

Saab 9-5NG Production report



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 had been a virtually impossible task.

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Access to the underlying database can also be granted upon request. Please email

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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 four engine alternatives. A total of 3,133 MY10 cars for 28 different markets were produced on the regular production line in Trollhättan.

Exterior colours

| Code | Colour name | Units built | Share |
|------|-----------------------------------|-------------|-------|
| 298 | Jet Black metallic | 724 | 23% |
| 306 | Arctic White solid | 278 | 9% |
| 310 | Carbon Grey metallic | 674 | 22% |
| 313 | Glacier Silver metallic | 221 | 7% |
| 315 | Diamond Silver metallic | 428 | 14% |
| 320 | Fjord Blue metallic | 336 | 11% |
| 321 | Oak metallic (2011) | 18 | 1% |
| 322 | Granite Grey metallic (2010-2011) | 454 | 14% |

Afterwards, a few cars have been repainted in different colours:

| | | |
|-----|--|---|
| 318 | Sky Blue metallic (2012), from Carbon Grey | 1 |
| 330 | Ice Pearl metallic (2012), from Jet black | 1 |
| 278 | Laser Red solid (2011), from Carbon Grey | 1 |
| 306 | Arctic White solid from Carbon Grey | 1 |

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 “Premium” cars were based on the Linear trim level, except for the Aeros.

Engines

MY10 offered four engine alternatives: the 2.0 litre petrol 220hp “Turbo4” (719 cars built), the 2.8 litre petrol 300hp “Turbo6” (965), the 1,9l diesel 160hp “Tid4” (1,443) and the 1.9l twin-turbo diesel 190hp “TTiD” (5). Saab also experimented with a 2.9l 245hp V6 diesel “TiD6” (one pre-series car built), 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, and of these were 965 with Turbo6 engine and 223 with a Turbo4.

Cars with panorama sunroof

Only seven MY10 cars were equipped with this feature.

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) | 128 | 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% |

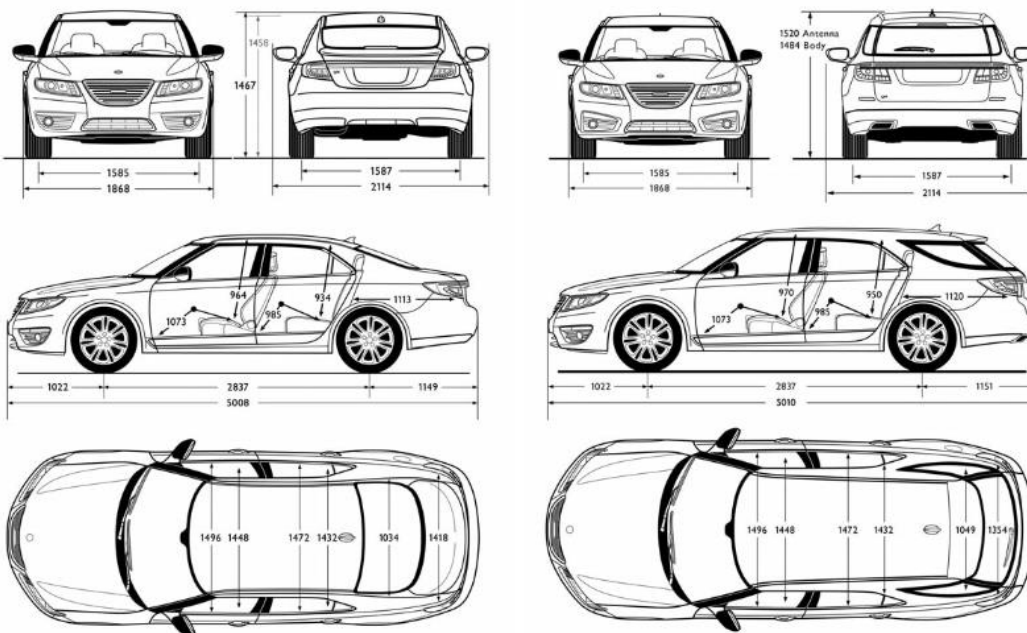
| | | |
|---------------|-----|-------|
| PL (Poland) | 43 | 1,4% |
| RO (Romania) | 5 | 0,2% |
| RS (Serbia) | 1 | 0,0% |
| SE (Sweden) | 721 | 23,0% |
| SK (Slovakia) | 3 | 0,1% |
| SL (Slovenia) | 3 | 0,1% |
| TW (Taiwan) | 1 | 0,0% |
| US (USA) | 660 | 21,1% |

