



Grecale: the new Maserati SUV

Maserati Grecale

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Highlights

- The new Maserati Grecale SUV is "**The Everyday Exceptional**": with the right balance between sportiness and elegance, it inaugurates a new segment for the Brand.
- Grecale embodies the concepts of innovation, versatility and luxury: it is a **best-in-class SUV in terms of spaciousness and comfort**.
- The new Maserati SUV is available in the **GT version**, equipped with a four-cylinder mild hybrid engine capable of 300 hp, in the **Modena** with a four-cylinder 330-hp mild hybrid engine, and in the high-performance **Trofeo** with a 530-hp V6.
- In the future, the Grecale range will be completed with the Full-Electric version, the first fully electrified SUV in Maserati's history, due on the market one year after the petrol model and using 400V technology.
- **Superior performance in terms of driveability and handling**. Top speed: 285 km/h. Acceleration from 0 to 100 km/h in 3.8 seconds (data refers to the Trofeo version).
- At launch, the Grecale is also available in the **PrimaSerie Launch Edition**, a limited edition featuring exclusive content.
- **Innovative technical specifications**, including the Maserati Intelligent Assistant (MIA) Multimedia system, the latest infotainment, comfort display, digital clock and the Heads-up Display, available as an option.
- An **all-round sound experience** is guaranteed by the iconic signature sound of the Maserati engine paired with the immersive Sonus faber multi-dimensional sound system.
- The new Maserati Grecale will be available in the second half of 2022.

Modena – Maserati presents the Grecale, the new SUV and the embodiment of the concept of "The Everyday Exceptional".

Once again, the new model bears the name of a wind. The Grecale (*Grecale* in Italian) is a north-easterly Mediterranean wind, and now also an SUV expected to play a major role in the Maserati range.

Naming its cars after the most famous winds of the world is a tradition for the brand.

It all began in 1963 with the legendary Mistral. Ghibli, Bora and Khamsin would follow in turn. In 2016, the Levante, the first SUV in the Trident brand's history.



Passion, innovation, versatility and style are the ingredients of the Grecale, soon to be launched with a wide range of powertrains: conventional internal combustion engine, hybrid and, in the future, Full-Electric.

The new Maserati is the everyday exceptional: the thrill of luxury and pure innovation, in perfect balance. A car with great performance, unique, stylish lines and character, and the highest quality in its interiors, courtesy of the refinement of the materials selected for its finishes. Not to mention the high technical specifications and the 360° sound experience, a starting with point the typical Maserati roar of the engine, to the immersive acoustic experience provided by **Sonus faber's** Premium (standard/base) and High Premium (optional) sound system. Grecale is also an everyday car, an SUV to take your children to school or to commute to work and face the everyday without compromise.

The new SUV embodies Maserati's all-Italian audacity in making luxury and exceptional performance part of the daily routine.

The Grecale is an SUV that stands out in terms of spaciousness and comfort, boasting an impressive set of **best-in-class** features. It is best-in-class in terms of interior space, driveability, handling, acceleration (0100 km/h in 3.8 seconds – on the Trofeo), top speed (285 km/h – again on the Trofeo), sound quality, extensive use of materials such as wood, carbon fibre, leather and excellent standard specifications.

The Grecale is available in three versions: **GT**, powered by a four-cylinder mild hybrid engine capable of delivering 300 hp; **Modena**, with a four-cylinder 330-hp mild hybrid engine; and **Trofeo**, powered by a high-performance 530-hp petrol V6 based on the MC20 Nettuno engine.

The Grecale range will be completed with the debut of the Full-Electric version, using 400V technology.

Also at launch, the Grecale is available in the **PrimaSerie Launch Edition**, a limited edition featuring exclusive interiors and technological content. The very name – PrimaSerie – indicates the privilege of being one of the owners of an all-new model, and makes exclusivity a clear strength. Its unique features are evident down to the minutest detail, including the special contrasting PrimaSerie stitching on the inner headrest.

Developed by the Maserati Innovation Lab in Modena, the new Grecale is produced at the Cassino plant in Italy and is destined to play a leading role for Maserati.

An SUV with generous dimensions: the GT is 4,846 mm long with a wheelbase of 2,901 mm, a height of 1,670 mm, a width of 2,163 mm (including wing mirrors). With a rear wheel track of 1,948 mm (which becomes larger in the Trofeo), it has a distinctively sporty appearance, without sacrificing comfort, which also reaches noteworthy levels in the roominess of the rear. The Grecale accommodates the 99th percentile in both the front and rear seats.

