



May 2011

New Saab 9-4X: Overview

For North America only

New Saab 9-4X: World Premiere Scandinavian Choice for the Crossover Segment

- Saab enters fast-growing crossover segment
- Progressive Scandinavian design inspired by Aero X concept
- Car-like handling qualities deliver rewarding driving experience
- Advanced Saab XWD mated with Saab DriveSense adaptive chassis
- Spacious cabin, driver-focused cockpit and ample storage
- Compact, light, efficient engines: 265 hp 3.0V6i and 300 hp 2.8V6 turbo
- Flexible cargo management system

The new 9-4X brings unique Saab design and engineering values to the growing, luxury mid-size crossover segment. Distinctive Scandinavian and aircraft-inspired looks are combined with car-like handling and ride characteristics: this is a vehicle which delivers driving and design appeal in equal measure.

The 9-4X expands Saab's product portfolio to three car lines and provides a fresh, alternative choice for independently-minded crossover buyers. It is an important next-step in the Swedish brand's renaissance as an independent premium car manufacturer.

Muscular and sporty to drive, the 9-4X is aligned in looks and size between the 9-3X all-rounder and new 9-5 sedan. Outside and inside, it communicates its Saab identity with clean, uncluttered design and signature motifs, such as its wraparound-effect windshield, ice block lighting theme, driver-focused cockpit and flexible cargo handling.

In true Saab tradition, the 9-4X delivers on its sporty persona. It is configured around a unique, purpose-designed crossover body structure, which has been key to delivering such excellent handling and ride properties. Its car-like driving dynamics can be enhanced still further by Saab's advanced all-wheel-drive system, Saab XWD, and DriveSense adaptive chassis control. Both are standard with Aero, while Saab XWD is also available as an option.

Under the hood, nestles a choice of compact and efficient V6 engines, naturally-aspirated or turbocharged. The 265 hp, 3.0-liter motor for entry-level and premium variants features direct fuel injection and variable valve

timing; while the 300 hp, 2.8-liter exchanges direct injection for twin-scroll turbocharging and is exclusive to top-of-line Aero variants. Both engines are mated to six-speed automatic transmissions under adaptive, electronic control.

"The 9-4X significantly broadens the appeal of the Saab brand," says Saab Automobile Vice President Vehicle Lines Anders Svensson, "It gives us entry to the fast-growing crossover segment with a vehicle that reflects our brand values in key areas, such as progressive Scandinavian design and sporty, responsible driving performance. The 9-4X is an exciting package and we're confident it will appeal to many existing Saab owners, as well as win new customers for the brand."

Customer deliveries will begin in June in North America and in October in Europe and other global markets. Prices will be announced shortly before sales commence.

Body sculpted by Saab

The 9-4X cuts a broad and powerful stance, with clean, uncluttered lines that echo Saab's Scandinavian design ethos. Its distinctive face, in common with the new 9-5 sedan, draws inspiration from the award-winning Aero X concept car, with a deep, three-port grille and 'ice-block'-effect lighting themes.

Disguised windshield and door pillars create Saab's signature wraparound-effect, the single glasshouse graphic emphasizing the brand's traditional 'cockpit' look. Other exterior Saab identifiers include the shaping of the headlamps, a 'hockey stick' waistline and strong C-pillars complemented by a wraparound-effect rear screen.

The roofline is visually lowered and extended by a rear spoiler integrated into the deck lid. The rear lighting carries forward the signature theme introduced by the new 9-5 sedan. An 'ice-block' bar lit by LEDs extends across the lower deck lid and wraps around the light units. Twin rhomboid-shaped exhaust tailpipes are neatly integrated into the lower bumper molding.

Overall, the 9-4X's bodywork is noticeably free from unnecessary decoration or trim. A dark protective appliqué is applied to lower body, but there are no wheel-arch claddings or protective body panels.

18-inch, six-spoke alloy wheels are standard fit, while Aero models are distinguished by 20-inch, nine-spoke 'turbine' alloy wheels, as well as bi-xenon cornering headlights and black mesh inserts in the front grille and fog lamp housings.

Cockpit-inspired cabin

The spacious cabin provides comfortable accommodation for up to five adults and is defined by a signature Saab, driver-focused cockpit layout. The center console, center stack and main instrument display are presented within a single form that sweeps up around the driver. For the 9-4X, this is finished with wood or carbon fiber-effect trim.

Other subtle references to Saab's aviation heritage include a selectable, attitude style speed read-out, green illumination for the needles of the three main dials and traditional Saab 'joystick' adjusters for the mesh-style air vents. The ignition – a start/stop button – is, of course, located between the front seats, in true Saab tradition, adjacent to the shift lever.

Large, supportive seats include a standard, 8-way electrical adjustment for the driver and an optional electrical adjustment of the foot pedals. Rear passengers enjoy particularly roomy accommodation as rear space is not compromised by the presence of a third row of seats. They also benefit from an independent, three-way manual adjustment of the rake of each 60/40 fold seatback.

Ample onboard storage includes double-decked pockets in all doors, a two-tier front glovebox and a deep bin in the center console with 12-volt, USB and AUX connections. Rear passengers have additional storage in the rear face of the center console and the center armrest.

