

Alfa Romeo Giulia 2.0 Turbo 952

2016-present · 2.0L turbo I4 (280 hp / 400 Nm) rear-wheel drive or Q4 AWD petrol

Est. annual maintenance cost: €950-1,750

Date _____ Mileage _____ Price _____ Seller _____

What matters most: The engine is solid, but electrical issues are the main ownership headache. Post-2019 models are noticeably improved on that front.

BEFORE THE VIEWING

Recall status (catalytic converter)

Contact a Stellantis dealer with the VIN to check all recalls. The catalytic converter recall (UA4) on 2017-2018 cars is safety-critical, as misfires can cause overheating and fire risk.

Service history and oil spec

Ask for full service records. Alfa Romeo specifies 0W-30 ACEA C2 or Selenia K Pure Energy 5W-40. Incorrect oil on a turbo engine can cause premature wear, so check which oil was used.

Battery and electrical history

Ask whether the battery has been replaced and if any warning lights have appeared. Frequent battery replacements or parasitic drain complaints can point to a known IBS sensor issue.

AT THE CAR

Tyres and exterior condition

Check tread depth and date codes. Rear tyres wear faster on RWD models. Standard sizes are 225/45 R18 or 225/40 R19. Look for uneven wear on the inside edges, which can point to alignment issues.

Cold start and wastegate listen

Start the engine cold and listen near the turbo area. A metallic rattle at idle or light throttle can point to worn wastegate actuator rod joints, a known weak point on the 280 hp tune.

Coolant level and water pump area

Check the coolant expansion tank level and look for staining or dried residue around the water pump and thermostat housing. The electric water pump tends to fail between 70,000 and 100,000 km.

Electronic parking brake test

Engage and release the parking brake several times. If it hesitates or only works after restarting the car, the wiring harness to the rear calipers may be corroded. This is common in wet climates.

DURING THE DRIVE

Transmission and engine mounts

Pay attention when shifting into Drive or Reverse. A noticeable clunk or vibration through the cabin can point to worn engine mounts, which typically degrade after 60,000 to 80,000 km on the 280 hp version.

Turbo response under load

Accelerate firmly from low speed. Hesitation or a brief loss of power followed by a surge can point to wastegate linkage wear or a vacuum line leak near the wastegate canister behind the front wheel.

Infotainment and warning lights

Drive for at least 15 minutes and watch for random screen freezes, restarts, or intermittent dashboard warnings. Pre-2020 Uconnect units are prone to lag, often made worse by low battery voltage.

NOTES

THIS CAR AT A GLANCE

Rear-drive Italian sport sedan, built since 2016. The 2.0 turbo engine is reliable, but electrical gremlins and wastegate rod wear are well-known weak spots.

KNOWN WEAK POINTS

Battery drain / electrics

IBS sensor, parasitic drain, ground strap
€200-800

Wastegate actuator rod

Rattle at idle, underboost codes
€150-3,000

Water pump / thermostat

Electric pump fails at 70k-100k km
€1,000-2,000

Parking brake wiring

Harness corrodes, EPB stops working
€200-700

Infotainment (Uconnect)

Freezing and restarts, pre-2020 cars
€200-2,300

