

2017 FERRARI 488 GTB**Components: SERVICE BRAKES****NHTSA ID Number: 11112925****Incident Date May 25, 2017****Consumer Location SAN FRANCISCO, CA****Vehicle Identification Number ZFF79ALA8H0******

THE BRAKING SYSTEM HAS LOCKED THE BRAKES BY ITSELF WITHOUT ANY USER INPUT OR PRESSING OF THE BRAKE PEDAL. THIS HAS OCCURRED 3X, THE FIRST 2 WHILE THE CAR WAS MOVING, THE LAST WHILE IT WAS PARKED IN A GARAGE, THE 1ST AND 3RD TIMES RENDERED THE CAR IMMOVABLE, THE 2ND WAS MOVABLE AFTER A RESTART. TWICE THE CAR NEEDED TO BE TOWED TO THE DEALER, WHO HAS BEEN UNABLE TO DUPLICATE THE PROBLEM THUS UNABLE TO FIX IT. THE 3X HAVE OCCURRED IN ~3K MILES, THE 1ST AT ~1850 MILES. THE FIRST REPAIR ATTEMPT INVOLVED REPLACING THE BRAKING SYSTEM ECU AND A BRAKE PEDAL SWITCH, PERFORMED AS A "SHOTGUN" APPROACH SINCE NO CAUSE COULD BE DETERMINED. THE 2ND AND 3RD ATTEMPTS INVOLVED FERRARI WASHING THEIR HANDS OF THE PROBLEM. I FILED TO LEMON LAW THE CAR, AND FERRARI MAINTAINS THERE IS NOTHING WRONG WITH IT AFTER THE FIRST "FIX", WHICH IS CLEARLY ABSURD DUE TO THE 2ND AND 3RD OCCURRENCES. ASKING ONLINE IN A FERRARI FORUM PRODUCED ONLY ONE PERSON SAYING THE SAME PROBLEM OCCURRED IN THEIR CLOSE-TO-IDENTICAL FERRARI CAR, WHICH PRESUMABLY SHARES A VERY SIMILAR IF NOT IDENTICAL BRAKING SYSTEM. THE CAR HAS AN UNUSUAL "HILL-HOLDER" FEATURE WHICH ENGAGES EVEN WHILE ON FLAT GROUND, AND IT IS THIS WHICH I BELIEVE TO BE MALFUNCTIONING. THE INABILITY TO MOVE A CAR THAT HAS SUDDENLY AND WITHOUT WARNING LOCKED ITS BRAKES AND BROUGHT THE CAR TO A STOP IS NOT ONLY FRIGHTENING, BUT IS POTENTIALLY LETHAL.

2017 FERRARI 488 GTB**Components: SERVICE BRAKES****NHTSA ID Number: 11482908****Incident Date September 4, 2022****Consumer Location AUSTIN, TX****Vehicle Identification Number ZFF79ALA0H0******

On Sunday Sept 4th, while attending an Edge Addicts track day event at Circuit of the Americas in Austin, My 2017 488 Was parts of the run group, 2 laps were completed prior to the brake pedal failing completely to the floor and causing my driver to loose all braking capability and slamming into a wall. We have in car video from Go Pro footage, footage from another vehicle from behind my 488 and also footage from the control room of the track. This vehicle was purchased 3 months ago, the brake fluid is at the correct level and the new "Recalled" Brake fluid cap is installed. There is some sort of serious manufacturing defect with this system, this is a car designed for this type of use. This needs a serious investigation before others are hurt or killed

2018 FERRARI 488 GTB ***FROM COMPLAINT****NHTSA ID Number: 11433534****Incident Date June 4, 2021****Consumer Location Unknown****Vehicle Identification Number ZFF79ALA2J0******

