



The all-new Alfa Romeo Giulia

Australian Press Kit

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IN BRIEF: Alfa Romeo Heritage

- Alfa Romeo is one of the world's oldest automotive brands, founded in Milan in 1910 as Anonima Lombarda Fabbrica Automobili (A.L.F.A.)
- In 1911 A.L.F.A. competed in its first Targa Florio Italian road race
- Entrepreneur Nicola Romeo's takeover of the company in 1915 leads to a new name, Alfa Romeo, in 1920
- The Quadrifoglio performance sub-brand is born in 1923 when Ugo Sivocci wins the Targa Florio in a car painted with his lucky charm, a green four leaf clover in a white diamond
- Alfa Romeo wins the inaugural world championship for Grand Prix cars in 1925
- In 1929 Alfa Romeo development driver Enzo Ferrari founds a new Alfa Romeo racing team called Ferrari Racing
- In 1931 the Alfa Romeo Pinin Farina partnership creates the gorgeous Alfa Romeo 8C, still considered one of the world's most beautiful cars
- Alfa Romeo wins the inaugural Formula One world championship in 1950 with a 158 driven by Nino Farina, and follows it with victory the next year with Manuel Fangio behind the wheel of a 159.
- 1962 sees the arrival of the first Alfa Romeo Giulia production car. This lightweight (1000kg) and sporty four-door sedan established the five core principles to which its 2017 namesake adheres
- In 2015 the redesigned Alfa Romeo logo is revealed, kicking off the storied Italian brand's renaissance and commemorating its 105th anniversary
- The Giulia's Giorgio platform and three all-new engine families are the core of a €5 billion investment that will deliver eight all-new Alfa Romeos by the end of 2020



IN BRIEF: The all-new Alfa Romeo Giulia sports sedan

- In June 2015 the Alfa Romeo Giulia sports sedan is revealed to the world by Fiat Chrysler Automobiles CEO Sergio Marchionne in Milan
- February 2017: the Alfa Romeo Giulia arrives in Australia
- The Alfa Romeo Giulia's core principles are:
 - Italian Design
 - Advanced Technology
 - Performance
 - Lightness & Efficiency
 - Unique Spirit
- Alfa Romeo Giulia sports sedan features all-new rear-wheel-drive architecture, perfect 50/50 weight distribution and innovative engine and driver technologies
- Giulia has been awarded a five-star EuroNCAP rating and commended for achieving the highest ever adult occupant protection score, thanks to exemplary passive safety and active safety systems
- Four trim levels: Giulia, Giulia Super, Giulia Veloce and range topping Giulia Quadrifoglio
- Three petrol and one diesel engine, all paired with ZF eight-speed automatic transmissions and rear-wheel drive
- Ferrari-inspired BiTurbo V6 in range-topping Giulia Quadrifoglio packs exhilarating performance (0-100km/h: 3.9s) and is the Nurburgring production sedan lap record holder (7min 32sec)
- Distinctive Italian styling. Designed, engineered and built in Italy
- Aluminium and carbon fibre components save weight on all models
- Long list of standard equipment, headlined by leather, AEB, Keyless Go, power seats, DAB, dual-zone climate control and parking sensors front/rear
- Fuel efficiency and engine responsive on all models benefit from a carbon fibre drive shaft
- **Sales of the Alfa Romeo Giulia commence on February 16, 2017**



IN BRIEF: OVERVIEW

February, 2017: Alfa Romeo's eagerly awaited Giulia sports sedan range has gone on sale in Australia priced from a highly competitive \$59,895.

Based on Alfa Romeo's flexible all-new Giorgio rear-wheel-drive architecture, the Giulia is more than just an all-new premium sports sedan: it's the vanguard of the Alfa Romeo renaissance, and the start of an exciting new era for the 106-year old Italian brand.

Designed, engineered and produced in Italy, the Giulia sports sedan introduces a new level of standard equipment and driving enjoyment to the mid-sized luxury class.

The all-new Alfa Romeo Giulia's Australian line-up consists of five models across four equipment grades – Giulia, Super, Veloce and range-topping Quadrifoglio.

All Giulia models benefit from highly competitive levels of standard equipment, including leather upholstery, alloy wheels, bi-Xenon headlamps, keyless go, stop/start technology, satellite navigation, dual-zone climate control, rain sensing wipers, cruise control, rear parking sensors and a reversing camera.

With pricing starting from \$59,895, the Alfa Romeo Giulia mounts a strong argument as one of the best value premium sports sedans on the Australian market.

The Alfa Romeo Giulia is offered with the choice of four all-aluminium, all-turbo engines, all of which meet the latest Euro 6 emission standards. Each is mated to a smooth and seemingly prescient ZF eight-speed automatic transmission which sends drive to the rear wheels via a carbon fibre driveshaft.

The Alfa Romeo Giulia stands out for its distinctive Italian design, expressed through an impeccable sense of proportion and the sophisticated simplicity and quality surfaces that craft its unique design. Only Italy could have designed the gorgeous Giulia.

The new Giulia's curvaceous exterior is unashamedly extroverted and modern yet remains faithful to Alfa Romeo's rich 106-year heritage. Inside, the crisp and classy interior is designed to envelop the driver and cater to their every need.

All Alfa Romeo Giulia models benefit from a perfect 50/50 weight distribution, excellent power-to-weight ratios, and innovative engine and driver technologies designed to maximise driver enjoyment and minimise environmental impact.

This new Alfa Romeo combines stellar engine performance and clever use of ultralight materials, such as carbon fibre, aluminium, aluminium composite and plastic, to reduce weight



in the quest for class-leading handling, refinement, performance and driving excitement.

All Giulia models have an advanced, lightweight carbon fibre drive shaft to enhance engine responsiveness.

Standard safety specification on all Giulia models includes new efficient active safety systems like Forward Collision Warning (FCW) with Autonomous Emergency Brake (AEB) and pedestrian recognition, Integrated Brake System (IBS), and Lane Departure Warning (LDW).

"We are thrilled to welcome the Alfa Romeo Giulia sports sedan to Australia," said Steve Zanolunghi, president and CEO of Alfa Romeo Australia.

"The Giulia's combination of quality, performance, value and Italian spirit across all models gives Australians something truly unique and exhilarating in the premium sports sedan market."

Alfa Romeo Giulia pricing (Feb 2017)

- Giulia \$59,895
- Super \$64,195 (2.0)
- Super \$65,895 (2.2d)
- Veloce \$71,895
- Quadrifoglio \$143,900



IN BRIEF: STANDARD FEATURES

All Alfa Romeo Giulia models come with an extensive list of standard features, including:

EXTERIOR

- Alloy wheels (18-inch or 19-inch, depending on grade)
- 50/50 weight balance for superior dynamics
- Flat underbody
- Bi-xenon headlights

INTERIOR

- Leather upholstery and leather steering wheel with aluminium shift paddles
- Power front seats
- Connect 3D navigation, DAB digital radio
- 7.0-inch TFT customisable digital instrument cluster
- 8.8-inch colour infotainment screen

CONVENIENCE

- Keyless Go, Steering wheel-mounted push button start
- Dual-zone climate control air-conditioning
- Rain-sensing wipers, cruise control (active cruise control on Super and above)
- Power folding mirrors
- 3 USB ports, including one in the rear

SAFETY

- Five-star EuroNCAP safety rating
- Eight airbags, 98% score on occupant protection
- Parking sensors front and rear
- Reversing camera
- Dusk sensing lights, LED daytime running lights

MECHANICAL

- Carbon fibre driveshaft
- Eight-speed automatic transmission
- Fuel efficient electric power assisted steering
- Rear-wheel-drive dynamics
- Alfalink advanced suspension



IN BRIEF: HIGHLIGHTS

High levels of standard equipment

All Giulia models benefit from high levels of standard equipment, including leather upholstery, alloy wheels, bi-Xenon headlamps, keyless go, stop/start technology, satellite navigation, dual-zone climate control, rain sensing wipers, cruise control, rear parking sensors and a reversing camera.

