



## **Ghibli and Quattroporte in Trofeo trim**

- 3.8 litre, 580 hp V8 engine also for the sedans
- The fastest standard production on-road Maserati cars ever
- Top speeds of 326 km/h
- Even more aggressive, sportier Ghibli and Quattroporte
- V8 engine on Ghibli for the first time
- Trofeo trim also for Quattroporte
- Ghibli accelerates from 0 to 100 km/h in 4"3
- Quattroporte accelerates from 0 to 100 km/h in 4"5
- New Corsa Driving Mode with Launch Control
- Top-of-the-range in package and performance
- All the driving enjoyment of rear-wheel drive
- New multimedia system as on all MY21
- System and function management via Virtual Assistant
- Constantly connected, thanks to the new Maserati Connect\* program
- New generation MIA (Maserati Intelligent Assistant) multimedia system based on Android Automotive contributes digital contents and an innovative User Experience
- Levante Trofeo, with renewed look and multimedia system, is still the fastest Maserati production SUV ever

Modena - Now the Maserati Trofeo family is truly complete. Following on from the debut of Levante last year, Ghibli and Quattroporte also make their appearance in Trofeo trim, the top of the range with regard to luxury and performance.

Maserati gives new life to its sedans by making Ghibli and Quattroporte in Trofeo trim the fastest production on-road Maserati cars ever. After presenting the MY21 models of the entire range with styling and technology updates, now the time has come for Maserati to launch the Ghibli and Quattroporte in the Trofeo trim, symbol of supreme performance and excellence and already a great success for the Levante SUV. These trims are the top of the range in terms of package and, above all, performance. A powerful Twin Turbo V8 engine combined with an elegantly restyled, carbon finished exterior and an exclusive interior wrapped in "Pieno Fiore" full-grain natural leather bring the Ghibli and Quattroporte into a new dimension, even higher-performing and faster, but still impeccably elegant and safe.

Innovation, luxury and performances have always been the keywords for describing a Maserati. With the Trofeo trims of the two sedans, these concepts are raised to even greater heights, achieving previously unattained levels of performance and comfort. Exactly as in the case of the Maserati of SUVs, which in the Trofeo trim became the fastest Levante ever.

Maserati's genetic programming has always united elegance with sporty prowess. The Brand's history has been full of models with these characteristics ever since the Sixties, when the luxury sports sedan segment had none of today's competition - in fact, the competition had never thought of this car concept at all. Maserati was the first to



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introduce the concept, and today, keeping faith with its past, it is ready for a new leap into an even more exciting future.

The extension of the Trofeo trim to Ghibli and Quattroporte aims to even further accentuate the two sedans' sporty spirit, by transforming them into the fastest production on-road Maserati models ever.

### **The fastest Maserati sedans ever**

The heart of the Ghibli and Quattroporte Trofeo trims is the 3.8 litre, 580 hp V8 engine, a perfect example of the traditional Maserati performances. An engine that is the offspring of the 530 hp V8 mounted on the Quattroporte GTS and the 580 hp V8 of the Levante Trofeo. The result is a 90° V8 of 3,799 cc able to deliver 580 hp at 6,750 rpm.

In the Ghibli and Quattroporte Trofeo trim, this V8 offers almost boundless energy and sporty brilliance. An injection of horsepower that enables Maserati to rewrite the history of its sedans. In fact, with the Trofeo trim, Ghibli and Quattroporte become the fastest Trident sedans ever. With the Trofeo trim, Ghibli and Quattroporte achieve new peaks in terms of top speed: both Ghibli Trofeo and Quattroporte Trofeo surge to 326 kilometres an hour, with 0/100 Km/h acceleration of 4"3 for Ghibli Trofeo and 4"5 for Quattroporte Trofeo.

All the power of the renewed 580 hp Twin Turbo V8 engine is transferred to the rear wheels, giving the driver the thrill of rear-wheel drive and even purer driving pleasure - not available with the Levante Trofeo, for example, since it has all-wheel drive.

As already adopted on the Levante Trofeo trim, Ghibli and Quattroporte also feature the Integrated Vehicle Control (IVC) system for superlative driving dynamics, greater active safety and even more thrilling performance, maximising the car's handling in the most demanding situations.

