

Saab 9-3 Aero 2.8 V6 Turbo Mk2

Date _____ Mileage _____ Price _____ Seller _____

What matters most: The B284 V6 is strong when maintained, but the engine bay runs very hot. Most issues are heat-related: coolant leaks, cracked coil packs, sticky boost solenoid. Ask for oil change records first.

BEFORE THE VIEWING

- Recall and service history**
Saab no longer exists, so check recall status via safety.saabparts.com with the VIN. Verify the coolant tank campaign (#15460) and airbag recall were completed.
- Oil change intervals**
The factory 18,000 km oil interval is too long for this engine. Look for records showing 10,000 km intervals with 5W-40 fully synthetic. This protects the timing chains.
- Specialist access**
Saab specialists are rare. Before viewing, confirm you have a mechanic nearby who knows these cars. GM-trained shops can also work on the B284 engine.

AT THE CAR

- Tyres and exterior condition**
Standard Aero size is 235/45 R17 or 235/40 R18. Check date codes on sidewalls and look for uneven inner-edge wear, which can point to worn rear suspension bushings.
- Coolant level and expansion tank**
Open the hood and check for cracks in the plastic expansion tank on the right side. Look for white or green staining around the turbo coolant hard pipes and banjo bolt connections.
- Cold start and engine sound**
Start the engine completely cold. Listen for a brief chain rattle in the first 5-10 seconds from the front of the engine. A rattle that persists can point to timing chain stretch.
- Oil leaks around valve covers**
With the engine idling, look along both valve cover edges and around the PCV system area for oil seepage. Common on cars above 150,000 km. Not urgent, but worth noting for negotiation.

DURING THE DRIVE

- Full-boost response**
In 3rd gear from around 2,000 rpm, accelerate firmly. Boost should build smoothly without hesitation or cutting out. Any flat spots can point to a sticky boost solenoid or turbo wear.
- Automatic gearbox shift quality**
If automatic (Aisin AW55-51), drive for at least 20 minutes. Pay attention to the 2nd-to-3rd shift once warm. Slipping or harsh engagement can point to valve body solenoid issues.
- Electrical behaviour and battery**
Watch for flickering lights or infotainment glitches during the drive. Ask the seller if the battery ever goes flat when parked for a few days. Parasitic drain is a known issue on these cars.

NOTES

THIS CAR AT A GLANCE

Turbocharged V6 Saab, built 2006-2011. Strong engine, but the hot engine bay causes most issues. Orphan brand, so specialist access matters.

KNOWN WEAK POINTS

Coolant system leaks

Tank cracks, turbo hard pipes corrode
€300-1,200

Boost solenoid sticking

Carbon buildup, intermittent power loss
€100-300

Ignition coil packs

Rear bank cracks from heat exposure
€200-600

Turbocharger failure

Oil starvation or heat soak damage
€1,200-2,500

Gearbox valve body

Auto only, solenoids stick when hot
€750-2,000