Available infotainment includes two audio options, a seven-speaker or top-of-the-line Bose system with 5.1 surround sound. The optional 8-inch, touchscreen hard disk based navigation system includes a bird's eye map view and 10 GB storage for jukebox' music files. Communication on the move is supported by OnStar and integrated Bluetooth hands-free phone system, which functions via voice command and steering wheel controls.

In the rear, passengers can enjoy independent climate control, in addition to the standard dual-zone system, and select their own onboard audio/visual entertainment through a dedicated unit in the back of the center console. This optional equipment has a video AUX input and two 8-inch screens in the rear face of the front seatbacks.

Adaptable cargo carrying

The trunk of the 9-4X is optimized for space and ease of use. The 60/40 split seatbacks fold down in a single movement, without having to move the seat cushions or remove the retractable head restraints. They provide a completely flat cargo deck, offering a total volume of 61.2 cubic feet.

The front section of the trunk floor is hinged and can be opened via an aircraft-shaped handle to reveal additional under floor storage. Floor space

can be tailored as required by the, U-shaped track with a telescopic cargo divider, which can be moved to any position to keep items in place.

For additional convenience, the deck lid is available with a remotely controlled, hydraulically powered operation. It can open fully, or to a programmable lower position if there is restricted clearance overhead, such as in the garage.

On the move

The Saab 9-4X brings car-like handling and ride qualities to the crossover segment. Key to its dynamic performance is a unique body structure, purpose-designed for a crossover application and free from compromises through adapting an existing sedan or wagon format.

Advanced driving technologies include Saab XWD, the sophisticated all-wheel-drive system, which infinitely varies drive torque between the front and rear axles. This pre-emptive, light and fast-acting system offers optimized grip in virtually all driving conditions, dry or wet, smooth or loose. It is combined with an electronically-controlled, rear limited-slip differential (eLSD) which can transfer up to 50% of rear torque between the rear wheels, to whichever has more grip.

Driver and vehicle in the Aero are brought even closer together by Saab DriveSense, an adaptive chassis function which uses real time damping control to help the 9-4X react to how it is being driven and to changing road conditions. In addition to the default 'Comfort' setting, the driver can select 'Sport' mode, which introduces a firmer range of adjustment for the dampers, as well as a sharper throttle pedal response and raised gear shifting points. An 'Eco' mode also re-maps the throttle pedal and gearshifting patterns for optimal fuel economy.

Other driving aids include variable effort steering, a function of Saab DriveSense, and bi-xenon adaptive lighting, which provides better illumination of upcoming bends by linking the direction of the headlamp beam to the steering angle.

Efficient power packs

The powertrain line-up comprises two efficient all-aluminum V6 engines, both with a six-speed automatic transmission. These light and compact, 24-valve motors feature variable valve timing, on both inlet and exhaust sides, and boast power ratings typical of larger displacement engines.

The 265 hp, 3.0-liter naturally-aspirated motor is available with front-wheel drive or Saab XWD and includes direct fuel injection. With front-wheel drive, it propels the 9-4X from zero to 60 mph in just 7.9 seconds (8.4 seconds with Saab

XWD) and delivers city/highway combined cycle fuel consumption of 20 mpg* (19 mpg* with Saab XWD).

Available exclusively in Aero specification with Saab XWD as standard, the 2.8-liter turbo engine packs 300 hp and generates an impressive 295 lb.ft. spread of torque between 2,000 and 5,000 rpm. It delivers zero to 60 mph acceleration in 7.7 seconds and combined city/highway fuel consumption of 18 mpg*.

** Estimated according to EPA cycle*

Leading safety performance

Excellent safety complements strong performance, and the 9-4X benefits from more than 50 years of Saab experience in working with occupant protection. Saab crash testing and computer simulations are based on what happens in real collisions, on real roads. Many in-house tests developed by Saab are over and above those legally required or carried out by consumer test organizations.

The success of Saab's work is reflected in surveys of real-life collisions by the US Highway Loss Data Institute (HLDI) and the Swedish Folksam insurance company, where Saab cars have consistently scored well, several times being ranked best in their segment. The Saab 9-3 and the new 9-5 sedan are also maximum 5-star performers in EuroNCAP crash safety ratings, as is the 9-3 in U.S. NCAP.

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New Saab 9-4X: Exterior and Interior Design For North America only

Crossing Over with Progressive Saab Design

- Carries forward signature Saab design cues
- Clean exterior styling follows Scandinavian tradition
- Spacious cabin with driver-focused cockpit
- Flexible cargo management system

Strong, crisply sculpted and unmistakably Saab: the 9-4X cuts a muscular stance that defines its crossover character. It takes Saab forward into a new market segment, sharing signature Saab styling cues from the new Saab 9-5 sedan.

Outside and inside, it gives fresh expression to a Saab design heritage drawn from aeronautical and Scandinavian roots. The 9-4X takes Saab's design language into a new vehicle class, emphasizing a feeling of strength and solidity that goes to the heart of the Saab brand.

Clean exterior design

The athletic 9-4X brings Saab design values to the crossover segment of the first time. Like its 9-5 peer, the distinctive frontal styling of the 9-4X is inspired by the award-winning Aero X concept car, which introduced a new deep, three-hole grille treatment and 'ice-block'-effect lighting themes in a blue-green hue.