Pre-production shop “Frickeboa”

Ten pre-production MY10 9-5s were assembled, all in Linear trim. Five with a Turbo4 petrol engine, one TTiD XWD manual, one TTiD XWD automatic, one TiD automatic, one V6 FWD and one V6 XWD. Worth noting is that the TTiD/XWD/automatic and V6 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 were are Sedans, SportCombis and even Hatchbacks(!).



Model year 2011

A total of 8,113 Sedans of model year 2011 rolled off the regular production line and an additional six were manually finalised by ANA Trollhättan, in the aftermath of Saab Automobile AB's bankruptcy. Although there are still five cars at the end of the VIN series unaccounted for, the total MY11 production figure is 8,123 cars (all Sedans). With MY11, four additional exterior colours, 16 new interior options and two more engine alternatives became available and the number of markets increased to 41.

Exterior colours

| Code | Colour name | Units built | Share |
|------|-----------------------------------|-------------|-------|
| 170 | Black solid (2011) | 837 | 11% |
| 278 | Laser Red solid (2011) | 159 | 2% |
| 298 | Jet Black metallic | 1,191 | 15% |
| 306 | Arctic White solid | 848 | 11% |
| 310 | Carbon Grey metallic | 1,303 | 17% |
| 313 | Glacier Silver metallic | 429 | 5% |
| 315 | Diamond Silver metallic | 1,037 | 13% |
| 317 | Java metallic (2011) | 431 | 6% |
| 320 | Fjord Blue metallic | 659 | 8% |
| 321 | Oak metallic (2011) | 465 | 6% |
| 322 | Granite Grey metallic (2010-2011) | 457 | 6% |
| N/A | Unknown colour | 7 | 1% |

No reports yet of cars that changed colour after delivery.

Trim levels

Linear: 3,169, Vector: 2,691, Aero: 2,258 and 5 of unknown trim level.

Engines

There were 196 cars equipped with the new petrol 180hp 1.6 liter "Turbo4", and another 3,061

with the new E85/petrol “Turbo4 BioPower”. Turbo4: 1,015, Turbo6: 268, Turbo6 (Aero): 907, Tid4: 1,817, TTiD: 854 and another five cars with unknown engines.

Cars with XWD

In total 2,021. Of these: 1,175 V6, 259 Turbo4 BioPower, 280 TTiD and 307 Turbo4.

Cars with panorama sunroof

In total 3,249 cars and 5 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) (<i>never delivered</i>) | 4 | 0,0% |
| CY (Cyprus) | 16 | 0,2% |
| CL (Chile) | 10 | 0,1% |
| CZ (Czech Republic) | 19 | 0,2% |
| DE (Germany) | 211 | 2,6% |
| DK (Denmark) | 140 | 1,7% |
| EE (Estonia) | 23 | 0,3% |
| ES (Spain) | 127 | 1,6% |
| FI (Finland) | 74 | 0,9% |
| FR (France) | 183 | 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) | 58 | 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) | 2,783 | 34,3% |
| UNKNOWN | 4 | 0,0% |
| UNKNOWN within EU | 7 | 0,1% |

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 1.6. 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 its 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 CO² 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).