With pricing starting from \$59,895, the Alfa Romeo Giulia mounts a compelling argument as one of the best value premium sports sedans on the Australian market.

Drivetrains: Satisfying the heart and the head

The Alfa Romeo Giulia is offered with the choice of four all-aluminium, all-turbo engines, all of which meet the latest Euro 6 emission standards. Each is mated to a smooth and seemingly prescient ZF eight-speed automatic transmission which sends drive to the rear wheels via a carbon fibre driveshaft.

The Giulia's 147kW/330Nm 2.0-litre four-cylinder turbo has more power and torque than its European rivals and is able to reach 100km/h in 6.6 seconds and is rated at an economical 6.0L/100km.

The Super has the choice of two engines; the same 2.0-litre four-cylinder or a new 2.2-litre four-cylinder turbocharged diesel with 132kW/450Nm. As with all Giulia engines, the diesel is certified to Euro 6 standards. The Giulia Super diesel is capable of completing the 0-100km/h dash in 7.1 seconds yet sips a miserly 4.2L/100km on the combined cycle.

The Veloce's evolution of the same 2.0-litre turbocharged four-cylinder engine has been optimised to deliver a vigorous 206kW/400Nm, which can push this spirited saloon to 100km/h in just 5.7 seconds, yet has an eye for economy, with a 6.1L/100km combined cycle rating.

The flagship Quadrifoglio performance sedan is powered by a Ferrari-inspired 2.9-litre BiTurbo V6. The bespoke engine was developed by a select team with experience developing Ferraris and makes 375kW and 600Nm. The Quadrifoglio accelerates to 100km/h in 3.9 seconds and holds the Nurburgring lap record for a production sedan (7min 32sec).



Dynamics: It's about perfect balance

Attention to detail evident inside and out continues beneath the skin with the new Giorgio architecture, which positions all major mechanical components between the front and rear wheels to ensure minimal overhangs and a perfect 50/50 weight distribution.

The most direct steering ratio in its class is part of a strong dynamic story that includes a new double wishbone front suspension system and a multi-link rear-end.

Front Alfalink double wishbone with semi-virtual steering axle keeps the front wheels perfectly perpendicular to the ground, even in fast cornering situations. The main benefits are reduced understeer, improved steering feel and improved lateral grip

The Giulia's rear Alfalink with vertical rod geometry is superior to a traditional multilink because it is more compact yet provides best-in-class handling and lateral grip while also providing surprising ride comfort.

Extensive use of aluminium and composite materials in both suspension systems helps reduce the Giulia's weight, which in turn benefits all aspects of performance.

The Giulia's Integrated Brake System – an innovative electromechanical system which combines stability control and a traditional servo brake for instantaneous brake response and thus excellent stopping distances in addition to the all-important weight optimisation – is a first for the new Alfa Romeo Giulia.

DNA & DNA Pro: Driver focused, driver informed

The new Alfa Romeo Giulia features a revised and updated Alfa DNA drive mode selector, which modifies the car's dynamic behaviour according to the driver's selection: Dynamic, Natural, Advanced Efficiency and Race* (*Quadrifoglio only).

The 8.8-inch touchscreen which displays the incoming mode was developed in conjunction with Magneti Marelli and is accompanied by a large rotary controller.

In addition, a 7.0-inch colour instrument panel cluster offers the driver all the essential vehicle information. Organised in four screens, the information displayed is customised to the DNA mode selected by the driver and includes real-time driving readings, lateral acceleration, fuel consumption and gear shift suggestions.



Safety: avoid and protect

The Alfa Romeo Giulia's strong safety story is headlined by advanced crash avoidance features and a tailored crash structure that helped the Giulia achieve the highest adult occupant protection score (98%) ever in EuroNCAP testing.

An extensive standard active safety suite contributed to the all-new Alfa Romeo Giulia earning a five-star EuroNCAP rating.

Active safety features include Forward Collision Warning (FCW) with Autonomous Emergency Brake (AEB) with pedestrian recognition, Integrated Brake System (IBS), Lane Departure Warning (LDW), Blind Spot Assist (BLIS) with Cross Traffic Alert (CTA), and reverse camera and parking sensors.

Already a Winner!

The Alfa Romeo Giulia Quadrifoglio has already won a number of awards in Europe, including Top Gear UK's 2016 Car of the Year, and Auto Bild's Golden Steering Wheel.



IN BRIEF: Alfa Romeo Giulia Quadrifoglio

The Quadrifoglio is the performance flagship of the Giulia range and introduces new technologies to the class. It is powered by a Ferrari-inspired 375kW 2.9-litre V6 BiTurbo engine that can accelerate to 100km/h in just 3.9 seconds and reach a top speed of 307km/h.

The Quadrifoglio amplifies the design of the Giulia with performance-enhancing elements. The front fascia features an aggressive aero treatment including brake cooling ducts, bumper slits as well as a carbon fibre Active Aero Splitter. The bonnet also features heat extractors.

From the side the Quadrifoglio cloverleaf badge is immediately noticeable as well as the deep character-line that originates from the air extractor behind the front wheel arch. Carbon fibre side skirts are integrated into the body surface.

The rear of the vehicle is highlighted by a carbon fibre spoiler and a wider, more aggressive rear bumper with a diffuser that wraps around the quad tipped Monza dual mode exhaust system.

The Quadrifoglio rides on lightweight 19-inch forged alloys wrapped in specially developed Pirelli P Zero Corsa tyres. It features a powerful Brembo brake system with 6-piston calipers at the front and 4-piston calipers at the rear. An ultra high-performance Brembo carbon-ceramic brake system is optional.

Like the exterior, the interior of the Giulia Quadrifoglio is adorned with performance focused materials and design elements such as a red starter button, contrast stitching, leather and Alcantara finishes and carbon fibre trim. The standard sport design leather and Alcantara front seats feature 8-way electric adjustment with power bolsters while the deeply sculpted leather and Alcantara rear seats are designed to accommodate two occupants.

Alfa Romeo Giulia Quadrifoglio interior:

- Cabin designed to envelop the driver
- Carbon fibre, aluminium and technical fabric sports accents
- Leather and Alcantara sports seating for all four passengers
- Four occupant (driver + three passengers) capacity
- Dashboard with high definition 8.8-inch colour screen seamlessly integrated with 7-inch TFT instrument cluster
- Rotary controller
- Optional Sparco seats with carbon fibre shell



Australian versions of the Giulia Quadrifoglio are equipped with a new eight-speed automatic gearbox. The transmission, which provides smooth shifts and initial engagement, yet fast, well-timed changes, is linked to the Alfa DNA Pro driver control system.

