AfterSales BOL – Technical Information

MASERATI

MAS002224

MCL 20-04

From: Aftersales Dept.
To: Maserati Network
Auburn Hills, MI | August 5, 2020

Levante M161 Sunroof Anomalies

Section: Body/Sunroof

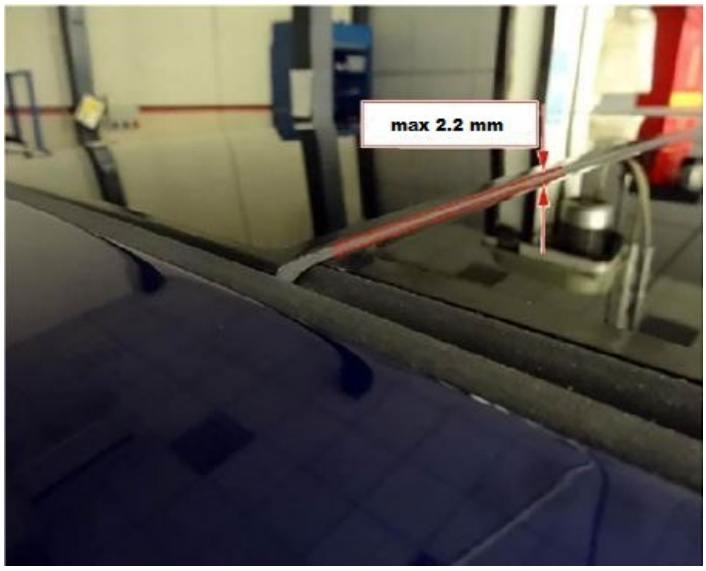
Description:
The purpose of this Bulletin is to help with the diagnosis whenever a customer complains about one of the following issues:

- Water infiltration from central area of sunroof
- Excessive Wind noise from the sunroof
- Complaints about excessive gap between the front and rear sunroof glass panels

Actions: Open a BOL and include pictures of the following:

Visual appearance of the sunroof as shown in the pictures below:

A) Measure the gap between front and rear panels then follow the Workshop Manual procedures for the Sunroof settings (procedure: 09.71.012 - 40 SUNROOF GLASS - Adjustments).



Report the value measured and a clear image showing the measurement.

B) If the gap is 2.2 mm or less, (the project specification), it cannot be considered an issue mechanically or aesthetically. In addition, it will not be the cause of water infiltration or wind noise. Investigate other areas of the roof if there is a complaint of water/wind infiltration

C) If the gap is larger than the specification of 2.2mm, proceed with the following steps.

1. Verify that the sunroof is correctly and completely closed. In addition, be sure that there are no foreign objects that can compromise the correct opening/closure of the sunroof.

2. Try to do a complete cycle of opening/closing and verify the correct gap.

3. Try to investigate with the customer to see if they accidentally started an initialization procedure.

4. Do a complete initialization cycle following (procedure 09.71.015 – 40 SUNROOF GEARMOTOR – Adjustments) in the Workshop Manual and again verify the gap is correct.

5. If the gap is now below the specification, it's possible that the previous initialization was incomplete or that the customer has activated the initialization procedure by mistake. (please refer to the owner's manual for correct operating procedures)

If the gap is still above the specification, following the diagnostic steps below .

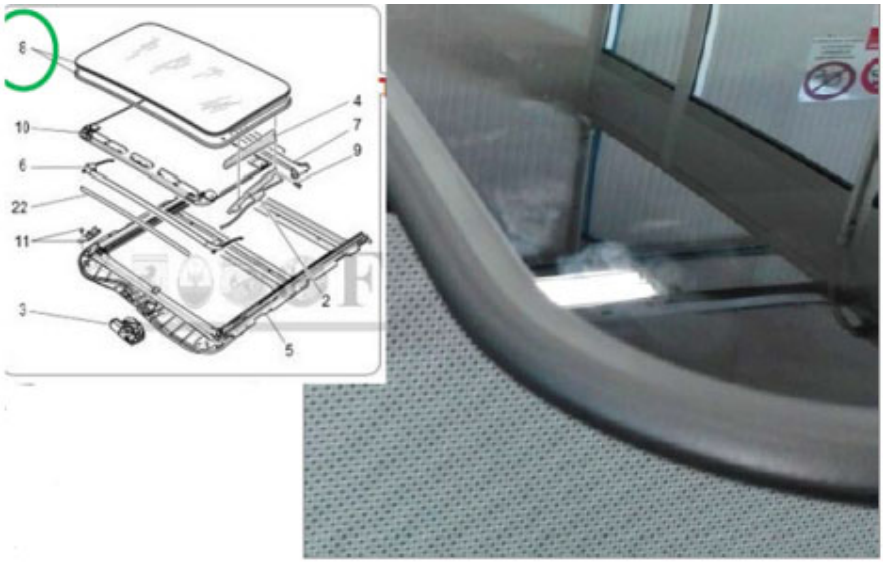
6. Check that the screws that keep the front glass fixed to the mechanism are correctly installed (correct tightening torque is 7 Nm +/- 10%). Refer to the workshop manual procedure for the number of screws to be checked.

Please refer to the following image:

Please report the results of the inspection and the torque values for all of the screws.

Sunroof Water Infiltration:

1.1 If water is leaking inside the vehicle (ie, dripping from the front dome light over the central console) the first check to perform is to ensure the sunroof gasket (see picture below) is installed correctly and has no cuts, wrinkles, etc. and that it is air-tight (sealed) all around.

