



Alfa Romeo Giulia
Standard Safety Equipment

2016



Adult Occupant



98%

Child Occupant



81%

Pedestrian



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 210616

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 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%

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.

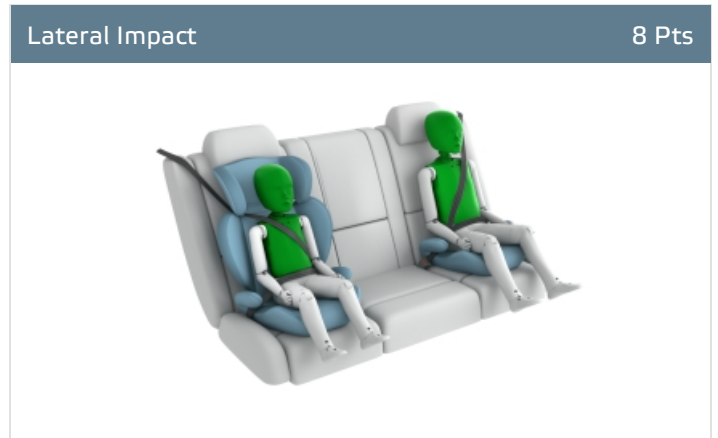
CHILD OCCUPANT

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



CHILD OCCUPANT

Total 39.7 Pts / 81%

■ **ISOFIX CRS**

Maxi Cosi Cabriofix & FamilyFix (ISOFIX)



BeSafe iZi Kid X3 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 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)	✗	●	✗	●
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 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 PROTECTION

Total 29.2 Pts / 69%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Pedestrian Protection	29.2 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;">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		
Operational Speed	10-200 Km/h	10-200 Km/h
	Autobrake Function Only	Driver reacts to warning
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.