



Alfa Romeo Giulia
Standard Safety Equipment

2016



Adult Occupant



98%

Child Occupant



81%

Pedestrian Impact Protection



69%

Safety Assist



60%

SPECIFICATION

| | |
|-------------------------------|---------------------|
| Tested Model | Alfa Romeo Giulia |
| Body Type | - 4 door saloon |
| Year Of Publication | 2016 |
| Kerb Weight | 1449kg |
| VIN From Which Rating Applies | - ZARGAEDU007510937 |
| Class | Large Family Car |

SAFETY EQUIPMENT

| | Driver | Passenger | Rear |
|---------------------------------|--------|-----------|------|
| FRONTAL CRASH PROTECTION | | | |
| Frontal airbag | ● | ● | ✘ |
| Belt pretensioner | ● | ● | ● |
| Belt loadlimiter | ● | ● | ● |
| Knee airbag | ✘ | ✘ | ✘ |
| SIDE CRASH PROTECTION | | | |
| Side head airbag | ● | ● | ● |
| Side chest airbag | ● | ● | ✘ |
| Side pelvis airbag | ● | ● | ✘ |

Version 300419

SAFETY EQUIPMENT (NEXT)

| | Driver | Passenger | Rear |
|-----------------------|--------|-----------|------|
| CHILD PROTECTION | | | |
| Isofix | — | ✗ | ● |
| Integrated CRS | — | ✗ | ✗ |
| Airbag cut-off switch | — | ● | — |
| SAFETY ASSIST | | | |
| Seat Belt Reminder | ● | ● | ● |

| OTHER SYSTEMS | |
|-------------------------|---|
| Active Bonnet (Hood) | ✗ |
| AEB Pedestrian | ● |
| AEB City | ● |
| AEB Inter-Urban | ● |
| Speed Assistance System | ● |
| Lane Assist System | ● |

Note: Other equipment may be available on the vehicle but was not considered in the test year.

- Fitted to the vehicle as standard
 ○ Fitted to the vehicle as part of the safety pack
○ Not fitted to the test vehicle but available as option or as part of the safety pack
 ✗ Not available
 — Not applicable

ADULT OCCUPANT

Total 37.4 Pts / 98%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Frontal Offset Deformable Barrier 7.8 Pts

Passenger Driver

Frontal Full Width 8 Pts

Rear Passenger Driver

Whiplash Rear Impact 2.7 Pts

Front seat Rear seat

Lateral Impact 15.9 Pts

Car Pole

AEB City 3

Performance: ■ Good

 ADULT OCCUPANT

Total 37.4 Pts / 98%



 ADULT OCCUPANT

Total 37.4 Pts / 98%

Comments

The passenger compartment remained stable in the frontal offset test. Dummy readings indicated good protection of the knees and femurs of both the driver and front passenger. Alfa Romeo showed that a similar level of protection was provided to occupants of different sizes and to those sat in different positions. In the full-width rigid barrier impact, good protection was provided to all critical body areas of both the driver and the rear passenger, and the Giulia scored maximum points. Full points were scored, too, in the side barrier test, all critical parts of the body being well protected. In the more severe side pole impact, good protection was provided to all body areas except the chest, protection of which was adequate. Tests of the front seats and head restraints showed demonstrated good protection against whiplash injury in the event of a rear-end collision, and a geometric assessment of the rear seats also indicated good whiplash protection. The Giulia has an autonomous emergency braking system as standard and tests showed it provided good protection against whiplash injuries in low-speed accidents, successfully avoiding impact in all of Euro NCAP's tests.

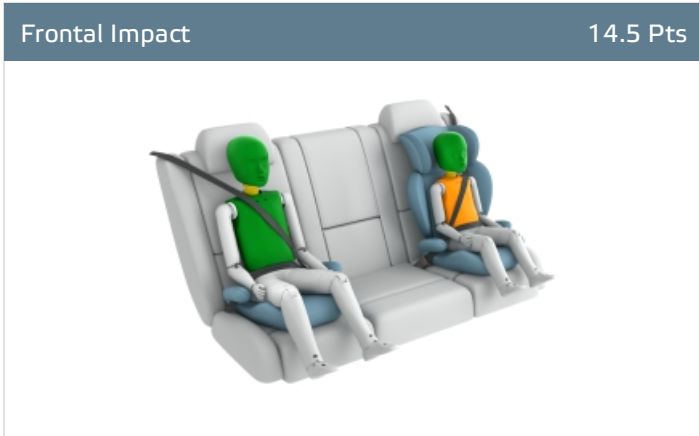
CHILD OCCUPANT

Total 39.7 Pts / 81%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Crash Test Performance based on 6 & 10 year old children