The transmission is specifically tuned to deliver a comfortable and efficiency-oriented drive when the car is in Natural and Advanced Efficiency mode while still providing exhilarating responsiveness and driver control when in Dynamic and Race modes. Manual shifting can be achieved via the selector or column mounted aluminium shift paddles.

The Quadrifoglio's small diameter steering wheel with integrated red starter button is trimmed in leather with stitching in either red or black depending on choice of interior upholstery. A steering wheel trimmed with carbon fibre inserts and Alcantara fabric is also available.

Attention to detail continues beneath the skin with the new rear-drive architecture, which positions all major mechanical components between the front and rear axles to ensure minimal overhangs and a perfect 50/50 weight distribution.

Additional lightweight measures with the Quadrifoglio include a carbon fibre roof and bonnet, resulting in overall weight savings of 34.3kg. The extensive use of lightweight materials contributes to a best-in-class weight-to-power ratio.

Alfa Romeo Giulia Quadrifoglio's Chassis Domain Control and Active Suspension dynamically adapts the car's setup in real time based on acceleration and rotation data detected by sensors. It prevents and manages the critical situations, informing in advance the specific ECUs involved in the chassis, powertrain, suspension, braking, steering, driving assistance systems and LSD to prioritise performance or comfort depending on the DNA mode selected.

The Giulia Quadrifoglio also has an advanced torque vectoring system with a computer controlled double clutch to allow the rear differential to control torque delivery to each wheel.

The Integrated Brake System – an innovative electromechanical system which combines stability control and a traditional servo brake for instantaneous brake response and thus excellent stopping distances in addition to the all-important weight optimisation – is a first for the new Alfa Romeo Giulia.

The IBS makes record-breaking stopping distances possible: 100km/h to a standstill in just 32m for the Giulia Quadrifoglio.

Thanks to this merciless attention to detail and peerless pursuit for optimal performance, the Alfa Romeo Giulia Quadrifoglio is the current production sedan lap record holder at the fearsome Nurburgring circuit (7min 32sec).



IN DETAIL: Alfa Romeo's all-new, award-winning Giorgio architecture

Alfa Romeo has developed a new rear- and all-wheel-drive architecture for the Giulia. Known as Giorgio, this modular platform will underpin future models, including the Stelvio SUV.

Rear-wheel drive is a design choice that guarantees superior performance and driver involvement, and it is also a tribute to the most authentic traditions of the legendary Alfa Romeo.

Extensive use of lightweight materials and innovative packaging ensure the best power to weight ratio in its class.

The implementation of rear-wheel drive ensures the engine and mechanical components are arranged between the two axles to better balance the vehicle's mass. As a result there are minimal overhangs and a perfect 50/50 weight distribution – two fundamentals on which all future Alfa Romeo models will build.

This outstanding result was achieved thanks to an efficient bodyshell which is light and rigid in equal measure, and the extensive use of ultra-lightweight materials such as carbon fibre and aluminium. This, combined with many innovative safety devices, contributed to obtaining top score (five stars) from EuroNCAP. Giulia totalled a 98% rating for adult protection, the highest ever achieved by a car despite the more severe evaluation system introduced in 2015.

The Alfa Romeo Giulia's Giorgio platform won EuroCarBody 2016, the world's most prestigious award for body design, organised by Automotive Circle International. The Giulia triumphed over a field that included the Honda NSX, Volvo V90, Aston Martin DB11, and Land Rover Discovery.

Eight new models by 2020

The Giulia sports sedan is the first of eight all-new Alfa Romeos due by the end of 2020.

Announced in 2016 as part of Fiat Chrysler Automobiles' global business plan, this unprecedented new model rollout includes the recently revealed Stelvio SUV (launching in Australia early-2018) as well as two other SUVs, a large luxury sedan, a new premium hatchback and two specialty sports models.

"Alfa Romeo's renaissance begins now with the new Giulia, and is the start of the journey that will see a fresh family of exciting, stylish, sophisticated, cars delivered by 2020," said FCA CEO Sergio Marchionne.



IN DETAIL: EXTERIOR DESIGN

- **Blending speed and beauty**
- **Design simplicity focused on the driver**
- **Active aerodynamics for Quadrifoglio**

The new Alfa Romeo Giulia stands out for its distinctive Italian design with the perfect balance of heritage, speed and beauty that makes it one of the highest expressions of Italian style in the automotive world. It is articulated through an impeccable sense of proportion, based on the technical rear-drive architecture, sophisticated simplicity and quality surfaces.

The Giulia encapsulates three key elements of Italian design: sense of proportion, simplicity and care for surface quality. This is the 'skin' that Alfa Romeo stylists have modelled with painstaking care on the mechanical parts.

Giulia's chief exterior designer, Alessandro Maccolini, credits the new rear-drive platform as being key to the Giulia's sophisticated style. "Giorgio allows the car important dynamic and athletic proportions and aspects," said Maccolini. "The vehicle is articulate, clean, simple and vouches for the Alfa Romeo DNA."

In particular, the proportions are based on the technical architecture of the entire car: for Alfa Romeo the key elements were 50/50 weight balance and rear-wheel drive. In order to balance the weights perfectly, the engine and the mechanical parts are arranged between the two axles.

This is why the Giulia has very short overhangs, a long bonnet and front wings, a retracted passenger compartment 'settled' on the drive wheels and muscular rear wings which visually mark the point where power is unleashed on to the road. All this translates into a generous wheelbase but contained in one of the most compact bodies in its segment.

These proportions draw the dynamic shape of an ellipsis in plan view. Furthermore, the rounded angles and the enveloping pillars convey momentum to the car creating a 'teardrop-shaped' profile which is reminiscent of the 1950s Giulietta Sprint, one of the most beautiful cars ever made.

A second aspect of the Italian style is 'simplicity' which enshrouds what is one of the most complex creative processes: designing a car. It is up to style to conceal the long, complex work behind a simple, natural line which enhances elegant shapes and sophisticated Italian taste. This approach permeates the entire history of Alfa Romeo, expressed by means of clean, taut lines.



For this reason, the new Alfa Romeo boasts a strong identity drawn in a few simple strokes: a line carved along the sides which marks the doors and envelops the handles and, naturally, the legendary trefoil nose, one of the most famous style elements in automotive history.

Finally, Italian style is characterised by a high quality surface finish, which means creating rich, harmonious reflections across the volumes.

The Quadrifoglio amplifies the design of the Giulia with performance enhancing elements. From the side the Quadrifoglio – or four-leaf clover – badge is immediately noticeable as well as the deep scallop in the side that originates from the air extractor behind the front wheel arch.

The Quadrifoglio rides on lightweight 19-inch forged alloys wrapped in Pirelli P Zero Corsa tyres developed specifically for the car. Carbon fibre side skirts are integrated into the body surface.

The unique front fascia features an aggressive aero treatment including brake cooling ducts, bumper slits as well as a carbon fibre Active Aero Splitter. The roof is carbon fibre and the carbon fibre bonnet also features heat extractors.

The rear of the vehicle is highlighted by a carbon fibre spoiler and a wider, more aggressive rear bumper with a diffuser that wraps around the quad tipped Monza dual mode exhaust system.

Headlights: High-tech windows into Giulia's Italian soul

Made by Magneti Marelli in partnership with Alfa Romeo, the front and rear light clusters on the new Giulia are genuine design elements, accentuating the elegance, silhouette and personality of the car, identifying it at first glance.

