



2022





Adult Occupant



83%

Child Occupant



Safety Assist

85%

Vulnerable Road Users



67%



85%

SPECIFICATION

Tested Model	Alfa Romeo Tonale, 1.5 GSE MHEV, LHD
Body Type	- 5 door SUV
Year Of Publication	2022
Kerb Weight	1626kg
VIN From Which Rating Applies	- all Tonales of the specification tested
Class	Small Off-Road



SAFETY EQUIPMENT

	Driver	Passenger	Rear
FRONTAL CRASH PROTECTION			
Frontal airbag	•	•	_
Belt pretensioner	•	•	•
Belt loadlimiter	•	•	•
Knee airbag	×	×	_
LATERAL CRASH PROTECTION			
Side head airbag	•	•	•
Side chest airbag	•	•	×
Side pelvis airbag	×	×	×
Centre Airbag	×	×	_

Euro NCAP © Alfa Romeo Tonale July 2022 2/18



SAFETY EQUIPMENT (NEXT)

	Driver	Passenger	Rear
CHILD PROTECTION			
lsofix/i-Size		×	
Integrated CRS		×	×
Airbag cut-off switch		•	_
SAFETY ASSIST			
Seat Belt Reminder	•	•	•

OTHER SYSTEMS	
Active Bonnet	×
AEB Vulnerable Road Users	•
AEB Pedestrian - Reverse	×
AEB Car-to-Car	•
Speed Assistance	•
Lane Assist System	•

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

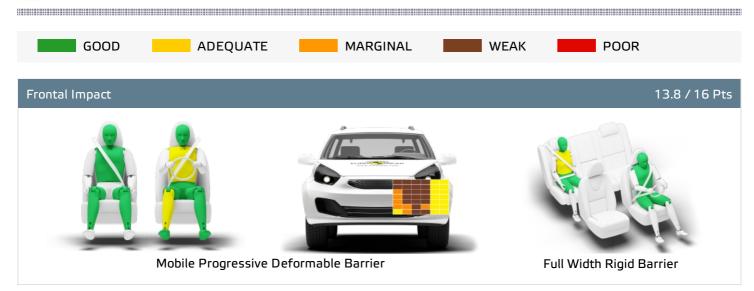
Fitted to the vehicle as standard	Fitted to the vehicle as part of the safety pack
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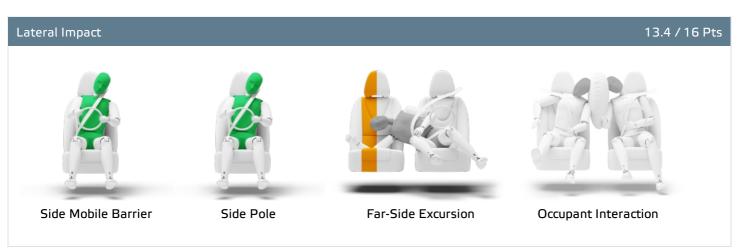
O Not fitted to the test vehicle but available as option or as part of the safety pack X Not available — Not applicable





Total 31.6 Pts / 83%











Total 31.6 Pts / 83%

GOOD	ADEQUATE	MARGINAL	WEAK	POOR	
Rescue and Extrication	ו				1.0 / 2 Pts
	Rescue Sheet	Available, ISO compliant			PDF
	Advanced eCall	Not available			
	Multi Collision Brake	Available			

Comments

The passenger compartment of the Tonale remained stable in the frontal offset test. Dummy numbers demonstrated good protection for the knees and femurs of both the driver and passenger. Alfa Romeo demonstrated that a similar level of protection would be provided to occupants of different sizes and to those sitting in different positions. Protection of the front passenger dummy was good for all critical body areas. Analysis of the deceleration of the impact trolley during the test, and analysis of the deformable barrier after the test, revealed that the Tonale would be an aggressive impact partner in a frontal collision. In the full width rigid-barrier impact, protection of all critical body areas was good for the driver and good or adequate for the rear seat passenger. In both the side barrier test and the more severe side pole impact, protection of all critical body areas was good and maximum points were scored. Control of excursion (the extent to which a body is thrown to the other side of the vehicle when it is hit from the far side) was found to be marginal. The Tonale does not have a counter-measure to mitigate against occupant to occupant injuries in such impacts. Tests on the front seats and head restraints demonstrated good protection against whiplash injuries in the event of a rear-end collision. A geometric analysis of the rear seats also indicated marginal whiplash protection. The Tonale has a standard eCall system which alerts the emergency services in the event of a crash, but not the more advanced system which is rewarded by Euro NCAP. A multi-collision avoidance system applies the brakes after an impact to avoid secondary collisions.



