**Alfa Romeo Stelvio Quadrifoglio**

**International Media drive**

**Model overview**

**2.9 litre V6 Bi-Turbo petrol engine and eight-speed transmission**

* **Maximum power of 510hp at 6,500rpm and maximum torque of 600Nm from 2,500 to 5,000rpm.**
* **From zero to 62mph in just 3.8 seconds and best-in-class top speed of 176mph.**
* **Specifically calibrated eight-speed automatic transmission and gear shifts in just 150 milliseconds in Race mode.**
* **Equipped as standard with one-piece aluminium paddle shifters integral with the steering column.**

**Q4 all-wheel drive to manage the car's drive distribution in real time**

* **Combined with the 510hp 2.9-litre V6** **Bi-Turbo petrol engine for the first time.**
* **In normal conditions, the Q4 system transfers 100% of the torque to the rear axle.**
* **As the limit approaches, the Q4 system transfers up to 50% of the torque to the front axle.**

**State-of-the-art technology for impeccable handling and great driving pleasure.**

* **AlfaTM Chassis Domain Control (CDC) and AlfaTM Active Torque Vectoring.**
* **Alfa DNATM Pro with Race mode.**
* **Exclusive AlfaLinkTM suspensions, AlfaTM Active Suspension and the most direct steering in the class.**
* **Integrated Brake System (IBS) and carbon-ceramic discs.**

**Perfect weight distribution and the ideal power-to-weight ratio**

* **Best-in-class specific power (176hp/l) and weight/power ratio (3.6kg/hp).**

**Unique style evolved in the service of performance**

* **Sporty style and unique design supporting magnificent aerodynamics, speed, power and handling.**
* **Dimensions: 470cm long, 216cm wide and 168cm high.**
* **Luxury interior crafted from choice materials.**

**AlfaTM Connect 3D NAV 8,8” infotainment with Apple CarPlay integration. It includes Android AutoTM compatibility**

* **Including support for Apple CarPlay, the smarter, safer way to use your iPhone in the car.**
* **Android AutoTM compatibility with new infotainment, system bringing the best of Google into the car.**
* **Using AlfaTM Connect 3D NAV 8.8-inch is child's play thanks to the latest-generation interface and Rotary Pad.**

**Quadrifoglio: a symbol of the Italian racing spirit since 1923**

* **The good-luck badge first appeared on Ugo Sivocci's ‘RL’, competing in the 1923 Targa Florio.**
* **It has been the symbol of racing Alfa Romeo cars ever since, and has appeared on select production models since the Sixties.**
* **Today, on the new Giulia and Stelvio, the Quadrifoglio "certifies" their sporty pedigree and exclusive technology.**

**Model overview**

The first "Quadrifoglio" SUV.

This is Stelvio Quadrifoglio, the new model with many class-topping features, which immediately becomes the new benchmark in the premium compact SUV segment. With its awe-inspiring design, performance and technology, Stelvio Quadrifoglio is the "fastest SUV around the circuit", having clocked the new record for its class on the iconic Nürburgring: 7 minutes 51.7 seconds.

Stelvio Quadrifoglio is equipped with the exclusive aluminium **2.9 V6** Bi-Turbo petrol engine, developed with inputs from Ferrari technologies and engineering know-how, which delivers maximum power of 510hp at 6,500rpm and generates a maximum torque of 600Nm from 2,500 to 5,000rpm. This power plant is teamed with the specifically calibrated eight-speed automatic transmission that allows gear shifts in just 150 milliseconds in Race driving mode. Moreover, **to maximise the driving experience, the model** is equipped as standard **with one-piece aluminium paddle shifters integrated with the steering column.**

Its performance is outstanding: acceleration from zero to 62mph in just 3.8seconds and best-in-class top speed of 176mph. But the Alfa Romeo sports SUV is also incredibly efficient in terms of emission and fuel consumption, thanks to its electronically controlled cylinder deactivation system and the "sailing" function, available in Advanced Efficiency driving mode.

