



Levante Hybrid, Maserati's first hybrid SUV

Faster. Greener. Unique. The second step in the Trident Brand's electrification.

- After Ghibli Hybrid, Levante Hybrid is the second phase in Maserati's strategy for electrification, which is projecting the Trident Brand into the future
- Levante Hybrid is "Faster. Greener. Unique": faster than a diesel, more sustainable than diesel or gasoline, and unique in its specific characteristics.
- The Brand's approach to hybrid propulsion focuses on both performance and fuel saving.
- Levante Hybrid combines the 4 cylinder, 2 litre engine with a 48 volt Hybrid system to recover energy during deceleration and braking.
- The unique Maserati sound is unchanged.
- Both the exterior and the interior are characterized by blue details, the colour chosen to denote the Brand's hybrid models.
- Always connected, thanks to the Maserati Connect program.
- Latest generation MIA (Maserati Intelligent Assistant) multimedia system based on Android Automotive contributes digital contents and an innovative User Experience.
- Levante Hybrid will be available in Europe from June 2021

Modena - Maserati continues to fuel the spark of the electrification that is projecting it into the future: it presents Levante Hybrid, the Brand's first hybrid SUV. The future is now.

After Ghibli Hybrid launched last year, Levante Hybrid is the second phase in Maserati's electrification strategy, which will involve the electrification of all its new models. A decision driven by the evolving market and the Brand's determination to lead the field in every area of innovation.

Maserati is innovative by nature. With Levante, it continues to pursue the philosophy behind its entry into the world of electrification: the aim of improving performance while keeping true to the Brand's values, raising performance and luxury to new heights. The result is a hybrid SUV that retains the distinctive sound of every Maserati.

The arrival of the new Levante Hybrid thus expands the Maserati range, which is now even more competitive, innovative and responsive to the market's demands.



Why Mild Hybrid?

Levante Hybrid combines the 4 cylinder, 2 litre engine with a 48 volt Hybrid system that recovers energy during deceleration and braking. Staying true to its DNA, Maserati has chosen a hybrid solution that aims above all to maintain performance at exceptional levels, while also saving fuel.

The results achieved are excellent: even greater performance with less fuel consumption. The same brilliance of the engine and performance level of the gasoline V6 are retained intact but fuel is saved, making Levante Hybrid even more efficient than the Levante versions equipped with the gasoline or diesel V6 engines.

Levante Hybrid offers the driver a car that is fun to drive, with the genuine Maserati sound. It squares the circle by delivering the smooth response of a 6 cylinder engine with the low-rpm torque of a diesel. The hybrid system provides the same pickup as the diesel version together with the power output and acceleration of the 350 hp V6 gasoline engine, all combined with an impressive reduction in CO2 emissions, cut by 18% compared to gasoline and by 3% compared to diesel according to WLTP data.

The Maserati 48 volt hybrid system has four parts: BSG, battery, eBooster and a DC/DC converter. The BSG (Belt Starter Generator) does the job of an alternator, recovering energy during braking and deceleration and charging the battery in the boot, which in turn powers the engine's eBooster. The reason for installing an eBooster on the car is to back up the conventional turbocharger, working in tandem with it, to sustain the engine's power output at low rpm. The hybrid system's operating strategy ensures that the eBooster is always available, via battery or BSG, whenever it is needed. The BSG and eBooster combination also provides an extra boost when the engine reaches peak rpm in Sport mode, at which point you can fully enjoy the performance benefits, while in Normal mode it balances fuel consumption and performance.

In Levante Hybrid, everything is designed to deliver the very best performance. The hybrid car weighs less than the 6 cylinder engine equivalent, and above all has an even better weight distribution, since the engine is front-mounted and the battery is placed in the rear, without compromising the load capacity and optimally balancing the vehicle masses . All designed to make Levante Hybrid even more agile and fun to drive.

The internal mechanical components of the 2 litre 4 cylinder engine, already installed on Ghibli Hybrid, were developed through in-depth engineering work at the Maserati Innovation Lab in Modena, to achieve greater torque and enable the turbocharger and eBooster to deliver even more power. The engine's electronic control system also changes completely, with a switch to a Bosch new-generation ECU. The engine is built at Termoli.



Thanks to a maximum power output of 330 hp and torque of 450 Nm delivered from just 2250 rpm with value up to 90% since 1750rpm, the performance data of the new Levante Hybrid, only available with all-wheel drive, is very impressive: top speed of >240 km/h and acceleration from 0 to 100 km/h in 6 seconds. Levante Hybrid's power output is the same as that of the V6 gasoline version, and better than the diesel. It has more boost than the diesel version, with 165 hp/l (also higher than the gasoline version), and above all it slashes CO2 emissions to 231-252 g/km in the WLTP cycle, as well as a fuel saving of more than 18% compared to the 350 hp V6 version while maintaining the same level of performance.

