

Congress of the United States

Washington, DC 20515

July 24, 2026

The Honorable Peter Feldman
Acting Chairman
Consumer Product Safety Commission
U.S. Consumer Product Safety Commission
4330 East-West Hwy
Bethesda, MD 20814

Dear Acting Chair Feldman:

We write as Members of Congress representing communities that have experienced a growing number of serious incidents involving electric bicycles (“e-bikes”), electric motorcycles (“e-motos”), and similar electric micromobility devices. While we strongly support the U.S. Consumer Product Safety Commission taking action to address fire hazards posed by counterfeit and low-quality lithium-ion batteries associated with these products, battery integrity is only one component of a broader set of challenges facing consumers and communities. We urge the Commission to build on this effort by developing separate, comprehensive safety standards for e-bikes and electric motorcycles (e-motos) that reflect the modern realities and risks of the electric micromobility market.

Available research, local case studies, and crash reports indicate a concerning rise in serious injuries associated with electric micromobility devices. Between 2019 and 2022, a period during which e-bike sales in the United States almost quadrupled, e-bike and/or e-moto-related injuries increased by nearly tenfold, according to estimates from the Commission’s National Electronic Injury Surveillance System.¹ Furthermore, e-bike and/or e-moto crashes create trauma patterns similar to motor vehicle collisions when compared to crashes with conventional bicycles. Children and young teens are also seeing disproportionate risk. In 2021, health care providers at Rady Children’s Health in Orange County, California, treated just one pediatric e-bike crash patient. In 2025, they treated over 220.²

Fortunately, the Commission has a clear role to play here. While e-bikes remain an affordable and essential mode of transportation for millions of Americans, federal safety rules have struggled to keep pace with a rapidly evolving marketplace, as bad actors abuse regulatory loopholes to sell electronic motorcycle-like vehicles to consumers as if they were ordinary e-bikes. Now, models of a significant range of capabilities can be found on neighborhood streets, near schools and businesses, and in many other public spaces. Despite this, the Commission has not substantively updated safety standards for e-bikes since 2002, and it has never adopted safety standards for e-motos designed for off-road use, forcing consumers to navigate an increasingly complex marketplace with limited and inconsistent information about the products being sold.

¹ <https://pubmed.ncbi.nlm.nih.gov/39981672/>

² [https://www.injuryjournal.com/article/S0020-1383\(25\)00789-2/fulltext](https://www.injuryjournal.com/article/S0020-1383(25)00789-2/fulltext)

Comprehensive safety standards for e-bikes and e-motos are needed, and the following common-sense measures must serve as a baseline to curb the proliferation of unregulated electric micromobility devices to ensure parents and consumers know what products they are purchasing.

1. Establish Minimum Labeling Requirements for Manufacturers

When consumers purchase an e-bike or e-moto online or in person—or when parents seek an appropriate device that is safe for their children—they encounter a wide range of products with differing information available about their capabilities. Basic safety metrics, such as the maximum speed and motor power of the device, its intended operating environment, or a minimum age recommendation, may be difficult to identify or unavailable altogether. These challenges are compounded in the secondary market, where products originating from other states or countries may be subject to entirely different manufacturing and labeling practices. The result is an inconsistent marketplace that makes it more difficult for consumers, retailers, regulators, and law enforcement to understand product capabilities and assess compliance with applicable requirements.

Recent e-bike and e-moto accidents involving young riders only underscore the need to ensure clear, consistent, and reliable information is available to consumers before these devices are sold. In Orange County, California, 20-year-old Kolby Aipa—a beloved member of the Huntington Beach community—tragically lost his life after suffering fatal injuries while riding his e-bike.³ In Westchester County, New York, 13-year-old Mark Anthony Giordano died after losing control of his e-bike in a parking structure and falling down five stories.⁴ In South Florida, a 54-year-old cyclist was killed after being struck from behind by a 14-year-old operating an e-moto, which are capable of speeds far beyond traditional e-bikes.⁵

As e-bikes and e-motos surge in popularity, consumers should not be left to determine on their own whether a product's speed, design, or intended use is appropriate for a particular rider or setting. The CPSC should establish baseline labeling requirements for manufacturers of electric micromobility products to improve transparency and enhance public safety. At a minimum, labels should be permanent and clearly visible, disclosing the device's maximum speed, motor power, and recommended minimum age for use. They should also specify whether the device is intended for on-highway or off-road use to allow consumers to easily distinguish between e-bikes and e-motos.