For the first time, the 510hp **2.9 V6** Bi-Turbo petrol engine is combined with the **innovative Q4 all-wheel drive system, with its guarantees of unbeatable** performance, traction, driving pleasure and safety in all situations. What's more, Stelvio Quadrifoglio is equipped with the exclusive AlfaTM Chassis Domain Control unit and is the only SUV in its class to provide differential AlfaTMActive Torque Vectoring as standard. Also standard equipment is the innovative AlfaTM Active Suspension, the system that continually, actively controls the suspensions and shock absorbers. Not to mention that Stelvio Quadrifoglio guarantees impeccable handing and comfort thanks to its suspension layout, with the exclusive AlfaLinkTM technology: up front it has a double wishbone system with semi-virtual steering axis, with a four-and-a-half link Multilink system at the rear. In any situation and at all speeds, driving the Quadrifoglio SUV, with the most direct steering ratio on the market (12.1:1), is natural and instinctive.

Stelvio Quadrifoglio holds two best-in-class titles which make it the highest-performing SUV in its segment: with a kerb weight of 1,830kg, the model boasts the best weight/power ratio in its category (3.6kg/hp) and the best specific power (176hp/l).These amazing results, synonymous with great pleasure at the wheel, were achieved through perfect weight distribution between the two axles and the use of ultra-lightweight materials such as carbon fibre for the driveshaft and aluminium for the engine, suspensions, brakes, doors, wheel-arches, bonnet and tailgate.

Another special feature of Stelvio Quadrifoglio is the innovative electromechanical Integrated Brake System (IBS) – an Alfa Romeo brand exclusive, which first appeared on the Giulia - which has become the new benchmark in terms of both swift response and stopping distance, on any road surface, and weight reduction compared to a conventional braking system. High-performance carbon-ceramic discs will also be available as an optional after the launch.

Extreme performance and leading-edge technology are unmistakably conveyed by the unique style of Stelvio Quadrifoglio, the finest expression of Italian design, interpreted with Alfa Romeo's unique flair and the perfect synergy of form and function, in a sensual, muscular car body. The new model's most distinctive characteristics include the bonnet with structural vents to escape from the engine compartment, the sporty side-skirt and the massive wheel arches, all body-coloured, and the four exhaust tips.

The same sporty imprint, with a touch of typically Italian elegance, is found in the interior, which has been "tailored" like an exquisite bespoke suit, with painstaking craftsmanship and premium materials: carbon fibre, leather and Alcantara. And the centre of the dashboard is dominated by the new AlfaTM Connect 3D NAV 8.8” infotainment system.

The system offers Apple CarPlay, the smarter, safer way to use your iPhone in car.

Android AutoTM is also compatible with new infotainment, system bringing the best of Google into the car.

**2.9 litre V6 Bi-Turbo petrol engine and eight-speed transmission**

* **Maximum power of 510hp at 6,500rpm and maximum torque of 600Nm from 2,500 to 5,000rpm.**
* **From zero to 62mph in just 3.8 seconds and best-in-class top speed of 176mph.**
* **Specifically calibrated eight-speed automatic transmission and gear shifts in just 150 milliseconds in Race mode.**
* **Equipped as standard with one-piece aluminium paddle shifters integral with the steering column.**

Developed with inputs from Ferrari technologies and engineering know-how, the engine mounted on Stelvio Quadrifoglio is the exclusive aluminium **2.9 V6** Bi-Turbo petrol unit: new in technology and performance, this powerplant has become the brand's new gold standard.

Built in aluminium - to reduce the car's overall weight, especially on the front axle - the sparkling 2.9 BiTurbo petrol engines delivers maximum power of 510hp at 6,500rpm and maximum torque of 600Nm from 2,500 to 5,000rpm. What's more, it is combined with the eight-speed automatic transmission with specific calibration.

The performance is outstanding: Stelvio Quadrifoglio can accelerate from zero to 62mph in just 3.8 seconds, with a best-in-class top speed of 176mph. And in spite of the sensational power and torque values, the 510hp 2.9-litre Bi-Turbo petrol unit is particularly fuel-efficient and, like all new-generation Alfa Romeo engines, delivers a genuinely Alfa Romeo roar.