The LED rear light clusters enhance the rear in a distinctive manner, while providing significant benefits in terms of safety thanks to quicker activation in the event of braking.

Design and ergonomics characterise the headlights, which are available in two different versions: 25W bi-Xenon or 35W bi-Xenons with Adaptive Front Lighting System. AFLS technology directs the beam of light towards the inside of corners for greater visibility.

The front light clusters guarantee greater safety: indeed, an obstacle can be seen at least one second earlier compared to a traditional halogen headlight, which is equal to an advantage of 28 metres of braking distance when travelling at 100km/h.

Lastly, the daylight running lights (DRL), cornering light, side lights and direction indicators use LED technology for better fuel efficiency and maximum performance.



IN DETAIL: INTERIOR DESIGN

- **Distinctive and modern cabin designed to envelop the driver**
- **Leather sports seating for all occupants with Alcantara for Quadrifoglio**
- **High-def 8.8-inch colour display and 7.0-inch TFT instrument cluster**

Alfa Romeo Giulia's sporting and elegant exterior design theme has been continued inside, to deliver the perfect blend of authenticity, style and functionality. The passenger compartment offers the best in terms of quality, safety, equipment and comfort with a specific, profoundly Alfa Romeo style element: focus on the driver.

All the main controls, including the starter button, are incorporated in the steering wheel, while the human-machine interface consists of two simple, user-friendly dials for adjusting the DNA selector and the infotainment system.

The driver's position was 'cut' as a fabric with a diagonal tunnel, a slightly undulated dashboard and cleverly oriented instruments which convey the impression of a tailor-made suit with hand-crafted care and premium materials: carbon fibre, wood and fabrics are chosen for their visual and tactile aesthetic appeal and assembled in such a way to make the human touch visible.

Like the exterior, the interior of the Giulia Quadrifoglio is adorned with performance focused materials and design elements such as a red starter button, contrast stitching, leather and Alcantara finishes and carbon fibre trim. The standard sport design leather/Alcantara front seats feature eight-way electric adjustment with power bolsters while the deeply sculpted leather and Alcantara rear seats are designed to accommodate two occupants.

The small diameter steering wheel is trimmed in leather with stitching in either red or black dependent on choice of interior upholstery. A steering wheel trimmed with carbon fibre inserts and Alcantara fabric is also available as an option.

Major controls are focused on the driver to ensure an optimum position in tune with the sporty demeanour of the vehicle.

Interior space is substantial courtesy of the generous wheelbase that ensures good rear legroom. The Giulia, Super and Veloce have seating for five and a 40/20/40 split-folding rear seat to maximise load capacity. In keeping with its lightweight philosophy the Quadrifoglio gets two individual rear seats.

All new Giulia models have a 480-litre boot, equal to or larger than the boots of its European rivals.



8.8" Connect 3D Navigation

The next-generation 8.8-inch Connect with 3D Navigation system on the new Giulia – developed jointly by Alfa Romeo and Magneti Marelli – offers a sophisticated series of features and functions, including a next-generation human-machine interface (HMI).

The Connect 3D Nav functions with high resolution three-dimensional maps and creates realistic representations of surrounding buildings to make it easier to recognise your location.

The advanced navigation system is quick to calculate routes and can be used even if the GPS signal is missing by exploiting dead-reckoning technology. It also displays driving system information regarding driving style as well as the type of ride relating to the Alfa DNA or Alfa DNA Pro selector.

The system is controlled by means of the tactile rotary controller and by using the high resolution 8.8-inch display integrated in the dashboard. In addition, thanks to “optical bonding” technology, the user benefits from an excellent level of visualisation and readability on the display.



IN DETAIL: POWERTRAINS

- **Made-in-Italy, all-aluminium engines with Euro 6 compliance**
- **Stop-start on all models for fuel consumption as low as 4.2L/100km**
- **V6 BiTurbo tuned by engineers with Ferrari background for Quadrifoglio**
- **Most powerful Alfa Romeo road car ever; 0-100km/h in 3.9 seconds**

State-of-the-art, innovative engines are another characteristic of a genuine Alfa Romeo.

The Giulia's engines are part of a new generation of all-aluminium drivetrains that embody the very best in FCA Group's motoring technology. The engines are unique to Alfa Romeo.

The turbocharged units meet Euro 6 compliance and are made in Italy in the plants situated in Termoli (petrol) and Pratola Serra (diesel), in areas dedicated to the production of Alfa Romeo engines, using state-of-the-art processes and methods which rank them at the top of their classes for performance and efficiency.

A unique engine in terms of technology and performance, destined to become the new benchmark of the brand, has been created for the Quadrifoglio version. With 375kW it is the most powerful road-going Alfa Romeo ever.

The V6 twin turbocharged petrol engine was developed by engineers with a Ferrari background to deliver exhilarating performance: it accelerates from 0 to 100km/h in only 3.9 seconds, and sounds distinctly Alfa Romeo.

2.0-litre petrol engine

The 2.0-litre four-cylinder petrol engine is brand new and features a twin-scroll turbocharging system, where the turbo is driven through two pipes which gather exhaust gas from pairs of cylinders in alternating sequence.

Performance and fuel economy is improved by the MultiAir electro-hydraulic variable valve actuation technology and the direct injection system with 200 bar injection pressure.

This engine is available in two outputs:

- In the Giulia and Super it produces 147kW and 330Nm with a flat torque curve between 1,750rpm and 4,000rpm. The Super accelerates to 100km/h in 6.6 seconds and sips just 6.0L/100km.



- A higher output version in the Veloce produces 206kW and 400Nm, capable of launching the Veloce to 100km/h in 5.7 seconds. Fuel consumption is just 6.1L/100km.

2.2-litre diesel engine

The 2.2-litre diesel engine on the new Giulia is the first Alfa Romeo diesel to have been built entirely in aluminium. At 148kg it is the lightest diesel engine in its class.

With four cylinders in line, this engine stands out for its latest-generation injection system with MultiJet II technology and Injection Rate Shaping (IRS), along with operating pressures of 2,000 bar.

The electrically-operated variable geometry turbocharger offers state-of-the-art mechanics and minimises response times and at the same time guarantees benefits in terms of efficiency. The most sophisticated driving satisfaction and comfort levels are also guaranteed by the use of a balancing countershaft. The new engine also gets a world first turbo speed sensor.

The new 2.2-litre diesel engine produces 132kW and 450Nm, the latter produced at just 1,750rpm. Almost 90 percent of its torque – 400Nm – is produced between 1,400rpm and 3,000rpm.

The 2.2-litre turbodiesel accelerates to 100km/h in 7.1 seconds. It uses just 4.2L/100km on the urban/country combined cycle.

375kW 2.9-litre V6 BiTurbo Petrol Engine

Exclusive to the Quadrifoglio, this is also a unique engine in terms of technology and performance, destined to be the new benchmark of the brand.

Inspired by Ferrari technology and technical skills, the V6 BiTurbo petrol engine is entirely made of aluminium – to minimise the car's absolute weight, especially on the front axle – and it delivers 375kW and 600Nm for exhilarating performance: top speed of 307 km/h, acceleration from 0 to 100 km/h in only 3.9 seconds.

The 2.9-litre V6 BiTurbo petrol engine is also best in class in terms of fuel consumption thanks to Cylinder Efficient Management System (CEMS) – which can deactivate cylinders on the right bank to save fuel – and stop-start technology, delivering a combined cycle fuel economy rating of 8.2L/100km.