The transmission is the eight-speed ZF automatic unit, acclaimed for its versatility and sporty character, with the specific calibration and flex plate required for the boost in engine performances.

### **Corsa driving mode: supreme enjoyment**

Maserati has succeeded in making a rear-wheel drive car fun and enjoyable, enhancing driving pleasure to new heights with the new "Corsa" mode, a dream come true for performance purists. The "Corsa" mode, selected using the central console buttons, is offered alongside the existing Normal, I.C.E. and Sport modes.

Activating the "Corsa" mode by double-clicking the Sport/Corsa button on the renewed central console cluster, the driver will immediately feel an eager engine response to the minimum throttle input and the unique Maserati engine soundtrack provided by free gas flow through the wide open exhaust valves. The new "Corsa" mode delivers even faster gear shifting than Sport, guaranteeing quicker gear changes, together with a more ground-hugging air damper set-up. With this sportiest mode activated, the intervention of the Traction Control and ESP systems is restrained for maximum driving enjoyment.

Combined with "Corsa" mode, this trim also introduces "*Launch Control*": with the gearshift lever in "D" or "M +/-" position, the car standing still and the steering wheel straight, to activate the "*Launch Control*" function and get the visual confirmation in the instrument cluster the driver simply pulls the downshift paddle on the steering wheel while pressing the brake pedal. Still pressing the brake pedal, the driver can safely apply full throttle input to see the engine rpm climb up. As soon as the driver releases the brakes, the Trofeo takes off in fast and furious style.



The following conditions must be met to enable activation of *Launch Control*:

- The coolant and oil temperatures must be in-range
- There must be no engine or on-board system malfunction alerts
- The car must have done at least 700 km
- "Corsa" driving mode must be activated
- The gearshift lever must be in "D" or "M +/-" position
- The car must be stationary on a flat road
- The driver's door must be closed and the seat belts fastened

Quattroporte had already been fitted with an 8 cylinder engine; in fact, it was the first Maserati sedan to feature a powerplant of this type. The trim in question was the GTS, which will now be surpassed only by the Trofeo version, in which the Brand's flagship becomes even sportier. For Ghibli, on the other hand, this is an absolute first; the smallest Maserati has never previously had such a powerful engine, and since it is more compact than the limousine, it becomes even more brilliant, dynamic, responsive and fast, making it highly competitive in performance terms.

In the Trofeo trim, Ghibli and Quattroporte deliver an even finer blend of comfort, luxury and performances, with speeds which may have been unthinkable with the previous powerplants, but which actually fit perfectly into the Brand's history. Looking back, it is worth remembering that in 1963, almost sixty years ago, Maserati fitted the Quattroporte with a 4.2 litre V8 engine to inaugurate the super-sports sedan segment with a luxury car that united breath-taking performances with unique on-board comfort for both driver and passengers. Maserati's racing DNA surfaces again in the Trofeo trim of its two sedans, with the development of the 3.8 litre V8 engine, initially redesigned and upgraded to equip the Quattroporte GTS (now being discontinued) and then further developed for the Levante Trofeo trim.

Impressively, Ghibli and Quattroporte Trofeo deliver these record-breaking performances without forgetting the environment. They achieve previously unattainable speeds and powers but do not forget that Maserati is now *Eco Green Oriented*, and comply with the new EURO6D Final and ULEV 160 emissions regulations.

Thanks to the excellence of the chassis used on the Brand's two sedans, no changes were needed to accommodate the increased power of the Trofeo V8 engine.

### **The heart of Trofeo: the V8 engine**

The new V8 of the Ghibli and Quattroporte Trofeo is an evolution of the V8 unit of the Levante Trofeo, evolved in turn from the engine of the flagship Quattroporte GTS. It retains the displacement of 3,799 cc and the 90° V arrangement of the original design. In this latest evolution, in Europe it delivers a power of 580 hp and a massive maximum torque of 730 Nm from just 2,250 rpm all the way up to 5,250 rpm. The horsepower/litre ratio is 154. Like the other Maserati gasoline units, this V8 has been developed by Maserati Powertrain in cooperation with Ferrari.