Other Saab brand identifiers - the wraparound-effect windshield, peaked cap header rail, the shape of the headlamps, a wraparound-effect rear screen and hockey stick waistline - are now integrated within a raised, crossover body format. The result is a vehicle with clean, uncluttered lines that reflect the simplicity of Scandinavian design principles.

The blacked-out windshield and door pillars help to create a single glasshouse graphic, emphasizing that typical Saab 'cockpit' look. In the style of the new 9-5, the door mirror casings are black, instead of body-colored, so that the visual impact of the window graphic is not interrupted.

Like the new 9-5 sedan, the 'ice block' headlamp units include a curving, signature light tube which, when bi-xenon headlights are fitted, illuminates to give the car a distinctive identity day and night. Indicator repeaters in the front fenders also adopt the blue-green 'ice block' theme.

Subtle sculpturing of the wheel-arches, and a side crease that underlines the hockey stick beltline, also give a taut look to the proportions of a mid-size crossover. In keeping with Scandinavian design values, the 9-4X's bodywork is free from unnecessary trim. While a dark protective appliqué is coated on the lower body, the 9-4X's svelte lines are not sullied by additions such as wheel-arch cladding or protective body panels.

The roofline is visually lowered and stretched by a deep spoiler integrated into the top of the tailgate. The rear screen appears to wraparound the rear quarters of the car, helping to form a strong 'C'-pillar shape, another Saab signature feature.

The rear lighting follows the same distinctive theme seen on the new 9-5 sedan. The signature 'ice-block' light bar stretches across the lower tailgate, wrapping around the rear light units. It gives the rear of the 9-4X a distinctive day and night-time identity.

For easy loading, the tailgate opens flush with the top of the rear bumper molding, which is finished with a black, scratch-resistant insert. The rear bumper also comes with a detachable hitch cover, which preserves its good looks when a towing hitch is not required. With both engines, twin rhomboid-shaped tailpipes are neatly integrated into the lower bumper molding.

18-inch, six-spoke alloy wheels are fitted as standard, while Aero models are visually distinguished by 20-inch, nine-spoke 'turbine' alloy wheels, a black mesh front grille and a side decor strip in brushed aluminum.

Cockpit-inspired cabin

The 9-4X's spacious cabin provides comfortable accommodation for up to five adults and is distinguished by its signature Saab driver-focused cockpit. The center console, center stack and main instrument displays are all combined within a single form that arcs around the driver. For the 9-4X, this defining feature is presented with a wood or carbon fiber-effect finish.



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Three main instrument dials are housed in chrome-edge tubes. The central speedometer includes a selectable, rolling 'aircraft attitude' meter as a speed read-out, a subtle reference to Saab's aviation heritage. The needles of the dials and main display screen in center stack are all illuminated in signature Saab green. The aircraft-like 'Night Panel' button, another unique Saab feature, allows the driver to minimize distraction during night driving by switching off all the main instrument and infotainment illumination, except the speedometer.

Other unique Saab features include mesh-style air vents with 'joystick' adjusters and the car's ignition – now a start/stop button – located between the front seats adjacent to the shift lever. Controls associated with the movement of the vehicle – such as the electric park brake button and DriveSense ride selector – are logically located in the same area.

The presentation of the infotainment and climate controls in the center stack follows the same layout as seen in the new 9-5 sedan. Small channels in the fascia link the main rotary controls and resemble the shape of Leonardo da Vinci's Vitruvian Man, a hint at the combination of human design and scientific precision used in the layout of the cabin. It is part of the logical, zonal groupings used for the location of the car's interior, chassis and lighting controls.

Ample cabin storage is a key requirement for a leisure-orientated vehicle. In addition to a large, two-tier cooled glovebox, Saab designers have optimized space by providing double-decked storage pockets in all doors, front and rear. The standard center console also includes storage within the lift-top, adjustable armrest, as well as dual depth, adjustable twin cupholders, and a deep storage bin with a 12-volt power outlet and USB and AUX sockets for mobile devices. Rear passengers have additional storage in the rear face of the center console and in the center armrest with twin cupholders.

Large, supportive seats include an 8-way electrical adjustment for the driver (also for the front passenger in Premium and Aero specification). Driving comfort can be further refined by electrically adjustable foot pedals, available as an option, giving a travel range of 55 mm and operated via a button on the steering column.

Rear passengers can also adjust their seating position. Each of the split seatbacks features a choice of three rake positions, which are engaged by a lever in the outboard edge of the seatback.

Adaptable cargo carrying



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The trunk of the 9-4X is optimized for space and ease of use. Generously proportioned, with minimal intrusions in the side walls, it offers a load capacity of 17.1 cu.ft. with the rear seatbacks up.

The 60/40 split seatbacks are designed to fold down in a single movement, without having to move the seat cushions or remove the retractable head restraints. As the seatbacks are folded down, the cushions slide forward to enable a completely flat cargo deck, offering a total volume of 61.2 cu.ft.

The front section of the trunk floor is hinged and can be raised via an aircraft-shaped handle to reveal an additional under floor storage for smaller items when a tire repair kit is fitted instead of a spare wheel. The raised floor can also be locked in a vertical position and is fitted with hooks, allowing shopping bags to be organized in a practical way.