A journey aboard the new Maserati model is transformed into a unique experience, combining extraordinary handling with prestigious dynamic and acoustic comfort. The attention to detail, such



as the privacy windows that guarantee optimal sound absorption, with no loss in the pleasure and uniqueness of the Maserati sound.



Concept and design

The DNA of Maserati design

Maserati is "Unique by Design". The brand's style is based on five fundamental principles, covering all new Trident-brand models from the MC20 onwards, including the Grecale.

- Visual Longevity.
- Unique by Design.
- A Balance of Opposites.
- Colours.
- Innovative by Nature.

These pillars form the basis for the brand's research into style, making each and every model clearly recognisable. The inspiration for the Grecale therefore emerges organically from the brand's roots and its iconic character.

Visual Longevity. The Maserati approach to design is timeless, characterised by iconic elements with lightened volumes, directly inspired by architecture and art. The cars are sculptural forms devoted to performance, with a unique construction and exclusive proportions that transcend time and fashion.

Unique by Design. Maserati is immediately recognisable for the lines of its cars and its style. The approach to design cues evokes the brand's identity. It all begins with the iconic badge: the Maserati Trident. The distinctive design elements form an integral part of the overall stylistic vernacular, such as in the trapezoidal C pillar and the Trident-inspired design of the new rims.

A Balance of Opposites. The design elements are inspired by the brand's homeland and acts as an innovative reinterpretation of Italian architecture and craftsmanship. Not just design, only mere graphics, but also know-how, transformed through curiosity and openness to the stimuli from contemporary beauty, filtered through the characteristic style of Maserati. The uniqueness of the materials used in the car speak of the artisan tradition that becomes an endeavour of handmade engineering, enriching the interior.

Colours. The same colours used in the interior recall natural environments. Colour research constantly emphasises the link with craftsmanship, the desire to create unique transparencies and interferences between light and matter. The colours are somewhat unexpected, once again inspired by manufacturing, while picking up on contemporary environments.

Innovative by Nature. The dynamism and interaction of light become the key elements of the design research, oriented towards new and innovative interpretations. The concepts of pure performance and dynamism are combined with a metamorphosis of colours and materials. This theme is taken up especially in the Full-Electric version, for which specific colour palettes have been created, based on the Northern Lights and the constant interaction embodied by light. The entire car is transformed and evolves into a process that is not an end in itself, but is functional and sensitive to environmental issues.



Functionality and emotions come together in the Grecale

The Grecale embodies the intrinsic values of being made in Italy, the values of Maserati and its new era. Ingenuity and the ability to reinvent itself and develop, always keeping an eye on the future without forgetting its DNA.

Starting from the flagship MC20, the brand has been reinvented, embarking on a new stage in its history, and with its new design elements to be featured on all new models.

The MC20 super sports car provides the Trident brand with a new identity, opening the doors to an entire range of cars whose earliest components can be seen in the Grecale.

The MC20 is the forerunner of this family, featuring a new design, now interpreted in the Grecale in the spirit of innovation and adapted to the dimensions of an SUV.

It is inspired by architecture not only in terms of its forms, drafting and innovation, but also with regard to the quest for and identification of new materials and textures. The end result is the creation of a unique product in terms of its lines, as well as the sensation we can get from physical contact with it.

Like the MC20, the Grecale now takes on a vertical rather than a horizontal aspect, adapted here for the requirements of an SUV. The front is the new model's most distinctive side, featuring a low and imposing grille without being excessive, a sign that emphasises the fact the car is a Maserati. In the Trofeo, the grille is shifted slightly forward, to make it bolder and accentuate its sporty character.

Looking at the profile, the continuous contrast between purity of design and technology jumps out at you, much attention having been paid to the movement from the bonnet to the rear to bring out its sporty character. The contrast is clear between its highly fluid, soft body with meandering, visual forms and its technical components emphasised by the use of carbon fibre.

The distinction is highlighted between bodywork, finding purity in its most evident aspect and technical specifications.

In the rear, the boomerang taillights – inspired by the Giugiaro 3200 GT – take on a characteristically Maserati appearance and trapezoidal lines.