On the Trofeo version V8 installed on Levante, a new engine mapping calibration was not sufficient, so the technical department interfered seriously with the engine componentry, even redesigning some internal components such as the pistons and connecting rods. Two new parallel twin-scroll turbochargers - one for each cylinder bank - with specific wheel design were fitted, providing higher flow performance. Each turbocharger is fed with fresh air by a single intercooler.



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The high-tumble cylinder heads were also redesigned and fitted with different camshafts and valves for improved combustion efficiency, higher performance and moderate consumption.

This version of the V8 was the starting-point for re-adapting the engine to the two sedans, which retain rear-wheel drive. The Maserati V8 engine has been specifically designed to deliver excellent performance at all rpm, while restricting consumption and emissions.

The V8's torque is massive even at engine speeds as low as 1,500 rpm. The high-tumble cylinder heads and four-phase variators are a concept refined by Maserati Powertrain for optimal combustion control.

## **Suspension**

Double-wishbone suspension layouts are a race-bred tradition at Maserati. Ghibli and Quattroporte embrace this heritage but incorporate state-of-the-art technologies to guarantee even greater precision. The system's geometry has delivered a quadrilateral architecture, which has enabled Maserati's handling team to deliver a precise, communicative and comfortable steering feel. The rear suspension employs a five-bar multi-link system with four aluminium suspension arms, and has achieved the conflicting targets of executive ride comfort and sports performance.

In view of these cars' high performances, Ghibli and Quattroporte V8 Trofeo are equipped as standard with Skyhook suspension system, incorporating dampers with continuous modulation and specific calibration, tailored to this trim's extreme driving conditions. The system uses acceleration sensors that monitor the movements of each wheel and the car's body to determine the road conditions and how the car is being driven, and then immediately adjusts the setting of each damper accordingly.

The default mode for Skyhook prioritises comfort, becoming more athletic if the driver presses the suspension button. This extra damping stiffness, which was developed in both extreme test scenarios and on the racetrack, pushes the handling characteristics of Ghibli and Quattroporte to even higher levels.

Essentially, the Skyhook system drastically reduces both longitudinal and lateral load transfers and minimises body roll to bring out the sportiest side of the car's character. The computer system in control of the Skyhook dampers monitors a vast array of parameters, including speed, lateral and longitudinal acceleration, individual wheel movements, body movement and damper dynamics. Adjusting to suit the suspension mode selected by the driver, the system delivers the perfect damping mode for each wheel almost instantly.

## **External restyling**

As with the Levante, the Trofeo trims of Ghibli and Quattroporte have been renewed with changes designed to accentuate their sporty character to the utmost and reflect their immense performances in visual terms from the very first glance. Hence new carbon fibre aerodynamic appendages, a new rear extractor and new air duct trims on the fenders. Ghibli, moreover, has two additional air vents on the hood to disperse engine heat and to give an extra forceful, aggressive touch to the look.

The matte dark grey colour, already christened Grigio Maratea, has been chosen for the launch; in combination with the burnished chrome-work and glossy red trims, it makes Ghibli, Quattroporte and Levante Trofeo eye-catchingly aggressive and elegant. In the Trofeo MY21 trim, Levante is presented with the same colour and finishing touches.



The red details appear in the bottom edges of the side air vents, in the Trofeo naming profile on the side above the air ducts and in the lightning bolt on the Saetta logo (in burnished chrome) on the pillar.

The rear Maserati badge is in burnished chrome.

In these trims, the Trofeo badge in burnished chrome on a red background only appears on the fender, just above the air vents.

The B Pillar also carries a small Italian flag, further underlining the authentic Italian identity of Maserati and its cars, which are built entirely in Modena and Turin. This flag appears on the entire V8 range: Ghibli, Quattroporte and Levante.

### **The new rear light clusters**

With MY2021, Maserati has introduced a subtle restyling of all its models. These innovations are also featured, with adaptation, on the Trofeo trims of the two sedans. New rear light clusters, new front grilles, and new carbon fibre inserts to accentuate their sportiness.

Ghibli and Quattroporte Trofeo are fitted with a front grille with double vertical bars in Black Piano finish, inspired by the version which initially appeared on the Quattroporte GTS trim.