A detachable, retracting cargo cover also is fitted as standard. It pulls out from the top of the seatbacks to conceal stowed items and features a convenient second movement, which allows both edges to slide up channels on the inside of the D-pillars. This opens up the cargo deck for easy access, without any need to fully retract the cover, or reach inside again to pull it back in position.

The cargo deck's floor space can be tailored as required. The U-shaped track accommodates an adaptable, telescopic cargo dividing rail which can be moved to any position. This concept,, introduced on the new 9-5 sedan, provides a quick and flexible storage solution, keeping a wide range of different-sized items in place.

For additional convenience, the tailgate is available with a remotely controlled, hydraulically powered operation. It can be opened, programmed and closed via a rotary switch on the inside of the driver's door, the key fob or controls on the tailgate itself. The programmable mode raises the tailgate to a set lower position if there is restricted clearance overhead. The OFF setting disables the powered function.

Cabin Decor and Equipment

In both specifications, the upper surfaces of the cabin's front fascia and door panels are presented in a grained, jet black finish, with contrasting edge stitching for the Aero.

The standard interior offers a choice of dark grey, beige or jet black for the center armrest, lower door panels and seats, which are upholstered in leatherette. A wood-effect finish is applied to the main instrument



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panel and door grab handles, and the three-spoke steering wheel is leather trimmed.

The Aero/Premium cabin features a choice of dark grey or jet black for the center armrest, lower door panels and seats, which are upholstered in perforated leather. Contrasting stitching is applied to the flat-bottomed sports steering wheel, gearshift and the edge of the instrument panel. The cabin is further enhanced by up-level ambience lighting, while the Aero interior is distinguished by a carbon-fiber look for the instrument panel and door handles.

Extensive 9-4X standard equipment includes:

- 18" alloy wheels
- Electrically-powered windows and door mirrors
- Cruise control
- Dual zone climate control
- Keyless ignition with start and stop button
- Steering wheel with audio/phone controls
- 8-way powered driver's and 2-way powered front passenger seat adjustment
- Electric parking brake
- Night Panel
- 7-speaker Saab Infotainment CD with AUX, USB and OnStar/Bluetooth phone connectivity
- Rear seat with reclining adjustment, 60/40 split, armrest, dual cupholders and ski load-through
- Rear center headrest, retracting
- Roof rails, matt aluminum finish
- Rear cargo cover

Aero specification adds:

- 20-inch turbine alloy wheels
- Fog lamps
- Bi-xenon cornering headlights, cleaning, automatic levelling
- Sentronic steering wheel controls for automatic transmission
- DriveSense adaptive chassis, including variable effort steering
- Parking assistance front & rear
- Perforated leather seats
- 8-way powered driver/passenger seat adjustment with lumbar support and thigh extension
- Passive entry
- Up-level interior ambient lighting
- Rain sensing wipers
- Saab Infotainment Navigation
- BOSE sound system



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Remote start
Universal home remote
Power liftgate
Adjustable pedals
Light sensitive inside and outside rear view mirrors
Rear view camera

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May 2011

New Saab 9-4: Product Highlights and Features

For North America only

Car-like Driving Fun and Ride Comfort

- Purpose-designed crossover body structure delivers car-like driving quality
- Adaptive chassis technology: Saab XWD and Saab DriveSense
- Advanced infotainment: hard disk storage, rear seat entertainment
- Safety systems leverage more than 50 years of Saab real-life crash safety experience

The Saab 9-4X's advanced chassis offers car-like handling characteristics with sporty and responsive driving qualities. Available technologies include Saab's DriveSense adaptive chassis, with real-time damping control, and Saab XWD, a cutting edge all wheel-drive system with an electronically-controlled rear limited-slip differential (eLSD).

Comfort and convenience features range from a start/stop button and adaptable cargo storage, both as standard, to options including: passive entry and exit, a powered tailgate, tri-zone air conditioning and rear seat entertainment packages. Satellite-navigation with an 8-inch touchscreen, Bose surround sound system and hard disc 'jukebox' music storage are among the infotainment options.

Behind The Wheel

The 9-4X has been developed to deliver a nimble, responsive driving experience that belies its size and height. Car-like and fun to drive, it is equally at ease on a wide variety of roads and in all virtually driving conditions.

It benefits from a unique body structure, specifically designed for a crossover application. This has enabled engineers to establish key vehicle dimensions – such as wide front and rear tracks of 63.9 in and the suspension geometry – without being compromised by adapting an existing sedan or wagon format. While offering the security of a raised, 'command' driving position and a ground clearance of 7.9 in, the 9-4X concedes little or nothing in its dynamic performance.

Extensive testing alongside competitor vehicles validated the 9-4X's qualities for ride refinement and noise suppression. In a variety of test configurations, its performance challenged the very best in class.

A stiff body structure, with a torsional rigidity rating of 31 Hz, is key to ensuring refined ride characteristics and good suppression of noise, vibration and harshness, as well providing a solid foundation for the location of suspension mountings.

Front suspension is by McPherson struts with aluminum control arms, hydraulic ride bushings and a hollow-section stabilizer bar. An independent, linked H-arm layout is used at the rear. This sophisticated system, with isolated sub-frame mountings, enhances ride comfort, reduces vibration entering the cabin and improves roadholding. Shear bushings in the damper mountings to the body further dissipate vibrations from the road and improve noise isolation.

