

# ALFA ROMEO GIULIA

FEBRUARY 2017 - DECEMBER 2022  
2.0L PETROL & 2.2L DIESEL VARIANTS



TESTED  
2016



98%

ADULT OCCUPANT  
PROTECTION



81%

CHILD OCCUPANT  
PROTECTION



69%

PEDESTRIAN  
PROTECTION



60%

SAFETY  
ASSIST



ALFA ROMEO GIULIA VELOCE

## OVERVIEW

The Alfa Romeo Giulia was introduced in Australia in February 2017 and New Zealand in May 2017. This ANCAP safety rating applies to 2.0 litre petrol and 2.2 litre diesel engine variants built from November 2016.

Dual frontal, side chest-protecting and side head-protecting (curtain) airbags are standard. All three grades of autonomous emergency braking (City, Interurban & Vulnerable Road User) are standard, as well as lane departure warning (LDW) and blind spot monitoring systems.

### ANCAP SAFETY RATING

★★★★★

### RATING YEAR (DATESTAMP)

2016

### VEHICLE TYPE

Medium Car

### AIRBAGS

Dual frontal, side chest,  
side head

## RATING APPLICABILITY

VARIANT	BODY TYPE	ENGINE	DRIVETRAIN	AUS	NZ
Alfa Romeo Giulia	4 door sedan	2.0 litre turbo petrol	RWD	✓	-
Alfa Romeo Giulia Super	4 door sedan	2.0 litre turbo petrol	RWD	✓	-
Alfa Romeo Giulia Super ♦	4 door sedan	2.2 litre turbo diesel	RWD	✓	-
Alfa Romeo Giulia Veloce	4 door sedan	2.0 litre turbo petrol	RWD	✓	✓
Alfa Romeo Giulia QV	4 door sedan	2.9 litre V6 turbo petrol	RWD	✗	✗



COVERED BY THIS RATING



NOT COVERED BY THIS RATING



TESTED VARIANT

# ADULT OCCUPANT PROTECTION



**98%**

37.36 POINTS  
OUT OF 38

The passenger compartment remained stable in the frontal offset test. Dummy readings indicated GOOD protection of all critical body regions of the front passenger, while protection of the driver chest and lower leg was ADEQUATE.

In the full width frontal test, protection of all critical body regions of the driver and rear passenger was GOOD. Maximum points were scored.

In the side impact test, GOOD protection was offered to all critical body regions of the driver and maximum points were scored.

In the more severe oblique pole test, GOOD protection was provided to all body regions except the chest where protection was ADEQUATE.

The autonomous emergency braking (AEB City) system showed GOOD performance at the low speeds typical of city driving, with impacts mitigated at all test speeds.

FRONTAL OFFSET#	7.80 (out of 8)
FULL WIDTH FRONTAL#	8.00 (out of 8)
SIDE IMPACT#	8.00 (out of 8)
OBLIQUE POLE#	7.88 (out of 8)
WHIPLASH PROTECTION	2.68 (out of 3)
AEB - City	3.00 (out of 3)

## FRONTAL OFFSET TEST (64 KM/H)



**Driver**

Head / neck:	4.00 points
Chest:	3.92 points
Upper legs:	4.00 points
Lower legs:	3.69 points
Deductions:	Nil



**Front Passenger**

Head / neck:	4.00 points
Chest:	4.00 points
Upper legs:	4.00 points
Lower legs:	4.00 points
Deductions:	Nil

## FULL WIDTH FRONTAL TEST (50 KM/H)



**Driver**

Head:	4.00 points
Neck:	4.00 points
Chest:	4.00 points
Upper legs:	4.00 points
Deductions:	Nil



**Rear Passenger**

Head:	4.00 points
Neck:	4.00 points
Chest:	4.00 points
Upper legs:	4.00 points
Deductions:	Nil

## SIDE IMPACT TEST (50 KM/H)



**Driver**

Head:	4.00 points
Chest:	4.00 points
Abdomen:	4.00 points
Pelvis:	4.00 points
Deductions:	Nil



**Driver**

Head:	4.00 points
Chest:	3.76 points
Abdomen:	4.00 points
Pelvis:	4.00 points
Deductions:	Nil

## WHIPLASH (REAR IMPACT) PROTECTION TEST



**Rear Passenger**

Front:	1.68 points
Rear:	1.00 points



**Driver / Front Passenger**

## AEB - CITY (10-50 KM/H)

Score: 3.00 points

PERFORMANCE

GOOD

\* Scaled scores. Total test scored out of 16.00 points.

GOOD ADEQUATE MARGINAL WEAK POOR

# CHILD OCCUPANT PROTECTION



81%

39.71 POINTS  
OUT OF 49

In the frontal offset test, protection of the head and chest of the 10 year dummy was GOOD with ADEQUATE protection provided to the neck. Protection of the 6 year dummy head was GOOD with MARGINAL protection for the chest.

In the side impact test, protection of both child dummies was GOOD for all critical body regions.