The lower splitter, the side blades in the front air intakes and the rear extractor are made of ultralight, high-gloss carbon fibre, further underlining these models' racing look. The side skirt featured on Quattroporte is black.

In case of Ghibli, the hood has also been restyled, featuring two aggressive heat extractors for better cylinder head cooling. A carbon fibre extractor has been added at the rear.

As in all MY21 cars, the rear light clusters have been redesigned in a new style known as boomerang design, inspired by many Maserati models from history and typical of the Brand's genetic identity. To emphasise the boomerang shape, the clusters have been produced with a state-of-the-art 3K injection moulding technology, thanks to which the unit has been given a three-colour lens: black around the edge, red in the middle and clear in the bottom section.

Both Ghibli and Quattroporte Trofeo are fitted with Orione 21 inch forged aluminium wheels. The high-performance brake calipers are available in red, blue, black and silver colours.

For the launch, V8 Trofeo cars will be fitted with Pirelli P0 (Pirelli sporting range) 21" tyres, to be followed subsequently by Continental Sport Contact 21".

The aerodynamic penetration coefficients of all three cars remain unchanged in the Trofeo trim: Ghibli 0.29; Quattroporte 0.28; Levante 0.33.

### **Interior with new multimedia system**

Inside the Ghibli and Quattroporte Trofeo cabin, a wealth of elegant features creates an environment of pure refinement. The interior is rich in luxurious details that underline the trims' sporty personality without sacrificing the typical Maserati elegance. The cabin underlines the sporty, high-performance nature of the Trofeo trims. Every tiniest detail is impeccably styled to emphasis Maserati's keynote elegance while still conveying these trims' raring-to-go spirit. Such as, for example, the new central clock with exclusive graphics, an on-board panel with dedicated splash screen, and subtle yet unmistakable characterisation on the headrests, where the Trofeo name is combined with the Trident.



The central zone of the dashboard contains the new high-resolution display launched with MY21, enlarged from 8.4" to 10.1" and with multi-touch function. The Maserati Touch Control Plus (MTC+) multimedia system offers great interaction as well as compatibility with both Apple CarPlay and Android Auto smartphone mirroring functions. The system can be paired with multiple devices via Bluetooth and users can reconfigure the Home screen to suit their personal preferences.

For MY21, MTC+ has been updated with improved display graphics and more convenient climate control. The new multimedia platform is entirely connected to the world of services comprising Apple Store, Personal Account, Life Navigation Services, Remote Diagnostic Control, E-call, Alexa in Vehicle Voice Assistant and over the air updates.

The new navigator has a processor 4 times more powerful, 10 times greater screen resolution and 2 times more memory available than the previous version.

The same screen has been installed on both Ghibli and Quattroporte, while Levante retains the 8"4 display but with improved resolution and graphics and above all with a visual effect that makes it look like a single curved screen with the air vents cut into it, enabling vertical reading of the whole display.

For smartphone charging, there is now a wireless charger in an easily accessible position on the central console. In this position, as well as wirelessly charging their devices, users can share smartphone apps with the multimedia system by activating the mirroring function, giving access to Apple Car Play and Android Auto, together with Baidu Carlife in the countries where it is available.

The instrument cluster graphics feature a large rev counter and a large speedometer (both analogue). Both the numbers and the cursors have new graphics and they are all backlit on a black background. Next to the instruments is a 7" TFT display for the car's operating functions.

The sculpted sport seats feature a premium full-grain "Pieno Fiore" natural leather available in black, red or tan, all with red contrast stitching and the new "Trofeo" logo underneath the Trident on the headrest, which instead of being embroidered is now back-injected with a three-dimensional effect.

"Pieno Fiore" is like no other leather used in the automotive industry for its natural, soft feel and is processed to develop a unique character throughout the years.

### **Full LED headlights**

Adaptive Full LED headlights are standard on all Ghibli, Quattroporte and Levante trims, for high and low beam headlights, DRL (Daytime Running Lights), side-lights and direction indicators. These headlights, complete with Static Bending Lights and automatic beam height adjustments, have a distinctive horizontal DRL band.

The headlight clusters incorporate a front camera to support the BiLed Glarefree\* function for adaptive headlight adjustment. This function creates tunnels of light which reduce the beam in the zones to be left in darkness around the car, so the driver can keep the headlights on at all times without dazzling the drivers of oncoming vehicles.

