



**Alfa Romeo Stelvio**  
Standard Safety Equipment

2017



Adult Occupant



97%

Child Occupant



84%

VRU Impact Protection



71%

Safety Assist



60%

## SPECIFICATION

|                               |   |
|-------------------------------|---|
| Tested Model                  | Alfa Romeo Stelvio 2.2 diesel 'Super', 4x4, LHD |
| Body Type                     | - 5 door SUV                                    |
| Year Of Publication           | 2017  |
| Kerb Weight                   | 1745kg  |
| VIN From Which Rating Applies | - all Stelvios                                  |
| Class                         | Large Off-Road                                  |

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

## 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 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 37.0 Pts / 97%

■ GOOD   
 ■ ADEQUATE   
 ■ MARGINAL   
 ■ WEAK   
 ■ POOR

**Frontal Offset Deformable Barrier** 7.8 Pts

Passenger                      Driver

**Frontal Full Width** 7.8 Pts

Rear Passenger                      Driver

**Whiplash Rear Impact** 2.4 Pts

Front seat                      Rear seat

**Lateral Impact** 16.0 Pts

Car                      Pole

**AEB City** 3.0

Performance: ■ Good



ADULT OCCUPANT

Total 37.0 Pts / 97%



GOOD



ADEQUATE



MARGINAL



WEAK



POOR



## ADULT OCCUPANT

Total 37.0 Pts / 97%

## Comments

The passenger compartment of the Stelvio remained stable in the frontal offset test. For the front passenger, dummy readings indicated good protection of all critical body areas. For both dummies, protection of the knees and femurs was good and Alfa Romeo showed that a similar level of protection would be provided to occupants of different sizes and to those sat in different positions. In the full-width rigid-barrier test, protection of the driver was good and that of the rear passenger was good except for the chest, protection of which was adequate. Tests on the front seats and head restraints demonstrated good protection against whiplash injury in the event of a rear-end collision. A geometric assessment of the rear seats indicated good whiplash protection for occupants sat there. The Stelvio has a standard-fit autonomous emergency braking system. Tests of its functionality at low speeds typical of city driving showed good performance, with collisions avoided at all test speeds.

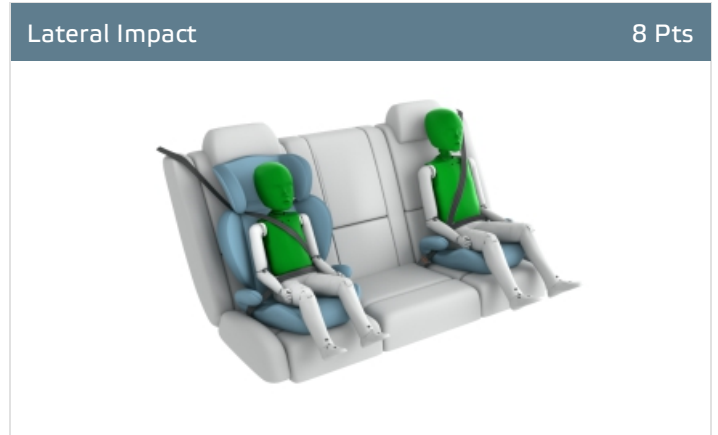
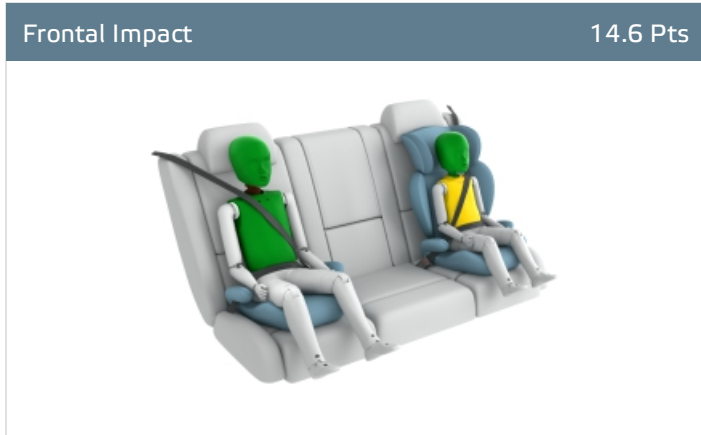
**CHILD OCCUPANT**

