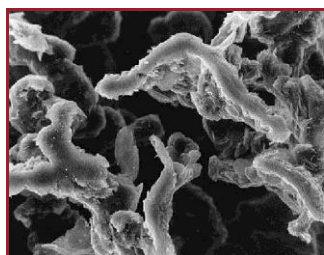


Press Release
For Immediate Distribution

Maserati confirms Compacted Graphite Iron Diesel Engine

- Maserati produces first diesel engine, co-developed with Ferrari
- 3.0 litre V6 diesel with SinterCast-CGI Cylinder block and bedplate
- Fifth vehicle application for versatile VM Motori diesel engine



Compacted Graphite Iron



Maserati's First Diesel



The 2014 Maserati Ghibli Sports Sedan

[Stockholm, 19 June 2013] – Maserati has announced its first diesel offering, to be available in the 2014 Ghibli Sports Sedan, with sales beginning during the summer of 2013. The 3.0 litre V6, which is based on the VM Motori diesel engine with a SinterCast-CGI cylinder block and bedplate cast at the Tupy foundry in Brazil, was co-developed between Ferrari and Maserati and is assembled at the Ferrari engine facility in Maranello, Italy. The purpose-built engine provides 202 kW (275 horsepower), 570 Nm (420 ft-lbs) of torque and a top speed of 250 km/hr (155 mph), while consuming less than six litres of fuel per 100 kilometres (more than 39 mpg US) in the combined driving cycle. In comparison to the 3.0 litre petrol engine option, the diesel offering provides at least 35% better fuel economy and 29% less CO₂ emissions, despite delivering 14% more torque.

“The application of the 3.0 litre diesel to the top end sports sedan sector demonstrates the versatility of the VM Motori base design, and showcases the advantages of the higher strength and stiffness of CGI in providing a full spectrum of performance, durability and refinement” said Dr Steve Dawson, President & CEO of SinterCast. “The availability of the VM Motori engine in five diverse vehicles, ranging from off-road jeep and pick-up applications to full size sedans and luxury sport vehicles, provides another powerful example of the design benefits of Compacted Graphite Iron.”

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SinterCast is the world's leading supplier of process control technology for the reliable high volume production of Compacted Graphite Iron (CGI). With at least 75% higher tensile strength, 45% higher stiffness and approximately double the fatigue strength of conventional grey cast iron and aluminium, CGI allows engine designers to improve performance, fuel economy and durability while reducing engine weight, noise and emissions. The SinterCast technology is used for the production of more than 50 CGI components, ranging from 2 kg to 17 tonnes, all using the same proven process control technology. The end-users of SinterCast-CGI components include Aston Martin, Audi, Cameron Compression, Caterpillar, Chrysler, DAF Trucks, Ford, Ford-Otosan, General Electric Transportation Systems, General Motors, Hyundai, Jaguar, Jeep, Kia, Lancia, Land Rover, MAN, Maserati, Navistar, Porsche, PSA Peugeot-Citroën, Renault, Rolls-Royce Power Engineering, Scania, Toyota, VM Motori, Volkswagen, Volvo and Waukesha Engine. The SinterCast share is quoted on the Small Cap segment of the NASDAQ OMX stock exchange (Stockholmsbörsen: SINT). For more information: www.sintercast.com

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