The headlights also interact with various car parameters to activate a number of light options: "urban" (<50 km/h), "extraurban" (50-110 km/h), "highway" (>110 km/h) and "rain" modes.

### **Sound system**



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2 sound systems are available on Ghibli, Quattroporte and Levante V8 Trofeo: HARMAN KARDON Premium Sound System (4 woofers, 4 tweeters, 1 centre fill and 1 sub with amplifier, giving a total of 650 W) or, as an alternative, the Bowers&Wilkins High Premium Sound System (15 speakers totalling 1,280 W).

### **Keyless Entry, assisted door closure**

The Keyless Go technology allows Ghibli, Quattroporte and Levante to be unlocked by simply operating the door handle or boot opening button, without removing the (polished aluminium) key from a pocket or bag.

The assisted door closure system, standard in Trofeo trims, automatically ensures safe, quiet closure of the car's doors if they should be left ajar, increasing occupants' peace of mind and comfort, especially when there are children in the rear seats. It is also activated whenever the door is manually closed, ensuring it is properly shut.

With Power Boot, it is possible to open and close the boot lid by simply moving your foot under the rear bumper. In this case and for safety reasons, the lid will open or close only if the Passive Entry system acknowledges the presence of the key.

### **Levante Trofeo is also renewed**

Two years after its official debut, Levante already appeared in a Trofeo trim with the V8 Twin Turbo engine, which transformed it into the fastest Levante in the range, boasting a top speed approaching or over 300 km/h, depending on version (European or other markets). Thanks to its remarkable weight/power ratio of 3.7 kg/hp, the Levante Trofeo needs only 4.1 seconds to reach 100 km/h.

The 3.8-litre V8 is a re-engineered, upgraded version of the engine fitted in the Quattroporte GTS, and on the European Levante Trofeo it delivers 580 hp (590 hp on other markets) at 6,250 rpm and 730 Nm peak torque at 2,500 - 5,000 rpm.

Unlike the sedans, Levante is driven by the Q4 Intelligent All-Wheel-Drive, designed to deliver a typical Maserati rear-wheel drive experience but updated to suit the requirements of the Levante Trofeo. In normal driving conditions, the Q4 provides 100% of the engine's torque to the rear wheels. On slippery or loose road surfaces, or in the event of loss of traction at the rear, the system can alter the front/rear torque split from 0:100% to 50:50% in a matter of 150 milliseconds.

The Trofeo, like all Levante versions, is standard equipped with a mechanical Limited-Slip Differential (LSD) at the rear axle that guarantees optimal traction in all driving situations. The asymmetric locking feature offers 25% lock-up under power and 35% under release.

In conjunction with the Q4 Intelligent All-Wheel Drive system and the LSD, the torque-vectoring function considerably enhances the car's sporty character: when cornering, the system distributes more torque to the outer wheels by applying a slight braking force to the inner wheels.

Levante Trofeo was the first vehicle in the Maserati range to introduce Corsa driving mode to provide faster gear shifting, lower air suspension height levels, sportier Skyhook damping and optimised Intelligent Q4 Intelligent All-Wheel Drive settings. A ultra-sporty mode that restrained the intervention of the Traction Control and ESP systems for maximum driving enjoyment.

For the Trofeo trim, the Levante chassis was meticulously tuned to handle the higher power output, at the same time delivering an exhilarating driving experience with no compromise in terms of long distance comfort and active safety.



What's more, the Integrated Vehicle Control (IVC) system was incorporated for the first time in a Levante for superlative driving dynamics, greater active safety and even more thrilling performance. The Levante Trofeo is still the purest expression of the GT philosophy in the SUV segment.

In the MY21 edition, Levante Trofeo will also be equipped with the new boomerang design rear light clusters. A new style that refreshes Levante's look very effectively and provides unity of look throughout the Maserati family.

### **System and function management via Virtual Assistant**

Thanks to the Tencent Voice Recognition system, functions such as climate control, various settings and navigation can be managed using the on-board virtual assistant.