Total 41.9 Pts / 85%



Crash Test Performance based on 6 & 10 year old children

22.9 / 24 Pts





Restraint for 6 year old child: *Peg Perego Viaggio 2-3 Shuttle Plus* Restraint for 10 year old child: *Peg Perego Viaggio 2-3 Shuttle Plus*

Safety Features 7.0 / 13 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 12.0 / 12 Pts



i-Size CRS











ISOFIX CRS









Total 41.9 Pts / 85%

Universal Belted CRS











Total 41.9 Pts / 85%

		Seat Position		
	Front	Front 2nd row		
	PASSENGER	LEFT	CENTER	RIGHT
Maxi Cosi 2way Pearl & 2wayFix (i-Size)	_	•	_	
Maxi Cosi 2way Pearl & 2wayFix (i-Size)	_	•	_	
BeSafe iZi Kid X2 i-Size (i-Size)	-	•	_	•
Britax Römer TriFix2 i-Size (i-Size)	_	•	_	
BeSafe iZi Flex FIX i-Size (i-Size)	_	•	_	•
BeSafe iZi Combi X4 ISOfix (ISOFIX)	_	•	_	•
Cybex Solution Zi-Fix (ISOFIX)	_	•	_	•
Maxi Cosi Cabriofix (Belt)	•	•	•	•
Maxi Cosi Cabriofix & EasyFix (Belt)	•	•	•	•
Britax Römer King II LS (Belt)	•	•	•	•
Cybex Solution Zi-Fix (Belt)	•	•	•	•

Install without problem

Install with care

Safety critical problem

🗶 Installation not allowed

— Not available

Comments

In the frontal offset test, protection of all critical body areas was good or adequate for all critical body areas, for both the 6 and 10 year dummy, and maximum points were scored for this part of the assessment. In the side barrier test, protection was good or adequate for all body areas. The front passenger airbag can be disabled to allow a reward-facing child 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. All of the child restraint types for which the car is designed could be properly installed and accommodated.



★ VULNERABLE ROAD USERS

Total 36.2 Pts / 67%

GOOD	ADEQUATE	MARGINAL	WEAK	POOR	

Pedestrian 21.3 / 36 Pts



Head Impact	12.8 Pts
Pelvis Impact	2.5 Pts
Leg Impact	6.0 Pts

Vulnerable Road Users 15.0 / 18 Pts

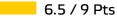
System Name	Autonomous Emergency Brake Control
Туре	Auto-Brake with Forward Collision Warning
Operational From	5 km/h