The sporty trapezoidal appearance is an intrinsic feature across the entire car and is made more striking by the coupé effect of the cabin that finishes like a sports car's, a sleek rear window, the strong and bold wings and the car's weight pushed downwards.

Last but not least, a new exhaust design, split in the Trofeo by the addition of a special design feature.

The Modena and Trofeo versions accentuate their sporty character even more, with rear wheel track augmented by 34 mm compared to the GT model. This gives the Grecale a more dynamic aspect, further highlighted by certain chromatic details, the side skirts and the specially designed bumpers. The design of the grille remains the same for all versions, if with chrome-plated lines in the GT and black in the Modena and Trofeo to bring out their sporty character.



Overall, the stylistic vernacular is pure and athletic, fitting perfectly with the iconic elements of the brand, including the trapezoidal C pillar and the Maserati family's new Trident-inspired alloy wheels.



Interior and trim levels

Clean and modern design, devoted to functionality and design cues

Everything in the Grecale is devoted to functionality: starting from the brand's characteristic pillars and its over-arching themes – one of luxury, the other sport, the interior design is inspired by the concept of a clean, modern and emotive design, with room for new technology.

The inspiration from its heritage is not an end in itself, but is aimed at taking a great leap forward. As such, the reference to cars of the 1970s like the Ghibli and their T-shaped structure is reduced to a simple and linear, almost architectural design, highlighting the materials.

Opening its doors is like entering a world of comfort and style: prestigious materials enhance the surfaces, together with the quest for unique graphics and colours, inspired by the brand's roots and its origins, reinterpreting the unique processes of Made in Italy. The reinterpretation of Italian craftsmanship is innovative, fascinating and open to grasping the stimuli of contemporary beauty, filtered through the characteristic Maserati style.

The sense of modernity is emphasised by the advanced technical specifications and the purity of the design: the car comes with no less than four screens – the classic cluster and the new central 12.3" panel, a smaller 8.8" comfort panel with extra controls and the new digital clock. The use of technology cleans up the design and removes the buttons from the central panel, leaving more room for the spacious armrest, the large storage compartment with double butterfly doors and the mobile phone charging area.

The aesthetic purity is highlighted in the materials and finishes: the dashboard stitching takes up the double saddle style, offering continuity with the Levante, the other SUV in the Maserati range. Meanwhile, the centre panel and doors feature real material elements, resulting in a feeling of complete harmony throughout the cabin.

Tremendous attention has been paid to the design cues: the detail of the laser-cut metal grilles for the new Sonus faber sound system's tweeters and mid-range speakers, or the chrome-plated finish of the digital smartwatch, the central air vents and the drive mode selector.

Another design cue is represented by the light emanating behind the central display, producing a "living room" effect by using soft, diffused lighting, seen here for the first time in a car. Everything is focused on simplification, to offer a space where the occupants feel at ease and where the most cutting-edge technology only comes into play when needed.

GT, Modena and Trofeo, three worlds to embrace the needs of every driver

The quest for colours, materials and design cues forms part of Maserati's identity, based on a reflection on the concepts and evolution of 'Italianness' and Made in Italy, in a combination of the uniqueness of the country and cosmopolitan spirit, in turn based on a reflection on the beauty and mindset of those who know how to recognise and develop it.



The starting point for the interiors is attention to contemporary architectural vernacular, in terms of drafting and material texture, the quest for uniqueness in the excellence of the material and its unique and sometimes daring processing.

In this perspective of stylistic research come the three Grecale trim levels (GT, Modena and Trofeo), designed not only to satisfy differing users and differing uses, but also to better express the differing over-arching themes of the new Maserati SUV.

The GT. The GT version embodies the brand's most urban, minimal and contemporary spirit. It is well suited to dynamic and curious global citizens who pay attention to fashion, yet have a refined style of their own.

The interiors reflect this character: an environment that draws its inspiration less from the automotive sector than from interior design: sophisticated, unexpected and unconventional. The cabin features a Saffiano leatherwork-inspired leather dashboard insert, combined with burnished inserts on the central console and door panel. These are characterised by an unusual laser processing that re-interprets from a Maserati perspective the iconic Maglia Milano, a characteristic of the best jewellery and watchmaking.

For the GT version, the hues selected are warm and enveloping: as an alternative to Black Leather, premium leather in a rich chocolate colour, sophisticated greige or bold black with contrasting stitching is available as an option.