The Stelvio Quadrifoglio powerplant is completed by the eight-speed ZF automatic transmission, specifically calibrated to make gear changes in just 150 milliseconds in Race mode. The transmission also features a lock-up clutch to give the driver a powerful feeling of in-gear acceleration once the gear is engaged.

Depending on the mode chosen with the AlfaTM DNA Pro, the automatic transmission optimises the ride and handling in all contexts of use, including urban driving: the Alfa Romeo sports SUV is also incredibly efficient in terms of emission and fuel consumption, thanks to its electronically controlled cylinder deactivation system and the "sailing" function, available in Advanced Efficiency driving mode.

Last but not least, **to maximise the driving experience, Stelvio Quadrifoglio** is equipped as standard with **one-piece aluminium paddle shifters integral with the steering column.**

**Q4 all-wheel drive to manage the car's drive distribution in real time**

* **Combined with the 510hp 2.9-litre V6 Bi-Turbo petrol engine for the first time.**
* **In normal conditions, the Q4 system transfers 100% of the torque to the rear axle.**
* **As the limit approaches, the Q4 system transfers up to 50% of the torque to the front axle.**

For the first time, the 510hp **2.9 V6** Bi-Turbo petrol engine is combined with the **innovative Q4 all-wheel drive system, with its guarantees of unbeatable** performance, traction, driving pleasure and safety in all situations. In normal conditions, the Q4 system transfers 100% of the torque to the rear axle. As the wheels approach their grip limit, the system transmits up to 50% of the torque to the front axle in real time, by means of an active transfer case.

In particular, the Q4 system architecture includes an active transfer case and front differential designed to meet the specific technical requirements of Alfa Romeo, entailing the rapid-response management of high torque levels, with a compact, lightweight set-up. The active transfer case makes use of advanced active clutch technology to deliver an outstandingly dynamic ride combined with good fuel economy. The Next-Gen integrated actuator delivers high response speed and precise torque distribution, in line with the selected Alfa DNA Pro drive mode setting.

The Q4 system continuously monitors numerous parameters to optimise torque distribution between the two axles according to what the car is doing and how much grip there is beneath the wheels. This technology can predict imminent loss of grip by processing the data it receives from the lateral and longitudinal acceleration, steering-wheel angle and yaw sensors. In normal conditions, the Stelvio Quadrifoglio with Q4 system acts like a rear-drive vehicle, with 100% of the torque sent to the rear axle. As the wheels approach their grip limit, the system transfers up to 50% of the torque to the front axle via a dedicated transfer case.

To modulate torque distribution with the utmost speed, the system uses a high degree of mechanical overslip between the two axles, which translates into class-leading control in terms of traction and directional stability when cornering.

**State-of-the-art technology for impeccable handling and great driving pleasure.**

* **AlfaTM Chassis Domain Control (CDC) and AlfaTM Active Torque Vectoring.**
* **Alfa DNATM Pro with Race mode.**
* **Exclusive AlfaLinkTM suspensions, AlfaTM Active Suspension and the most direct steering in the class.**
* **Integrated Brake System (IBS) and carbon-ceramic discs.**

In keeping with Alfa Romeo's technical traditions, electronic assistance must never be intrusive, but merely facilitate the driving experience, which is exhilarating in itself thanks to the passionately and painstakingly designed chassis and suspension system. The Stelvio Quadrifoglio confirms this philosophy: it is structurally unique, but still offers numerous sophisticated systems to make the driving experience - already assured by the car's underlying technical excellence - even more thrilling.

***AlfaTM Chassis Domain Control (CDC) and AlfaTM Active Torque Vectoring***

Stelvio Quadrifoglio is equipped with the exclusive AlfaTM Chassis Domain Control unit and is the only one to provide differential AlfaTM Active Torque Vectoring as standard.

CDC acts as the "brain" of the Alfa Romeo SUV, and coordinates all the car's electronic systems, to deliver the best performance and the utmost driving pleasure at all times. Specifically, the AlfaTM Chassis Domain Control system simultaneously manages and assigns specific tasks to the various active systems, such as the AlfaTMActive Torque Vectoring system, the AlfaTM Active Suspensionsystem and the ESC, in accordance with the setting selected by the driver with the AlfaTMDNA Pro selector.