Exterior colours (MY12 and "MY12,25")

| Code | Colour name | Units built | Share |
|------|-----------------------------------|-------------|-------|
| 170 | Black solid (2011) | 6 | 7% |
| 278 | Laser Red solid (2011) | 3 | 3% |
| 298 | Jet Black metallic | 9 | 10% |
| 306 | Arctic White solid | 7 | 8% |
| 310 | Carbon Grey metallic | 9 | 10% |
| 313 | Glacier Silver metallic | 5 | 6% |
| 315 | Diamond Silver metallic | 6 | 7% |
| 317 | Java metallic (2011) | 10 | 11% |
| 320 | Fjord Blue metallic | 11 | 13% |
| 321 | Oak metallic (2011) | 9 | 10% |
| 322 | Granite Grey metallic (2010-2011) | 12 | 14% |

No reports yet of cars that changed colour after delivery.

Trim levels

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

Engines

Turbo4 (1.6): 5, Turbo4: 2, Turbo4 BioPower: 11, Turbo6: 14, Tid4: 7 and TTiD: 15.

Cars with XWD

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

Cars with panorama sunroof

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

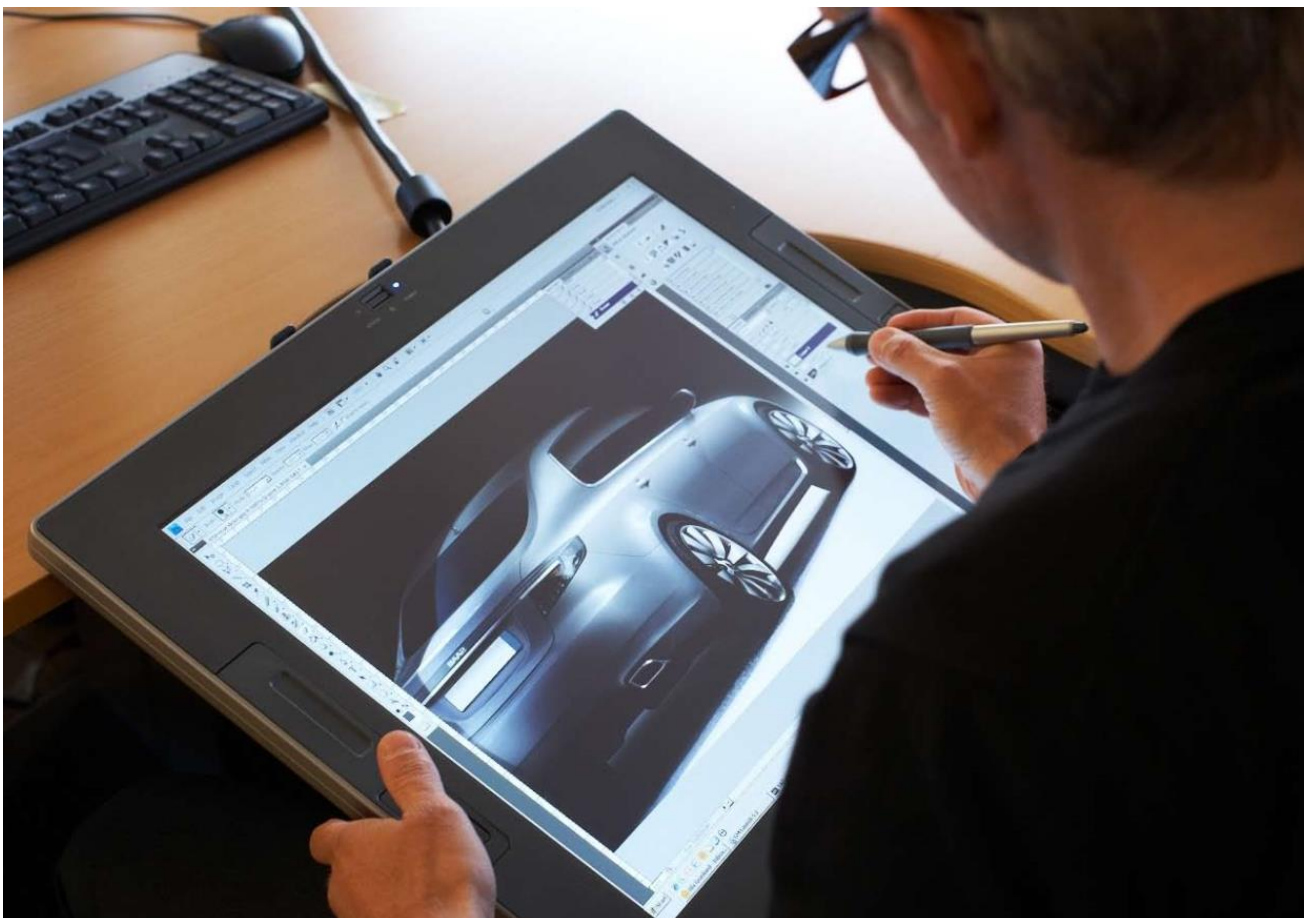
Pre-production shop “Frickeboa”