The steering wheel is upholstered in leather, with aluminium fixed shift paddles.

The **Bronzo Opaco** launch colour is also the result of painstaking research: Bronzo, an enveloping bronze, with a matte and silky yet highly technical and minimal finish, is perfect for the forms of the Grecale; the contrast with the brushed chrome design cues makes it contemporary and sophisticated, enhancing its strong character.

To complete the external look, the car features 19" alloy wheels (20" or 21" available as options), body-colour bumpers and side skirts, window shades and front grille inserts in brushed chrome and dual chrome-plated exhausts.

The Modena. The Modena version is for those with an innate, timeless elegance, for fans of sport in the great outdoors. It is intended as a means to make the very best of your time and surroundings.

The interiors feature an embroidered and stitched graphic motif, which develops harmoniously across the dashboard, panels and seats. Inspired by the recurring design in the architecture of Luigi Nervi, this motif enlivens and enhances the surfaces. The inserts are available in Dark Ash Burl, an unusual, contemporary wood with a grey tone and an open-pore finish, which enhances the tactile quality of the design cues.

The colours on offer are energetic and elegant: alongside the classic black leather, the other options available are a bold dark red or ice, a bright, fresh and light shade.

The **Grigio Cangiate** launch colour will not go unnoticed either: an interposed three-layer colour, it is the result of years of technological research on pigments and effects and is inspired by the freshness



of summer light and the peace of mind that instils. The light, slightly amber background, paired with a cool mica tending towards blue, makes this colour light and technical, while remaining unaffected. The body features 20" alloy wheels, gloss black finish logos, front splitter, grille, window shades and inserts on the side skirts and dark exhausts.

The Trofeo. The Trofeo embodies the most extreme aspect of Maserati, with the explicit focus on performance while never sacrificing comfort. This trim level is suited to sports enthusiasts who consider it in terms of performance and a constant personal challenge.

The Trofeo version expresses the coolness that can emanate from an object built around the disruptive force of the engine; the material research focuses on high-performance materials, such as the exposed, three-dimensional carbon fibre and perforated leather, paired with chevron motifs that emphasise the car's dynamism.

The contrasts become bolder: the black environments feature contrasting stitching, in yellow or red, but are also available in two-tone black/dark red and black/ice.

The **Giallo Corse** launch colour is highly assertive and tells of the unbreakable bond between Maserati and Modena: indeed, this yellow combines the city's two heraldic colours (yellow and blue), by mixing a yellow base with a blue mica, for a sporty, advanced look.

Last but not least, the body features 21" alloy wheels, specific sports exhausts and carbon fibre inserts on the front and rear bumpers, and on the side skirts.

The GT, Modena and Trofeo trims will be launched across the range from the MY22 model, and are also available with differing features on the Ghibli, Quattroporte and Levante.



Technical specifications

Grecale, a synonym for innovation

The Maserati style is enriched by its technical specifications: when you climb into the Grecale cabin, you are greeted by a digital clock, the first in the Trident brand's history, which becomes a genuine driver-car interface. No longer does it only tell the time: it can also emit a response signal every time it receives a voice command. It takes on a classic form, but comes with a futuristic outlook, almost an over-arching theme for the Grecale, telling us whether contact with the car is active and whether the car "is listening to us as we speak to it". Not just a digital screen to change the skin and appearance according to our tastes. Rather, it is something more, and can even become a compass or G-force meter if necessary.

The philosophy taken on for the Grecale tends towards minimalism in the controls. Nearly everything is now touch-controlled. All it takes is a mere brush of the finger to access the technical features and shortcuts, so you now no longer need to take time to search for the controls you want.

Two **displays** are included, the larger central 12.3" screen and another 8.8" panel for extra controls, both positioned ergonomically for the driver: easy to view, yet non-invasive.

Passengers can also position the three-zone air conditioner to their liking, via a touchscreen in the rear seats.

Air **suspension** comes as standard on the Grecale Trofeo, and is an option on the Mild Hybrid versions. The height of the air springs is closely related to the drive mode used. Six levels of suspension adjustment can be selected by the user and are related to the drive modes. The air suspension's total excursion is 65 mm. From normal mode, suspension ranges from a minimum of -35 mm in park mode to a maximum of +30 mm in OFF-ROAD mode. Last but not least, when the car is in PARKING mode, the height is adjusted to facilitate exit from the vehicle.