Stelvio Quadrifoglio is the only SUV in its class to provide the AlfaTMActive Torque Vectoring differential as standard. The Torque Vectoring technology optimises the Stelvio Quadrifoglio's drive distribution and accentuates its sporting character. The two electronically controlled clutches in the rear differential make it possible to control torque delivery to each wheel separately. This ensures the optimal transfer of power to the ground even when the car is pushed to its dynamic limits. This makes the Stelvio safe and fun to drive at all times, without recourse to intrusive inputs from the stability control system.

***Alfa DNATM Pro with Race mode***

The Stelvio Quadrifoglio is also equipped with the new Alfa DNA Pro selector, which modifies the car's dynamic response according to which mode the driver selects: Dynamic, Natural, Advanced Efficiency (energy-saving mode) and Race (ideal for maximum performance).

In detail, the Dynamic setting modifies the engine control parameters for faster power delivery, increases the gear shift speed and modifies the suspension response for sportier on-road driving. The Natural mode, on the other hand, sets the power delivery and suspensions to ensure comfort and demure handing in everyday driving, while Race mode allows deactivation of the stability and traction controls, enhances the roar of the exhaust and maximises performance for a memorable circuit driving experience in real racing style. Last but not least, the Advanced Efficiency setting improves efficiency and cuts consumption with functions such as "sailing" and cylinder deactivation. The AE mode is also strongly recommended in low-grip situations.

***Exclusive AlfaLinkTM suspensions, AlfaTM Active Suspension and the most direct steering in the class***

Up front, the Stelvio Quadrifoglio has a double wishbone system with semi-virtual steering axis, to optimise bump filtration and ensure quick, precise responses to steering inputs. By keeping the contact patch of the tyre constant when cornering, this exclusive Alfa Romeo set-up affords outstanding levels of lateral grip.

The rear suspension uses a four-and-a-half link Multilink system – patented by Alfa Romeo – to deliver a winning combination of performance, driving pleasure and comfort. An electronically controlled damping system, furthermore, adapts to driving conditions instant by instant, enabling drivers to opt for more performance-biased or comfort-oriented handling.

Alfa Active Suspension is a system which continually, actively controls the suspensions and shock absorbers to reduce movement of the body of the car in all driving conditions. It constantly interacts with the CDC and Alfa DNA Pro and "calibrates" its actions to suit the driving mode selected, delivering unrivalled comfort and handling.

Last but not least, in any situation and at all speeds, driving the Alfa Romeo Stelvio Quadrifoglio, with the most direct steering ratio on the market (12.1:1), is natural and instinctive.

***Integrated Brake System (IBS) and carbon-ceramic discs***

Having made its debut with the Giulia, Alfa Romeo's unique Integrated Brake System (IBS) is now also in use on Stelvio Quadrifoglio. This innovative electromechanical system combines stability control with a traditional servo brake to deliver instantaneous brake response and hence shorten stopping distances, while also making a significant contribution to weight optimisation. On request, after the launch, Stelvio Quadrifoglio customers will be able to choose carbon ceramic brake discs, assuring both lighter weight (17kg less than the standard type) and greater mechanical strength, even at the highest temperatures, in both dry and wet conditions.

**Perfect weight distribution and the ideal power-to-weight ratio**

* **Best-in-class specific power (176hp/l) and weight/power (3.6kg/hp)**

Stelvio Quadrifoglio holds two best-in-class titles which make it the highest-performing SUV in its segment: with a kerb weight of 1,830 kg, the model boasts the best weight/power ratio in its category (3.6kg/hp) and the best specific power (176hp/l).

These amazing results, which guarantee superlative driving pleasure, are the outcome of perfect weight distribution between the two axles, which required astute management of weights and materials, achieved by tweaking the Alfa Romeo SUV's layout and arranging the heavier elements in the most central position possible. The ideal power-to-weight ratio, meanwhile, was delivered with the aid of ultra-lightweight materials such as carbon fibre for the driveshaft and aluminium for the engine, suspensions, brakes, doors, wheel-arches and bonnet.

The reduced weight does not affect the car's excellent torsional rigidity, which guarantees durability, low noise levels and first-class handling even under extreme stresses.

