

ACCC - E-bike Safety consultation Survey

October 2026

Overview

The ACCC invites you to have your say on the supply of safe e-bikes.

We have published a consultation paper, which you can find linked at the bottom of this page. In this paper we outline:

- background information about e-bike safety
- the problem and hazards caused by unsafe e-bikes
- policy objectives and a policy proposal to introduce an Australian Consumer Law (ACL) safety standard for e-bikes.

The popularity of e-bikes has grown significantly in recent years, and these devices provide many community benefits. However, fires, injuries and deaths related to high-powered e-bikes have also increased and are of significant concern.

About this consultation

We are seeking stakeholder views on the introduction of an ACL standard for e-bikes, including on its scope and application.

We are particularly interested in views from industry, community groups, consumer advocates, and state and territory regulators.

We want to hear your views on the scope of an ACL safety standard and the suitability of any appropriate voluntary safety standards it could adopt.

How to make a submission

Submissions are due by **Monday 30 November 2026**.

We prefer interested parties respond to the questions using the online survey linked at the bottom of this page.

This survey should take about 30 minutes to complete. You can save your answers and return at any time to complete your submission. You do not need to complete all questions to make a valid submission.

You will be able to provide supporting documentation (if required) at the end of the survey. You must let us know if your submissions and supporting documentation should remain private or confidential.

If you are unable to make your submission through the ACCC Consultation Hub, you can post or email your submission to:

Director
EMD Team
Consumer Product Safety Division
Australian Competition & Consumer Commission
GPO Box 3131 Canberra ACT 2601
Email: EMDSafety@accc.gov.au

If you are emailing or posting your submission, please include your name, organisation (if any) and contact details when making a submission.

Our preference is for submissions in electronic document formats (such as .docx or .pdf) that are text searchable and allow a 'copy and paste' function.

Publication of submissions

All submissions will be treated as public documents and published on the ACCC Consultation Hub in accordance with the [ACCC's Information Policy](#), unless otherwise requested.

Any parties wishing to submit commercial-in-confidence material should clearly mark it as such and submit both a public version and commercial-in-confidence version of their submission, with reasons explaining why it is confidential. More information about the ACCC's treatment of confidential information can be found in the [ACCC's Information Policy](#).

Next steps after consultation

We will review submissions to inform our proposed policy options and may consult with stakeholders again where necessary.

Feedback from consultation will inform our recommendation to the Minister.

Accessibility

If you have any difficulty accessing any of the information on this page, please refer to our website's accessibility information. Alternatively, contact us by phone on 1300 302 502 or email at EMDSafety@accc.gov.au.

About you (Start of survey questions)

You can save your responses in this survey and come back anytime to complete it.

Personal information collection notice

The [ACCC](#) will handle personal information collected in this survey in accordance with the [Australian Privacy Principles](#).

If you choose to enter your email address, it will not be disclosed without your consent, except where authorised or required by law.

Information about how to access and/or correct your personal information, and how to lodge a complaint in relation to the use or disclosure of your personal information, is set out in our [privacy policy](#) on our website.

1. What is your name?

Name:

2. What is your email address?

Email:

This information will not be published. We'll use it to email you if we need to ask more questions about your submission.

3. What is your organisation? (if applicable)

Organisation:

4. Are you part of the following communities?

Checkboxes, multiple selections allowed

- ☐ Supplier / Distributor / Retailer / Wholesaler
- ☐ Consumer group
- ☐ Manufacturer
- ☐ Industry association
- ☐ Government organisation
- ☐ Compliance specialist
- ☐ Cycling community
- ☐ Disability community
- ☐ Health or medical community
- ☐ Other (specify below)

If you selected Other, please specify your community.

5. Do you consent to the ACCC publishing your submission?

Please select only one item

- ☐ Yes
- ☐ No
- ☐ Yes, but do not publish my name or personal information

You are responsible for ensuring there is no information in your submission that can disclose your identity.