The Grecale's generous 2,901-mm **wheelbase** has made it possible to achieve remarkable roominess in the rear, plus the space in the boot with a flat loading platform, a cargo box under the platform and rear seats that can be folded down by pressing a button in the boot.

Specific research has also been conducted into the car's interior sound design, adding a series of welcome sounds that differ from other Maserati models. It now includes special alerts for seat belts and ceiling light, as well as the **ADAS** systems. These sounds provide a roundness to all the sound alerts received by the driver.

An optional state-of-the-art heads-up display is available, taking its place among the best currently available in terms of brightness, contrast and viewing angles.



Powertrain and driving experience

The engine

The Grecale's six-cylinder 3000-cc twin-turbo engine revolves around **Maserati Twin Combustion** (MTC) technology, which made its first appearance on the Nettuno engine, the driving force behind the MC20 with technology inherited from Formula One, based on pre-chamber architecture.

More than a technological evolution, the Grecale engines – to be constructed and assembled at the Termoli plants – are the true forerunners of the Nettuno and this new family of powertrains. Compared to the MC20 Nettuno, the six-cylinder Grecale comes with a wet sump rather than a dry one. But most of all, it is an engine fitted with cylinder deactivation, with completely redesigned and optimised technology. In certain operating conditions, the right cylinder bank can be deactivated, with its entire valvetrain kept disabled with a system of collapsible tappets: a result achieved with a different oil circuit and the use of cutting-edge components. A complete redesign, due to the inclusion of a dual chamber and therefore new dimensions in the crown of the Grecale's engine.

The MTC engine used in the Grecale shows how technology created for Formula One, then mounted onto a super sports car with extraordinary performance such as the MC20, can also be exploited to improve the performance and efficiency of an SUV.

Although it provides for outstanding performance, the technology used pushes consumption down to the levels of a subcompact and significantly reduces CO₂ emissions.

The standout in this new V6 engine is the combustion system previously unveiled in the MC20, a solution made possible by the passive pre-chamber system that ignites the fuel in a separate chamber.

As the flames spread, combustion is transferred from the pre-chamber to the traditional combustion chamber by means of a series of specially sized perforations. The upshot is faster, standardised and efficient combustion. The true innovation is the use of this component in conjunction with a second spark plug. Together with the dual injection system, this juxtaposes two operational combustion systems within the same engine.

In practice, a pre-chamber combustion system has been combined with the traditional combustion system. This technical solution optimises performance (output, torque and consumption) in all usage conditions, courtesy of the option of choosing the most suitable combustion mode.

These two systems must therefore be activated individually or simultaneously depending on the demand for torque, without the driver noticing any discontinuity in terms of performance, noise and driving comfort.

The development of a control strategy and specific engine hardware are key elements to ensure and confirm the validity and efficiency of the new combustion system in road-going cars. The result is an engine highly fluid in its delivery, combining a docile character with high performance depending on usage conditions on the road and on the track.



The hybrid Grecale

In its hybrid version, the Grecale combines a four-cylinder internal combustion engine with a 48-V mild hybrid system. Maserati has selected a hybrid solution that aims most of all at improving performance, whilst simultaneously reducing consumption. The result achieved guarantees higher performance and lower consumption. The same engine excellence and performance of every Maserati model is maintained, although consumption is reduced, making the hybrid Grecale even more efficient than its counterparts fitted with the V6 engine.

The Maserati hybrid system consists of four components: a Belt Starter Generator (BSG), a 48-V battery, an e-Booster and a DC/DC converter. The BSG acts as an alternator, charging the battery located in the boot, which in turn powers the e-Booster fitted to the engine. The engine features dual turbochargers, where the internal combustion component is combined with the e-Booster, powered by either the BSG or the battery. An electric compressor has been included in the car to compensate for the lack of a conventional turbocharger in the early engine cycles, when the electric motor comes into play.

In the Grecale's class – as a hybrid SUV with a BSG and a booster, it is unique, given that the hybrid engine is commonly only used to reduce consumption. Conversely, this solution gives a further boost even when the engine is running at full capacity in Sport mode, when all the benefits of performance can be exploited. In Normal mode, it is used to balance consumption and performance.

Even in models fitted with a hybrid engine, the Grecale will to all intents and purposes remain a Maserati, including for its sound that retains the usual characteristics of any other Trident-brand car, despite being a hybrid. From the moment you get into a hybrid Maserati, you still hear the unmistakable sound of a Maserati engine.