### **New generation Multimedia System**

MY21 models in every respect, Ghibli and Quattroporte Trofeo are complete with all the technology upgrades featured on MY21 models, and thus also the new generation MIA (Maserati Intelligent Assistant) multimedia system. The heart of MIA the powerful Android Automotive operating system, which offers a completely new, innovative, higher-performing User Experience, with full personalisation to the driver's use preferences. The HD screen of the MIA system is enlarged from 8"4 with a ratio of 4:3 to 10"1 with a ratio of 16:10 and is now frameless for a more contemporary look, with almost all the surrounding bezel removed. This new high-resolution display with multi-touch function carries a new graphic interface that mixes black with a golden colour to enhance its elegance. The glass in the top of the display is now curved for a more elegant, less sharp-edged effect. This feature may be familiar from other sectors, but is here used for the first time in automotive design.

### **Always connected with Maserati Connect\***

With effect from MY21 all Maserati cars are connected thanks to the new Maserati Connect program. This therefore also applies to Ghibli, Quattroporte and Levante Trofeo. Having the Maserati connected at all times enables an eye to be kept on the car's health, and Maserati Connect will alert the driver when a service is due, improving the customer care experience.

Maserati Connect also enhances safety and security, with assistance in emergencies and in case of car theft.

With a Smartphone or Smartwatch, drivers can always stay in contact with their Maserati thanks to the Maserati Connect app; this is also possible from home via their virtual personal assistant (Amazon Alexa & Google Assist). Through the MIA (Maserati Intelligent Assistant) multimedia system, the Maserati Connect connected services deliver a new experience for the driver and passengers.

Thanks to the integrated, connected navigation system, the driver always has the latest traffic information in real time, as well as constantly updated maps. MIA also enables activation of Amazon Alexa services or a Wifi Hotspot inside the Maserati.

\*= availability may vary from country to country.

### **Integrated Vehicle Control and ADAS**

The Integrated Vehicle Control (IVC) function has been incorporated in the MPS for enhanced active safety and driving dynamics, while the optional active Advanced Driver Assistance Systems provide Level 2 autonomous driving technology.





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By preventing - instead of simply correcting - errors which lead to a loss of car control, the Integrated Vehicle Control (IVC) system, developed in collaboration with Bosch, provides enhanced active safety and driving dynamics. It therefore also ensures unique performances and emotions at the wheel.

IVC uses a smart, feed-forward controller that predicts driving situations in advance and adapts the engine speed and brakes accordingly. IVC intervenes more smoothly and with less noise than a traditional ESP, ensures better car balance and traction at the limits of the car's dynamics and employs intelligent torque vectoring to optimise lateral dynamics in a natural way even when MSP is off. In dynamic test manoeuvres, like slalom and lane change, IVC has demonstrated higher drive-through speed and improved racetrack lap times.

### **Maserati Stability Program (MSP)**

Developed in the most extreme test conditions, the MSP uses a wide array of sensors for early detection and intervention. If skidding is detected, the system reduces the engine's torque output and may activate the brakes with finely varied inputs to restore the car's stability within milliseconds. The MSP integrates sub-systems such as ABS with Electronic Brakeforce Distribution (EBD), Anti-Slip Regulation (ASR), Engine brake torque control (MSR), which prevents wheels from locking when downshifting on low-grip surfaces, Brake Assist System (BAS) and the Integrated Vehicle Control (IVC).

### **Advanced Driver Assistance Systems (ADAS)**

Level 2 ADAS, such as Highway Assist, Active Blind Spot Assist, and Lane Keeping Assist mark a major step towards semi-autonomous driving. In the optional package is also included the efficient Traffic Sign Recognition.

Although ADAS are valuable assets for ensuring a safer driving experience, Maserati also remains faithful to its core philosophy as a manufacturer of race-bred grand touring cars with superior dynamics capable of offering an unparalleled driving experience. By introducing the latest Active ADAS package, Maserati has made its cars even safer in a variety of traffic conditions, but the driver should remain 100% in control at all times.

**Active Driving Assist:** this is an evolution of Highway Assist, introduced with MY18. A "hands-on" function (the driver is required to stay in control of the car at all times), it is intended for use on any kind of well-maintained road. While previous versions were only usable on highways, today it is available on any well-maintained road at speeds up to 145 km/h with the Adaptive Cruise Control system activated: it reduces driver fatigue and consequently enhances active safety by allowing the car to keep itself centred in its lane and to adapt its pre-selected speed in full autonomy.