The Maserati sound

Levante Hybrid is still in every respect the "Maserati of SUVs", including its sound, which, in spite of the hybrid propulsion, is the distinctive growl of every Trident Brand model. The sound is achieved without resorting to amplifiers, by just tweaking the fluid dynamics of the exhausts and adopting resonators, tuned to deliver the trademark sound. Anyone on board a Maserati hybrid must still hear the unmistakable roar of a Maserati engine.

Levante Hybrid: distinctive external and internal features

The Levante Hybrid will be introduced in a new metallic tri-coat blue colour called Azzurro Astro; this color will be available in the Maserati Fuoriserie program. Moreover, the Levante color assortment will add for hybrid versions the Grigio Evoluzione, already presented for Ghibli Hybrid. Some details are in cobalt blue, the colour chosen to identify hybrid cars, already used by Maserati to denote the Ghibli Hybrid.

On the exterior, blue characterizes the three iconic side air ducts, the brake calipers (optional) and the C-pillar logo. The same blue colour reappears inside the car, specifically on the embroidered seams of the seats. For the first time, Levante Hybrid will feature a specific look with new logos. The oval logo will change, the C-pillar logo will comprise the Trident on its own, the GT badge will appear above the three side air ducts, and there will be new tailgate lettering. In the interior, the logo on the multimedia system will also be modified.

Levante Hybrid makes its debut in GT trim

The Levante Hybrid makes its debut in the new GT trim, with the GranLusso external styling features, and with the Sport Pack available as an optional. It will have chrome finishes on front bumper and front grille, as already seen on GranLusso versions, and the GT badge will appear above the three iconic side air vents. GT interiors will be



characterized by Standard Leather Grain A and Black Piano Trim. The full range of leather and trim upgrades of Levante will be available as optionals.

The design of the “Maserati of SUVs”

The design concept of Levante combines coupé lines with interior space for five people and exceptional aerodynamic efficiency. “The Maserati of SUVs” is instantly recognisable from a distance, thanks to its imposing grille. With MY21, the front had already been updated to feature the innovative front grille with tuning fork design. This front grille is chromed for the Hybrid version.

Levante Hybrid is fitted with rear light clusters with the boomerang design, inspired by Maserati cars from the past and already introduced with the MY21 version, effectively refreshing the Maserati SUV’s image. 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. The distinctive exterior identity is enhanced by a series of elegant chrome inserts in the front fascia, chrome front/rear skid plates, body colour rear spoiler, Cobalt Blue brake calipers (optional) and 19-inch Zefiro alloy wheels.

Interior

The interior includes the 8”4 central screen 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.

In the lower part of the display, the Maserati script logo is screen-printed on the inside of the screen, for a three-dimensional effect.

The instrument cluster, which includes a large rev counter and speedometer (still analogue but with updated graphics) on either side of a 7” TFT display, has a technologically advanced appearance. Effects are achieved by alternating glossy and matte blacks. The perimeter ring which contains the numbers is reflective glossy black, while the central ring containing the indicator lights is matte black. The resolution and graphics of the display between the rev counter and speedometer have also been updated; they now match those of the large central screen, with the introduction of gilded surrounds for a more distinctive, luxurious look.

Q4 Intelligent All-Wheel Drive

Maserati Hybrid is equipped with the architecture of the Maserati Q4 Intelligent All-Wheel Drive System, based on an electronically controlled multi-plate clutch, installed inside a transfer case



linked by a drive shaft to the front axle. The system is designed to provide all the benefits of Maserati's traditional rear-wheel drive even in low grip road conditions. The system acts by transferring traction to the front wheels on demand and with an immediate response.

In normal driving conditions, the Q4 delivers 100% of torque to the rear wheels. On slippery road surfaces, or in the event of loss of traction at the rear (standing starts or very high-speed cornering), the system reacts immediately and transfers the necessary traction to the front wheels, altering the front/rear torque split from 0:100% to 50:50% in a matter of 150 milliseconds.

Q4 Intelligent All-Wheel-Drive with variable torque setting is always active and responds immediately to any change in driving conditions. Although the change in torque split is imperceptible, the system's activity can be monitored in real time on the display.

A sophisticated algorithm specifically developed by the Maserati engineers provides real-time monitoring of an extensive range of dynamic vehicle parameters (wheel speed, steering and yaw angle, power output, speed and braking action) as well as wheel grip and driving style.

By processing all this data, the system can maximize a dedicated grip profile for each single wheel, thus ensuring optimal management of the car's dynamics to suit every possible road condition, at any time. The aim is to guarantee absolute driving pleasure without sacrificing safety or superlative performance.