Total 41.6 Pts / 84%

GOOD
  ADEQUATE
  MARGINAL
  WEAK
  POOR

Crash Test Performance based on 6 & 10 year old children

22.6 Pts



Restraint for 6 year old child: *Britax Römer Kidfix XP*  
 Restraint for 10 year old child: *Nania Dream*

**Safety Features**

7.0 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 Pts

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

■ i-Size CRS

Maxi Cosi 2way Pearl & 2wayFix (rearward) (iSize)



Maxi Cosi 2way Pearl & 2wayFix (forward) (iSize)



BeSafe iZi Kid X2 i-Size (iSize)



■ ISOFIX CRS

Maxi Cosi Cabriofix & FamilyFix (ISOFIX)



BeSafe iZi Kid X4 ISOfix (ISOFIX)



Britax Römer Duo Plus (ISOFIX)



Britax Römer KidFix XP (ISOFIX)





## CHILD OCCUPANT

Total 41.6 Pts / 84%

- Universal Belted CRS

Maxi Cosi Cabriofix (Belt)



Maxi Cosi Cabriofix &amp; EasyBase2 (Belt)



Britax Römer King II LS (Belt)



Britax Römer KidFix XP (Belt)



## Comments

In the frontal offset test, protection of both dummies was good or adequate except for the neck of the 10 year dummy, for which readings of tensile forces indicated weak protection. In the side barrier test, protection of both dummies was good for all critical parts of the body. The front passenger airbag can be disabled to allow a rearward-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.

## CHILD OCCUPANT

Total 41.6 Pts / 84%

|   | 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 X2 i-Size (iSize)                  | —             | ●       | —      | ●     |
| Maxi Cosi Cabriofix & FamilyFix (ISOFIX)          | —             | ●       | —      | ●     |
| BeSafe iZi Kid X4 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)                     | ●             | ●       | ●      | ●     |

● Easy   
 ● Difficult   
 ● Safety critical   
 ✘ Not allowed   
 — Not available

## Comments

In the frontal offset test, protection of both dummies was good or adequate except for the neck of the 10 year dummy, for which readings of tensile forces indicated weak protection. In the side barrier test, protection of both dummies was good for all critical parts of the body. The front passenger airbag can be disabled to allow a rearward-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.

**VRU IMPACT PROTECTION**

Total 30.2 Pts / 71%

■ GOOD    
 ■ ADEQUATE    
 ■ MARGINAL    
 ■ WEAK    
 ■ POOR

|                       |   |             |          |               |         |            |         |
|-----------------------|---|-------------|----------|---------------|---------|------------|---------|
| VRU Impact Protection | 24.3 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;">14.9 Pts</td> </tr> <tr> <td style="padding: 5px;">Pelvis Impact</td> <td style="text-align: right; padding: 5px;">3.4 Pts</td> </tr> <tr> <td style="padding: 5px;">Leg Impact</td> <td style="text-align: right; padding: 5px;">6.0 Pts</td> </tr> </table> | Head Impact | 14.9 Pts | Pelvis Impact | 3.4 Pts | Leg Impact | 6.0 Pts |
| Head Impact           | 14.9 Pts  |             |          |               |         |            |         |
| Pelvis Impact         | 3.4 Pts   |             |          |               |         |            |         |
| Leg Impact            | 6.0 Pts   |             |          |               |         |            |         |

|                        |   |
|------------------------|---|
| AEB Pedestrian         | 5.9 Pts   |
| System Name            | Forward Collision Warning (FCW) with Autonomous Emergency Brake (AEB)         |
| Type                   | Auto-Brake with Forward Collision Warning                                     |
| Operational From       | 4 km/h  |
| Additional Information | Defaults on for every journey; operates above 40km/h and in low ambient light |

