

Regulation (EU) 2019/2144 of the European Parliament and of the Council of 27 November 2019 on type-approval requirements for motor vehicles and their trailers, and systems, components and separate technical units intended for such vehicles, as regards their general safety and the protection of vehicle occupants and vulnerable road users, amending Regulation (EU) 2018/858 of the European Parliament and of the Council and repealing Regulations (EC) No 78/2009, (EC) No 79/2009 and (EC) No 661/2009 of the European Parliament and of the Council and Commission Regulations (EC) No 631/2009, (EU) No 406/2010, (EU) No 672/2010, (EU) No 1003/2010, (EU) No 1005/2010, (EU) No 1008/2010, (EU) No 1009/2010, (EU) No 19/2011, (EU) No 109/2011, (EU) No 458/2011, (EU) No 65/2012, (EU) No 130/2012, (EU) No 347/2012, (EU) No 351/2012, (EU) No 1230/2012 and (EU) 2015/166 (Text with EEA relevance)

## CHAPTER I

### SUBJECT MATTER, SCOPE AND DEFINITIONS

#### *Article 1*

##### **Subject matter**

This Regulation establishes requirements:

- (a) for the type-approval of vehicles, and of systems, components and separate technical units designed and constructed for vehicles, with regard to their general characteristics and safety, and to the protection and safety of vehicle occupants and vulnerable road users;
- (b) for the type-approval of vehicles, in respect of tyre pressure monitoring systems, with regard to their safety, fuel efficiency and CO<sub>2</sub> emissions; and
- (c) for the type-approval of newly-manufactured tyres with regard to their safety and environmental performance.

#### *Article 2*

##### **Scope**

This Regulation applies to vehicles of categories M, N and O, as defined in Article 4 of Regulation (EU) 2018/858, and to systems, components and separate technical units designed and constructed for such vehicles.

#### *Article 3*

##### **Definitions**

For the purposes of this Regulation, the definitions laid down in Article 3 of Regulation (EU) 2018/858 apply.

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In addition, the following definitions apply:

- (1) ‘vulnerable road user’ means non-motorised road users, including, in particular, cyclists and pedestrians, as well as users of powered two-wheelers;
- (2) ‘tyre pressure monitoring system’ means a system fitted on a vehicle which can evaluate the pressure of the tyres or the variation of pressure over time and transmit corresponding information to the user while the vehicle is running;
- (3) ‘intelligent speed assistance’ means a system to aid the driver in maintaining the appropriate speed for the road environment by providing dedicated and appropriate feedback;
- (4) ‘alcohol interlock installation facilitation’ means a standardised interface that facilitates the fitting of aftermarket alcohol interlock devices in motor vehicles;
- (5) ‘driver drowsiness and attention warning’ means a system that assesses the driver’s alertness through vehicle systems analysis and warns the driver if needed;
- (6) ‘advanced driver distraction warning’ means a system that helps the driver to continue to pay attention to the traffic situation and that warns the driver when he or she is distracted;
- (7) ‘emergency stop signal’ means a light-signalling function to indicate to other road users to the rear of the vehicle that a high retardation force is being applied to the vehicle relative to the prevailing road conditions;
- (8) ‘reversing detection’ means a system to make the driver aware of people and objects at the rear of the vehicle with the primary aim of avoiding collisions when reversing;
- (9) ‘lane departure warning system’ means a system to warn the driver that the vehicle is drifting out of its travel lane;
- (10) ‘advanced emergency braking system’ means a system which can automatically detect a potential collision and activate the vehicle braking system to decelerate the vehicle with the purpose of avoiding or mitigating a collision;
- (11) ‘emergency lane-keeping system’ means a system that assists the driver in keeping a safe position of the vehicle with respect to the lane or road boundary, at least when a lane departure occurs or is about to occur and a collision might be imminent;
- (12) ‘vehicle master control switch’ means the device by which the vehicle’s on-board electronics system is brought, from being switched off, as in the case where a vehicle is parked without the driver being present, to normal operation mode;
- (13) ‘event data recorder’ means a system with the only purpose of recording and storing critical crash-related parameters and information shortly before, during and immediately after a collision;
- (14) ‘frontal protection system’ means a separate structure or structures, such as a bull bar, or a supplementary bumper which, in addition to the original#equipment bumper, is intended to protect the external surface of the vehicle from damage in the event of a collision with an object, with the exception of structures having a mass of less than 0,5 kg, intended to protect only the vehicle’s lights;
- (15) ‘bumper’ means any front, lower, outer structures of a vehicle, including attachments thereto, which are intended to give protection to a vehicle when involved in a low

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- speed frontal collision with another vehicle; it does not include however any frontal protection system;
- (16) ‘hydrogen-powered vehicle’ means any motor vehicle that uses hydrogen as fuel to propel the vehicle;
- (17) ‘hydrogen system’ means an assembly of hydrogen components and connecting parts fitted on a hydrogen-powered vehicle, excluding the hydrogen-powered propulsion system or the auxiliary power unit;
- (18) ‘hydrogen-powered propulsion system’ means the energy converter used to propel the vehicle;
- (19) ‘hydrogen component’ means hydrogen containers and all other parts of hydrogen-powered vehicles that are in direct contact with hydrogen or which form part of a hydrogen system;
- (20) ‘hydrogen container’ means the component within the hydrogen system that stores the primary volume of hydrogen fuel;
- (21) ‘automated vehicle’ means a motor vehicle designed and constructed to move autonomously for certain periods of time without continuous driver supervision but in respect of which driver intervention is still expected or required;
- (22) ‘fully automated vehicle’ means a motor vehicle that has been designed and constructed to move autonomously without any driver supervision;
- (23) ‘driver availability monitoring system’ means a system to assess whether the driver is in a position to take over the driving function from an automated vehicle in particular situations, where appropriate;
- (24) ‘vehicle platooning’ means the linking of two or more vehicles in a convoy using connectivity technology and automated driving support systems which allow the vehicles to maintain automatically a set, close distance between each other when connected for certain parts of a journey and to adapt to changes in the movement of the lead vehicle with little to no action from the drivers;
- (25) ‘maximum mass’ means the technically permissible maximum laden mass stated by the manufacturer;
- (26) ‘A-pillar’ means the foremost and outermost roof support extending from the chassis to the roof of the vehicle.

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**Changes and effects yet to be applied to :**

- Regulation revoked by [S.I. 2022/1273 reg. 84](#)