



Electric Bicycles

LEGISLATION

Rationale

The battery and motor in electric bicycles result in a number of risks that do not exist in conventional bicycles. Electric bicycles are therefore subject to a set of European harmonised rules and regulation. All those who are considering distributing, selling, renting, leasing, making available, promoting, ... electric bicycles must be aware of and observe that legislation. This fact sheet is aimed at providing all interested parties with the relevant information.

Rules and regulations

Vehicle categorisation and related legislation

Electric bicycle and/or LEV (Light Electric Vehicle of weight less than or equal to 400 kg) is a term, which covers two different concepts of vehicles with an auxiliary electric motor:

- 1) cycles equipped with an auxiliary motor that cannot be exclusively propelled by that motor. Only when the cyclist pedals, does the motor assist. These vehicles are generally called pedelecs.
- 2) cycles equipped with an auxiliary electric motor that can be exclusively propelled by that motor. The cyclist is not necessarily required to pedal. These vehicles are generally called E-bikes.

Pedelecs and E-bikes are not always two-wheeled. There are also vehicles with 3 wheels. Legal definitions have the term "cycles" in order to cover all vehicles, irrespective of their number of wheels.



Article 1 (h) of Directive 2002/24/EC relating to the type-approval of two or three-wheel motor vehicles legislation stipulates that the Directive does not apply to: "cycles with pedal assistance which are equipped with an auxiliary electric motor having a maximum continuous rated power of 0.25 kW, of which the output is progressively reduced and finally cut off as the vehicle reaches a speed of 25 km/h, or sooner, if the cyclist stops pedalling". As a result of this exclusion, member states should classify these vehicles as bicycles.

Pedal assisted cycles with a maximum continuous rated power of more than 0.25 kW and E-bikes that can be exclusively propelled by the motor do fall within the scope of Directive 2002/24/EC. In this Directive they are classified as low-performance mopeds, i.e. vehicles with pedals, with an auxiliary engine of power not exceeding 1 kW and a maximum design speed not exceeding 25 km/h. As a result, they have to be type-approved but they are excluded from a number of type-approval requirements as listed in Annex I of Directive 2002/24/EC. The note to Annex I sums up the excluded requirements.

Pedal assisted cycles with a motor assisting beyond 25 km/h and E-bikes with a maximum design speed exceeding 25 km/h are classified as conventional mopeds and have to be type-approved accordingly. In all member states moped classification brings along compulsory wear of a helmet, insurance and an age limit. In some case, it also involves a number plate and a driving license.



Electric bike classified as bike



Electric bike classified as low-performance moped



Electric bike classified as moped

The European Commission is reviewing Directive 2002/24/EC. In that framework, the European Twowheel Retailers' Association (ETRA) has submitted a proposal aimed at changing the legislation related to electric cycles. The full text of the proposal is published at <http://www.etra.eu/docs/CategorisationProposal.pdf>. The European Commission is expected to complete the draft proposal for European Parliament and Council in the second half of 2010.



Member states must classify pedelecs excluded from Directive 2002/24/EC as bicycles. For these vehicles the European standard EN 15194 (EPAC – Electrically Power Assisted Cycles) has been implemented. The text of this standard should be available in the national language from the national standardisation institutes.

Most EU member states have not introduced a legal obligation to comply with EN 15194. In some member states however, such as UK and France, compliance with the standard is compulsory. Member states that do not impose compliance allow for self-certification. This means that if a manufacturer has his own testing facilities and believes his pedelecs, after testing, comply with EN 15194, the manufacturer is allowed to certify his own products. In reality, most manufacturers have their pedelecs tested by professional testing organizations, such as TÜV Rheinland, SGS, SMP, ...

EN 15194 only concerns the electric part of the vehicle, whereas for the bicycle part EN 14764 applies. Consequently, the vehicle has to come with marking and instructions as listed below.