2. Update E-Bike Definition and Define Consistent Classification Standards

A fundamental barrier to e-bike safety remains the ongoing disagreement over what constitutes a legal e-bike and which federal agencies have jurisdiction over differing device categories. Since 2002, the Commission has broadly defined a low-speed electric bicycle as a two- or three-wheeled vehicle with fully operable pedals, a motor of less than 750 watts, and a maximum speed of less than 20 miles per hour under motor power alone. In the years since, the

³ <https://ktla.com/news/local-news/victim-of-fatal-huntington-beach-truck-e-bike-collision-identified-as-surf-royalty/>

⁴ <https://www.fox5ny.com/news/harrison-ny-fatal-accident-mark-anthony-giordano>

⁵ <https://www.nytimes.com/2025/11/30/magazine/e-bikes-accidents-safety-legislation-california.html>

marketplace has evolved considerably. While states have expanded on this definition by adopting a three-class e-bike system that distinguishes products based on speed and operation, manufacturers have introduced increasingly powerful devices that blur the line between traditional, low-speed e-bikes and higher-speed devices meant for off-road use.

Currently, no distinct classes for e-bikes or other electric micromobility products exist in consumer law despite recently being adopted by the Department of Transportation, leaving only an outdated and broadly defined regulatory framework to regulate the majority of e-bikes sold in the marketplace. This has created opportunities for higher-speed devices to be designed or presented in ways that may appear compliant with consumer law, but in reality, obscure their true capabilities. Products commonly referred to as e-motos, for example, can resemble conventional e-bikes but are not clearly regulated as a consumer product under the Consumer Product Safety Commission or as a motor vehicle under the National Highway Traffic Safety Administration. Certain manufacturers and sellers have exploited this regulatory ambiguity to equip e-motos with pedals or other modifications in order to market them as e-bikes, despite some e-moto models reaching speeds exceeding 60 miles per hour.⁶

Updating the Commission's e-bike definition with specific product classifications will provide consumers with a more accessible means of understanding and comparing safety risks. Defining products that exceed those e-bike classifications as e-motos will help to draw the line between e-bikes and e-motos. The Commission should conduct this work in close partnership with law enforcement organizations, health care professionals, micromobility manufacturers, and others to ensure classifications clarify long-standing regulatory ambiguity over the treatment of high-speed e-bikes and e-motos, closing loopholes abused by certain manufacturers to sell unsafe products to consumers of all ages. Resolving this jurisdictional challenge will help fill other safety gaps by providing direction to the National Highway Traffic Safety Administration regarding which devices should be regulated as motor vehicles and subject to Federal Motor Vehicle Safety Standards.

3. Support Local Capacity for Data Collection and Public Education

Accurate data is essential to improving e-bike safety, yet significant gaps remain in how crashes, injuries, and fatalities involving these devices are identified and reported. The absence of consistent product classifications and labeling, and the proliferation of unregulated devices in the marketplace, only makes it more difficult for researchers, regulators, law enforcement, and public health officials to determine whether an incident involved a legally defined e-bike or a higher-speed electric mobility device with substantially different capabilities.

Research from the Mineta Transportation Institute highlights the magnitude of this challenge. In observations conducted at schools in Marin County and San Mateo County, California, nearly 90 percent of electric two-wheelers appeared to be higher-speed, higher-power devices that would not qualify as legal e-bikes under California's three-class system.⁷ If similar patterns exist

⁶ <https://www.peopleforbikes.org/news/the-e-bike-problem-is-an-e-moto-problem>

⁷ <https://transweb.sjsu.edu/sites/default/files/2423-Agrawal-Electric-Bicycle-Safety-Data-Policy.pdf>

elsewhere, a significant number of crashes currently attributed to "e-bikes" may instead involve devices with capabilities that fall outside existing e-bike definitions.

Even with the advent of stronger consumer safety laws, state and local governments, law enforcement agencies, and emergency medical services will require specialized training and resources to modernize data collection systems, accurately catalog e-bike accidents, and update safety initiatives. Many localities do not collect or publish crash data specific to e-bikes, and if they do, this data is often not disaggregated by device class. Crash reports, emergency medical records, and injury databases also rely on testimonials from riders, accounts from first-hand witnesses, and reports submitted by first responders and medical professionals to identify the type of vehicle involved, with varying degrees of accuracy and precision. By partnering with other federal agencies to provide appropriate technical and financial assistance, the Commission can help local communities improve data quality, develop more effective public safety campaigns, and ensure compliance with future Commission regulations.

Families deserve a safe and accountable marketplace, which is why we respectfully urge the Commission to act expeditiously to address these longstanding gaps in federal standards for e-bikes, e-motos, and other electric micromobility products. Thank you for your consideration.

Sincerely,

A black ink signature consisting of a stylized 'D' followed by a series of loops.

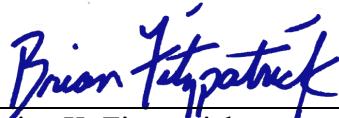
Dave Min
Member of Congress

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Michael V. Lawler
Member of Congress

A blue ink signature that reads 'Jared Huffman' in a cursive script.

Jared Huffman
Member of Congress

A blue ink signature that reads 'Brian K. Fitzpatrick' in a cursive script.

Brian K. Fitzpatrick
Member of Congress