The system employs a radar unit and a forward-looking camera and works with the EPS to control the direction of the car. The multi-function camera detects horizontal road markings and calculates the distance and speed of the preceding vehicle. Highway Assist includes a radio that provides road information, and a 'hands on wheel' detection system. The driver can override the system at any time.

**Lane Keeping Assist (LKA):** it keeps the car centred in its lane with direct input to the Electric Power Steering while the instrument panel display shows the specific status. When the Visual & Haptic box is selected in the touchscreen display, LKA actively steps in with corrective steering torque.



LKA uses a forward-looking camera that detects lane markers to determine the car's position, as well as a radar for data processing. The system works at speeds between 60 km/h and 180 km/h and when the indicators are on, it is deactivated.

**Active Blind Spot Assist (ABSA):** a system that attempts to prevent a collision during lane change by using two radar-based sensors to monitor blind spot areas. As well as providing a LED and acoustic warning, ABSA can communicate with the EPS to intervene with steering torque and prevent a possible collision.

**Traffic Sign Recognition\*:** essentially, TSR prevents unintended speeding, providing the driver with real time information on the instrument panel about the current speed limit. Traffic Sign Recognition identifies speed limits for specific conditions, such as rain, fog or hour-specific limits, and uses map data from the navigation system to inform the driver in case actual signs are non-existent, invisible or not recognisable by the camera system.

\* System available in specific markets

**Adaptive Cruise Control with Stop & Go function:** when activated (between 30 and 210 km/h), ACC constantly monitors the space between the Quattroporte and the vehicle ahead, maintaining a safe pre-set distance. If traffic slows or another vehicle moves in front, it slows the car down by making it coast or by engaging the brakes. Thanks to the Stop & Go function, the car will adjust to the target vehicle's speed until it comes to a complete stop and will set off automatically if the stop is shorter than two seconds.

**Forward Collision Warning Plus (FCW Plus):** the FCW Plus system monitors vehicles ahead by means of a camera and warns the driver through visual and acoustic alerts when they are in danger of a possible rear-end collision.

**Advanced Brake Assist (ABA):** if the driver brakes and the system determines that they have not applied sufficient brake force, ABA will compensate for this.

**Autonomous Emergency Braking (AEB):** AEB is an active system designed to avoid collision or minimise damage. A potential collision is identified by the ACC radar and a forward-looking camera. The driver is provided with visual and acoustic alerts as an early warning to start braking. If they do not take action, the system will brake autonomously to help slow the vehicle down and minimise the impact.

#### **Rear-view camera with dynamic lines**

Located above the number plate, the camera turns on automatically when the reverse gear is selected and shows the area behind the car on the new high resolution display. The camera utilises the rear parking sensors to alert the driver both visually and acoustically about potential obstructions. The dynamic grid lines represent the maximum width of the car and its projected path based on the steering angle signal.

#### **Optional Surround View Camera**

The Surround View Camera system uses four cameras in total – two lateral cameras housed underneath the side mirrors, as well as a forward- and rear-looking camera – to provide a clear 360° bird's eye view of the car on the high-resolution display. It can be activated automatically by shifting into reverse gear, or manually via the button on the



10.1" display. It provides five different selectable views. It also shows open doors and parking guide lines.

**Rear Cross Path**

This function issues alerts when reversing out of a parking space. It is intended to help drivers reverse out of parking spaces when their view of oncoming vehicles is blocked. Using sensors located on either side of the rear bumper, it detects any vehicles or objects moving towards the side of the vehicle at speeds between approximately 1 km/h and 16 km/h.