| PERFORMANCE   <span style="color: green;">■</span> |                                 |                                |
|--|---------------------------------|--------------------------------|
|  | Autobrake Function              |                                |
|  | Avoidance                       | Mitigation                     |
| Running Adult crossing from Farside                | Collision avoided up to 40 km/h | Impact mitigated up to 60 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 50 km/h | Impact mitigated up to 60 km/h |
| Running Child from behind parked vehicles          | Collision avoided up to 35 km/h | Impact mitigated up to 60 km/h |

**Comments**

The protection provided by the bonnet surface to the head of a struck pedestrian was predominantly good or adequate, but weak and poor results were recorded along the base of the windscreen and on the stiff windscreen pillars. The bumper scored maximum points for the protection it provided to pedestrians' legs but protection of the pelvis region was mixed. The autonomous emergency braking system can detect pedestrians as well as other vehicles. The system performed well in tests, with collisions avoided or mitigated in all cases.



 SAFETY ASSIST

Total 7.3 Pts / 60%

GOOD
  ADEQUATE
  MARGINAL
  WEAK
  POOR

Speed Assistance

0.0 Pts

|                                  |                                  |
|----------------------------------|----------------------------------|
| System Name                      | Speed Limiter                    |
| Speed Limit Information Function | N/A                              |
| Warning Function                 | 0                                |
| Speed Limitation Function        | Manually set (accurate to 5km/h) |

Seatbelt Reminder

3.0 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 Inter-Urban

2.8 Pts

|                        |   |
|------------------------|---|
| System Name            | Forward Collision Warning (FCW) with Autonomous Emergency Brake (AEB) |
| Type                   | Forward Collision Warning with Auto-Brake                             |
| Operational From       | 7 km/h  |
| Additional Information | Default On; Supplementary Warning                                     |

## PERFORMANCE |

|                                   | Autobrake Function Only     | Driver reacts to warning   |
|-----------------------------------|-----------------------------|--|
| Operational Speed                 | 7-200 km/h                  | 30-200 km/h  |
| Approaching a stationary car      | See AEB City                | Crash avoided up to 50km/h.<br>Crash speed reduced up to 55km/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       | Avoidance                   | Avoidance  |
| FOLLOWING A CAR AT LONG DISTANCE  |                             |  |
| Car in front brakes gently        | Avoidance                   | Avoidance  |
| Car in front brakes harshly       | Avoidance                   | Avoidance  |

## Comments

The autonomous emergency braking system performed well in tests at highway speeds with collisions avoided in almost all test scenarios and speeds. The Stelvio has a seatbelt reminder for the front and rear seats and also a standard-fit lane departure warning system. A driver-set speed limiter is also standard but the method for setting the speed was too complicated to comply with Euro NCAP's requirements and the system was not rewarded.

## RATING VALIDITY

### Variants of Model Range

| Body Type  | Engine & Transmission  | Drivetrain | Rating Applies |     |
|------------|------------------------|------------|----------------|-----|
|            |                        |            | LHD            | RHD |
| 5 door SUV | 2.2 diesel, Automatic* | 4x4        | ✓              | ✓   |
| 5 door SUV | 2.2 diesel, Automatic  | 4x2        | ✓              | ✓   |
| 5 door SUV | 2.0 petrol, Automatic  | 4x4        | ✓              | ✓   |

\* Tested variant

### Annual Reviews and Facelifts

| Date      | Event            | Outcome          |
|-----------|------------------|------------------|
| July 2017 | Rating Published | 2017 ★ ★ ★ ★ ★ ✓ |
| July 2018 | Annual Review    | 2017 ★ ★ ★ ★ ★ ✓ |
| July 2019 | Annual Review    | 2017 ★ ★ ★ ★ ★ ✓ |