ON 6/4/21, MY 2018 FERRARI 488 GTB DISPLAYED A MESSAGE IN MY LEFT DASH INSTRUMENT PANEL PRIOR TO COMPLETE BRAKE FAILURE IN MY DRIVEWAY THAT READ "BRAKE FLUID LOW-DRIVE TO DEALER SLOWLY", THAT RESULTED IN MY FERRARI BEING TOTALED BY STATE FARM AFTER I JUMPED OUT OF THE RUNNING AND MOVING FERRARI ONTO MY REAR LAWN BETWEEN 10 TO 15 MILES PER HOUR BEFORE IT WENT INTO A POND BEHIND MY RESIDENCE. THEN, 6-WEEKS LATER THE REPLACEMENT 2018 FERRARI GTB VIN#[XXX] I PURCHASED FROM FERRARI OF ATLANTA DISPLAYED THE SAME MESSAGE IN MY LEFT DASH INSTRUMENT PANEL THAT READ "BRAKE FLUID LOW-DRIVE TO DEALER SLOWLY BEFORE THE BRAKE PEDAL WENT COMPLETELY TO THE FLOOR AS I WAS PULLING INTO MY GARAGE. AFTER HAVING THE REPLACEMENT FERRARI TOWED INTO CONTINENTAL FERRARI IT WAS DETERMINED THAT THE BRAKE FLUID HAD LEAKED INSIDE THE BRAKE BOOSTER THAT CAUSED THE BRAKE FAILURE ON THE REPLACEMENT FERRARI. THE FIRST FERRARI WAS TAKEN TO A COMPANY AND SOLD AS SALVAGE. THE COMPANY NAME IS COPART AND THEIR TELEPHONE NUMBER IS (314) 291-8400. NONE OF THE FERRARI SERVICE DEPARTMENTS OR SALES DEPARTMENTS THAT I CONTACTED HAD ANY RECORD OR KNOWLEDGE OF THE BRAKE FAILURE PROBLEMS THAT I EXPERIENCED WITHIN A 6-WEEK PERIOD ON 2 SEPARATE FERRARI 488 GTB'S. I COULD HAVE BEEN TRAPPED INSIDE MY FERRARI THAT WENT INTO THE POND BEHIND MY RESIDENCE AND POSSIBLY KILLED. I COULD ALSO HAVE BEEN INJURED OR KILLED ALONG WITH OTHER MOTORISTS IN MY REPLACEMENT FERRARI THAT HAD THE SAME BRAKE FAILURE ISSUE JUST 6-WEEKS LATER IF I WAS UNABLE TO GET THE REPLACEMENT FERRARI HOME AND SAFELY INSIDE MY GARAGE BEFORE THE BRAKES COMPLETELY FAILED A SECOND TIME. I DON'T UNDERSTAND WHY FERRARI HAS THE MESSAGE "BRAKE FLUID LOW-DRIVE TO DEALER SLOWLY" DISPLAY" THAT GIVES DRIVERS A FALSE SENSE OF SECURITY THAT THE BRAKES WILL CONTINUE TO WORK PROPERLY UNTIL YOU DRIVE TO THE DEALER. THAT'S A DEADLY WARNING AND MAJOR SAFETY CONCERN TO ME. MY CELL NUMBER IS [XXX] AND I LIVE IN THE ST. LOUIS AREA. PLEASE CALL ME! INFORMATION Redacted PURSUANT TO THE FREEDOM OF INFORMATION ACT (FOIA), 5 U.S.C. 552(B)(6).

2019 FERRARI 488 GTB**NHTSA ID Number: 11448032****Incident Date November 1, 2021****Consumer Location RENO, NV****Vehicle Identification Number ZFF79ALAXK0******

The contact owns a 2019 Ferrari 488 GTB. The contact received notification of NHTSA Campaign Number: 21V833000 (Service Brakes, Hydraulic) however, the part to do the recall repair was unavailable. The contact called the local dealer and it was confirmed that parts were not yet available. The contact stated that the manufacturer had exceeded a reasonable amount of time for the recall

repair. The contact stated that he was concerned about driving the vehicle. The manufacturer was not notified. The contact had not experienced a failure. Parts distribution disconnect.