22.5 Pts



Restraint for 6 year old child: *Takata Maxi Plus*
 Restraint for 10 year old child: *Takata Maxi Plus*

Safety Features

6 Pts

| | Front Passenger | 2nd row outboard | 2nd row center |
|----------------|-----------------|------------------|----------------|
| Isofix | ✗ | ● | ✗ |
| i-Size | ✗ | ● | ✗ |
| Integrated CRS | ✗ | ✗ | ✗ |

● Fitted to test car as standard
 ○ Not on test car but available as option
 ✗ Not available

CRS Installation Check

11.3 Pts

● Install without problem
 ○ Install with care
 ● Safety critical problem
 ✗ Installation not allowed

i-Size CRS



Version 300419

CHILD OCCUPANT

Total 39.7 Pts / 81%

■ **ISOFIX CRS**

Maxi Cosi Cabriofix & FamilyFix (ISOFIX)



BeSafe iZi Kid X3 ISOfix (ISOFIX)



Britax Römer Duo Plus (ISOFIX)



Britax Römer KidFix XP (ISOFIX)



■ **Universal Belted CRS**

Maxi Cosi Cabriofix (Belt)



Maxi Cosi Cabriofix & EasyBase2 (Belt)



Britax Römer King II LS (Belt)



Britax Römer KidFix XP (Belt)



CHILD OCCUPANT

Total 39.7 Pts / 81%

| | Seat Position | | | |
|---|---------------|---------|--------|-------|
| | Front | 2nd row | | |
| | PASSENGER | LEFT | CENTER | RIGHT |
| Maxi Cosi 2way Pearl & 2wayFix (rearward) (iSize) | ✗ | ● | ✗ | ● |
| Maxi Cosi 2way Pearl & 2wayFix (forward) (iSize) | ✗ | ● | ✗ | ● |
| BeSafe iZi Kid X1 i-Size (iSize) | ✗ | ● | ✗ | ● |
| Maxi Cosi Cabriofix & FamilyFix (ISOFIX) | ✗ | ● | ✗ | ● |
| BeSafe iZi Kid X3 ISOfix (ISOFIX) | ✗ | ● | ✗ | ● |
| Britax Römer Duo Plus (ISOFIX) | ✗ | ● | ✗ | ● |
| Britax Römer KidFix XP (ISOFIX) | ✗ | ● | ✗ | ● |
| Maxi Cosi Cabriofix (Belt) | ● | ● | ● | ● |
| Maxi Cosi Cabriofix & EasyBase2 (Belt) | ● | ● | ✗ | ● |
| Britax Römer King II LS (Belt) | ● | ● | ● | ● |
| Britax Römer KidFix XP (Belt) | ● | ● | ● | ● |

● Install without problem
 ● Install with care
 ● Safety critical problem
 ✗ Installation not allowed

Comments

In the frontal offset and side barrier tests, both dummies were properly restrained throughout the impacts. In the frontal test, protection was good or adequate except for the chest of the 6 year dummy, for which dummy measurements of deceleration indicated marginal protection. In the side barrier test, protection of all critical body areas was good for both the 6 and 10 year children. The front passenger airbag can be disabled to allow a rearward-facing restraint to be used in that seating position. Clear information is provided to the driver regarding the status of the airbag and the system was rewarded. In Euro NCAP's installation tests, all restraints could be properly installed and accommodated by the Giulia except for the rear centre seat which Alfa Romeo say is unsuitable for universal restraints.

PEDESTRIAN IMPACT PROTECTION

Total 29.2 Pts / 69%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

| | | | | | | | |
|------------------------------|---|-------------|----------|---------------|-------|------------|-------|
| Pedestrian Impact Protection | 24.7 Pts | | | | | | |
| | <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="padding: 5px;">Head Impact</td> <td style="text-align: right; padding: 5px;">12.7 Pts</td> </tr> <tr> <td style="padding: 5px;">Pelvis Impact</td> <td style="text-align: right; padding: 5px;">6 Pts</td> </tr> <tr> <td style="padding: 5px;">Leg Impact</td> <td style="text-align: right; padding: 5px;">6 Pts</td> </tr> </table> | Head Impact | 12.7 Pts | Pelvis Impact | 6 Pts | Leg Impact | 6 Pts |
| Head Impact | 12.7 Pts | | | | | | |
| Pelvis Impact | 6 Pts | | | | | | |
| Leg Impact | 6 Pts | | | | | | |