To deliver an enhanced ride quality, unsprung weight has been minimized by the use of weight-saving aluminum for all brake calipers, the front wheel hubs, A-arms, steering knuckles and rear suspension links. The powerful braking system uses 13.6-inch front and 12.4-inch rear rotors, both ventilated. ESP® is fitted as standard.

"This is a truly rewarding car to drive," says Peter Dörrich, Saab 9-4X Vehicle Chief Engineer, who led the development team. "We are really pleased with its excellent handling and ride qualities. We can't wait for the public and media to start driving it."

Advanced technologies build on the capabilities of the 9-4X's chassis. Chief among these are:

Saab XWD with eLSD

This advanced all-wheel-drive system offers a more rewarding driving experience and greater control in virtually all driving conditions.

Already successfully launched in the Saab 9-3 and 9-5, this pre-emptive, active system has been integrated and optimized by Saab chassis engineers. It uses a multi-plate Haldex clutch unit which infinitely varies the delivery of drive torque between the front and rear axles. Careful programming enables the application of rear drive to balance oversteer and understeer characteristics, as well as ensuring optimal grip in loose or slippery conditions. The ESP® system is also tuned together with XWD to optimize the chassis's sporty potential without reducing safety margins.

An electronically-controlled rear limited-slip differential (eLSD) can transfer up to 50% of rear torque between the rear wheels, to whichever has more grip.

Under hard cornering on the open road, or when completing a high speed maneuver, the brief application of more or less torque to either wheel also helps the rear of the car more closely follow the direction of the front wheels. In many conditions, traction is also further improved.

Saab XWD with the eLSD is fitted as standard for Aero.

Saab DriveSense

This adaptive system includes real time damping control with a range of adjustments that helps the vehicle adapt to the way it is being driven. In addition to the default 'Comfort' mode, the driver can also select 'Sport' mode via a rotary knob next to the shifter. A further 'Eco' mode can be selected on a separate button

In real time, 'Comfort' mode adjusts the vehicle's ride and handling characteristics in response to driving style and road conditions. Under DriveSense supervision, the damping rates of the electronically-controlled dampers are continuously varied.

The 'Sport' setting introduces a firmer range of adjustment for the dampers, offering even greater body control. In addition to sharpening the throttle pedal response and enhancing steering feel, 'Sport' mode also raises the gear shifting points of the automatic transmission and sends more drive torque to the rear wheels.

'Eco' mode, unique to the Aero model, is focused on optimizing fuel economy and includes the appropriate management of gear shifting patterns and re-mapping of the throttle pedal action.

DriveSense is standard fit for Aero models.

Variable Effort Steering (VES)

When maneuvering, parking or driving at low speeds, VES increases the level of power assistance in order to reduce steering effort. At higher speeds, assistance is automatically reduced to ensure a high degree of steering 'feel' for the driver.

VES uses an electro-magnetic motor on the steering rack, controlled by a coil, to boost or reduce the level of hydraulic assistance. VES also adapts to the speed at which the steering wheel is being turned, providing progressively increased assistance the faster the wheel is rotated. VES is a function within Saab DriveSense and comes as standard for Aero models

Comfort, Convenience and Safety

Occupants of the 9-4X benefit from state-of-the-art features that enhance the travel experience. These are focused on ease-of-use and making the cabin of the 9-4X an enjoyable and safer place to be. They include:

Start/Stop button with passive entry/exit

Standard throughout the range, a start/stop button replaces the conventional ignition switch. In Saab tradition, it is located between the seats next to the shifter. The engine control unit detects and authenticates a coded signal from driver's fob and the engine can be started or stopped by simply pressing the start/stop button.

For even greater convenience, a passive entry/exit system is also available, which allows the car to be automatically unlocked when the door handle is pulled while the fob is still in the driver's pocket or handbag. The car can also be locked when the driver leaves it by simply touching the lock area of the door handle. This ease-of-use feature removes the need to press the unlock/lock buttons on a standard fob.

Tri-zone air conditioning

In addition to the standard dual zone climate control for the driver and front passenger, the tri-zone option offers independent temperature control for rear seat occupants. Extended ducting feeds air from the main air conditioning unit to an outlet module in the rear face of the center console. The module includes a small fan to accelerate the airflow and two adjustable distribution vents. It is offered in combination with rear seat entertainment and rear seat heating.

Advanced infotainment systems

The available infotainment choices offer a wide range of state-of-the-art features and two audio options: a seven-speaker or top-of-the-line, 10-speaker Bose system with true 5.1 surround sound reproduction. The 8-inch touchscreen navigation system includes a bird's eye map view and hard disk drive storage for map data and music.

Audio selection is versatile. In addition to the AM/FM and XM radio, the driver can play music directly from a CD, insert an MP3 player or memory stick into the standard USB socket, or even store 10 GB of favorite tracks on a built-in hard drive with the optional navigation system – all with full control via the faceplate and steering wheel. The USB socket is located conveniently alongside an AUX input and 12V power outlet in the center console. The USB 'wires' the device to the car and offers instant control through the audio system, the in-car display showing the song title, artist and album information. It can also charge the device.