Limited-slip self-locking differential (LSD)

The Levante Hybrid is equipped with a Limited-Slip Differential (LSD) on the rear axle. Installed as standard, it ensures optimal traction in all driving conditions. The asymmetric locking feature offers 25% lock-up under power and 35% under release.

Torque vectoring

The torque vectoring function, further developed for Levante, increases the SUV's sportiness and driving pleasure in conjunction with the LSD and the Q4 Intelligent All-Wheel-Drive. When cornering, the system distributes more torque to the outer wheels by applying a slight braking force to the inner wheels.

Chassis

Levante originated with the aim of supplying the characteristics of a real all-terrain vehicle together with on-road performances worthy of a Maserati. Levante's chassis has been designed to ensure exceptional rigidity, an extremely low centre of gravity and ideal 50:50 front/rear weight distribution, while keeping kerb weight down. Levante is a genuine SUV that also has the lines of a



classic Maserati sports car, with great attention focussed on the elements in order to enhance performance. The chassis features extensive use of lightweight materials, for the dual purposes of reducing weight and maximising safety for the driver and passengers. The front of the chassis features an aluminium casting with a reinforced cross-strut which helps deliver outstanding rigidity in every direction, while the rear is made from heavier rolled steel to optimise strength and weight distribution. The doors, bonnet and boot are in ultra-lightweight aluminium. The car also features magnesium components (dashboard strut).

Suspension configuration

The suspension frame, wishbones, hub strut, towers and the crossbeam reinforcement are all made of light aluminium alloy. The model retains the widely acclaimed air suspension configuration of the Ghibli, but with some significant modifications appropriate to an SUV: greater travel for off-road driving, new spring calibration to deal with rough usage, and more control of variations in camber and toe to respond to the different ride height settings. The air suspension essentially shares the same components and geometry with the other Levante models. Suspension frame, wishbones, hub strut, towers and the crossbeam reinforcement are all made of light aluminium alloy, using a moulding technology that ensures greater rigidity without weight increase. In fact, in line with the tradition for Maserati racing cars, Levante has double-wishbone front suspension and state-of-the-art technology for optimal control and precise handling. The suspension towers are incorporated in the car's chassis.

The architecture of the double-wishbone system provides direct, precise steering. The multi-link rear suspension was chosen to ensure outstanding ride comfort and performance. To reduce weight, four links are in forged aluminium and one in cast aluminium.

Both front and rear suspensions include an anti-roll bar, hollow at the front to reduce weight even further. A crossbeam reinforcement connects the rear of the suspension frame to the underbody to maximise structural rigidity.

Air suspension

Like other Levante versions, the Hybrid is fitted as standard with a state-of-the-art air suspension system. This sealed pneumatic system comprises four independent air springs, each with level sensor, two reservoirs mounted on the rear suspension cradle, a compressor with valve assembly, and ECU integrated in the Skyhook shock absorber control system. Apart from the obvious benefits such as enhanced ride comfort and active safety, the air suspension helps to save fuel and reduce CO2 emissions, since they allow the car's set-up to be lowered when on the move, reducing drag at high-medium speeds.



The car's stability and set-up are further improved by the lower centre of gravity and the reduction in load transfers due to the exceptional stability even at the highest speeds. The air suspension system features six different ride levels (including Normal and Park).

The driver can alter the ride height manually via the nearby rocker switch or by choosing different driving modes on the central console. The height variation from the lowest position to the highest is 75 mm – up to 85 mm with the Park level included. When the car is at a standstill, its set-up is lowered by 45 mm, meaning 10 mm more than in Aero 2 mode, to facilitate the driver and passengers when entering and leaving the vehicle. The suspension returns to Normal ride when a speed of 24 km/h is reached.

The ride level varies in response to speed in order to maximise safety and handling. Thanks to intelligent mapping, the suspension automatically lowers the car at high speeds and only enables a high set-up (Off Road mode) below pre-set speeds, typical of off road driving.

Adaptability to all terrains

The driving modes are designed to make Levante even easier and more exciting to drive. Normal mode is activated automatically when the car is started, while Sport and Off Road – and Corsa on the Trofeo trim – are the driving modes that best express Levante's dual personality, transforming it from a sporty, dynamic GT to a high-performance, comfortable all-terrain vehicle at the touch of a button.

The driver can completely deactivate the Maserati Stability Program (MSP) and adjust the car's ride level separately using the air suspension switch located above the hazard lights button. The front/rear torque split is identical in all driving modes: 0:100, which the system can modify to up to 50:50 in just 150 milliseconds.

In Normal mode, the driver can choose between two different suspension set-ups: Normal or Aero 1 (-20 mm). The suspension set-up is the feature that best illustrates this car's ideal trade-off between sportiness and comfort.

When Sport mode is selected, the driver can retain the basic ride height or lower the car to level Aero 1. In this mode, the MSP offers a specific sport suspension setting and torque vectoring is active.