Eight-Speed Automatic Transmission

A new eight-speed automatic transmission, linked to the Alfa DNA (DNA Pro in Quadrifoglio), makes its debut on the new Alfa Romeo Giulia and is specifically tuned to deliver a comfortable and efficiency-oriented drive when the car is in Natural and Advanced Efficiency mode while still providing exhilarating responsiveness and driver control when in Dynamic mode (and Race mode in the Quadrifoglio), regardless of whether it is used on automatic mode or if the driver chooses to shift manually via the selector or steering column-mounted paddle shifters (standard on all models).



IN DETAIL: CHASSIS & DYNAMICS

- **Perfect weight distribution**
- **Class-leading power-to-weight ratio**
- **Peak performance and enhancing the driver's enjoyment**

One of the primary objectives at the heart of the development of the new Giulia was to achieve ultimate driving satisfaction. The key factors towards achieving this goal include the perfect weight distribution between the two axles and excellent power-to-weight ratio.

The excellent weight distribution between the two axles required astute management of weight and materials, which was achieved by tweaking the layout and arranging the heavier elements in the most central position possible.

Ultralight materials were also used extensively. Carbon fibre was chosen for the propeller shaft and aluminium for the engines, suspension system, brakes, doors, wheel arches and bonnet. This led to an unladen weight of 1,394kg for the 2.0-litre Giulia and 1,410kg for the 132kW Super 2.2-litre diesel version.

The reduced weight does not affect the excellent torsional rigidity that guarantees quality over time, acoustic comfort and handling even in conditions of extreme stress.

The Quadrifoglio version with the new 375kW 2.9-litre V6 BiTurbo petrol engine has an unladen weight of 1,585kg, which gives it a class leading power-to-weight ratio of 4.2kg/kW. These extraordinary results were achieved by extending the use of carbon fibre to the roof, bonnet, front splitter, rear lip spoiler and to the side skirt inserts too.

The weight of the Quadrifoglio version can be further reduced with two options: larger Brembo carbon ceramic brake discs and Sparco seats with a carbon fibre rear structural frame. The Carbon ceramic brake system is 16.9kg lighter in total than the Quadrifoglio's standard braking system. Each Sparco seat is 3.5kg lighter than the Quadrifoglio's standard sports seats.

In keeping with Alfa Romeo tradition, the new Giulia offers unique technical solutions. Sophisticated features include the Integrated Brake System (IBS) for reduced braking distance – from 100-0km/h in 38.5 metres for the Giulia and in 32 metres for the Quadrifoglio – and active suspension for exceptional comfort.

Exclusive to the Quadrifoglio, the Active Torque Vectoring technology affords outstanding torque distribution between the rear wheels, and the Alfa Active Aero Splitter actively manages downforce at speeds between 100km/h and 230km/h.



Alfa Active Torque Vectoring (only on Giulia Quadrifoglio)

Alfa Romeo Active Torque Vectoring technology makes it possible to control torque delivery to each driven wheel separately. The system uses a double clutch integrated in the rear differential to control wheelspin by optimising power distribution between the wheels. This means there's no loss of power – just better traction and control, no matter the speed or road surface.

As a result, power transmission to the road is improved in low grip conditions and during dynamic driving. So, the driving is safe and fun without ever running up against an invasive stability control system.

Thanks to the interaction with the Chassis Domain Control, the Torque Vectoring system improves agility, safety and traction. The benefits to agility are realised through increasing cornering speeds and lateral acceleration, minimising understeer, improving vehicle response to steering and generating neutral vehicle handling.

The safety benefits come from improved stability and enhanced driver control.

Aerodynamics

Alfa Romeo Giulia has been developed using the most advanced engineering techniques, merging experiments and simulations with Computational Fluid Dynamics, Small-Scale Wind Tunnel and Full-Scale Wind Tunnel. The vehicle's aerodynamics are the result of an innovative and accurate study done in the wind tunnel: the main achievement is a – naturally – negative CZ: the faster it goes, the more downforce is applied to the body, improving stability and handling.

By efficiently sloping windscreen and rear window, the air flow around the vehicle is optimised. Furthermore a correct configuration of the spoiler allows an upward deflection of the air at the rear, increasing the pressure and consequently generating downforce.

Engineers even spent significant time on a section of the Giulia few owners will ever see. Underbody shields provide a clean and streamlined airflow on the floor of the vehicle which ensures high aerodynamic performance. More efficient airflow beneath the vehicle creates lower pressure thus sucking the vehicle to the road and improving high speed stability.

Introducing a sloping edge extending from the tail light onto the rear bumper, a cleaner and sharper separation of the flow in the rear of the vehicle is obtained thus decreasing drag.



Active Aero Splitter

In addition to an excellent coefficient of drag (0.32), a perfect balance of forces on corners and downforce behaviour, the Quadrifoglio has an Active Aero Splitter: a front carbon fibre flap which actively manages downforce for superior aerodynamic load, higher performance and better grip at high speed.

Air curtains

Taking advantage of the natural pressure difference between the front bumper and the forward part of the wheel arch, a jet of high speed air is created which keeps the wheel wake from spreading downstream thus decreasing induced air resistance.

DNA and DNA Pro

The new Giulia also features the brand new Alfa DNA, which modifies the car's dynamic behaviour according to the driver's selection: Dynamic, Natural, Advanced Efficiency (an energy efficiency mode implemented for the first time on an Alfa Romeo) and Race (only on the Quadrifoglio version).

Alfa DNA influences steering effort, suspension, gearbox, brakes, aerodynamics, torque vectoring, engine and Traction Control to provide the best of all worlds.

- Dynamic: for sporty driving – steering, ACC, pedal, engine response and braking are set to maximise fun and feel
- Natural: for normal driving
- Advanced Efficiency: the eco-saving mode to achieve the lowest fuel consumption
- Race (only for QV): limited electronic systems intervention and loudest exhaust system setting for the purest driving experience – steering, braking, and the firmest suspension setting

Chassis Domain Control

Developed jointly with Magneti Marelli, the Chassis Domain Control (CDC) technology acts like the car's brains and coordinates all onboard electronics. The system manages the action of the various features – such as the DNA Pro selector, Torque Vectoring, Active Aero Splitter, active



suspension system, Integrated Brake System and ESC – and assigns specific tasks of optimising performance and driving pleasure to each one.

More in detail, the CDC adapts the ride in real time making the Alfa DNA Pro mode mappings dynamic according to acceleration and rotation data detected by the sensors.

Critical situations are prevented and managed by informing the specific control units involved in the electronic system of the car in advance: chassis, powertrain, suspension, braking, steering, power steering and differential on curves.

Suspension system with exclusive Alfa Link technology

On the front, a new double track control arm suspension with semi-virtual steering axis was developed to optimise the filtering effect and guarantee rapid, accurate steering. This Alfa Romeo exclusive system keeps the tyre footprint constant on corners and can tackle high lateral acceleration.

In any situation and at all speeds, driving the Alfa Romeo Giulia with the most direct steering ratio in its segment (11.8:1) is natural and instinctive.

Alfa Link rear axle design with vertical rod ensures top performance, driving pleasure and passenger comfort.

Alfa Romeo Active Suspension (Veloce and Quadrifoglio only)

A solenoid valve modifies the hydraulic flow inside the shock absorber, changing the damping characteristics of the suspension setup. The solenoids are wired to the controlling computer which sends commands depending on the control algorithm.