Communication on the move is supported by OnStar, including an Bluetooth hands-free phone, which functions via voice command and steering wheel controls.

In the rear, passengers can enjoy their own onboard entertainment through a dedicated unit in the back of the center console and two 8-inch screens which fold out, laptop style, from the front seatbacks. Passengers can select an alternative audio source to that being played up front, watch a DVD or enjoy entertainment from a stand-alone player, such as a games console or digital camera, connected to the video AUX input. Sound is provided by wireless headphones.

Rear-view camera

Fitted as standard on Aero and Premium models, a small lens is discreetly mounted in the deck lid to provide enhanced rearward vision when reversing. A 3.5-inch image is shown in the interior rear-view mirror, or the main display screen with satellite navigation.

Driving and crash safety

All occupants in the 9-4X benefit from Saab's successful real-life safety philosophy. Crash testing and computer simulations are based on what happens in real collisions on real roads, using the findings of a database covering more than 6,100 real-life accidents involving Saab cars on Swedish roads over the last 50 years. Saab safety engineers are always aware that their ultimate goal is protecting real people, not only dummies in laboratory crash tests.

According to Saab's real-life safety strategy, the structural design of the car, and the operation of its safety systems, is evaluated through a large number of in-house crash tests which are additional to those legally required or carried out by consumer test organizations.

The success of this work is reflected in surveys of real-life collisions by the US Highway Loss Data Institute (HLDI) and the Swedish Folksam insurance company, where Saab cars have consistently scored well, several times being ranked best in their segment. The Saab 9-3 and the new 9-5 sedan are also maximum 5-star performers in EuroNCAP crash safety ratings, as is the 9-3 in U.S. NCAP.

In addition to the full complement of occupant safety systems installed in all Saab cars, the 9-4X includes third generation Saab Active Head Restraints (SAHR 3) as standard for the front seats, together with pre-tensioning and load-limiting for the outer rear seatbelts.

Driving, or active safety – the ability to help avoid becoming involved in a collision - is also improved by the bi-xenon cornering headlight system. This improves visibility for the driver and reduces night driving stress. At all speeds, the headlights provide better illumination through upcoming bends by swiveling up to 15°, to the right or left according to the steering angle. Bi-xenon cornering headlights are standard on Aero and available for Premium models. ESP® is fitted as standard across the range.

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New Saab 9-4X: Powertrain

For North America only

Efficient and Compact V6 Engines

- Efficient V6 engine choice
- 265 hp, naturally-aspirated 3.0V6
- Top-of-the-line Aero features 300 hp 2.8V6 turbo
- Adaptive, six-speed automatic transmissions

The Saab 9-4X is powered by a choice of two compact, six-cylinder engines, each featuring advanced technologies that deliver power ratings typical of larger displacement engines.

A 265 hp, 3.0-liter V6 motor is offered with two-wheel drive or Saab XWD. A turbocharged, 2.8-liter V6 with 300 hp – as used in the new 9-5 sedan – is fitted exclusively to Aero models with Saab XWD. Both units are transversely-mounted and mated to six-speed automatic transmissions.

The engines feature electronic management, electronic throttle control, direct ignition and four valves per cylinder operated by overhead, maintenance-free, chain-driven camshafts. Variable valve timing, on both inlet and exhaust sides, allows the opening and closing of the valves to be adjusted according to engine speed and load. This enables a broader spread of torque, higher maximum power and improved fuel consumption, as well as better emissions control.

To give minimal piston friction and wear characteristics, while also benefiting fuel and oil consumption, the cylinder walls of the engines are laser-etched for an ultra smooth finish. Under-skirt piston oil cooling and sodium-filled exhaust valves are further efficiency measures.

A torque-based engine management strategy is used for both engines. This calculates an optimal throttle position, cam phasing, ignition timing and turbo charge pressure for all engine loads and speeds.

3.0V6, naturally-aspirated

This fuel-efficient, all-aluminum engine delivers 265 hp (195 kW) at 6,950 rpm and plentiful torque of 223 lb.ft. (302 Nm) at 5,100 rpm.

With front-wheel drive, it propels the 9-4X from zero to 60 mph in just 7.9 seconds (8.4 seconds with Saab XWD) and delivers city/highway combined cycle fuel consumption of 20 mpg* (19 mpg* with Saab XWD).

** Estimated according to EPA cycle*

The engine features direct injection, which delivers fuel under high pressure directly into the combustion chamber, instead of the inlet port, where it is mixed with air. This improves the efficiency of the combustion process and enables a high 11.7 compression ratio, increasing power and improving fuel economy on part or full throttle. During cold starting, when engine exhaust emissions are at their highest, direct injection also offers an improvement of up to 25%.

Apart from an aluminum construction, other weight-saving and/or noise reduction features include: a composite, instead of aluminum, upper intake manifold; an integral exhaust manifold, eliminating a separate unit; and composite, instead of cast aluminum, camshaft covers.

The six-speed automatic transmission applies a wide selection of shift patterns that adapt to the style and habits of the driver, anticipating when maximum acceleration or maximum efficiency is required. It also adapts to the prevailing road conditions, reducing gear shifting when climbing or descending and using engine braking assistance during down changes. It features a clutch-to-clutch shift operation, with manual sequential gear selection available via the shifter.