As for marking:

- a) the frame must be visibly and permanently marked with a serial number at a readily visible location;
- b) the frame must be visibly and durably marked, with the name of the manufacturer or the manufacturer's representative and the number of European Standard, i.e. EN 14764
- c) the vehicle must be durably marked with the following words: EPAC according to En 15194

As for instructions, the vehicle must be provided with a set containing the following information:

- a) preparation for riding — how to measure and adjust the saddle height and handlebar height to suit the rider, with an explanation of the insertion-depth warning marks on the seat-pillar and the handlebar-stem, and clear information on which levers operate the front brake and which lever operates the rear brake;
- b) recommended tightening of fasteners related to handlebar, handlebar-stem, saddle and seat-pillar, and wheels;
- c) the method for determining the correct adjustment of wheel quick-release mechanisms, such as, "the mechanism should emboss the fork ends when closed to the locked position";
- d) the correct assembly of any parts supplied unassembled;
- e) the permissible total weight of the rider and luggage;
- f) lubrication — where and how often to lubricate, and recommended lubricant;
- g) the correct chain tension and how to adjust this;
- h) adjustment of gears;
- i) adjustment of brakes and recommendations for replacement of the friction components;
- j) care of the wheel-rims and a clear explanation of any danger of rim-wear;
- k) appropriate spares, i.e. tyres, tubes, brake friction components;
- l) accessories — where these are offered as fitted, details should be included such as operation, maintenance required (if any) and relevant spares (e. g. light-bulbs);
- m) safe riding — regular checks on brakes, tyres, steering, caution concerning possible increased braking distance in wet weather;
- n) the type of use for which the bicycle has been designed (i. e. the type of terrain for which it is suitable) with a warning against the hazards of incorrect use;
- o) an advisory note to draw attention to the rider concerning possible national legal requirements when the bicycle is to be ridden on public roads (e.g. lightning and reflectors);
- p) the importance of using genuine replacement parts for safety-critical components.
- q) Concept and description of electric assistance;
- r) Recommendation for washing;
- s) Control and tell tales;
- t) Specific EPAC recommendations for use;
- u) Specific EPAC warnings;
- v) Recommendations about battery charging and charger use as well as the importance of following the instruction contained on the label of the battery charger.

Machinery Directive

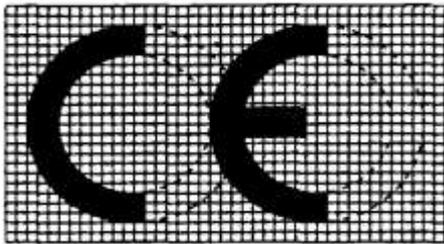
Early 2010, the European Commission has definitely confirmed that "cycles with pedal assistance which are equipped with an auxiliary electric motor having a maximum continuous rated power of 0.25 kW, of which the output is progressively reduced and finally cut off as the vehicle reaches a speed of 25 km/h, or sooner, if the cyclist stops pedaling" fall within the scope of Directive 2006/42/EC on machinery.

This Directive contains a list of essential health and safety requirements relating to the design and construction of machinery, i.e. pedelecs. Vehicles may only be placed on the market and/or put into service if they comply with these requirements.

Most of the requirements are covered by EN 15194. However, the European standardisation institute CEN has to review EN 15194 to ensure that all obligations resulting from the Directive are

covered by the standard. The next step is the publication of a reference to the standard in the Official Journal, which will turn EN 15194 into a harmonised standard under the Machinery Directive. That will mean that a pedelec that complies with EN 15194 will be presumed to comply with Directive 2006/42/EC.

Still, the Machinery Directive holds a few additional administrative obligations for the manufacturers. They have to have a complete technical file on the product available. Furthermore, they have to supply the pedelec with an EC Declaration of Conformity, the particulars of which are specified in Annex II of the Directive. Finally, the vehicle must have a CE conformity marking that consists of the initials 'CE' as shown below. The CE marking shall be affixed to the pedelec visibly, legibly and indelibly in the immediate vicinity of the name of the manufacturer or his authorised representative. This marking however can only be affixed if the pedelec also conforms to Directive 2004/108/EC relating to electromagnetic compatibility.



Electromagnetic compatibility

All electric devices influence each other when interconnected or close to each other. Sometimes one may observe interference between a TV set, a mobile, a radio and a nearby washing machine or electrical power lines. The purpose of electromagnetic compatibility (EMC) is to keep all those side effects under reasonable control. Legal EMC requirements are in Directive 2004/108/EC. Pedelecs with an electric motor having a maximum continuous rated power of 0.25 kW and assisting up to maximum 25 km/h must comply with this Directive.

