



Alfa Romeo Stelvio
Standard Safety Equipment

2017



Adult Occupant



97%

Child Occupant



84%

Pedestrian



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

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 230318

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 37.0 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 Pts

Car Pole

AEB City 3

Performance: ■ Good

 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.

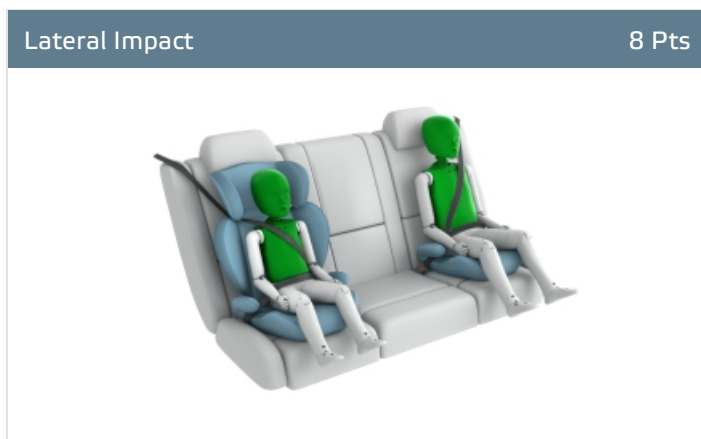
CHILD OCCUPANT

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 Romer Kidfix XP*
 Restraint for 10 year old child: *Nania Dream*

Safety Features

7 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 Pts

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

■ i-Size CRS



CHILD OCCUPANT

Total 41.6 Pts / 84%

■ **ISOFIX CRS**

Maxi Cosi Cabriofix & FamilyFix (ISOFIX)



BeSafe iZi Kid X4 ISOfix (ISOFIX)



Römer Duo Plus (ISOFIX)



Römer KidFix XP (ISOFIX)



■ **Universal Belted CRS**

Maxi Cosi Cabriofix (Belt)



Maxi Cosi Cabriofix & EasyBase2 (Belt)



Römer King II LS (Belt)



Römer KidFix XP (Belt)



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)	□	●	□	●
Römer Duo Plus (ISOFIX)	□	●	□	●
Römer KidFix XP (ISOFIX)	□	●	□	●
Maxi Cosi Cabriofix (Belt)	●	●	●	●
Maxi Cosi Cabriofix & EasyBase2 (Belt)	●	●	✘	●
Römer King II LS (Belt)	●	●	●	●
Römer KidFix XP (Belt)	●	●	●	●

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

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.

PEDESTRIAN PROTECTION

Total 30.2 Pts / 71%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Pedestrian Protection	30.2 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 Pts</td> </tr> </table>	Head Impact	14.9 Pts	Pelvis Impact	3.4 Pts	Leg Impact	6 Pts
Head Impact	14.9 Pts						
Pelvis Impact	3.4 Pts						
Leg Impact	6 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 ■		
	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 Pts

System Name	Speed Limiter
Speed Limit Information Function	N/A
Warning Function	0
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	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. 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 ★★★★★ ✓