2.8V6 Turbo.

Available exclusively in Aero specification with Saab XWD, this all-aluminum engine has a classic 60° angle between the cylinder banks to give optimum balance for vibration-free running. It generates 300 hp (221 kW) at 5,500 rpm and an impressive 295 lb.ft. (400 Nm) spread of torque between 2,000 and 5,000 rpm.

On the road, it delivers giving zero to 60 mph acceleration in 7.7 seconds and combined city/highway fuel consumption of 18 mpg*. Like all turbo engines, it offers performance typical of a larger engine, while delivering better fuel economy when boost is not required, under highway cruising, for example.

** Estimated according to EPA cycle*

The single, twin-scroll turbocharger is mounted centrally above the transmission and fed by both banks of cylinders. The use of two inlet tracts, one for each cylinder bank, separates the exhaust gas pulses, improving gas flow, reducing

energy losses and raising turbocharger efficiency. The turbo is water-cooled and uses air-to-air intercooling to increase intake charge density.

A strong, forged-steel crankshaft runs in four main bearings and the steel connecting rods are sinter forged for extra strength and durability. The polymer-coated, aluminum pistons and the floating wrist-pins are cooled and further lubricated by triple under-skirt oil jets.

The exhaust manifolds are double-skinned with hydroformed stainless steel liners to improve cold start emissions by minimizing heat absorption to the manifold. Air injection into each exhaust manifold for up to 30 seconds after a cold start also helps the central pre-catalyst, positioned upstream of the main catalytic converter, achieve "light off", its effective working temperature, as early as possible.

For smooth and quiet running, the cast aluminum oil pan is stiffened and bolted to the transmission bell housing, as well as the engine block, eliminating points of vibration. The camshaft covers are fully isolated and made from composite material to provide an effective noise barrier.

The six-speed automatic transmission for this engine includes an integrated electronic control module, which eliminates the need for any external wiring. It features an adaptive shifting logic similar to that of the 3.0V6i transmission, while adding manual gear selection via steering wheel controls to complement manual gear selection with the shifter.

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<http://media.saab.com/>



May 2011

Database: New Saab 9-4X

For North America only

Technical Overview

Engines

3.0L (2997 cc) 6 cylinders, V6

Aluminum cylinder heads and block
DOHC, 24-valve
VVT (inlet and exhaust)
Direct fuel injection
Transversely-mounted

2.8L (2792 cc) 6 cylinders, V6

Aluminum cylinder heads and block
DOHC, 24-valve
VVT (inlet and exhaust)
Twin-scroll turbocharger
Intercooled
Bosch Motronic ME9.6
Transversely-mounted

Suspension

Front:

MacPherson strut
Aluminum A-arm
Hydraulic dampers
Stabilizer bar
Hydraulic ride bushings

Rear:

Independent, linked H-arm
Coil springs. Gas charged dampers
Stabilizer bar (hollow)

Transmission

6-speed automatic
Steering wheel controls (9-4X Aero)

Steering

Rack and pinion
Hydraulic power assistance (9-4X)
Variable Effort Steering (9-4X Aero)
Turning circle (curb-to-curb):
39.0 ft.
Turns lock-to-lock: 2.84

Wheels, Tires

18" x 8" aluminum, 235/65 (9-4X)
20" x 8" aluminum, 235/55 (9-4X Aero)

Brakes

Dual circuit, vacuum booster
ABS, TCS, ESP®
Rotors, Calipers (f/r, ins):
13.6 x 1.2, ventilated
Aluminum dual piston
12.4 x 0.9, ventilated
Aluminum single piston

Weights

Curb (lbs):

4250 – 4450 (FWD)
4425 – 4650 (Saab XWD)
Max. towing weight (lbs):

3500

Weight distribution (% f/r):

59 / 41 (FWD)
57 / 43 (Saab XWD)

Capacities

Load capacity (cu.ft.):

2nd seat row up: 29.2
2nd seat row down: 61.2

Cooling system (qt.):

12.3 (3.0i V6)
13.5 (2.8 turbo V6)

Engine oil (qt.):

6.0 (3.0i V6)
6.3 (2.8 turbo V6)

Fuel tank (gals):

