

nevertheless unmistakable Maserati with its big grille, trim tail lights and a cabin filled with sports seats, quality leather and chrome-ringed instruments. Like other Maserati models, the Levante uses a mix of body materials – including aluminium for the loose panels – and a 50:50 weight distribution and a low centre of gravity to achieve sports car-like handling. But unlike other Maserati models, the Levante has features such as the air

four-cylinder). The engine is a perky little unit with 202kW/600BNm for a reasonable 0-100km/h sprint time of 6.9 seconds and a fuel average as low as 7.2 litres per 100km. The engine drives an eight-speed automatic ZF gearbox – fitted to lots of vehicles today including Maserati's own Ghibli and Quattroporte and even one of the Levante's rivals, the Jaguar F-Pace SUV – with four drive modes, - "Normal", I.C.E., "Sport" and "Off-road". Each one changes engine, transmission, suspension and



The Maserati has air suspension and a clever AWD system as standard.

electronics features. The Maserati Q4 All-Wheel Drive system has an

suspension and a clever AWD system as standard. There is an aluminium double-wishbone front suspension with a five-link system at the rear, all including air springs and Maserati's electronically-controlled "Skyhook" shock absorbers. It also has all-wheel drive with a torque-vectoring system which works on bitumen for sport-car handling and creates a competent off-road ability. Power comes from the latest evolution of the Maserati common-rail, direct injection turbo-diesel V6 that is made by associate company VM Motori. Remembering that Maserati is part of Fiat that is part of Fiat Chrysler Automobiles and it follows that this diesel-engine maker also supplies Jeep (Grand Cherokee V6 and Wrangler



electronically controlled, multi-plate wet clutch, installed into a transfer case linked by a driveshaft to the front axle. In normal conditions, it sends 100 per cent of the engine torque to the rear wheels. On slippery or loose road surfaces or in case of loss of traction at the rear, for extreme acceleration or very hard cornering, the system reacts instantaneously to transfer the



Like to see one hit that top speed on a stretch of WA pea gravel.



has a full raft of safety gear including Adaptive Cruise Control with Stop-

and-Go function, Forward Collision Warning and Brake Assist System, Lane Departure Warning, Surround View camera, an 8.4-inch touch screen display with brand new rotary control, an addition to the Maserati Touch Control Plus which extends the AM and FM choice with DAB digital radio as well as Apple CarPlay and Android control software.

necessary torque to the front wheels. Maserati said that in a matter of 150 milliseconds, the Q4 system can alter the torque split from 100 per cent rear to 50:50 front:rear. The drive system is controlled by sensors for wheel speed, steering and yaw angle, power output, speed, and braking action, as well as wheel grip and driving style. The Levante also

Nuts 'n' bolts

MASERATI LEVANTE/LEVANTE SPORT/LEVANTE LUXURY

PRICE:	\$139,990/\$159,990/\$159,990	TYRES:	265/40R21; 265/45R20;
BUILT:	Italy		265/50R19; aerosol-kit spare
BODY:	Monocoque	DIMENSIONS:	(L) 5003mm; (W) 1968mm;
SAFETY:	not tested		(H) 1679mm; (W/b) 3004mm
ENGINE:	3.0-litre V6 bi-turbo diesel	TRACK (ft/rr):	1624mm/1676mm
POWER:	202kW @ 4000rpm	GROUND CLEARANCE:	172mm-207mm(normal)-
TORQUE:	600Nm @ 2000-2600rpm		247mm
FUEL ECONOMY:	7.2 litres/100km (13.9km/litre)	WEIGHT:	1720kg
FUEL TANK:	80 litres	TURNING CIRCLE:	11.7m
TRANSMISSION:	8-speed automatic	APPROACH ANGLE:	n/a-degrees
DRIVE:	Part-time AWD, AWD lock	DEPARTURE ANGLE:	n/a-degrees
SUSPENSION:	Front: Double wishbone, air adjustable; Rear: multi-link, air adjustable	RAMP OVER ANGLE:	n/a-degrees
		TOWING (max):	2700kg
		WARRANTY:	3yr/unlimited km, pre-paid program available
STEERING:	Hydraulic-assist rack and pinion	SERVICE INTERVAL:	20,000km
WHEELS:	19, 20 or 21-inch alloy		