination charges, dealer fees and other optional equipment extra.

The New Saab 9-4X

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