DYNAMIC TEST (FRONT)	14.46 (out of 16)
DYNAMIC TEST (SIDE)	8.00 (out of 8)
RESTRAINT INSTALLATION	11.25 (out of 12)
ON-BOARD SAFETY FEATURES	6.00 (out of 13)

## FRONTAL OFFSET TEST (64 KM/H)



6 year old

10 year old

## SIDE IMPACT TEST (50 KM/H)



10 year old

6 year old

## ON-BOARD SAFETY FEATURES

FEATURE	FRONT PASSENGER	2nd ROW OUTBOARD	2nd ROW CENTRE	3rd ROW OUTBOARD	3rd ROW CENTRE
ISOFix	×	●	×	-	-
Integrated CRS	×	×	×	-	-
Child restraint anchorage (top tether)	×	●	●	-	-
Automatic airbag disabling	-	-	-	-	-

● FITTED TO TEST CAR AS STANDARD    ● NOT FITTED TO TEST CAR BUT AVAILABLE AS AN OPTION    × NOT AVAILABLE

NOTE: The child restraints fitted to vehicles tested by Euro NCAP are relevant to the European market. For Australasian consumers, this information should be used as a guide to vehicle features only. For more detailed information about Australian child restraints visit [www.childcarseats.com.au](http://www.childcarseats.com.au).

GOOD ADEQUATE MARGINAL WEAK POOR

# PEDESTRIAN PROTECTION



69%

29.22 POINTS  
OUT OF 42

The protection provided by the bonnet surface to the head of a struck pedestrian was mixed. Some areas in the centre of the bonnet offered GOOD protection but much of the area around the edge showed POOR results when tested.

Protection provided to pedestrians' legs and pelvic region was GOOD.

The autonomous emergency braking system can detect pedestrians as well as other vehicles. The system performance was GOOD, with collisions avoided or mitigated in all test cases.

HEAD IMPACTS	12.71 (out of 24)
UPPER LEG IMPACTS	6.00 (out of 6)
LOWER LEG IMPACTS	6.00 (out of 6)
AEB - Vulnerable Road User	4.51 (out of 6)

## PEDESTRIAN IMPACT TEST



## AUTONOMOUS EMERGENCY BRAKING (VULNERABLE ROAD USER)

SYSTEM NAME:	Autonomous emergency brake with pedestrian recognition
TYPE:	Autonomous emergency braking with forward collision warning
OPERATIONAL FROM:	10km/h
DESCRIPTION:	Defaults ON for every journey. System operates above 40km/h and in low ambient light.

TEST SCENARIO	AUTONOMOUS EMERGENCY BRAKING FUNCTION	
	AVOIDANCE	MITIGATION
Running adult crossing from far-side	Collision avoided up to 30km/h	Impact mitigated up to 40km/h
Walking adult crossing from near-side (-25%)	Collision avoided up to 45km/h	Impact mitigated up to 60km/h
Walking adult crossing from near-side (-75%)	Collision avoided up to 60km/h	-
Running child from behind parked vehicles	Collision avoided up to 35km/h	Impact mitigated up to 60km/h
PERFORMANCE	GOOD	

# SAFETY ASSIST



60%

7.27 POINTS  
OUT OF 12

The Alfa Romeo Giulia has a seat belt reminder for front and rear seats, and a lane departure warning (LDW) system as standard.

A manual driver-set speed limiter is also standard however it does not meet ANCAP requirements and therefore no points were awarded.

Tests of the autonomous emergency braking system at highway speeds (AEB Interurban) showed GOOD performance with collisions avoided or mitigated in almost all test scenarios.

SPEED ASSISTANCE SYSTEMS	0.00 (out of 3)
SEAT BELT REMINDERS	3.00 (out of 3)
LANE SUPPORT SYSTEMS	1.50 (out of 3)
AEB - Interurban	2.77 (out of 3)

## SPEED ASSISTANCE SYSTEMS (SAS)

SYSTEM NAME: Speed Limiter

SAS FEATURE	DESCRIPTION	SCORE
Speed Limit Information Function (SLIF)	[NOT AVAILABLE]	-
Warning Function	Manually set.	0.00 points
Speed Limitation Function	Manually set.	0.00 points

## SEAT BELT REMINDERS (SBR)

WARNING TYPE	DRIVER	FRONT PASSENGER	REAR PASSENGERS
Visual	●	●	●
Audible	●	●	●

● PASS ● FAIL ✗ NOT AVAILABLE

## LANE SUPPORT SYSTEMS (LSS)

SYSTEM NAME: Lane Departure Warning  
OPERATIONAL FROM: 60 km/h  
WARNING: Audible

LSS FEATURE	PERFORMANCE
Lane Departure Warning (LDW)	●
Lane Keep Assist (LKA)	✗

## AUTONOMOUS EMERGENCY BRAKING (INTERURBAN)

SYSTEM NAME: Autonomous emergency brake with pedestrian recognition  
TYPE: Autonomous emergency braking with forward collision warning  
OPERATIONAL FROM: 10km/h (autonomous braking function only) and 10km/h (driver reacts to warning)  
DESCRIPTION: Defaults ON for every journey.