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 1.6T

Engines / Trim level SportCombi: 4 Linear, 2 Vector and 14 Aero; engines were 4 V6, 1 Tid4, 5 TTiD4, 3 Turbo4, 4 Turbo4 BioPower and 2 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.

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 (1 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: 11,320. They were built across four model years: 2010, 2011, 2012 and “2012,25”. In addition to these, approximately 250 prototype cars were produced with VIN series A1XXXXXX and another 37 in the pre-production shop “Frickeboa” with VIN series A9, B9 and C9XXXXXX, adding up to a grand total of 11,607 Saab 9-5NGs ever manufactured.

Among the 11,607 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/>

| Model Year | Sedan | | SportCombi | | Sum |
|------------|-------------|----|-------------|----|--------|
| | Trollhättan | FB | Trollhättan | FB | |
| 2010 | 3 133 | 10 | | | 3 143 |
| 2011 | 8 123 | 4 | | | 8 127 |
| 2012 | 46 | 3 | 8 | 20 | 77 |
| 2012,25 | 5 | | 5 | | 10 |
| | 11 307 | 17 | 13 | 20 | 11 357 |

| | | | | | |
|-------------|-----------------|----|----|----|--------|
| Production | 11 307 | | 13 | | 11 320 |
| Frickeboa | | 17 | | 20 | 37 |
| Rüsselsheim | 250 (estimated) | | | | 250 |

Grand total

11 607

Country specifications (grand totals)

| Country | Units | Share |
|---------------------------------------|--------------|--------------|
| AT (Austria) | 69 | 0,6% |
| AU (Australia) | 60 | 0,5% |
| BE (Belgium) | 647 | 5,7% |
| BG (Bulgaria) | 3 | 0,0% |
| CA (Canada) | 106 | 0,9% |
| CH (Switzerland) | 277 | 2,4% |
| CN (China) (<i>never delivered</i>) | 4 | 0,0% |
| CY (Cyprus) | 16 | 0,1% |
| CL (Chile) | 10 | 0,1% |
| CZ (Czech republic) | 24 | 0,2% |
| DE (Germany) | 338 | 3,0% |
| DK (Denmark) | 162 | 1,4% |
| EE (Estonia) | 24 | 0,2% |
| ES (Spain) | 278 | 2,5% |
| FI (Finland) | 130 | 1,1% |
| FR (France) | 262 | 2,3% |
| GB (Great Britain) | 1,304 | 11,5% |
| GR (Greece) | 86 | 0,8% |
| HK (Hongkong) | 16 | 0,1% |
| HR (Croatia) | 1 | 0,0% |
| HU (Hungary) | 122 | 1,1% |
| IE (Ireland) | 82 | 0,7% |
| IT (Italy) | 447 | 3,9% |
| JP (Japan) | 26 | 0,2% |
| KW (Kuwait) | 9 | 0,1% |
| LB (Lebanon) | 8 | 0,1% |
| LT (Lithuania) | 30 | 0,3% |
| LV (Latvia) | 11 | 0,1% |
| NL (Netherlands) | 394 | 3,5% |
| NO (Norway) | 216 | 1,9% |
| PL (Poland) | 101 | 0,9% |
| PT (Portugal) | 48 | 0,4% |
| RO (Romania) | 6 | 0,1% |
| RS (Serbia) | 2 | 0,0% |
| SG (Singapore) | 48 | 0,4% |
| SE (Sweden) | 2,242 | 19,8% |
| SK (Slovakia) | 16 | 0,1% |
| SL (Slovenia) | 6 | 0,1% |
| TW (Taiwan) | 237 | 2,1% |

| | | |
|-------------------|-------|-------|
| US (USA) | 3,464 | 30,5% |
| UNKNOWN | 4 | 0,0% |
| UNKNOWN within EU | 7 | 0,1% |

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% (9,800), while the RHD variant accounted for 14% (1,552).