Maserati's first 100% electric SUV: Grecale Folgore

Grecale will be the first full-electric SUV in the brand's history. It will provide an "everyday exceptional" experience, including for customers who are fans of zero emissions and do not wish to sacrifice performance in pure Maserati style.

As such, it will complete a veritable range within a range, the fullest ever, with internal combustion/hybrid engines or a full-electric motor.

The upcoming 100% electric version of the Grecale will be named Folgore, the identifier of Maserati BEVs, which will light the fuse of a new energy.

Grecale Folgore is due on the market one year after the hybrid and petrol models. It will be 100% Made in Italy and will be equipped with a 105-kWh battery using 400V technology.

Maserati's new electric SUV will be capable of delivering as much as 800 Nm of torque, guaranteeing performance typical of the brand.

It will also be recognisable for its exclusive *Rame Folgore* colour.

The key concept forming a foundation for Maserati's approach to the world of electric is metamorphosis.

The *Rame Folgore* exterior colour is based on extensive research into how the paint can interact with light, which evolves into a living being in constant interaction with its surroundings.



The inspiration is drawn from contemporary architecture, specifically from the façade of the Guggenheim in Bilbao, where warm copper hues in the sections in the sun co-exist with cooler shades of bluish grey in the areas in the shade. These colours are made possible by the use of iridescent pigments.

The concept of metamorphosis can also be found in the design, inspired by the movements of a ballerina. Immortalised in a photograph, they speak of a "controlled performance", a movement made eternal, a natural dynamism that inspires the evolution of the graphic styling, including in the car's interior.

This evolution is reflected in the use of innovative materials such as Econyl, a new element with a unique aesthetic, a recycled nylon obtained using nets recovered from the seas, breathing new life into waste.

Handling and drive modes

Every journey aboard the Maserati Grecale features an extraordinary driving experience and uncompromising dynamic comfort, partly thanks to the new Vehicle Dynamic Control Module (**VDCM**) system and the 360° control it offers over the car.

A direct evolution of the Chassis Domain Control Module (CDCM) seen in the Maserati MC20, VDCM raises its potential by extending the field of influence to the entire vehicle. This is the first time the systems have been merged, to guarantee levels of performance and integration that could not have been achieved in the older architecture.

VDCM is a 100% Maserati project, designed, implemented and calibrated in-house.

The system controls all the vehicle dynamics (vertical, longitudinal, lateral) and is the focus of the new E&E MASA platform, first seen in Grecale.

It can be compared to a top-ranking orchestral conductor who can set precise targets and timing for all the major actuators in the vehicle, ensuring they are all aligned, reducing intervention times and increasing performance, driving pleasure and vehicle safety.

The option of complete control at vehicle level (now predictive, no longer reactive) provides the opportunity to define Grecale's dynamics, creating a clear distinction between the various DRIVE MODES whilst maintaining the Maserati DNA.

VDCM is based on all-new modular hardware, specifically designed and available in three variants that will be seen in all upcoming Maseratis.

To make the driving experience even more immediate and enable the driver to configure the car according to their needs, **Grecale comes with five different drive modes: COMFORT, GT, SPORT, CORSA and OFF-ROAD.**

COMFORT mode: this is the ideal drive mode for everyday use, guaranteeing maximum usability and comfort. Engine boost and kickdown are limited and improve peak efficiency, while gear change is



gradual. The suspension is reduced in rigidity and the electric power steering is set to ensure maximum, effortless driving pleasure.

GT mode: the Pedal Map enables structured acceleration without compromising efficiency. Gear change is regular and smooth. Engine boost is normal. Kickdown and pedal sensitivity are moderate.

SPORT mode: pedal sensitivity and gear change are set to peak performance. The active exhaust valves are always open. Maximum engine boost.

The driving position is lowered by 15 mm in "Aero Mode" and the steering wheel is more rigid and responsive when the car is set to Sport mode.

CORSA mode (Trofeo only): offers the driver the most extreme experience and the option of enjoying the true embodiment of the Grecale without any compromises. The pedals are highly sensitive and responsive. Gear change is faster than ever. Kickdown is powerful enough for maximum enjoyment. Traction control is much less active and Launch Control is switched on.