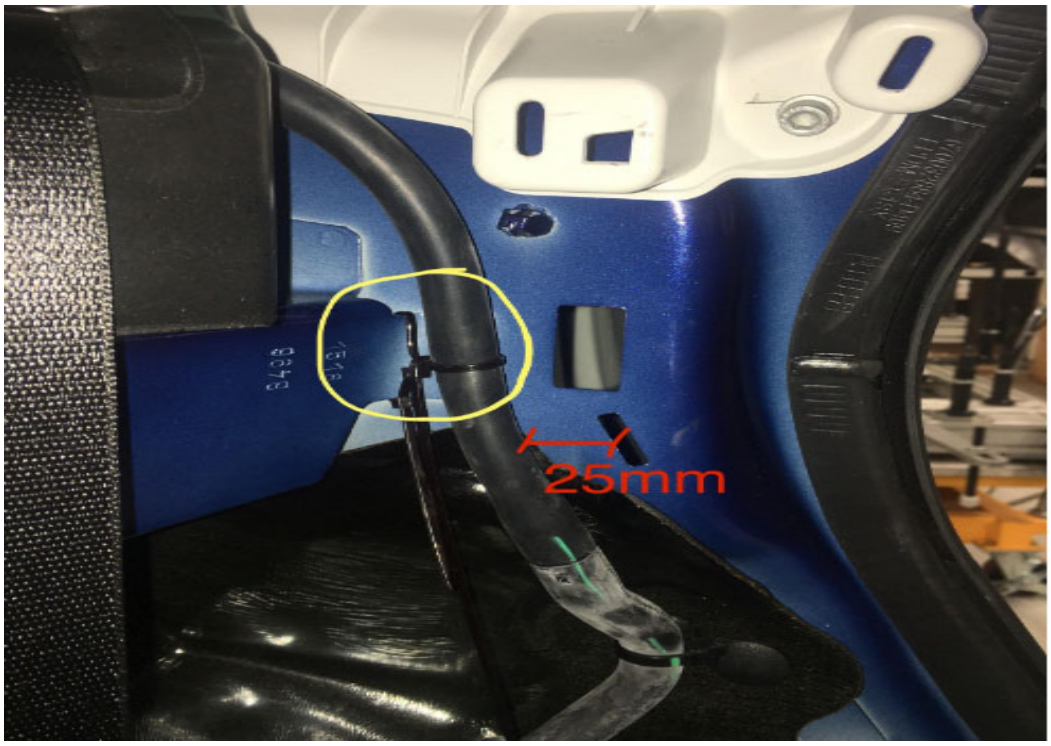


If the gasket is compromised in one or more sections (as shown below), it must be replaced.

If the gasket looks ok, proceed with a functional test of spraying water over the sunroof. If the gasket is not adhering completely, water drops will appear along the inner perimeter of the sunroof (for ex. on a corner as shown below). In this case the gasket needs replacing.

1.2 If the gasket proves to be functionally and aesthetically compliant, remove the covers from the A and C pillars for a closer inspection of the four sunroof drain pipes,. Look for any pinched, cut or clogged sections, as in the example below. Replace any damaged pipes.

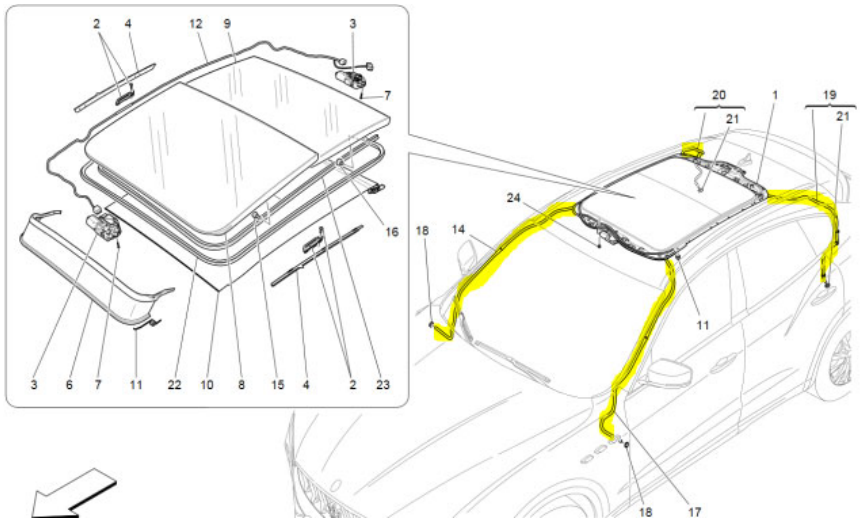
After the repair, reinstall the covers with the help of a wire tie as shown below. This will ensure that the pipes will remain at a safe distance from the pillar cover securing slots.



Keep in mind that the original layout and path of the pipes must be ensured.

If the pipes are intact and not compromised, proceed to the following test.

1.3 There are four junctions connecting the sunroof assembly to the car body. At each of these junctions, a path is used to let the water flow out of the vehicle through four drain pipes (two on the front, two on the rear sides of the vehicle) .



Make sure the pipes are not obstructed by dirt or debris and that water is flowing freely out of all four pipes. A 20/30 minute water-test is enough for this examination. If one or more pipes is obstructed or clogged, the water level will rise over the deflector spring (picture below) and leak inside to the cabin.