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TECHNICAL SPECIFICATIONS	LEVANTE TROFEO	GHIBLI TROFEO	QUATTROPORTE TROFEO
<b>Engine Layout</b>	Petrol 90° V8, twin-turbo - direct injection (GDI)	Petrol 90° V8, twin-turbo - direct injection (GDI)	Petrol 90° V8, twin-turbo - direct injection (GDI)
<b>Displacement (cc)</b>	3,799	3,799	3,799
<b>Max. power output (hp @ rpm)</b>	580@ 6,250 (Europe) 590@ 6,250 (other markets)	580 @ 6,750	580 @ 6,750
<b>Peak torque (Nm @ rpm)</b>	730 @ 2,500 - 5,000	730@ 2.250-5.250	730@ 2,250 – 5,250
<b>Fuel Consumption (mpg, EPA comb.)</b>	13.2-13.7	12.3-12.6 (tbc)	12.2-12-5 (tbc)
<b>0-100 km/h (sec)</b>	4.1 (Europe) 3.9 (other markets)	4.3	4.5
<b>Top speed (km/h)</b>	300 km/h (Europe) / 304 km/h (other markets)	326	326
<b>100-0 km/h (m)</b>	34.5	34.0	34.0
<b>Gearbox</b>	ZF eight-speed automatic		
<b>Transmission</b>	Q4 Intelligent All-Wheel Drive with rear Limited-Slip Differential	Rear-wheel drive with rear limited slip self-locking mechanical differential	Rear-wheel drive with self-locking differential
<b>Front Suspension</b>	Double-wishbone, adjustable Air Springs, Skyhook shock absorbers	Double-wishbone, anti-roll bar	Double-wishbone, Skyhook shock absorbers, anti-roll bar
<b>Rear Suspension</b>	Multi-Link, adjustable Air Springs, Skyhook shock absorbers	Multi-Link, anti-roll bar	Multi-Link, Skyhook shock absorbers, anti-roll bar
<b>Length/width/height (mm)</b>	5,003 / 1,968 / 1,679	4,971 / 1,945 / 1,461	5,262 / 1,948 / 1,481
<b>Wheelbase (mm)</b>	3,004	2,998	3,171
<b>Kerb Weight (kg)</b>	2,170	1,969	2,000
<b>TECHNICAL SPECIFICATIONS</b>	<b>LEVANTE TROFEO</b>	<b>GHIBLI TROFEO</b>	<b>QUATTROPORTE TROFEO</b>



# MASERATI

<b>Engine Layout</b>	Petrol 90° V8, twin-turbo - direct injection (GDI)	Petrol 90° V8, twin-turbo - direct injection (GDI)	Petrol 90° V8, twin-turbo - direct injection (GDI)
<b>Displacement (cc)</b>	3,799	3,799	3,799
<b>Max. power output (hp @ rpm)</b>	580@ 6,250 (Europe) 590@ 6,250 (other markets)	580 @ 6,750	580 @ 6,750
<b>Peak torque (Nm @ rpm)</b>	730 @ 2,500 - 5,000	730@ 2.250-5.250	730@ 2,250 – 5,250
<b>Fuel Consumption (mpg, EPA comb.)</b>	13.2-13.7	12.3-12.6 (tbc)	12.2-12-5 (tbc)
<b>0-100 km/h (sec)</b>	4.1 (Europe) 3.9 (other markets)	4.3	4.5
<b>Top speed (km/h)</b>	300 km/h (Europe) / 304 km/h (other markets)	326	326
<b>100-0 km/h (m)</b>	34.5	34.0	34.0
<b>Gearbox</b>	ZF eight-speed automatic		
<b>Transmission</b>	Q4 Intelligent All-Wheel Drive with rear Limited-Slip Differential	Rear-wheel drive with rear limited slip self-locking mechanical differential	Rear-wheel drive with self-locking differential
<b>Front Suspension</b>	Double-wishbone, adjustable Air Springs, Skyhook shock absorbers	Double-wishbone, anti-roll bar	Double-wishbone, Skyhook shock absorbers, anti-roll bar
<b>Rear Suspension</b>	Multi-Link, adjustable Air Springs, Skyhook shock absorbers	Multi-Link, anti-roll bar	Multi-Link, Skyhook shock absorbers, anti-roll bar
<b>Length/width/height (mm)</b>	5,003 / 1,968 / 1,679	4,971 / 1,945 / 1,461	5,262 / 1,948 / 1,481
<b>Wheelbase (mm)</b>	3,004	2,998	3,171
<b>Kerb Weight (kg)</b>	2,170	1,969	2,000