TEST SCENARIO		AUTONOMOUS EMERGENCY BRAKING FUNCTION	
		AUTO BRAKING FUNCTION ONLY	DRIVER REACTS TO WARNING
FOLLOWING A CAR AT A SHORT DISTANCE	Approaching a stationary car	See AEB (City)	Crash avoided up to 60 km/h Crash speed reduced up to 70 km/h
	Approaching a slower moving car	Crash avoided up to 70 km/h	Crash avoided up to 80 km/h
	Car in front brakes gently	Avoidance	Avoidance
	Car in front brakes harshly	Mitigation	Avoidance
FOLLOWING A CAR AT A LONG DISTANCE	Car in front brakes gently	Avoidance	Avoidance
	Car in front brakes harshly	Avoidance	Avoidance
PERFORMANCE		GOOD	

# SAFETY FEATURES & TECHNOLOGIES

FEATURE / TECHNOLOGY~	AVAILABILITY	
	AUS	NZ
Seat belts (three-point) for all forward-facing seats	●	●
Seat belt pre-tensioners (front)	●	●
Seat belt pre-tensioners (rear outboard)	●	●
Seat belt pre-tensioners (rear centre)	✗	✗
Intelligent seat belt reminder (driver)	●	●
Intelligent seat belt reminder (front passenger)	●	●
Intelligent seat belt reminder (2nd row seats)	●	●
Intelligent seat belt reminder (3rd row seats)	-	-
Airbag - frontal (driver)	●	●
Airbag - frontal (passenger)	●	●
Airbags - side, chest protection (front seats)	●	●
Airbags - side, chest protection (2nd row seats)	✗	✗
Airbags - side, chest protection (3rd row seats)	-	-
Airbags - side, head protection (front seats)	●	●
Airbags - side, head protection (2nd row seats)	●	●
Airbags - side, head protection (3rd row seats)	-	-
Airbag - knee (driver)	✗	✗
Airbag - knee (front passenger)	✗	✗
Airbag disabling switch - automatic (front passenger)	✗	✗
Airbag disabling switch - manual (front passenger)	✗	✗
Head restraints for all seats	●	●
Active bonnet	✗	✗
Adaptive cruise control (ACC)	○	○
Adaptive headlights	○	○
Anti-lock braking system (ABS)	●	●
Autonomous emergency braking (AEB) - City	●	●
Autonomous emergency braking (AEB) - Interurban	●	●
Autonomous emergency braking (AEB) - VRU	●	●
Automatic emergency call (eCall)	✗	✗
Automatic headlights	●	●
Automatic high beam	○	○

FEATURE / TECHNOLOGY~	AVAILABILITY	
	AUS	NZ
Blind spot monitor (BSM)	○	○
Child presence alert	✗	✗
Daytime running lights (DRL)	●	●
Electronic brakeforce distribution (EBD)	●	●
Electronic data recorder (EDR)	✗	✗
Electronic stability control (ESC)	●	●
Emergency brake assist (EBA)	●	●
Emergency stop signal (ESS)	●	●
Fatigue reminder	✗	✗
Fatigue detection	✗	✗
Forward collision warning (FCW)	●	●
Hill launch assist	●	●
Integrated child seat / restraint	✗	✗
ISOFix	●	●
Lane departure warning (LDW)	●	●
Lane keep assist (LKA)	✗	✗
Pre-crash systems	✗	✗
Rear cross-traffic alert (RCTA)	✗	✗
Reversing collision avoidance (camera)	●	●
Reversing collision avoidance (auto brake)	✗	✗
Roll stability system	●	●
Secondary / multi-collision brake	✗	✗
Speed assistance - auto / intelligent speed limiter	✗	✗
Speed assistance - manual speed limiter	●	●
Speed assistance - speed sign recognition & warning	✗	✗
Smart (intelligent) key	✗	✗
Trailer stability control	✗	✗
Tyre pressure monitoring system (TPMS)	●	●
Vehicle-to-infrastructure communication (V2I)	✗	✗
Vehicle-to-vehicle communication (V2V)	✗	✗

~ Specifications & availability subject to change. Please check with the vehicle manufacturer for confirmation of vehicle specification.

● STANDARD    ○ NOT AVAILABLE ON BASE VARIANT BUT STANDARD OR OPTIONAL ON HIGHER VARIANTS    ○ OPTIONAL    ✗ NOT AVAILABLE

## MODEL VARIANTS:

ANCAP safety ratings do not automatically extend to variants that have different body styles, engine configurations, driven wheels or occupant restraint systems (e.g. fewer airbags). In these cases, ANCAP considers technical evidence submitted by manufacturers before deciding on the extension of a rating to additional variants of a model.

## RATING YEAR (DATESTAMP):

The Rating Year denotes the year requirements against which a vehicle has been assessed. The Rating Year is determined by ANCAP and, for vehicles rated from 2018, the Rating Year is the year in which the vehicle was tested.

## ASSESSMENT DETAILS

TESTED MAKE / MODEL  
TESTED VEHICLE(S) BUILT  
TESTED BODY TYPE  
TESTED VEHICLE ENGINE  
RATING PUBLISHED  
RATING UPDATED

Alfa Romeo Giulia Super LHD  
2015  
4 door sedan  
2.2 litre diesel  
May 2018  
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