When the DNA is in the sport driving positions (Dynamic or Race), the active damping system is controlled by the CDC module, in order to maximise body control and stiffness. The stiffness is reduced with the Natural and Advanced Efficiency driving modes.

In Dynamic or Race modes, the driver can choose to deactivate the damping button in the centre of the DNA selector, to increase the damping level in order to have better comfort.



Integrated Brake System (IBS)

The new Giulia introduces a world first: the innovative IBS electromechanical system which combines stability control and a traditional servo brake.

By successfully integrating electronics with mechanics, in addition to a significant optimisation of weight distribution, excellent feeling and total absence of pedal vibrations, the system guarantees instantaneous braking response for an excellent stopping distance: from 100km/h to 0km/h in 38.5 metres for the Giulia and in 32 metres for the Quadrifoglio.

The brakes feature an electronic prefill system that recognises when your foot has abruptly lifted off the accelerator and anticipates that this may be followed by a sharp depression of the brake pedal. To prepare for this it automatically prefills the brake hydraulics with fluid and brings the brake pads closer to the discs.

Furthermore, Rain Brake Support is always active when the windshield wipers are operating. When active, the ABS pump periodically pushes the brake pads lightly against the brake rotors to help keep the rotors dry.

The Giulia also features a Brake Temperature Model, which evaluates the temperature of each of the four rotors to immediately set the best braking setting.



IN DETAIL: SAFETY

- **Active safety systems to support the driver, not supplant them**
- **Eight airbags, five-star safety standard on all models**
- **Giulia scores 98% on EuroNCAP's occupant protection test, the highest ever achieved by a car, and despite tougher new standards**

Safety was a key criterion in developing the new Giulia. It begins with a honed body that not only provides the dynamic benefits expected of an Alfa Romeo but also delivers an excellent crash structure with class-leading occupant protection. Every Alfa Romeo Giulia model has eight airbags protecting front and rear seat occupants.

The design concept behind the new Giulia envisages the driver at the heart of the driving experience. The car assists the driver in this task in every way, offering the best available technology to this end, for maximum peace of mind and driving safety.

Active safety systems are the most advanced ever fitted to an Alfa Romeo. In keeping with Alfa Romeo's technical traditions, the electronics should never be invasive; they are there to assist and enhance the driving experience, which is exhilarating in itself thanks to a well-designed chassis and suspension system.

Standard active safety specification includes Forward Collision Warning (FCW) with Autonomous Emergency Brake (AEB) and pedestrian recognition, Integrated Brake System (IBS), and Lane Departure Warning (LDW) – all of which contributed to the all-new Alfa Romeo Giulia being awarded a five-star EuroNCAP rating.

The Alfa Romeo Giulia's passive safety is not just best-in-class, but among the best ever, with EuroNCAP awarding it a 98% protection result for adult occupants, the highest score ever achieved by a car, and this despite the more stringent EuroNCAP evaluation system introduced in 2015.

The result is a car with outstanding levels of active and passive safety, further maximising the driving enjoyment in the knowledge the car will keep the driver and passengers as safe as possible.

Forward Collision Warning and Autonomous Emergency Brake with pedestrian recognition

The Forward Collision Warning (FCW) system is fitted standard on all versions. It uses a radar sensor and camera mounted on the front windscreen to detect obstacles or vehicles in the car's trajectory, warning the driver of the risk of imminent collision.



Should the driver fail to intervene, the Autonomous Emergency Brake (AEB) system steps in to automatically brake the vehicle to avoid impact or mitigate the consequences.

What's more, thanks to the pedestrian recognition function, by interpreting the information sent by the radar and camera, the AEB is capable of stopping the car autonomously up to 65km/h.

Reversing camera with dynamic gridlines

The factory-fitted reversing camera is located on the boot lid beside the opening button. In reverse gear, the Connect System Display shows the surrounding area of the car. If activated, the grid appears on the image in order to underline the vehicle's dimensions and the predicted reversing route based on steering angle.

Lane Departure Warning

The Lane Departure Warning system uses a camera which measures the lane boundaries and compares them with the vehicle position in order to alert the driver when the car strays too near. If the driver accidentally continues beyond the bounds, and the turn indicator is not active, the system activates an acoustic signal.

Blind Spot Monitoring with Rear Cross Path Function

Blind Spot Monitoring (BSM) uses two radar sensors in the rear bumper (one at each side) to monitor traffic behind the vehicle and inform the driver via a warning light on the wing mirror. The sensors are active when the car is travelling at more than 10 km/h, and also in reverse gear, detecting vehicles up to 14m away.

When the vehicle is reversing, the Rear Cross Path Function can detect a potential hazard crossing behind the Giulia at a distance of up to 60m, and alerts the driver via a series of beeps if necessary.

Active Cruise Control (ACC)

Active Cruise Control assists the driver in keeping a safe distance from the vehicle in front,



maintaining the speed set by the driver and automatically adapting to traffic. The stop'n go function can bring the vehicle to a standstill, and resumes automatically when the preceding vehicle restarts.

High-beam Assist

The High-Beam Assistant supports the driver at night by automatically activating and deactivating the high-beam and low-beam headlights depending on the presence of vehicles ahead. A camera located near the interior rear-view mirror detects the headlights of other vehicles at a distance of up to 400m. The rear lights of a vehicle ahead are detected at a distance of 150m.

Anti-theft Alarm System

The car can be equipped with anti-theft system that involves the use of ultrasonic sensors and a siren. The UAM module, which manages the anti-theft system, uses ultrasonic sensors in the front courtesy light to detect movement in the cabin when the vehicle is closed. If the vehicle is tilted, perhaps to remove a wheel or towed, vehicle alarm will sound because the module has an integrated tilt sensor. The ultrasound and lifting disarm button is connected directly to the UAM module. The deactivation of the systems takes place with the vehicle stationary and key-off and is warned by lighting of the LED on the button.



IN DETAIL: Warranty, Servicing and MOPAR

The Alfa Romeo Giulia is covered by a three-year, 150,000-kilometre warranty for the entire car plus an eight-year anti-perforation warranty.

Service intervals are every 12 months or 15,000km.

Mopar Vehicle Protection

Mopar Vehicle Protection offers a range of service agreements guaranteed by Fiat Chrysler Automobiles to deliver a premium and hassle-free ownership experience.

With Mopar Vehicle Protection, servicing is always performed by highly qualified, specialised technicians at authorised Alfa Romeo workshops with the right equipment and 100% genuine spare parts. Full and flexible maintenance plans are available.

Pre-paid maintenance offers incredible value because:

- Customers get peace of mind knowing their service is covered for the next 3 or 5 years
- The cost of pre-paid maintenance can be included in vehicle financing
- Customers receive a discount over to ad-hoc payment of up to 15% over five years
- Customers get the flexibility to transfer the plan to subsequent vehicle owners, which in turn enhances resale value

Mopar for the new Giulia

Mopar, the reference brand for accessories, services, Customer Care and original spare parts for the FCA brands, offers about 40 accessories that will satisfy the aesthetic, functional and safety needs of Alfa Romeo's customers, who have always been looking for a product that maximises the concepts of sportiness and elegance at the same time.