Policy proposal - Introduce an ACL safety standard for e-bikes

Please read the consultation paper before answering the following questions.

A safety standard under the Australian Consumer Law (ACL) may be introduced to reduce consumer injury and death by introducing minimum safety requirements for e-bikes and associated components and devices. Associated components and devices include conversion kits, e-bike batteries and battery chargers, and tampering methods and devices.

An ACL safety standard could:

- require e-bikes supplied in Australia to have a maximum power assisted speed of 25 km/h and produce a maximum continuous rated power of 250 W at the time of sale
- require e-bikes to comply with various performance, testing and labelling requirements to ensure the safety of the community.
- adopt existing voluntary standards.

This survey will ask your views on options for:

- safety standards for e-bikes
- safety standards for e-bikes batteries and battery chargers
- exclusions
- conversion kits
- anti-tampering requirements
- other requirements
- transition periods and community impacts of an ACL safety standard.

6. Should an ACL safety standard for the supply of e-bikes and associated components and devices be introduced?

- ☐ Yes
- ☐ No

If you answered no, please tell us why. You can also upload a document at the end of the survey.

Adopting voluntary safety standards for e-bikes

About voluntary safety standards

Voluntary safety standards are made by expert technical committees to address risks and hazards posed by consumer products. ACL safety standards can reference multiple voluntary standards, which provides suppliers with a range of compliance options when supplying products.

Voluntary standards can also be referenced as they exist from time-to-time (dynamic referencing). This means updates to voluntary standards can automatically flow through to ACL safety standards. This allows ACL safety standards to keep pace with global product safety developments.

Compliance options for e-bikes

An ACL safety standard could require e-bikes, unless excluded from the ACL safety standard, to meet the requirements set out in voluntary e-bike safety standards. Views on exclusions for shared hire, general hire, second-hand and adaptive e-bikes, are sought later in this survey.

More information to inform your response

Compliance options for e-bikes

The ACCC is seeking stakeholder views on whether an ACL safety standard should adopt the following standards as compliance options for the supply of e-bikes:

- EN 15194: Cycles – Electrically power assisted cycles – EPAC Bicycles
- EN 17404: Cycles – Electrically power assisted cycles – EPAC Mountain bikes
- EN 17860 (Parts 2 and 5): Carrier Cycles
- ISO 4210 (Parts 2–10): Safety requirements for bicycles

Not all of these standards would be applicable to all types of e-bikes.

Safety aspects addressed by these voluntary standards

- providing maximum motor output and throttle and power-assistance speeds
- establishing comprehensive safety and testing requirements for batteries and electrical systems
- specifying design, safety, and testing requirements for structural and mechanical components
- restricting consumers and suppliers from modifying parameters to increase speed or power restrictions
- requiring manufacturers to provide instructions and safety information
- and provide permanent markings and product information identifying that the e-bike is compliant with the relevant standard.

State and territory requirements

The ACCC understands states and territories may require e-bike batteries and battery chargers to comply with specific voluntary safety standards. We will consider this when reviewing feedback from this consultation.

For example, we will consider whether e-bikes could comply with AS/NZS 60335.2.29 for battery chargers, instead of the European (or other) standards for battery chargers within any referenced e-bike voluntary standards.

Transitioning to latest versions of referenced standards

There may be a transition period for e-bikes which comply with superseded versions of referenced voluntary standards to continue to be sold.

After this transition period, all e-bikes would need to meet the latest versions of referenced voluntary standards.

Accessing safety standards

For copyright reasons, the ACCC is unable to provide access to standards for the purpose of this consultation. At the time of this consultation, standards are available for purchase through [Intertek](#) or [Accuris](#).

7. Should an ACL safety standard adopt the following voluntary e-bike safety standards as compliance options for the supply of e-bikes?

If supported, an ACL safety standard could reference the latest versions of the voluntary standards in the table below, including any amendments.

