



Maserati GranCabrio



Maserati took yet another step in the right direction with the introduction of the new GranCabrio. The re-building of the Maserati brand by the Fiat group keeps progressing well, filling a niche just below Ferrari but targeting a slightly different owner. Product management by the Fiat Group in respect to the balance and targeting of the Maserati and Ferrari brands is superb - now if they can just get Alfa Romeo right.

The GranCabrio joins the GranTurismo and Quattroporte in a very desirable line-up. While the GranCabrio can be looked at as a GranTurismo without a roof Maserati consider it a separate third product line. The Pininfarina designed GranCabrio exudes Italian style, and recalls the Maserati masterworks from the 1950's when Italian artistry and artisans were at their peak.

The appealing prestige 2-door, full 4-seat convertible sector has only a handful of competitors in the niche. The GranTurismo is undoubtable one of the front runners.

Maserati is yet to go down the all alloy route and the GranCabrio's monocoque is constructed utilising a high-strength steel, with box-section panels and galvanized sheet. The monocoque integrates a tubular structure in the rear part to support suspensions and differential, the front serves to support the suspension and engine. There are aluminum sub-floor structural reinforcements and the solid monocoque is clothed in steel, aluminium and composite materials with an aluminum bonnet and boot lid in thermosetting composite material.

The structure is derived from the Quattroporte, with reduced wheelbase and rear overhang, even with the reduction the GranCabrio is the longest wheelbase 4-seat convertible on the market. From the outset the GranCabrio was designed to comply with American crash standards (FMVSS208, Federal Motor Vehicle Safety Standard).

The interior is spacious with full seating for four. Craftsmanship and attention to detail is outstanding and the immersive experience for the occupants includes the aural delights of another superb Italian V8.

With Cx of 0.35 closed and 0.39 open are credible figures for a luxurious 4 seat convertible.

The 90 degree V8 engine has a displacement of 4,691 cm³ and produces 323 kW (440 CV) and 490 Nm of torque at 4,750 rpm. The high-revving engine is very much over-square with the bore at 94 mm and a stroke of 84.5 mm. Crankcase and cylinder heads are made from hardened and tempered aluminum alloy and the crankshaft is hardened and tempered steel. The timing system features double chain-driven overhead camshaft per bank; four valves per cylinder driven by hydraulic cups and a continuous phase variator on intake camshafts.

Suspension features quadrilaterals with forged aluminum hub carriers and struts and coaxial helical springs at the front. The rear sees quadrilaterals with forged aluminum hub carriers and struts and additional radius bar for toe-in control. Front and rear suspension is fitted with

Maserati GranCabrio

- Front engined - RWD
- 4 seat Cabriolet
- 90° V8
- 4,691 cm³
- 1,887 kg dry
- 323 kW @ 7000 rpm
- 283 km/h
- 0-62 mph - 5.4 seconds

hollow bars that reduces roll and mass.

Steering features an hydraulic steering box with tacho-sensitive servo assistance.

The transmission is in unit with the engine and is a 6-speed hydraulic torque converter gearbox (ZF 6HP26).

Gear ratios are: 1st gear 4,171; 2nd gear 2,340; 3rd gear 1,521; 4th gear 1,143; 5th gear 0,867; 6th gear 0,691; R 3,403.

The differential is an asymmetric limited slip unit (25% in traction, 45% in release) with bevel drive with final ratio 3.73 (15/56). Assisting transfer of power to the pavement are traction control and Maserati Stability Program (MSP) incorporating the traction control (ASR), release torque (MSR), anti-lock braking (ABS), and electronic brake distribution (EBD) systems.

Top speed: is 283 km/h with car closed and 0-100 km/h: is 5,4 seconds.

Rod Halligan



Maserati GranCabrio

Year 2009

ENGINE

Configuration 90° V8
Layout Front Longitudinal
Induction Natural
Valvetrain DOHC, 4 Valves
Displacement 4,691 cm³
Bore / Stroke 94.0 mm / 84.5 mm
Compression 11.25:1
Power 323 kW (460 hp) @ 7000 rpm
Torque 490 Nm @ 4750rpm

BODY

Steel monocoque

Weight 1,887 kg Dry
Length 4,881 mm
Width 1,915 mm
Height 1,353 mm
Wheelbase 2,942 mm
Front track 1,586 mm
Rear track 1,590 mm

DRIVE

Rear Wheel Drive

Transmission 6-speed hydraulic torque converter gearbox (ZF 6HP26).

SUSPENSION

Front quadrilaterals, forged alloy hub carriers and struts and coaxial helical springs
Rear quadrilaterals, forged alloy hub carriers and struts and coaxial helical springs & radius bar for toe-in adjust

Steering

Steering Rack & Pinion w/Power Assist

PERFORMANCE

Top speed 283 km/h with car closed
0 - 100 kph 5.4 seconds
Stopping distance 100 Km/h - 0: 35 m