



U.S. Department of Transportation  
National Highway Traffic Safety Administration

# ODI RESUME

OFFICE OF DEFECTS INVESTIGATION



**Investigation:** PE21012  
**Prompted By:** VOQ Review  
**Date Opened:** 05/17/2021      **Date Closed:** 02/16/2024  
**Investigator:** Matthew Martens      **Reviewer:** Gregory Magno  
**Approver:** Tanya Topka  
**Subject:** Fuel loss from the capless fuel fill neck while the vehicle is in motion.

## MANUFACTURER & PRODUCT INFORMATION

**Manufacturer:** Ferrari North America, Inc.  
**Products:** 2012-2015 FERRARI 458 SPIDER, 2013-2015 FERRARI 458 SPECIALE, 2010-2015 FERRARI 458, 2014-2015 FERRARI 458 SPECIALE A, 2010-2015 FERRARI 458 ITALIA  
**Population:** 4,301

**Problem Description:** Fuel loss from the capless fuel fill neck while the vehicle is in motion.

## FAILURE REPORT SUMMARY

	ODI	Manufacturer	EWR D&I	Other	Total	EWR Field Reports
<b>All Incidents:</b>	2	54	0	1	54*	0
<b>Crashes/Fires:</b>	0	0	0	0	0	0
<b>Injury Incidents:</b>	0	0	0	0	0	0
<b>Number of Injuries:</b>	0	0	0	0	0	0
<b>Fatality Incidents:</b>	0	0	0	0	0	0
<b>Number of Fatalities:</b>	0	0	0	0	0	0

**Description of Other:** verified failure posted in a public forum

\*Total eliminates duplicates received by the manufacturer

## ACTION/SUMMARY INFORMATION

**Action:** This (PE) Preliminary Evaluation is closed without a manufacturer action.

**Summary:**

On 17 May 2021, the Office of Defects Investigation (ODI) opened PE21-012 to investigate two complaints and a third allegation verified from a public forum alleging fuel loss from the subject vehicle originating from the fuel fill location while in motion. ODI has not received any new allegations since PE12-012 opened.

Field data provided by Ferrari in response to ODI's information request letter for PE21-012 identified fifty four total unique reports applicable to the fuel fill neck through field reports and consumer allegations on vehicles equipped with the same fuel fill neck part number as the three reports that prompted PE21-012. Six allegations reported difficulty refueling the vehicle. The other forty-seven reports pertained to fuel fill neck replacement. Within those allegations, seven replacements indicated a fuel leak condition. A single instance was identified with a fuel loss when the vehicle was stationary. The majority of component replacement (thirty three) was the result of damage to the fuel fill neck, resulting in various user observable system failures; a check engine light, broken components, and/or gasoline smell. Seven repairs to the system did not identify the cause for replacement.

ODI's analysis of the system design and reported failures did not identify a trend of failures leading to a significant fuel loss while the vehicle is stationary or in motion. Component replacement rate for the part number identified in the original allegations was higher than the successor components, however a fuel loss condition was recorded at 0.1% of the vehicles manufactured with the fuel fill neck identified in the investigation. Ferrari's investigations of the component failures assess the root cause to be operator misuse.

Based on the review of the data provided and the low rate of fuel loss condition from the vehicle while in motion or stationary, the investigation is closed. The closing of this investigation does not prevent the agency from taking further action if warranted or the potential for a future finding that a safety-related defect exists based upon additional information the agency may receive. To review the reports cited in the Closing Resume ODI Report Identification Number document, go to [NHTSA.gov](https://www.nhtsa.gov).