

Suggested New E-Bike Classification



1000-watt motor + throttle



750-watt motor

The e-bikes (which are sold by many brands but are essentially the same) pictured above as an example are not bicycles under the current NSW e-bike law. They have motors greater than the legal limit of 500-watts; many have batteries greater than the legal 48V limit and a throttle capable of propelling the bikes without pedalling up to as much as 50 k/h (legal limit is 6 k/h). Because of these attributes they are illegal to be ridden as a bicycle in public places e.g. roads, bike paths, footpaths etc in NSW. I believe there is a place for these powerful e-bikes on NSW roads. They should have a separate Classification different to the current e-bicycle law in NSW for less powerful e-bikes with motors 500-watts or less (mostly they are only 250-watts) that are simply pedal power assisted to 25 k/h after which the motor cuts out (faster speeds are obtained by pedalling without the motor) and also have no throttle. The current e-bike law is simply for power assisted pedal bicycles.

A new Classification (similar to Europe) should be established for these much more powerful e-bikes that operate more like a motorcycle. The new Classification could have a motor up to say 1000-watts (but maybe higher say 1500-watts). Any motor more powerful should be classed as moped/small motorcycle. A 1000-watt fat bike is about one third the power of a 50cc moped so a separate hybrid legal e-bike Classification, I believe, is warranted. My initial thoughts so far below:-

1. Motor no greater than 1000 (or maybe 1500)-watts (any greater than this the bike requires registration as an actual motorcycle and any rider must have a motorcycle licence)
2. Allows the use of a throttle to 32 kph.
3. Batteries can be greater than 48V.
4. Can travel at 32 k/h with a pedal assist motor after which the motor cuts out and greater speeds are achieved through the rider's own power.
5. **Cannot** be ridden on footpaths and shared pedestrian/bike paths.
6. **Cannot** be ridden by children under the age of fifteen.
7. Can only carry **one** pillion passenger (which is all they are designed for).
8. Does not require a licence.
9. Must have compliance plate with a number specific to the bike (i.e. a rego number) obtained from Transport for NSW.
10. Must have CTP Insurance which is only obtainable with a compliance plate number through a licensed NSW CTP Insurer.
11. Must meet mandated safety requirements.
12. Must only be sold by a licensed dealer/retailer.