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%)



Trim levels, Engines and Gear Boxes

Grand totals; Frickeboa cars marked in *italics*, but excluding test cars and unknowns.

| | Linear | | Vector | | Aero | | Sum |
|---------------|-------------|-------|-------------|-------|-------------|-------|--------|
| | M | A | M | A | M | A | |
| Turbo 1,6 | 122+1 | | 78+1 | | | | 202 |
| SC Turbo 1,6 | 0+2 | | 1 | | | | 3 |
| Turbo4 | 81+2 | 62+1 | 112 | 446 | 139 | 366 | 1,209 |
| Turbo4 BP | 286 | 2086 | 159+1 | 115 | 76 | 93+1 | 2,817 |
| SC Turbo4 BP | 1 | | | | 0+1 | 1+3 | 6 |
| V6 FWD | | 0+1 | | | | | 1 |
| V6 XWD | | 268+2 | | | | 1886 | 2,156 |
| SC V6 XWD | | | | | | 0+3 | 3 |
| TiD4 | 268+1 | 200+1 | 1,185 | 1,613 | | | 3,268 |
| SC TiD4 | 0+1 | 1 | 3 | | | | 5 |
| TTiD | 33 | | 239 | | 311 | | 583 |
| SC TTiD | 1+1 | | 0+1 | | 0+1 | | 4 |
| TTiD XWD | 4+1 | 0+1 | 96 | | 186 | | 288 |
| SC TTiD XWD | | | 2+1 | | 2+2 | | 7 |
| Turbo4 BP XWD | 14 | 7 | 28 | 31 | 54 | 125+1 | 260 |
| Turbo4 XWD | 8+1 | 13+1 | 34 | 81 | 78 | 318 | 534 |
| SC Turbo4 XWD | | 0+3 | | | | 1 | 4 |
| TiD 136 | 1 | | | | | | 1 |
| TiD6 | | | | 1 | | | 1 |
| | 829 | 2,647 | 1,941 | 2,287 | 850 | 2,798 | 11,352 |
| | 3,476 (31%) | | 4,228 (37%) | | 3,648 (32%) | | |

| | |
|-----------|-------------|
| Manual | 3,620 (32%) |
| Automatic | 7,732 (68%) |
| FWD | 8,100 (71%) |
| XWD | 3,252 (29%) |

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
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- 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 Neutral semi-aniline leather door insert
- L71 (2011-) Light Neutral ventilated leather sport seat in Jet Black/Light Neutral cabin & Light Neutral leather door inserts

| | Linear | Vector | Aero | Unknown |
|---------|--------|--------|-------|---------|
| Unknown | 12 | 1 | 3 | 4 |
| 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 | | |

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 thus far. Questions about the production details of its short-lived sibling, the Saab 9-4X are numerous however and we may look into expanding the scope of the report in the future.

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!

9-5

She is not for you.



This is love. Her name is 9-5. She comes from the Land of Snow and Ice. She will wrinkle your tie and tousle your hair. Your friends won't understand. Turn away. She is stark and glorious and chilled. Her body is high-speed tooled from a solid billet of pure adrenaline. She will scar your soul if you don't back down.

But it's too late, even if you close your eyes. Sweet turbo aphrodisiac all over your smitten lips. Satellite reception is crystal clear in an eight-way power passenger seat. XWD and ESP. USB for your MP3. Who's at the wheel? Lightly tracing chrome with her pinky finger? That's love. And she's looking at you.

To schedule a test drive of the Saab 9-5 Aero, visit allnew95.com.

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