The Directive specifies legally-binding protection requirements. As far as the above-mentioned pedelecs are concerned, most of these requirements are covered by EN 15194. However, the European standardisation institute CEN should review EN 15194 to ensure that all obligations resulting from the Directive are covered by the standard. The publication of a reference to the standard in the Official Journal would then turn EN 15194 into a harmonised standard under the EMC Directive. That would mean that a pedelec that complies with EN 15194 would be presumed to comply with Directive 2004/108/EC.

In expectation of such a harmonised standard, the manufacturer has to apply his own methodology for the EMC assessment. He has to prepare technical documentation to demonstrate evidence of compliance with the requirements and have that documentation available. He may opt on a voluntary basis to involve a Notified Body during the conformity assessment procedure. The manufacturer is also required to supply the pedelec with an EC Declaration of Conformity, the minimum content of which is specified in the Directive. Finally he has to affix the CE marking. This however, cannot be done unless the product also complies with the Machinery Directive.

The EMC Directive requires that pedelecs be identified by type, batch, serial number or any other information allowing for the identification of the vehicle. In order to facilitate traceability, the actual manufacturer needs to be identified by name and address. In cases where the manufacturer is located outside of the European Community, also the name and address of the authorised representative or (where neither are in the Community) the person responsible for placing the



Give Cycling a Push Implementation Fact Sheet

pedelec on the Community market needs to be given. This information has to accompany the pedelec.

Battery transportation

One of the major risks associated with the transport of batteries and battery-powered equipment is short-circuit of the battery as a result of the battery terminals coming into contact with other batteries, metal objects, or conductive surfaces. Therefore, their transport is subject to very strict rules, which have been internationally harmonised.

Any Lithium-Ion battery over 100 Wh is classified as CLASS 9 - MISCELLANEOUS DANGEROUS GOODS under the dangerous good regulations for transport by road (ADR) and by air (IATA & IACO). Lithium-Ion batteries for pedelecs are more than 100 Watt-hours. As a result, their transport has to comply with these regulations. The UN number for Lithium-Ion batteries is 3480, if contained in or packed with equipment 3481.

This does not only concern transport of batteries for instance from manufacturer to dealer, but all transport including for instance the return of a defective battery by the consumer to the dealer or by the dealer to his supplier.

There will be occasions where a manufacturer may wish to have a defective battery returned for analysis. However, where such batteries may pose a safety risk they are prohibited from transport by air as set in a the following special provision: "Lithium batteries identified by the manufacturer as being defective for safety reasons, or that have been damaged, that have the potential of producing a dangerous evolution of heat, fire or short circuit are forbidden for air transport."

To ship goods in the CLASS 9 category means that the battery needs to be tested in accordance with the UN Manual of tests and criteria, Part III, subsection 38.3.¹ Furthermore, specific procedures related to handling, packing, labelling and shipping need to be followed.

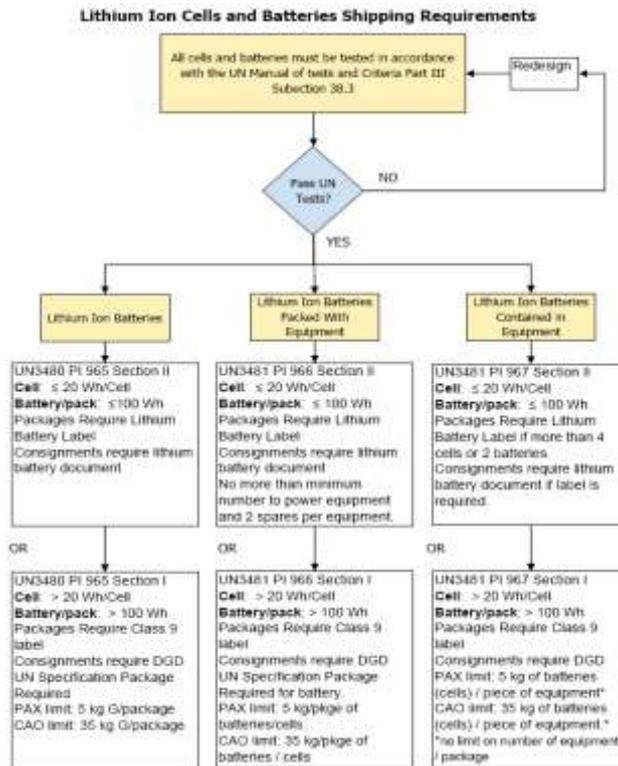
If any company handles and packs dangerous goods at their own premises, a trained "Dangerous Goods Advisor" is required onsite to oversee that the goods are packed in the correct materials and to declare the goods safe to travel. It is very strongly advised to hire a specialist company to pack the goods and to fill out a 'Dangerous Goods Note'. It is compulsory for Dangerous Goods shipments to be accompanied by this document. It is most likely that the freight forwarder will charge extra for handling of Dangerous Goods.