OFF-ROAD mode: to improve all-terrain performance and driving control, efficiency is slightly reduced compared to the Comfort and GT modes. Gear change is gradual. The rev limiter is activated and driving height is set to "High", +20 mm.

The Grecale therefore stands out for its driving pleasure and performance, while ensuring driveability, comfort and safety. The performance is exceptional, combined with off-road capabilities and uncompromised handling.



Technology in the name of in-car pleasure

Maserati Intelligent Assistant (MIA) Multimedia System

The latest Maserati Intelligent Assistant (MIA) multimedia system comes with a 12.3" screen, the largest ever included in a Maserati, with a resolution of 15 million pixels in Ultra HD.

At the heart of MIA is the Android Auto operating system, offering speed, great operating performance and data processing similar to a tablet's, as well as more memory, for a highly responsive user experience.

Providing each customer with a simple, intuitive and customisable user experience, MIA can be configured with multiple tab-based screens with your favourite functions or the most commonly used ones, to optimise quick access and enable operations with just one tap. Once inside a tab, you can quickly access information and icons.

The Android Auto operating system makes further customization possible by storing up to five different user profiles. Each customer can build their own profile with their personal details, including music preferences and vehicle operation functions. The system also links other vehicle settings to the driver's profile, such as temperature and seat/mirror positioning. Switching from one user profile to another is extremely simple, with just one tap on the main menu.

MIA lets you connect two smartphones at once via Bluetooth, providing the option to manage various priority functions such as phone calls, music selection and text messages. Passengers can use Apple CarPlay and Android Auto to use their smartphone apps quickly, easily and wirelessly, leaving their phones safely put away.

Voice control of on-board functions is a key technology to prevent any driver distractions; the Grecale is equipped with a new voice recognition system with software, microphone technology and natural voice functionality. By saying "Hey Maserati, set temperature to 21 degrees" for example, there is no need to press a button to start the voice recognition system.

Maserati Connect

Maserati Connect offers an all-encompassing experience inside the car and out. Performance, comfort and safety can be managed intuitively, to transform every journey into a unique, exciting experience.

Always staying connected to your Maserati Grecale means innovative services and features throughout the car's lifespan. Keep up to date on status and position at all times, in contact with the car via your smartphone, smartwatch or virtual assistant (Alexa or Google Assistant) from the comfort of your own home.

Enjoy the always-connected satnav with real-time traffic information and map updates. Take advantage of the Wi-Fi hotspot (free 3 GB package) and activate Alexa in-car. Information on vehicle health status is sent regularly, so you can plan your next service easily online. Last but not least, dedicated support is available in an emergency or if the car breaks down or is stolen.

**Availability may vary from one country to another.*



All-round sound experience: the Sonus faber sound system

The Grecale sound system guarantees a superior listening experience.

Designed and engineered by the specialists at by Sonus faber, the Italian Artisans of Sound, the sound system offers two levels of customisation, the highest of which boasts 21 speakers and 3D sound with an output of up to 1,200 W, for depth of field and truly unique roundness of sound.

Natural materials and exclusive speaker design result in an outstanding natural sound in the cabin, with specific attention paid to distance and time alignment between the tweeters and mid-range speakers to create the distinctive "Voice of Sonus faber" (VoS) tone.

The subwoofer technology has been modified: no longer encased in the boot, now in the open air, paired with the external cavity to optimise performance and space.

The authentic Sonus faber natural sound experience is immersive and exceptional, thanks to 21 speakers overall (total output of 1,285 watts): 7 x 45-W tweeters; 3 x 60-W mid-range speakers; 2 x 45-W surround mid-range speakers; 2 x 100-W front woofers; 2 x 60-W rear woofers; 4 x 45-W height mid-range speakers; 1 x 200-W subwoofer.