VULNERABLE ROAD USERS

Total 36.2 Pts / 67%

AEB Pedestrian





Vehicle reversing into standing pedestrian

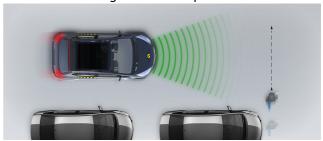


Pedestrian crossing a road into which a car is turning

Adult crossing the road



Child running from behind parked vehicles



Adult along the roadside

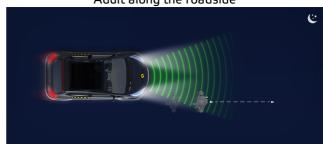


Night time

Adult crossing the road



Adult along the roadside



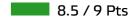




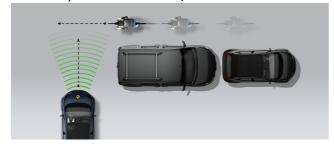
VULNERABLE ROAD USERS

Total 36.2 Pts / 67%

AEB Cyclist



Cyclist from nearside, obstructed view





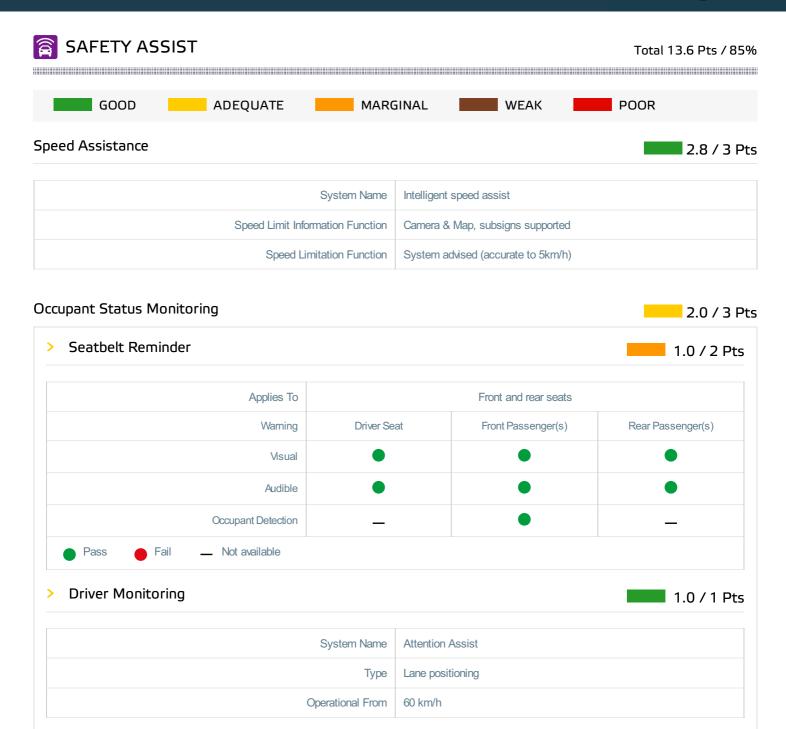
Cyclist along the roadside



Comments

The protection provided by the bonnet to the head of a struck pedestrian was good or adequate at its centre but areas of weak or poor protection were noted around the edge and on the stiff windscreen pillars. The bumper provided good protection to pedestrians' legs at all test locations but protection of the pelvis was mixed. The autonomous emergency braking (AEB) system of the Tonale can detect vulnerable road users, as well as other vehicles. The system performed adequately in tests of its response to pedestrians and well in its reaction to cyclists.







Lane Support 3.5 / 4 Pts

System Name	Lane Assist
Туре	LKA and ELK
Operational From	60 km/h
PERFORMANCE	
Emergency Lane Keeping	GOOD
Lane Keep Assist	GOOD
Human Machine Interface	GOOD

AEB Car-to-Car 5.3 / 6 Pts

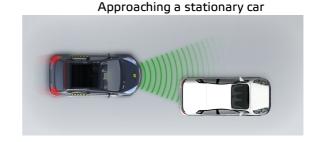
System Name	Autonomous Emergency Brake Control
Туре	Autonomous emergency braking and forward collision warning
Operational From	5 km/h
Sensor Used	camera



Autobrake function only

Test car turns across the path of an approaching car





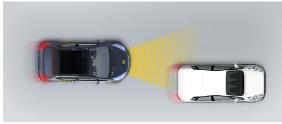
Approaching a stationary car



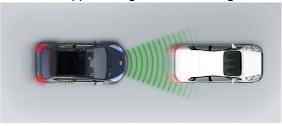
Approaching a stationary car



Approaching a slower moving car



Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car

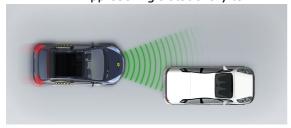




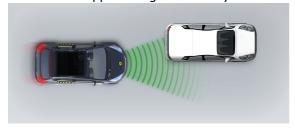


Driver reacts to warning

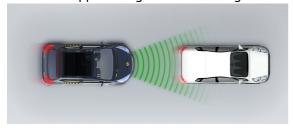
Approaching a stationary car



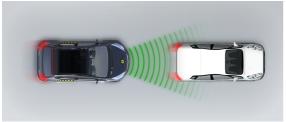
Approaching a stationary car



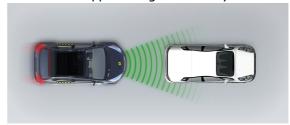
Approaching a slower moving car



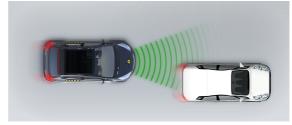
Approaching a braking car



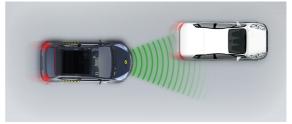
Approaching a stationary car



Approaching a slower moving car



Approaching a slower moving car







Comments

The AEB system performed adequately in tests of its response to other vehicles, with impacts avoided or mitigated in most test scenarios. A seatbelt reminder system is standard and the car is equipped with a system which monitors lane position and issues a warning when a pattern characteristic of drowsy or impaired driving is detected. At present, a combined camera/navigation system is standard which identifies the local speed limit and provides the information to the driver, allowing the speed limiter to be set accordingly. In the future, a camera-only system may be introduced. Euro NCAP will test that system in due course to ensure that performance is adequate to maintain the current star rating. If the car is drifting out of lane, a lane keep assist system gently corrects the vehicle's path. The system also intervenes in some more critical situations, to avoid road departure for example.



RATING VALIDITY

Variants of Model Range

Body Type	Engine	Model Name/Code	Drivetrain	Rating Applies	
				LHD	RHD
5 door SUV	1.5 GSE MHEV P2 48V* 130hp	Tonale	4 x 2	✓	✓
5 door SUV	1.6 Diesel DCT 130hp	Tonale	4 x 2	✓	✓

^{*} Tested variant

Annual Reviews and Facelifts

Date	Event	Outcome	
July 2022	Rating Published	2022 🗙 🖈 🖈 🛧	✓