| | |
|------------------------|---|
| AEB Pedestrian | 4.5 Pts |
| System Name | Forward Collision Warning (FCW) with Autonomous Emergency Brake (AEB) |
| Type | Auto-Brake with Forward Collision Warning |
| Operational From | 10 km/h |
| Additional Information | Defaults on for every journey; operates above 40km/h and in low ambient light |

| PERFORMANCE | | |
|---|---------------------------------|--------------------------------|
| | Autobrake Function | |
| | Avoidance | Mitigation |
| Running Adult crossing from Farside | Collision avoided up to 30 km/h | Impact mitigated up to 40 km/h |
| Walking Adult crossing from Nearside -25% | Collision avoided up to 40 km/h | Impact mitigated up to 60 km/h |
| Walking Adult crossing from Nearside -75% | Collision avoided up to 60 km/h | Impact mitigated up to 60 km/h |
| Running Child from behind parked vehicles | Collision avoided up to 40 km/h | Impact mitigated up to 60 km/h |

Comments

The bonnet provided mixed levels of protection to the head of a struck pedestrian. Some areas in the centre of the bonnet were good but much of the area around the edge showed poor results when tested. However, the protection provided to pedestrians' legs and to the pelvic region was good and the Giulia scored maximum points in these areas. The autonomous emergency braking system can recognise vulnerable road users such as pedestrians and tests showed that the system worked well.

 SAFETY ASSIST

Total 7.3 Pts / 60%

GOOD
 ADEQUATE
 MARGINAL
 WEAK
 POOR

Speed Assistance

0 Pts

| | |
|----------------------------------|----------------------------------|
| System Name | Speed Limiter |
| Speed Limit Information Function | N/A |
| Warning Function | Manually set |
| Speed Limitation Function | Manually set (accurate to 5km/h) |

Seat Belt Reminder

3 Pts

| Applies To | All seats | | |
|------------|-------------|--------------------|-------------------|
| | Driver Seat | front passenger(s) | rear passenger(s) |
| Warning | | | |
| Visual | ● | ● | ● |
| Audible | ● | ● | ● |

● Pass
 ● Fail
 — Not available

Lane Support

1.5 Pts

| | |
|------------------|------------------------|
| System Name | Lane Departure Warning |
| Type | Lane Departure Warning |
| Operational From | 60 km/h |
| Warning | Audible |

| | |
|-----------------------|------|
| PERFORMANCE | |
| LDW Confirmation Test | Pass |

 SAFETY ASSIST

Total 7.3 Pts / 60%

AEB Interurban

2.8 Pts

| | |
|------------------------|---|
| System Name | Forward Collision Warning (FCW) with Autonomous Emergency Brake (AEB) |
| Type | Forward Collision Warning with Auto-Brake |
| Operational From | 10 km/h |
| Additional Information | Default On; Supplementary Warning |

PERFORMANCE | 

| | Autobrake Function Only | Driver reacts to warning |
|-----------------------------------|-----------------------------|--|
| Operational Speed | 10-200 km/h | 10-200 km/h |
| Approaching a stationary car | See AEB City | Crash avoided up to 60km/h. Crash speed reduced up to 70km/h. |
| Approaching a slower moving car | Crash avoided up to 70km/h. | Crash avoided up to 80km/h. |
| FOLLOWING A CAR AT SHORT DISTANCE | | |
| Car in front brakes gently | Avoidance | Avoidance |
| Car in front brakes harshly | Mitigation | Avoidance |
| FOLLOWING A CAR AT LONG DISTANCE | | |
| Car in front brakes gently | Avoidance | Avoidance |
| Car in front brakes harshly | Avoidance | Avoidance |

Comments

The Giulia's standard-fit autonomous emergency braking system works also at highway speeds and performed well in Euro NCAP's tests of this functionality. The car also has a seatbelt reminder for the front and rear seats as standard. A driver-set speed limiter is also fitted as standard, but it cannot easily be set or adjusted while the car is moving and was not rewarded. A lane departure warning system is also standard equipment.

RATING VALIDITY

Annual Reviews and Facelifts

| Date | Event | Outcome |
|-----------|------------------|--------------|
| June 2016 | Rating Published | 2016 ★★★★★ ✓ |
| May 2018 | Annual Review | 2016 |