

(English version)

**Priority question for written answer P-000706/26
to the Commission
Valérie Devaux (Renew), Grégory Allione (Renew)
(19 February 2026)**

Subject: Security risks associated with flush car door handles

There has been a significant increase in flush door handles built into the body of vehicles over the past 10 years. While this feature may improve aesthetics and aerodynamics, it nevertheless raises safety concerns. These mechanisms often rely upon an electrical system and may jam if there is a power failure or malfunction after an impact, making it difficult for passengers to escape the vehicle or for emergency services to intervene.

Several regulatory initiatives have emerged worldwide as of late. China will make it mandatory for all vehicles to have a mechanical door release from 1 January 2027. In the US, a legislative proposal entitled the ‘SAFE Exit Act’ was submitted to Congress that would require manufacturers to fit all vehicles with manual door handles accessible in all circumstances.

1. Does the Commission have information on the use of flush handles by car manufacturers and possible related incidents or safety issues?
2. Does it plan to update the EU regulatory framework to include a mandatory mechanical door release mechanism not reliant on the electrical system, aimed at improving road and passenger safety?

Submitted: 19.2.2026

**Answer given by Executive Vice-President Séjourné on behalf of the European Commission
(8 April 2026)**

The Commission is aware of the fact that flush door handles are implemented by vehicle manufacturers and of incidents related to this technology.

The matter of door release mechanisms and their operation in the event of electrical system failure is currently being addressed with high priority in the Working Party ⁽¹⁾ on Passive Safety of the United Nations Economic Commission for Europe (UNECE) World Forum for the Harmonisation of Vehicle Regulations.

The objective is to develop an appropriate and technically robust solution at international level within the shortest possible timeframe.

The Commission actively participates in these discussions and supports the ongoing work. Once a harmonised technical solution is agreed in the UNECE framework, it will be applicable after adoption and furthermore implemented on mandatory basis within the EU after updating Annex I of Regulation (EU) 2019/2144 ⁽²⁾.

This approach ensures a high level of road and passenger safety while maintaining international harmonisation and legal certainty for manufacturers.

⁽¹⁾ <https://wiki.unece.org/spaces/trans/pages/346980588/EDO+4th+Session>.

⁽²⁾ <https://eur-lex.europa.eu/legal-content/EN/TXT/HTML/?uri=CELEX:32019R2144>.