**Unique style evolved in the service of performance**

* **Sporty style and unique design supporting magnificent aerodynamics, speed, power and handling.**
* **Dimensions: 470cm long, 216cm wide and 168cm high.**
* **Luxury interior crafted from choice materials.**

The Alfa Romeo Stelvio Quadrifoglio, is the finest expression of Italian design, interpreted with Alfa Romeo's unique flair, and the perfect synergy of form and function, in a sensual, muscular car body.

The Alfa Romeo Stelvio already has a very strong, distinctive look and this is even more the case in the Stelvio Quadrifoglio, with solutions chosen to create an even sportier style and cater for the car's specific technical features.

The front end of the Stelvio Quadrifoglio is a perfect mix of seduction and emphatic proportions, conveying a strong message of aggression and power. The grille is original in style, with the familiar slots around the shield-shaped grille, together with "sinewy" surfacing and the "trilobo" motif with intercooler air vents at the side. The iconic, immediately recognisable "Trilobo" motif, and all the other parts specific to this version, have been designed to form a single whole, incarnating the brand's deepest values, encapsulated in a simple two-word phrase, almost a mission statement: “Necessary Beauty”.

The side view is sensual and athletic, with the exquisite touch of the famous "quadrifoglio" four-leaf clover on the wheel arch. The overall dimensions are not particularly large: 470cm long, 168cm high and 216cm wide, with its compact proportions expressing dynamism and strength. This sensation is emphasised by the wheel arch and the widespread use of the body colour, heightening the impression of a car firmly anchored to the terrain. The exhaust tips also give the impression of reaching out to the large-sized wheels – 20-inch in burnished alloy, with different tyres at the front and rear (an exclusive for this class) - and lead the eyes towards the road. So the volumes in the car's visual make-up were chosen partly in response to structural needs, and its style and design are not merely aesthetic considerations but support crucial factors including aerodynamics, speed, power and handling. This is also reflected in the bonnet with structural vents to allow air to escape from the engine compartment, the sporty side-skirt and the massive wheel arches, all body-coloured, and the four hot exhaust tips.

The Stelvio Quadrifoglio cockpit is simple and tasteful, forged around the driver. The controls are grouped together on the steering wheel, which is small and direct to suit all driving styles. The diagonal tunnel and slightly undulating dashboard converge on the driving seat, "tailored" like a bespoke suit, with painstaking craftsmanship and with lavish use of carbon fibre on the console, tunnel, dashboard trim, handle inserts and steering wheel rim. The black seats, in leather and alcantara, are specific to the model and are more strongly shaped for more support when cornering. There is a choice of red, white and green and dark grey seams. The contrasting materials (leather, alcantara and carbon fibre) and coloured stitching combine technology with fine workmanship and attention to details, for an interior with lashings of personality. The dark pillars and roof lining also contribute to Stelvio Quadrifoglio's character.

**AlfaTM Connect 3D infotainment with Apple CarPlay integration and Android AutoTM compatibility**

* **Including support for Apple CarPlay, the smarter, safer way to use your iPhone in the car.**
* **Android AutoTM compatibility with new infotainment, system bringing the best of Google into the car.**
* **Using AlfaTM Connect 3D NAV is child’s play thanks to the latest-generation interface and Rotary Pad.**

Stelvio Quadrifoglio also introduces major novelties in terms of infotainment: the fastest SUV in its class is the first to offer support for Apple CarPlay, the smarter and safer way to use your iPhone in the car.
CarPlay lets the user get directions optimized for traffic conditions, make and receive calls, access text messages, and listen to music, all in a way that allows them to stay focused on the road.

Stelvio Quadrifoglio is compatible also with Android AutoTM that brings the Android experience into the car by ‘projecting’ apps and services to the screen in the central display, and is designed to make it safer and easier to get the information needed while driving. Drivers can use Google MapsTM for directions and easily access their favorite music, media and messaging apps in the car. Easy, immediate interaction with devices provides the convenience of maintaining the same operating system even in the car, for safe, simplified constantly connected driving, meaning great quality of life on board and improved ergonomics.

