



MASERATI

Defect Information Report

Maserati S.p.A. has determined that a defect that relates to motor vehicle safety exists in certain model year 2014 & MY2015 Maserati Quattroporte & Ghibli V6 engine vehicles. Maserati North America, Inc. (MNA) is providing this notification to your office in accordance with **49 C.F.R. Part 573**.

Maserati S.p.A. and MNA have determined that the above described vehicles were potentially manufactured with a defective fuel delivery hose, where the polyamide fuel hose connects to the metallic fuel line connector located within the engine compartment.

An improper crimp connection of the polyamide fuel line hose portion to the metallic fuel delivery line can lead to fuel leakage at the fuel line connector, and possibly resulting in an engine compartment fire.

As noted below, a total of **139** vehicles have been identified as having this improper crimp, and thus this notification relates only to those vehicles.

The information, to the extent currently available to MNA –is as follows:

1. Manufacturer's Name and Address.

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

2. Identification of Vehicles Potentially containing the defect.

The affected vehicles consist of certain model year 2014-2015 Maserati Quattroporte and Ghibli V6 engine vehicles. Please refer to the attached draft bulletin which includes the affected models.

3. Total Number of Vehicles.

The total population of model year 2014-2015 Maserati Quattroporte and Ghibli V6 engine vehicles in the affected VIN range is **139**. Of the 139 vehicles affected, 3 are in customer hands, 92 vehicles are at the Ports of entry and 44 are in dealer inventory. MNA will contact the three customers directly by telephone, and also send a letter informing them of the recall. A vehicle stop sale has been issued for the 44 vehicles in dealer stock and the 92 vehicles in port inventory.

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4. Approximate percentage of vehicles Estimated to Contain the Defect.

Potentially 100% of all units within the affected VIN range may contain the defect.

5. Description of the Defect.

The defect has been identified as an improper crimping process connecting the polyamide fuel delivery hose to the metallic fuel line connector. An improper crimp at this location can result in fuel leakage within the engine compartment, and with a risk of fire within the engine compartment.

6. Chronology of Events leading to this Defect Determination.

Maserati S.p.A. received notification from our supplier and was confirmed by the supplier's material/component analysis, with subsequent identification and verification of the failure. The failure was identified as insufficient maintenance of the hose extrusion process with excess material building up and eventually blocking the extrusion/crimping process onto the metallic fuel line. The supplier has corrected this maintenance issue with improved quality checks. Please see the following for a detailed description of chronology of events:

- A. July 28, 2014, the first case is visually discovered at the assembly line (marks on the polyamide fuel line) during installation.
- B. Subsequent checks of further assembly line vehicles, reveals no (zero) indications of marks on the fuel line.
- C. Supplier checks of batch begins, and human assembly handling, week of August 11, 2014 and ends August 21, 2014.
- D. At the same time, assembly line checks concur with no indication of marks after supplier checks have been completed.
- E. Supplier identifies a single batch of assembled fuel lines on August 21, 2014 and lab testing begins (fuel line under pressure) testing lines that show signs of marks and lines without marks on them. Testing reveals no indication of miss-installation (human assembly) at the factory.
- F. As precautionary measure, supplier continues to check additional batches in stock and advises factory of potential batch issue.
- G. Supplier lab testing shows fuel droplets at the connection point between the polyamide line and the crimped portion of the metallic fuel line connector (under normal vehicle/engine operating fuel pressure).
- H. Lab analysis indicates polyamide line shows indication of scrapes and lateral grooves adjacent to the crimping section of the fuel line metallic connector.
- I. Supplier identifies source of polyamide line scrapes and grooves which indicates that there is insufficient cleaning (maintenance) intervals between the crimping/line extrusion tool.

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- J. The defect is identified to a single batch of fuel lines with excess material actually causing the scrapes and grooves. This excess of material is also coming into contact with the polyamide line surface and with the inside diameter surface of the metallic fuel line connector.
- K. Factory checks of supplied batches of fuel lines are checked during the weeks of September 17 through the 29th with end of line visual testing of all vehicles at the factory.
- L. Factory concludes together with supplier that affected batch of fuel lines are on vehicles which have already shipped to the US and other countries.
- M. Factory provides list of affected VINs of which 139 total cars are affected on October 10, 2014. Affected VIN's validated and confirmed by MNA with a vehicle production start date of 7/23/2014 to 8/7/2014. MNA issues a stop sale order on October 14, 2014 (thereby halting the vehicles at the ports and all affected dealer inventory vehicles).
- N. Of the 139 total affected vehicles:
 - a. 92 total cars are at the Ports of Entry.
 - b. 44 vehicles are in dealer inventory (2 cars are dealer demonstration vehicles).
 - c. 3 vehicles were retailed to customers in the US.

7. Test Results and other info.

Supplier testing results indicated an improper crimp at the metallic delivery fuel line connector.

8. Description of Proposed Remedy.

The remedy for the affected vehicles involves the replacement of the entire fuel delivery line from the fuel tank to the engine. The remedy procedure may require up to 5 hours to complete, and will be performed free of charge to the vehicle owner.

MNA anticipates that an adequate inventory of fuel delivery line kits will be available in approximately 15 days. All customers for whom this remedy is required would have been already contacted via telephone (by October 17, 2014), will also receive the recall notice by mail, and our dealers, will receive notification of the remedy campaign. Customers will be advised to contact their local authorized Maserati Dealer to schedule an appointment to repair the affected vehicle. Because all of the 139 vehicles that potentially have the defect are 2014-2015 models, all of the affected vehicles are currently under warranty, and no customers would have incurred any costs to obtain a pre-notification remedy of this defect. Accordingly, MNA requests that it be excused from the requirements

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of 49 C.F.R. §§ 573.6(c)(8), 573.13, and 577.11 to provide notification to owners that they may be eligible for reimbursement of the costs of obtaining a pre-notification remedy of this defect. 49 C.F.R. § 573.13(d) permits manufacturers to “exclude reimbursement for costs incurred within the period during which the manufacturer’s original or extended warranty would have provided for a free repair of the problem addressed by the recall, without any payment by the consumer.” In addition, 49 C.F.R. § 577.11(e) contemplates that, upon written request by the manufacturer, NHTSA may determine that the manufacturer is not required to provide notification concerning reimbursement for pre-notification remedies because all covered vehicles are under warranty. Thus, MNA’s request to be excused from the obligation of specifying a reimbursement program in this report, and of providing notification to owners concerning it, is consistent with the regulations governing reimbursement for pre-notification remedies.

9. Campaign Schedule and Draft Notices.

MNA expects to begin customer notification via phone on October 17, 2014 and within 15 days by mail as well as notification to the dealers including a draft copy of the recall campaign instruction bulletin. MNA has assigned this campaign an internal Maserati number of **256**.

10. 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 MNA to more than one manufacturer, distributor, dealer, or purchaser.

Should you have questions concerning this submission, please contact me at your earliest convenience at 201-816-2638.

Sincerely,

A handwritten signature in cursive script that reads "Daniel E. Doku".

Daniel Doku
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