



Defect Information Report

Maserati S.p.A. has determined that a defect that relates to motor vehicle safety exists in certain model year 2016 Maserati Granturismo and Granturismo convertible 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 manufactured with passenger side door latch components that were not heat-treated. Door latch components require heat-treatment processes to be applied to ensure all transversal door latch loads can be withstood, ensure vehicle strength integrity, and ensure door latch durability. If the vehicle's passenger side door is subjected to loads that are found during a vehicle crash, non-heat-treated door latch components can fail, which can lead to the door accidentally opening, thereby placing the passenger at greater risk of injury.

As noted below, a total of **135** vehicles have been sold or leased to customers, and thus this notification relates only to those vehicles.

The information, to the extent currently available to MNA 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 2016 Maserati Granturismo and Granturismo Convertible vehicles. Please refer to the attached draft bulletin which includes the affected VIN's.

3. **Total Number of Vehicles.**

The total population of model year 2016 Maserati Granturismo and Granturismo Convertible vehicles potentially in the affected VIN range is **135** that have been sold or leased to customers.

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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 the passenger side door latch components which were not heat-treated, and also mislabeled by the supplier as being heat-treated. Door latch components require heat-treatment processes to be applied to ensure all transversal door latch loads can be withstood, ensure vehicle strength integrity, and ensure door latch durability. If the vehicle's passenger side door is subjected to loads that are found during a vehicle crash, the non-heat-treated door latch components can fail, which can lead to the door accidentally opening, thereby placing the passenger at greater risk of injury.

6. Chronology of Events leading to this Defect Determination.

Maserati S.p.A. and Maserati North America, Inc. have not received any field reports or warranty claims/reports regarding this issue. However, through an overabundance of caution, Maserati is launching this recall campaign. Please note the following chronology of events:

- a. On the 11th of September 2015, Maserati opened an investigation as a result of a notification by the supplier, MAGNA, regarding a batch of passenger side door latches which were sample tested (destructive testing analysis), identified and suspected as not being heat-treated. However, these components were also mislabeled as being heat-treated.
- b. On the same day, Maserati proceeded to identify the batch stock and separating out the potentially defective components found in the parts warehouse for the vehicle assembly line. Additionally, vehicles in the yard were placed on hold and those found equipped with the defective components were ordered to be reworked.
- c. Continuing through the remainder of September and through to the 28th of October, 2015, the internal investigation and analysis were identified and confirmed to the supplier passenger side door latch which were produced on the 12th of May, 2015. This batch was delivered for assembly to Maserati on the 24th of June 2015 and the 2nd of September 2015. This was confirmed after the supplier used eddy current analysis to verify if these components were heat-treated. On the 1st of November 2015, it was decided to launch a safety recall.
- d. Magna has since introduced subjecting the component to 100% non-destructive eddy current validation over just sample testing, and improved final assembly component labeling procedures as well.

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7. Test Results and Other Information.

Supplier (Magna Closures SpA, via Francia 101, 57017 – Guasticce (Livorno), Italy, telephone; +39 0586946618, contact person: Andrea Bertilotti) sample tests (destructive) and confirmed using eddy current (non-destructive) analysis indicated that the passenger side door latch assembly was not heat-treated as labeled. This static strength test revealed that the door latch component would not be able to withstand the required transversal loads placed on the passenger side door latch in the case of a vehicle accident.

8. Description of Proposed Remedy.

The remedy for the affected vehicles involves the replacement of the passenger side door latch assembly. The remedy procedure will take approximately 1 hour to be completed and will be performed free of charge to the vehicle owner.

All customers for whom this remedy is required, and our dealers, will receive notification of the remedy campaign by the third week in November 2015. MNA intends to send customer notification letters to each owner of an affected vehicle by certified mail to inform the customer of the problem, and advise the customer to contact their local Authorized Maserati Dealer to schedule an appointment to repair the affected vehicle. We will also be posting it on the Maserati USA website under "Services" by VIN. Because all of the vehicles that potentially have the defect are 2016 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 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.

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9. Campaign Schedule and Draft Notices.

MNA expects to begin customer notification by the third week in November 2015 of this notification to NHTSA, as well as additional dealer materials including a draft copy of the recall campaign instruction bulletin. MNA has assigned this campaign an internal Maserati number of **292**.

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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