Some of the distinguishing elements are made of carbon fibre, such as the front V-shaped radiator grille, mirror covers, gearknob and illuminated door sill guards that, in addition to adding character and lightness, emphasise the Giulia's racing spirit. Embellishing the car even further are customised puddle lights with LED projector, key covers available in three-layer car colours (white or red), valve caps with Alfa Romeo logo, aluminium oil and fuel caps, and specially developed alloy rims in 17", 18" and 19" sizes.

Practicality enhanced by other accessories goes hand-in-hand with the "racing" spirit: the



handy folding container for the luggage compartment, the protective semi-rigid tub for the loading compartment and the passenger compartment mats made of elegant plastic to better protect the car and keep it clean. Then of course there are the tow bar and roof bars so that different transport solutions can be used, such as the roof box, ski carrier, windsurf board carrier, and bike carrier.



AUSTRALIAN RANGE: MODEL WALK & PRICING

- **5 models with a choice of 4 engines**
- **Standard AEB, leather, Keyless Go, 8-speed automatic**
- **8.8-inch colour screen with 3D navigation, DAB audio**

The all-new Alfa Romeo Giulia's Australian line-up is comprised of five models across four equipment grades – Giulia, Super, Veloce and range-topping Quadrifoglio. There are three petrol and one diesel engine variant, all with an eight-speed automatic transmission and rear-wheel drive standard.

All Giulia models benefit from highly competitive levels of standard equipment, including leather upholstery, alloy wheels, bi-Xenon headlamps, keyless go, stop/start technology, satellite navigation, dual-zone climate control, rain sensing wipers, cruise control, rear parking sensors and a reversing camera.

Standard safety specification includes new efficient active safety systems, including Forward Collision Warning (FCW) with Autonomous Emergency Brake (AEB) and pedestrian recognition, Integrated Brake System (IBS), and Lane Departure Warning (LDW).



Alfa Romeo Giulia

- **Price: \$59,895**
- **Drivetrain: 2.0-litre 4-cylinder turbocharged petrol, 8-speed automatic**
- **Power/torque: 147kW/330Nm**
- **0-100km/h: 6.6sec**
- **Fuel cons: 6.0L/100km**

The entry level Giulia is powered by a new generation turbocharged 2.0-litre four-cylinder petrol engine producing 147kW and 330Nm, the latter on tap from 1,750-4,000rpm. This endows the Giulia with both performance and efficiency: 0-100km/h in just 6.6 seconds, and a combined cycle fuel economy of 6.0L/100km.

The Giulia rides on 18-inch alloy wheels shod with 225/45R18 tyres.

The Alfa Romeo Giulia comes generously equipped with full leather upholstery, 18-inch alloy wheels, bi-Xenon headlamps, Keyless Go, stop/start technology, satellite navigation, dual-zone climate control, rain sensing wipers, cruise control, front and rear parking sensors and a reverse parking camera with dynamic gridlines.

As with all Alfa Romeos, the Giulia's interior focus is on the driver with the Alfa DNA rotary driving mode selector, a 7.0-inch TFT colour cluster instrument panel, 8.8-inch display infotainment system with DAB and Bluetooth connectivity, and an eight-speaker audio system.

Standard features

- 18" Turbine alloy wheels
- Single chrome exhaust
- 25W bi-Xenon headlamps
- LED daytime running lights
- 8.8" wide screen colour display
- 3D Satellite Navigation
- DAB Digital Audio Broadcast
- Alfa rotary controller
- 8-speaker audio system
- 7.0" colour TFT display
- 6-way power seat with 4-way lumbar (driver and passenger)
- Driver's seat memory
- Leather steering wheel
- Push button start on steering wheel



- Keyless-go, Start/stop
- Leather seats
- Interior black trim painted bezels
- Alfa DNA drive mode system
- Auto lights dusk sensor, Auto wipers rain sensor
- Cruise control
- Dual-zone climate control
- Electric parking brake
- Reversing camera with dynamic gridlines
- Shift paddles
- Front and rear parking sensor
- 3 USB ports, including one in the rear
- Exterior door handle courtesy light
- Power folding mirrors
- Chrome highlights (around the windows)

Major Options

- Dual pane panoramic sunroof
- Veloce pack
 - active suspension, 19inch alloys, red calipers, gloss black DLO surround, privacy glass,
 - sports heated leather seats & heated steering wheel, aluminium pedals and trim

Alfa Romeo Giulia Super

- **Price: \$64,195 (2.0)**
- **Drivetrain: 2.0-litre 4-cylinder turbocharged petrol, 8-speed automatic**
- **Power/torque: 147kW/330Nm**
- **0-100km/h: 6.1sec**
- **Fuel cons: 6.0L/100km**

- **Price: \$65,895 (2.2d)**
- **Drivetrain: 2.2-litre 4-cylinder turbo diesel, 8-speed automatic**
- **Power/torque: 132kW/450Nm**
- **0-100km/h: 7.1sec**
- **Fuel cons: 4.2L/100km**



The Giulia Super is available with a 147kW/330Nm petrol engine or a new-generation 2.2-litre, four-cylinder turbo diesel which produces 132kW and 450Nm (from 1,750-3,750rpm). Despite being able to accelerate from 0-100km/h in a sprightly 7.1 seconds, this engine is a veritable fuel miser, rated at just 4.2L/100km on the urban/country combined cycle.

In addition to the base Giulia's already generous specification, the Giulia Super sports an even higher grade of leather, *Pieno Fiore*, which also adorns the dash and doors, plus a choice of dark oak or walnut veneer. Additional equipment includes an eight-way power driver's seat, heated front seats, active cruise control and heated steering wheel.

Safety steps up above the already five-star Giulia base model with the inclusion of blind spot monitoring with rear cross path detection.

Standard features (in addition to Giulia)

- Pieno Fiore leather seats
- Heated front seats and heated steering wheel
- Leather-wrapped dash, upper door and armrest
- Walnut or oak veneer
- Chrome door sill insert
- Wing mirror auto dimming
- 8-way power seats
- Ambient lighting package
- Active cruise control with stop and go function
- Blind spot monitoring with rear cross path detection
- Dual exhaust tip (diesel only)

Major Options

- Dual pane panoramic sunroof
- Veloce pack
 - active suspension, 19inch alloys, red calipers, gloss black DLO surround, privacy glass,
 - sports heated leather seats & sports heated steering wheel, aluminium pedals and trim



Alfa Romeo Giulia Veloce

- **Price: \$71,895**
- **Drivetrain: 2.0-litre 4-cylinder turbocharged petrol, 8-speed automatic**
- **Power/torque: 206kW/400Nm**
- **0-100km/h: 5.7sec**
- **Fuel cons: 6.1L/100km**

Australians looking for even more sporting prowess in their Italian sports sedan will be drawn to the Giulia Veloce, powered by a higher-performance version of the turbocharged 2.0-litre, four-cylinder petrol engine, tuned for 206kW and 400Nm. The Giulia Veloce accelerates to 100km/h in 5.7 seconds, yet sips just 6.1L/100km on the combined cycle.

The Giulia Veloce also gains a number of specification advantages over the Giulia Super, including Alfa SDC adjustable suspension, limited-slip rear differential, 19-inch Veloce alloys and brake calipers distinctively finished in red.

Veloce sporting prowess is on display visually, too, with a deeper front spoiler not unlike Quadrifoglio's, with mesh inserts. At the rear an aerodynamic diffuser aids airflow departure, and is flanked by twin exhausts

Inside, the Veloce's cabin steps up the visual performance with aluminium dash inserts and pedals, a sports leather seats and steering wheel, and a premium 10-speaker, 400-watt sound system.

