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By Recall Management Division at 9:01 am, May 14, 2012

DEFECT INFORMATION REPORT

Ferrari S.p.A. has determined that a defect that relates to motor vehicle safety exists in one Model Year 2011 and certain Model Year 2012 Ferrari California and Ferrari 458 Italia vehicles. Ferrari North America, Inc. ("FNA") is providing this notification in accordance with 49 C.F.R. Part 573.

Ferrari S.p.A. has informed FNA that due to a possible non-conformity in the final stages of machining of the crankshafts of the type FI36 engine that there is a possibility of a crankshaft failure in the incorrectly machined area caused by thermal and dynamic stresses. This failure may cause engine seizure rendering the vehicle inoperable and possibly resulting in a crash.

Accordingly, as set forth below, FNA proposes to provide notice to all customers, warning them of this non-conformity and that their vehicle must be brought to their authorized Ferrari dealer to remedy the non-conformity by means of one of the three following options, the choice of which is to be made by the customer: (1) installation of a new crankshaft and the relevant crankshaft bearings by the authorized Ferrari dealer; (2) removal and reinstallation of the engine by the authorized Ferrari dealer with the installation of the new crankshaft and the relevant bearings performed by Ferrari North America; or (3) replacement by the authorized Ferrari dealer of the original engine with an engine provided by Ferrari North America.

The information that is required by your regulation follows:

1. *Manufacturer's Name and Address.*

The fabricating manufacturer (*see* 49 CFR § 573.6(c)(1)) is Ferrari S.p.A. The designated entity pursuant to 49 U.S.C. § 30164(a), which also is making this report, is:

Ferrari North America, Inc.
250 Sylvan Avenue
Englewood Cliffs, N.J. 07632

2. *Vehicles Involved in this Notification.*

The affected vehicles consist of one Model Year 2011 Ferrari 458 Italia and certain Model Year 2012 Ferrari 458 Italia vehicles in the VIN range: ZFF67NFA3BC to ZFF67NFA3C0 (Assembly number 100739 to Assembly number 101063) and certain Model Year 2012 Ferrari California vehicles in the VIN range: ZFF65LHA2CC to ZFF65LJA0C0 (Assembly number 100961 to Assembly number 101487).

3. *Total Number of Vehicles Potentially Containing the Defect.*

The total population of potentially affected Model Year 2012 Ferrari California and Model Years 2011 – 2012 Ferrari 458 Italia vehicles not in FNA's custody and control is approximately 72 vehicles. In addition, there are two (2) vehicles in FNA's custody and control.

4. *Approximate Percentage of Vehicles Estimated to Contain the Defect.*

FNA believes that all 74 vehicles in the defined population contain the defect.

5. *Description of the Defect.*

Ferrari S.p.A has determined that due to a possible non-conformity in the final stages of machining of the crankshafts of the type F136 engine that there is a possibility of a crankshaft failure in the incorrectly machined zone caused by thermal and dynamic stresses. This failure may cause engine seizure rendering the vehicle inoperable, possibly resulting in a crash.

6. *Chronology of Events Leading to this Defect Determination.*

In March 2012, Ferrari had an engine seize in a California Model Press Vehicle. Despite the fact that the information at that time involved only a single car, Ferrari out of an abundance of caution started a field investigation of vehicles that had their engines produced during the same period as the above mentioned Press vehicle. Upon completion of the investigation, Ferrari has now decided to file this report, and has decided to include in its proposed campaign all Ferrari 458 Italia and California vehicles equipped with crankshafts manufactured from week 30/2011 up to week 35/2011 (as referenced in the above assembly range). Ferrari has determined that a crankshaft grinding machine installed during week 30/2011 production was improperly set up. Ferrari has confirmed that starting from week 36/2011 a new set up of the grinding specifications of the new crankshaft grinding machine was programmed, however, Ferrari was unaware that crankshafts that were machined during the above referenced period might be subject to failure until the March, 2012 engine failure and subsequent investigation.

7. *Description of Proposed Remedy.*

FNA proposes to provide a notice to all customers that would inform them about this non-conformity and that the crankshaft and the relevant crankshaft bearings need to be replaced in order to eliminate the possibility of crankshaft failure in the incorrectly machined zone caused by thermal and dynamic stresses. This failure may cause engine seizure rendering the vehicle inoperable and possibly resulting in a crash. FNA believes that the proposed notice would fully address the issue.

Pursuant to 49 C.F.R. §§ 573.6(c) (8), 573.13(c), and 577.11, the owner notification letter will inform owners that they may be eligible to receive reimbursement for the cost of obtaining a pre-notification remedy of a problem associated with this defect. Specifically, as required by 49 C.F.R. § 577.11(d), the notification letter will inform owners that they may be entitled to reimbursement for any out-of-pocket costs that they incurred for the replacement of the

crankshaft and the relevant crankshaft bearings during the following period: *from* any time before the date of this notification to NHTSA pursuant to 49 C.F.R. § 573.6, up to ten days after the date on which the last of the owner notifications pursuant to 49 C.F.R. Part 577 is mailed.

In addition, owners will be instructed to submit to "Ferrari North America, Inc., 250 Sylvan Avenue, Englewood Cliffs, New Jersey 07632 Attention: Service Department" documentation that provides (a) the name and address of the claimant; (b) identification of their vehicle's make, model, model year, and vehicle identification number; (c) identification of the recall by reference to NHTSA's recall number or the recall number assigned by Ferrari; (d) identification of the owner or purchaser of the vehicle at the time that the pre-notification remedy was obtained; (e) a receipt, which may be an original or copy, for the pre-notification remedy, identifying the equipment replaced; and (f), if the pre-notification remedy was obtained at a time when the vehicle was covered under the original warranty program, documentation indicating that the manufacturer's dealer or authorized facility either refused to remedy the problem addressed by the recall under the warranty or that the warranty repair did not correct the problem addressed by the recall.

Under the reimbursement plan, reimbursement shall not be provided for repairs made within the period during which the original warranty would have provided for a free repair of the problem addressed by this recall, unless (i) a franchised dealer or authorized representative of Ferrari denied warranty coverage or (ii) the repair made under the warranty did not remedy the problem. Reimbursement also will not be provided if the pre-notification remedy was not of the same type as the recall remedy provided herein, did not address the defect that led to this recall, or was not reasonably necessary to correct the defect.

8. *Campaign Schedule and Draft Notices.*

FNA expects to begin customer notification within 14 days. FNA is submitting customer notifications to NHTSA for review with this letter.

9. *Representative Copies of Notifications that Relate to the Defect and Have Been Sent to More than One Manufacturer, Distributor, Dealer, or Purchaser.*

There are no notices, bulletins, or other communications that relate directly to the defect and have been sent by FNA to more than one manufacturer, distributor, dealer, or purchaser.

10. *Manufacturers' Campaign Number.*

The manufacturer's campaign number is 52.

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If you have any questions, please contact Enzo Francesconi at (201) 816-2600.