When the driver presses the new Skyhook system button, the suspension rigidity is increased and the ride switches to Aero 1. The driver can also switch the car's ride height from Aero 1 to Normal without exiting Sport mode or losing the sporty setting of the Skyhook suspensions.



Off Road mode can be selected by pressing the button provided or using the set-up rocker switch. The car's ride height is increased by 25 mm and the Skyhook system's response is modified. The car's ride height can also be increased by a further 15 mm (Off Road 2) to about 40 mm above the basic setting, or no less than 247 mm.

Sound system

A 8-speaker, 180 W audio system is standard on Levante Hybrid. The Harman Kardon Premium and Bowers & Wilkins Premium Surround Sound systems are available as options.

Harman Kardon Premium Sound System with 14 speakers and a 900 W amplifier. The extra watts compared to the standard system, the black-finish grille pattern on the door woofers with Harman Kardon logo, and the 12-channel amplifier, together with a high-performance subwoofer, represent the best trade-off between sound clarity and performance.

Bowers & Wilkins Ultra-Premium Surround Sound System for those who demand the finest hi-fi equipment. Maserati offers the Bowers & Wilkins Premium Surround Sound System, with 17 speakers, a 1,280 W amplifier and perfectly-configured QuantumLogic™ Surround.

The Bowers & Wilkins Premium Surround Sound System features a central 100 mm Kevlar cone and three 25 mm tweeters, one at the centre of the dashboard and two on the upright. The front doors house a 165 mm woofer and 100 mm Kevlar cone mid-range speaker, while the rear doors each carry a 165 mm Kevlar woofer and 25 mm tweeter. The rear shelf has two 100 mm Kevlar mid-ranges and a 315x200 mm subwoofer.

The system includes, as standard, the Clari-Fi function, which analyses compressed digital audio files such as MP3 files in real time and corrects any defects. Clari-Fi functions automatically with no particular settings required, modulating the way the sound is processed in response to the quality of the individual source signal.

ADAS: greater safety with Active Driving Assist

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 exceptional dynamics capable of offering an unparalleled driving experience.

Active Driving Assist 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 type of road as long as it is in good condition.



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.

New generation Multimedia System

Levante Hybrid is equipped with the MIA (Maserati Intelligent Assistant) latest generation multimedia system. The heart of MIA is 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.

Always connected with Maserati Connect

Levante Hybrid is connected, thanks to the new Maserati Connect program. 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).

Maserati Connect enables use of Amazon Alexa services on board, and the creation of a Wi-fi Hotspot inside the Maserati.

Thanks to the integrated, connected navigation system, the driver always has the latest traffic information in real time, as well as constantly updated maps.



TECHNICAL SPECIFICATIONS	
LEVANTE HYBRID	
ENGINE	
Layout	L4 Mild Hybrid with eBooster and 48V BSG
Displacement (cc)	1995
Bore x Stroke (mm)	84 x 90
Compression ratio	9.5:1
Maximum Power (hp @ rpm)	330 @ 5750
Peak torque (Nm @ rpm)	450 @ 4000
Fuel injection	Gasoline Direct Injection GDI
Injection pressure (bar)	200
Induction	1 Mono-scroll turbocharger 1 eBooster 48 V
Crankshaft	Forged steel
Lubrication	Variable displacement oil pump
Timing system	1 chain-drive overhead camshaft with Multiair
PERFORMANCE	
Acceleration 0-100 Km/h (s)	6.0
Top speed	>240
Braking distance from 100 to 0 km/h (m)	36
FUEL CONSUMPTION AND CO ₂ EMISSIONS	
WLTP combined cycle (l/100 km)	TBC *Pending current certification
WLTP combined cycle (g/km)	231-252
TRANSMISSION	
Gearbox	ZF eight-speed automatic
Gear ratios	1st: 5; 2nd: 3.2; 3rd: 2.14; 4th: 1.72; 5th: 1.31; 6th: 1.00; 7th: 0.82; 8th: 0.64; Reverse: 3.46; final: 3.27
Transmission	All-wheel drive with limited slip self-locking mechanical rear differential
SUSPENSION	
Front	Double-wishbone, anti-roll bar
Rear	Multi-link, anti-roll bar
BRAKES	
Front	Ventilated discs 345x32 mm, 2-piston floating calipers
Rear	Ventilated discs 330x22 mm, 1-piston floating calipers
DIMENSIONS AND WEIGHTS	
Front/rear tyres	265/50 R19
L x D x H (mm)	5005 x 1981 x 1693
Wheelbase (mm)	3004
Front/rear track (mm)	1631 / 1662
Luggage capacity (l)	580
Fuel tank capacity (l)	80
Homologated weight (kg)	2090