Standard features (in addition to Super)

- Veloce body kit (sports front bumper, side skirts, rear bumper with diffuser and dual exhaust tips)
- 19-inch 5-hole dark alloy wheels
- Upgraded brakes, red painted calipers
- Gloss black DLO surround with privacy glass
- 35W Bi Xenon headlights with Adaptive Front Lighting System and Automatic high-beam control
- Sports leather seats, 6-way adjustable, with power bolsters
- Sports steering wheel
- Aluminium pedals and trim
- 10-speaker plus subwoofer, 400-watt sound system



- Limited slip differential
- Alfa Romeo active suspension

Major Options

- Dual pane panoramic sunroof
- 14-speaker Harman Kardon sound theatre
- Yellow or black painted brake calipers

Alfa Romeo Giulia Quadrifoglio

- **From \$143,900**
- **Drivetrain: 2.9-litre Ferrari-inspired BiTurbo V6, 8-sp automatic, RWD**
- **Power/torque: 375kW/600Nm**
- **0-100km/h: 3.9sec**
- **Fuel cons: 8.2L/100km**

The Quadrifoglio is the pinnacle of the Giulia range and the Nurburgring lap record holder for a four-door production sedan.

The Quadrifoglio packs peerless performance and a class-leading power to weight ratio thanks to Alfa Romeo's lightweight technology and its Ferrari-inspired 375kW twin-turbo V6 engine.

The Alfa Romeo Giulia Quadrifoglio accelerates to 100km/h in just 3.9 seconds and has a top speed of 307km/h. Thanks to clever cylinder deactivation technology and various lightweight technologies, the Quadrifoglio's fuel economy rating is just 8.2L/100km.

The Giulia Quadrifoglio sets new benchmarks in sophisticated performance with its sports bodykit, including front bumper with aero curtain, active aero spoiler, carbon fibre side skirts and rear spoiler, and a carbon fibre roof and bonnet to keep weight to a minimum.

In addition, the Quadrifoglio sports 19-inch forged alloy wheels, and bi-Xenon headlamps with Adaptive Front Lighting System (AFLS) and automatic high beam.

Like the exterior, the Giulia Quadrifoglio's interior evokes the twin themes of passion and premium performance, typically the preserve of thoroughbred Italian supercars. The leather-



wrapped surfaces throughout feature contrast stitching, along with aluminium and carbon fibre highlights.

The leather and Alcantara front sports seats are eight-way, electrically adjustable, and generously bolstered to help occupants withstand the Giulia Quadrifoglio's prodigious cornering forces.

Premium appointments include a 14-speaker, 900-watt Harman Kardon sound theatre system, and an 8.8-inch multimedia screen housing the entertainment system, satellite navigation and climate air-conditioning controls – easily accessed via a centrally mounted rotary dial.

Finally, did we mention it's the fastest production four-door around the Nurburgring? For buyers who want the best, only the Quadrifoglio will do.

Standard features (in addition to Veloce)

- Quadrifoglio active aero splitter, rear diffuser
- Front bumper with aero curtain
- Monza dual-mode exhaust with quad tips
- Carbon fibre roof, bonnet with heat extractors, side skirts, and rear decklid spoiler
- 19" Quadrifoglio forged alloy wheels
- Brembo high-performance brakes with 6-piston front and 4-piston rear calipers plus cross-drilled rotors (360mm front, 350mm rear)
- Quadrifoglio leather and Alcantara seats
- Quadrifoglio leather steering wheel with red starter button
- Carbon fibre interior trim
- Dark head-lining
- Harman Kardon 14-speaker, 900-watt sound theatre system
- Vehicle anti-theft alarm system

Major options

- Brembo carbon-ceramic brakes
- Sparco lightweight carbon fibre sports seats



FURTHER READING

The new Alfa Romeo logo

In 2015 Alfa Romeo Giulia debuted a refreshed version of the original badge, which dates back to the origins of the brand in 1910.

The updated logo perfectly embodies the brand's new paradigm while remaining loyal to its century-long tradition. The emblem has been renewed and modernised on the outside while the distinctive shape and style elements remain untouched.

For the first time the serpent – representing the family crest of the House of Visconti – passes the half way point of the badge, touching the red cross and white background that has become the widely recognised symbol of Milan.

About Alfa Romeo

Alfa Romeo is an Italian manufacturer of premium high-performance cars. Among the world's most prestigious marques, Alfa Romeo blends a long tradition of technology and performance with unique exhilarating style. The Alfa Romeo automotive brand philosophy is built on five key pillars; advanced technology, lightness and efficiency, unique spirit, performance and dynamism and Italian design.

Among the most storied marques in motoring, Alfa Romeo's proud history dates back to 1910, when it was founded in Milan as A.L.F.A. (Anonima Lombarda Fabbrica Automobile, or Lombard Automobile Factory). A.L.F.A was purchased by Nicola Romeo five years later, and Alfa Romeo was born.

The brand quickly earned a reputation for performance through extensive motorsport success that included the 1911 Targa Florio, the inaugural World Manufacturers' Championship in 1925 and the first two Formula One World Driver's Championships in 1950 and 1951.

In 1986, Alfa Romeo became part of the Fiat Group, inspiring the brand's design revival in 2007, with the introduction of the 8C Competizione, 8C Spider and Brera.

Today, the pillars of performance, passion and emotion still lie at the heart of Alfa Romeo. The brand continues to promote Italian design and performance on roads across the world, and in the hearts of Alfisti everywhere.

Alfa Romeo's history is made up of people quite out of the ordinary: designers of genius,



brilliant engineers, workers inspired by a shared instinct of perseverance and the pioneering spirit. The combined work of these talented individuals enabled them to overcome conformism, gave their creativity free rein, and brought to life the fundamental values of the Alfa Romeo brand.

The unmistakable ways in which these elements have combined are what distinguishes Alfa Romeo from every other brand on the worldwide automotive scene; every one of its cars shares that distinction.

About Quadrifoglio

In 1923, legendary Alfa Romeo race car driver Ugo Sivocci wanted to break a string of second-place finishes. So to prepare for the legendary Targa Florio race in Sicily, he painted a white square with a “Quadrifoglio”, or four-leaf clover, on the front of his Alfa Romeo RL Targa Florio. He finished in first place. In the same year, Sivocci was track-testing a new car that didn’t yet bear his lucky symbol. Tragically, he crashed and lost his life. A legend was born.

This marked the beginning of a tradition: all future Alfa Romeo race cars would bear the four-leaf clover on a white triangle —the Quadrifoglio was also used to designate high-performance Alfa Romeo street vehicles like the 1963 Giulia TI Super, the 1965 Giulia Sprint GTA and now, the all-new Giulia Quadrifoglio.

The revered cloverleaf on the sculpted fender serves notice of the Giulia Quadrifoglio’s caliber: 375 kW generated by an all-new 2.9L Bi-Turbo direct-injection V6, amplified with performance-enhancing torque vectoring, Alfa patented sport suspension and Alfa DNA Pro with Race Mode. Race-ready leather/Alcantara® seats, 19-inch forged wheels, a carbon fibre rear spoiler and an active aero front splitter all add to the Giulia Quadrifoglio experience. Clearly, this is an Alfa Romeo that doesn’t take legend lightly.