The regulations regarding the road and airfreight of Lithium-Ion batteries are very similar. The same Wh ruling, documentation and labeling requirements that applies to airfreight also applies to goods transported via road freight.

Batteries manufactured, distributed or sold by major companies usually comply with the UN test requirements. However, certain replacement batteries, which are not OEM or aftermarket batteries but simply low-cost copies of those, may not have undergone the required tests. Untested batteries are consequently excluded from transport.

Users of equipment powered by Lithium-Ion batteries should therefore be vigilant when buying replacement batteries from unknown sources, such as on markets or Internet. The differences between genuine and copied battery types may not be visible but could be very dangerous; such untested batteries may have a risk of overheating or causing fires.

¹ <http://www.prba.org/File.aspx?Path=Public\UN Lithium Battery Tests, UN Manual Tests and Criteria, 5th Revised Ed. - Effective Jan. 1, 2011.pdf>



Source: IATA Guidance Document – Transport of Lithium Batteries Revised for the 2010 Regulations²

Battery Directive

Batteries may contain metals such as zinc, copper, manganese, lithium and nickel, which present a risk to the environment and human health if they are incorrectly disposed of. As a consequence of this, the collection, recycling, treatment and disposal of batteries and accumulators are ruled at European level by Directive 2006/66/EC, also known as the battery directive. This Directive also prohibits the placing on the market of most batteries and accumulators with a certain mercury or cadmium content.

The Directive applies to all batteries and therefore also includes the Lithium Ion (Li-ion) and Nickel Metal Hydride (Ni-M-H) batteries commonly used in electric bicycles. These are classified as “industrial batteries”. Such batteries may no longer be incinerated or disposed of in landfills. The Battery Directive establishes one and the same framework for the collection and recycling of batteries in all member states. It also sets out minimum rules for the functioning of national collection and recycling schemes, in particular for the financing of these schemes by the producers. It is up to the battery producers to finance the cost of the collection, treatment and recycling of waste batteries.

The producer is the person in a Member State who supplies or makes available to a third party, batteries (including those incorporated into vehicles) in that same Member State for the first time on a professional basis. This definition applies irrespective of the selling technique used and irrespective of whether the batteries are made available in return for payment or free of charge. This includes import into the European Union.

²http://www.iata.org/NR/rdonlyres/4828A6CC-F553-4B38-A370-C3058898913B/0/GuidanceDocumentontheTransportofLiBatt_2010.pdf

The following specific measures apply to industrial batteries:

- Producers must be registered in the national register of all Member States where they place batteries on the market for the first time.
- Producers of industrial batteries or third parties acting on their behalf have an obligation to take back waste industrial batteries.
- Industrial batteries have to be readily removable from electric bicycles. If the battery is integrated in the bicycle, it has to be accompanied by instructions showing how the batteries can be safely removed and who is the best person to do this.
- Batteries must be labeled with a crossed out wheeled bin and chemical symbols indicating the heavy metal content of the battery.



- All collected industrial batteries must be recycled.
- Industrial batteries may not be disposed of in landfills or by incineration.
- By 26 September 2011, battery recycling processes must meet minimum recycling efficiencies of 65% for lead-acid batteries, 75% for nickel-cadmium batteries and 50% for other batteries, with the best lead and cadmium recycling possible.

Rules and regulations: legal references

Directive 2002/24/EC relating to the type-approval of two or three-wheel motor

EN 15194: EPAC – Electrically Power Assisted Cycles

EN 14764: City and Trekking Bicycles

Directive 2006/42/EC on machinery

Directive 2004/108/EC relating to electromagnetic compatibility

European Agreement Concerning the International Carriage of Dangerous goods by Road (ADR)

IATA Dangerous Goods Regulations

2009-2010 ICAO Technical Instructions for the Safe Transport of Dangerous Goods

DIRECTIVE 2006/66/EC on batteries and accumulators and waste batteries and accumulators