

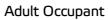


Alfa Romeo Giulia Standard Safety Equipment

2016









98%

Child Occupant



81%

Pedestrian







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



Rating Expired



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	•	•	×



SAFETY EQUIPMENT (NEXT)

	Driver	Passenger	Rear
CHILD PROTECTION			
Isofix/i-Size	_	×	•
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 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



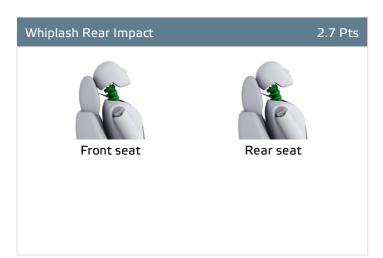


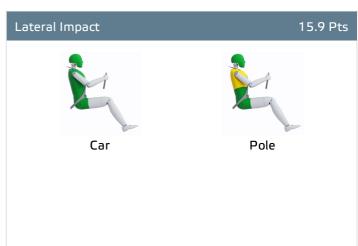
Total 37.4 Pts / 98%

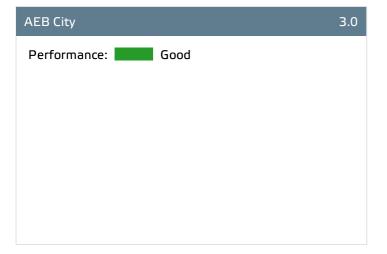




















Total 37.4 Pts / 98%

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.



Total 39.7 Pts / 81%



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 6.0 Pts

	Front Passenger	2nd row outboard	2nd row center
Isofix	×	•	×
i-Size	×	•	×
Integrated CRS	×	×	×

Fitted to test car as standard

O Not on test car but available as option

🗶 Not available



CRS Installation Check 11.3 Pts



i-Size CRS







ISOFIX CRS







Britax Römer KidFix XP (ISOFIX)





Total 39.7 Pts / 81%

Universal Belted CRS











Total 39.7 Pts / 81%

		Seat Position		
	Front	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

— Not available

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.





Total 29.2 Pts / 69%

GOOD ADEQUATE MARGINAL WEAK POOR

Pedestrian 24.7 Pts



Head Impact	12.7 Pts
Pelvis Impact	6.0 Pts
Leg Impact	6.0 Pts

AEB Pedestrian		4.5 Pts
System Name	Forward Collision Warning (FCW) with	Autonomous Emergency Brake (AEB)
Туре	Auto-Brake with Forw	ard Collision Warning
Operational From	10 k	xm/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	

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.





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

Seatbelt Reminder 3.0 Pts

Applies To	All seats		
Warning	Driver Seat	Front Passenger(s)	Rear Passenger(s)
Visual	•	•	•
Audible	•	•	•

Pass	Fail	— Not available
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Lane Support 1.5 Pts

System Name	Lane Departure Warning
Туре	Lane Departure Warning
Operational From	60 km/h
Warning	Audible
PERFORMANCE	
LDW Confirmation Test	Pass





Total 7.3 Pts / 60%

AEB Inter-Urban 2.8 Pts

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

Variants of Model Range

Annual Reviews and Facelifts

Date	Event	Outcome	
June 2016	Rating Published	2016 * * * *	✓
May 2018	Annual Review	2016 🖈 🖈 🖈 🛧	✓
June 2019	Annual Review	2016 🌟 🌟 🜟 🜟	✓