Technical specifications

TECHNICAL SPECIFICATIONS			
	GRECALE TROFEO	GRECALE MODENA	GRECALE GT
ENGINE			
Engine architecture	Twin-turbo V6 90° MTC	L4 MHEV with BSG	
Displacement (cc)	3000 cc	1995 cc	
Bore x stroke (mm)	88 x 82 cm	84 x 90 cm	
Compression ratio	11:1	9.5:1	
Peak output	530 hp @ 6500 rpm	330 hp @ 5750 rpm	300 hp @ 5750 rpm
Peak torque (Nm @ rpm)	620 Nm @ 3000 - 5500 rpm	450 Nm @ 2000 - 5000 rpm	450 Nm @ 2000 - 4000 rpm
Ignition system	Maserati Twin Combustion (MTC) Twin Spark with passive pre-chamber	Single ignition coil for each cylinder, connected directly to the spark plug	
Fuel system	PDI (350-bar direct injection + 6-bar door injection)	Direct injection – High-pressure petrol – 200 bar	
Induction	Twin turbines with electronically activated wastegate	Turbocharger with electronic wastegate + e-Booster	
Lubrication	Continuously variable displacement wet-sump oil pump with cylinder deactivation system	Variable displacement oil pump as required	
Distribution	Double overhead camshaft with variable valve timing	Second-generation MultiAir™ valve control system	
PERFORMANCE			
0-100 km/h (s)	3.8"	5.3"	5.6"
0-200 km/h (s)	13.8"	21.9"	23.7"
Top speed (km/h)	285 km/h	240 km/h	
Stopping distance, 100-0 km/h (m)	<40 m		
Cx (best)	0,326	0,32 (w/ air springs)	0,308 (w/ air springs)
FUEL CONSUMPTION AND CO₂ EMISSIONS – WLTC			
Fuel consumption (combined cycle), L per 100 km	11.2	8.8 - 9,3	8.7 - 9.2
Fuel consumption (low cycle), L per 100 km	17.4	13.1 – 13.2	13,1 – 13.2
Fuel consumption (medium cycle), L per 100 km	11.6	8.7 – 9.2	8.6 – 9.2



Fuel consumption (high cycle), L per 100 km	9.3	7.4 – 8.0	7.4 – 7.8
Fuel consumption (very high cycle), L per 100 km	10.3	8.4 – 9.0	8.4 – 8.8
CO ₂ emissions (combined cycle), g/km	254	199 - 210	198 - 208
CO ₂ emissions (low cycle), g/km	394	297 - 300	297 - 300
CO ₂ emissions (medium cycle), g/km	263	196 – 209	194 - 208
CO ₂ emissions (high cycle), g/km	211	160 - 180	167 - 177
CO ₂ emissions (very high cycle), g/km	233	191 - 204	190 - 199
TRANSMISSION			
Gearbox	8-speed Gen2 8HP75	8-speed Gen2.5 8HP50	
Drive ratio(s):	5.00000 / 3.20000 / 2.14286 / 1.72000 / 1.31310 / 1.00000 / 0.82262 / 0.64000 R -3.47826 final 3.70	5.0000 / 3.20000 / 2.14286 / 1.72000 / 1.31386 / 1.00000 / 0.82213 / 0.64000 R - 3.45600 final 3.27	
Transmission	Four-wheel drive with limited slip self-locking electronic rear differential	Four-wheel drive with limited slip self-locking mechanical rear differential	Four-wheel drive with open mechanical rear differential (optional limited slip self-locking)
SUSPENSION			
Front	Quadrilateral with virtual steering axle + active shock absorbers and air springs	Quadrilateral with virtual steering axle + active shock absorbers and air springs (optional)	Quadrilateral with virtual steering axle + active shock absorbers (optional) and air springs (optional)
Rear	Multilink + active shock absorbers and air springs	Multilink + active shock absorbers and air springs (optional)	Multilink + active shock absorbers (optional) and air springs (optional)
BRAKES			
Front	360x32 mm dual-cast perforated and ventilated discs	350x28 mm ventilated monolithic discs	



	Brembo fixed callipers		
	6-piston	4-piston	
Rear	350x28 mm dual-cast perforated and ventilated discs	330x22 mm ventilated monolithic discs	
	Brembo fixed callipers + EPB	Continental floating callipers with MoC technology	
	4-piston		
DIMENSIONS AND WEIGHT			
Front / rear wheel track	Front 255/40 R21 / Rear 295/35 R21	Front 255/45 R20 / Rear 295/40 R20	Front/Rear 235/55 R19
L x D x H (mm) not including wing mirrors	4,859 x 1,979 x 1,659	4,847 x 1,979 x 1,667	4,846 x 1,948 x 1,670
Wheelbase (mm)	2,901		
Front / rear wheel track (mm)	1,621 / 1,694		
Load capacity (L)	570	535	
Fuel tank capacity (L)	64		
Homologated weight (kg)	2,027	1,895	1,870