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As the principal bicycle manufacturers and suppliers in the United States, accountable for a \$6 billion industry, we support legislation that would update laws around the use of electric bicycles (“e-bikes”). Adapting laws to evolving bicycle technology is growing in importance. More and more cyclists are using e-bikes, especially those who wish to continue riding a bicycle but who are limited by age, disability or physical capacity.

E-bikes are designed like regular bicycles and according to federal manufacturing standards for consumer products, but are easier to operate through the assistance of a small electric motor that is activated when pedaling. E-bikes are safe, support local and national economies, and displace vehicular emissions. As a new and clean technology transportation and recreation option, their widespread use can bring the pleasure and freedom of bicycling to millions with no compromise in consumer safety. Growing e-bike sales also support small businesses, as sensible e-bike policies increase visitation to local bicycle shops and rental fleet companies from both new and existing cyclists.

Laws concerning e-bikes are currently outdated in many states and do not accurately reflect the state of e-bike technology or confirm to existing federal law. These laws are confusing for consumers, small businesses and local governments. The federal government has done its part in providing a definition of e-bikes and regulates e-bikes as a consumer product (not a motor vehicle), identical to a traditional bicycle (15 U.S.C. § 2085).

Updated state legislation would modernize the definition of e-bikes within states vehicle codes so that certain low-speed electric bicycles may be used much like regular bicycles. This will encourage the safe use of e-bikes by providing clear rules with respect to how they must be equipped and operated, and clear enforcement guidelines for public safety officials.

In order to modernize e-bike law in the U.S., the bike industry has devised a three-class system to categorize electric bicycles and properly regulate them based on their maximum assisted speed. This legislation would update sections of state Vehicle and Traffic Laws to exclude low speed electric bicycles from the definition of motorized vehicles, and regulate e-bikes more similarly to regular bicycles. Specifically, the system would:

- Define an “electric bicycle” as a bicycle with fully operable pedals and an electric motor of less than 750 watts, and create the three classes of electric bicycles.
- Require e-bike manufacturers to affix a label to each electric bicycle identifying its class.
- Require every e-bike manufacturer to certify that it complies with applicable federal equipment and manufacturing requirements.
- Align requirements for e-bike motors with product that is currently being manufactured.
- Create minimum user age and helmet mandates where appropriate.



- Authorize a local authority or governing body to prohibit the operation of e-bikes on specified paths or trails.

In the past five years, 15 states (Arizona, Arkansas, California, Colorado, Connecticut, Idaho, Illinois, Michigan, New Jersey, Ohio, Oklahoma, South Dakota, Tennessee, Utah, Washington and Wyoming) have passed laws that define three classes of e-bikes in their traffic statutes. In 2019, identical legislation is pending in Georgia, Indiana, Massachusetts, Maryland, Maine, New Hampshire, New York, Texas and Wisconsin.

We support this important step to clarify laws surrounding the operation of e-bikes and encourage the widespread use of bicycles throughout the county.

The work of the BPSA and PeopleForBikes on electric bicycle policy is supported by the companies referenced below.

Thank you.

Sincerely,

Larry Pizzi
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