21.14

Drag co-efficient

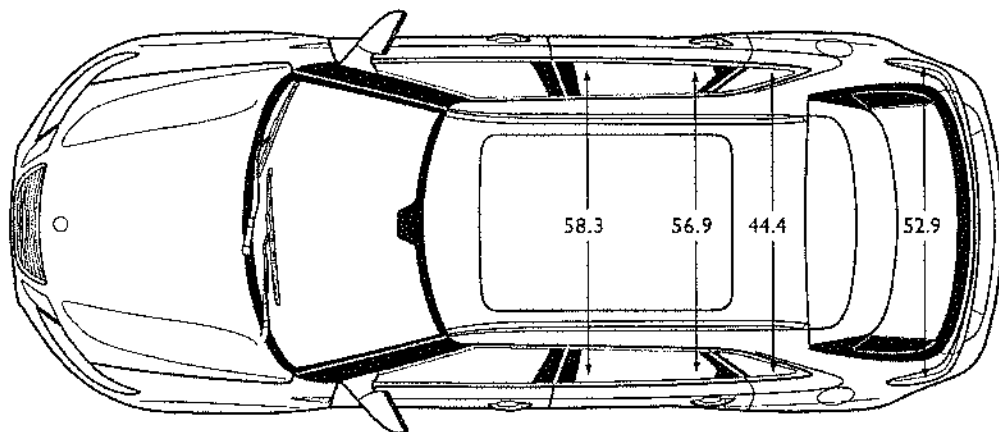
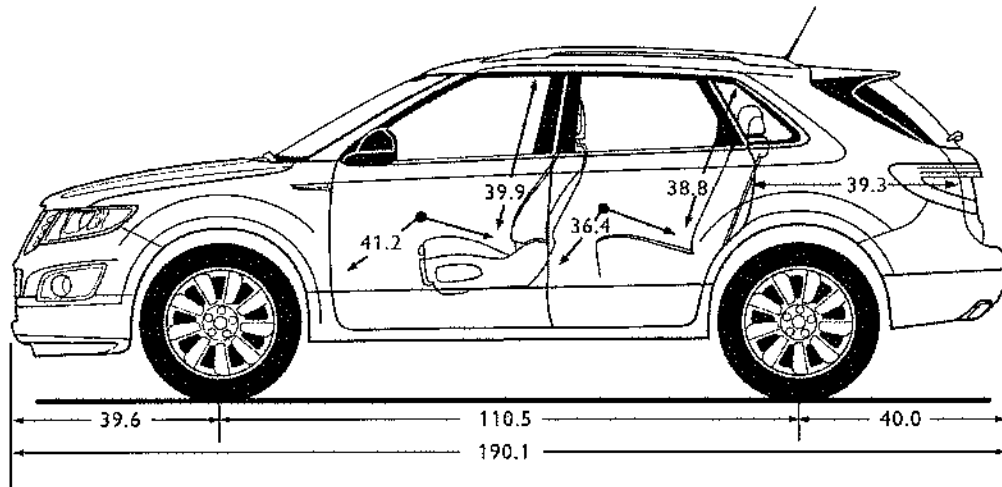
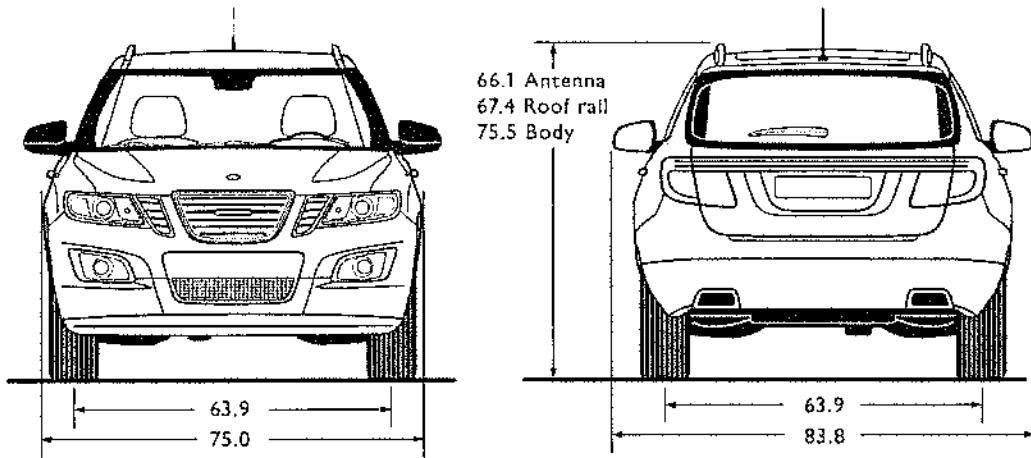
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Engines, Gear Ratios, Performance, Fuel Consumption

ENGINE VARIANT	3.0i V6	2.8 turbo V6
Availability	9-4X	9-4X Aero
Max. output (hp /kW)	265 / 195	300 / 221
Rpm	6,950	5,500
Max torque (lb-ft/ Nm)	223 / 302	295 / 400
Rpm	5,100	2,000 – 5,000
Bore / Stroke (in)	3.50 x 3.16	3.50 x 2.94
Compression Ratio	11.7: 1	9.5: 1
TRANSMISSIONS		
6-speed Automatic		
Gear ratios/mpg per 1000 rpm		
1 st	4.48 / 5.7	4.15 / 5.6
2 nd	2.87 / 8.9	2.37 / 9.8
3 rd	1.84 / 13.9	1.56 / 14.9
4 th	1.41 / 18.1	1.16 / 20.1
5 th	1.00 / 25.6	0.86 / 27.1
6 th	0.74 / 34.5	0.69 / 33.9
Final Drive	3.39	3.75
PERFORMANCE		
0-60 mph		
FWD	7.9	–
Saab XWD	8.4	7.7
Top speed (mph)		
FWD	130	–
Saab XWD	130	145
FUEL CONSUMPTION (mpg)*		
Combined		
FWD	20	–
Saab XWD	19	18
City		
FWD	18	–
Saab XWD	17	15
Highway		
FWD	25	–
Saab XWD	23	22

* Estimated according to EPA cycle

Saab 9-4X Dimensions in inches



Saab 9-4X Dimensions in mm