2018 FERRARI 488 SPIDER *FROM COMPLAINT****NHTSA ID Number: 11435451****Incident Date September 7, 2021****Consumer Location VERO BEACH, FL****Vehicle Identification Number ZFF80AMAJ0******

On 07 September 2021, I had been driving my 2018 Ferrari 488 Spider for 8 to 10 miles when the car suddenly displayed the following message "Brake Fluid Low, Go to Dealer Slowly". (note: Dealer is 2 hours away at 60 mph). As I slowed the car from approximately 45 mph, the brakes felt minimal but with down-shifting and minimal brakes I was able to slow the car. I attempted to limp home at 5 to 10 mph however within 3 miles or so the brakes failed completely. With the pedal to the floor there was absolutely no effect on the vehicle. It was fortunate that I was able to slow the car prior to complete failure and did not hit anything or anyone. Once the brakes failed completely, I did end up running through a stop sign before I could pull off the road into a parking lot and only stopped the car by rolling into an uphill parking spot and hitting the concrete parking barrier with the tires. I found it was necessary to turn the car off in order to keep it from rolling backwards. The car does not have a classic emergency brake but rather an electronic hold function. When trying to activate this function to keep the car from rolling backwards the car displayed the following message (as best I can remember) "Depress Brake Pedal to Activate Hold". However, with the brake pedal fully depressed, the function would not activate even though it worked fine prior to the brake failure (and subsequent to repair). The car was towed to the dealer and repaired under warranty. The service manager reported that the Master Cylinder leaked into the vacuum booster. I had requested that the failed parts be returned to me however the service manager advised me that failed parts replaced under warranty are returned to Ferrari.

2010 FERRARI 458 ITALIA *FROM COMPLAINT****NHTSA ID Number: 11195454****Incident Date December 29, 2018****Consumer Location SAN JOSE, CA****Vehicle Identification Number ZFF67NFA0A0******

A FEW OCCURRENCES OF APPLYING THE BRAKE, BUT THE BRAKE PEDAL BARELY MOVES FURTHER (HARD BRAKE FEEL) BUT THE CAR DOES NOT SLOW DOWN. HAS OCCURRED GOING FORWARD AT SLOW SPEEDS. HOWEVER NEXT BRAKE APPLICATION IS NORMAL. PERHAPS ISSUE WITH BRAKE BOOST?

2009 FERRARI 430 SCUDERIA**NHTSA ID Number: 11446260****Incident Date January 12, 2016****Consumer Location SEATTLE, WA****Vehicle Identification Number zffkw64a890******

During panic stop, I applied brakes, and car slowed, but not in a rapid fashion. It appeared I had lost power assist to the brakes. I have since had the brake master cylinder/booster servo replaced, which has restored braking function

2013 FERRARI CALIFORNIA**NHTSA ID Number: 11078602****Incident Date June 1, 2017****Consumer Location LOS ANGELES, CA****Vehicle Identification Number ZFF65TJA4D0******

I WAS IN MY FERRARI CALIFORNIA COMING TO PICK UP MY FRIEND (A DATE). I PULLED THE LITTLE LEVER ON THE LEFT OF THE STEERING WHEEL TO PUT THE CAR INTO PARK. I PULLED IT TWICE TO MAKE SURE THAT THE CAR WAS IN PARK...THAT WAS MY MISTAKE SINCE THE SECOND PULL TOOK THE CAR OUT OF PARK. I DID NOT REALIZE THAT THE CAR WAS NOW OUT OF PARK. I CAME TO EXIT THE CAR TO OPEN THE PASSENGER DOOR FOR MY DATE. AS I GOT OUT THE CAR STARTED ROLLING BACKWARDS DOWN THE SLOPED STREET. I HAD TO THROW MYSELF INTO THE CAR LIKE A STUNTMAN TO SLAM ON THE BREAKS AND PREVENT THE CAR FROM ROLLING DOWN THE STREET AND POSSIBLY KILLING SOMEONE. THE CAR DRIVER DOOR WAS OPEN AS I EXITED THE CAR. IF I DID NOT LEAP BACK INTO THE CAR, I RISKED GETTING RUN OVER SINCE I HAD NOWHERE TO GO AS THE CAR ROLLED BACKWARDS. I COULD NOT GO FORWARD OR BACK OR TO THE LEFT. MY ONLY OPTION TO PREVENT THE CAR FROM RUNNING ME OVER WAS A HEROIC LEAP BACK INTO THE CAR. THE WAY THIS CAR IS PUT INTO PARK HAS SERIOUS PROBLEMS. PULLING THAT LEVER SHOULD ALWAYS PUT THE CAR IN PARK. PULLING IT MULTIPLE TIMES SHOULD ENSURE THE CAR IS IN PARK. THIS IS NOT CURRENTLY THE CASE.