These new technologies, , also extend the capabilities of the innovative Alfa Connect 3D NAV 8.8-inch available as standard or on request on Stelvio Quadrifoglio, depending on the market. Developed jointly with Magneti Marelli, the infotainment system offers a sophisticated series of features and functions, including a next-generation human-machine interface, with control by means of the Rotary Pad and using the high resolution display integrated in the dashboard design. In addition, thanks to “optical bonding” technology, the user benefits from an excellent level of visualisation and readability on the display.

Finally, as well as controlling the DAB digital radio and the HI-FI digital audio, the Alfa Connect 3D NAV 8.8-inch system includes, as standard, navigation functions with high-resolution 3D maps. The system is quick to calculate routes and can be used even if the GPS signal is missing by exploiting Dead Reckoning technology. It also allows updating of TomTom maps via USB, and display of driving style data and the type of ride set by the Alfa DNA selector.

**Quadrifoglio: a symbol of the Italian racing spirit since 1923**

* **The good-luck badge first appeared on Ugo Sivocci's ‘RL’, competing in the 1923 Targa Florio.**
* **It has been the symbol of racing Alfa Romeo cars ever since, and has appeared on select production models since the 70s.**
* **Today, on Giulia and Stelvio, the Quadrifoglio "certifies" their sports mission and exclusive technology.**

Constant research into racing excellence, with its results then transferred in entirety to production cars: this sums up the Alfa Romeo philosophy embodied by the Quadrifoglio, the legendary badge used since 1923 on the most high-performing Alfa Romeo cars, not just those destined for the world's racetracks but also some special production versions.

The first Alfa Romeo car to be adorned with the Quadrifoglio was the “RL” driven by Ugo Sivocci which won the 15th edition of the Targa Florio in 1923, achieving the first of the Brand's ten victories in this prestige competition. The same good-luck emblem also appeared on Brilli Peri's “P2” when he triumphed in the first "Motor Racing World Championship" in Monza in 1925, gaining the first of Alfa Rome's five World Titles. In the late Twenties the Quadrifoglio badge was also used to distinguish on the race-track between the cars of Alfa Romeo itself and those operated by the “Scuderia Ferrari”, which took the prancing horse as its emblem.

In 1950 and 1951, Giuseppe “Nino” Farina and Juan Manuel Fangio drove the Alfa Romeo 158 and 159 cars, the famous “Alfettas”, to success in the first two Formula 1 World Championships. Then, in the Sixties, the Quadrifoglio appeared in the “*ready-to-race*” version of the “Giulia”, the “TI Super”, before teaming up with the blue triangle of the Autodelta for several decades: from the “GTA” to the “33”, through to the two World Championships won by the “33 TT 12” (1975) and the “33 SC 12” (1977). Alfa Romeo's racing career continued in the Eighties, when after it returned to F.1 in 1980, it scored repeated successes in touring car races (“GTV 6 2.5”), up to the triumph in the “DTM” with the “155 V6 Ti” in 1993 and the very long series of victories of the “156 Superturismo” (1998-2004).

Normal production Alfa Romeo cars have also proudly borne the Quadrifoglio: it was awarded to particularly high-performing models built from the '60s to the '80s. Some had the symbol on their bodywork even though it did not appear in their names - such as the “Giulia Sprint GT Veloce” or the “1750 GT Veloce” – while others, from the Eighties onward, included Quadrifoglio in their official names, such as the various versions of the “33 Quadrifoglio Verde” or the "164 Quadrifoglio Verde”.

Most recently, the Quadrifoglio symbol returned to the limelight both with the launch of Mito (2008) and Giulietta (2010), and, in 2014, with the presentation of the new Mito and Giulietta, two models worthy of a place in the finest Alfa Romeo tradition, maintaining the legacy in terms of dynamic performances, without sacrificing efficiency, environmental protection or convenience in daily use. And today the standard-bearers in the new Alfa Romeo generation are the Giulia and Stelvio models, both with the legendary Quadrifoglio badge, which "certifies" their stupendous qualities in terms of class-topping performance, handling and weight/power ratio, specific external and internal features, exclusive powerplants and a genuine Alfa Romeo sound.

The Quadrifoglio legend continues.