	Yes	Yes, but with modifications	No
EN 15194 Cycles – Electrically power assisted cycles – EPAC Bicycles	☐	☐	☐
EN 17404– Cycles – Electrically power assisted cycles – EPAC Mountain bikes	☐	☐	☐
EN 17860 (Parts 2 and 5) – Carrier Cycles	☐	☐	☐
ISO 4210 (Parts 2–10)– Safety requirements for bicycles	☐	☐	☐

If you answered 'Yes, but with modifications' or 'No' to any of the options, please tell us why. Describe the modifications needed and provide technical or practicable options where possible. You can also upload a document at the end of the survey.

Adopting voluntary safety standards for e-bike batteries

Lithium-ion battery fires from e-bikes have increased notably in recent times and potential future fires are of significant concern.

The ACCC is seeking stakeholder views on whether e-bike batteries, and batteries sold separately, should meet electrical safety requirements.

More information to inform your response

Compliance options for e-bike batteries

The ACCC is seeking stakeholder views on whether an ACL safety standard should adopt the following standards as compliance options for the supply of e-bike batteries, including batteries sold separately:

- EN 50604-1 – Secondary lithium batteries for light EV (electric vehicle) applications
- IEC 62133-2 – Secondary cells and batteries containing alkaline or other non-acid electrolytes
- UL 2271 - Batteries for Use In Light Electric Vehicle (LEV) Applications
- AS/NZS 60335.2.114 - Household and similar electrical appliances - Safety Particular requirements for Personal-e-Transporters (IEC 60335-2-114 Ed 2.1, MOD)

The ACCC engaged with state and territory electrical regulators to inform the options listed.

State and territory requirements

The ACCC understands states and territories may require e-bike batteries and battery chargers to comply with specific voluntary safety standards. We will consider this when reviewing feedback from this consultation.

For example, we will consider whether e-bikes could comply with AS/NZS 60335.2.29 for battery chargers, instead of the European (or other) standards for battery chargers within any referenced e-bike voluntary standards.

Transitioning to latest versions of referenced standards

There may be a transition period for e-bike batteries which comply with superseded versions of referenced voluntary standards to continue to be sold.

After this transition period, all e-bike batteries would need to meet the latest versions of referenced voluntary standards.

Accessing the safety standards

For copyright reasons, the ACCC is unable to provide access to standards for the purpose of this consultation. At the time of this consultation, standards are available for purchase through [Standards Australia](#), [Intertek](#) or [Accuris](#).

8. Should an ACL safety standard adopt the following voluntary safety standards as compliance options for e-bike batteries? This includes batteries for adaptive e-bikes and conversions kits, and batteries sold separately.

If supported, an ACL safety standard could reference the latest versions of the voluntary standards in the table below, including any amendments.

	Yes	Yes, but with modifications	No
EN 50604-1 – Secondary lithium batteries for light EV (electric vehicle) applications	☐	☐	☐
IEC 62133-2 – Secondary cells and batteries containing alkaline or other non-acid electrolytes	☐	☐	☐
UL 2271 - Batteries for Use In Light Electric Vehicle (LEV) Applications	☐	☐	☐
AS/NZS 60335.2.114 - Household and similar electrical appliances - Safety Particular requirements for Personal-e-Transporters (IEC 60335-2-114 Ed 2.1, MOD)	☐	☐	☐

If you answered 'Yes, but with modifications' or 'No' to any of the options, please tell us why. Describe the modifications needed and provide technical or practicable options where possible. We welcome feedback on the practical application or compliance with the proposed standards. You can also upload a document at the end of the survey.

Adopting voluntary safety standards for e-bike battery chargers

The ACCC is seeking stakeholder views on whether e-bike battery chargers, including battery chargers sold separately, should meet electrical safety requirements.

More information to inform your response

Compliance options for e-bike battery chargers

The ACCC is seeking stakeholder views on whether an ACL safety standard should adopt the following standards as compliance options for the supply of e-bike battery chargers, and battery chargers sold separately:

- AS/NZS 60335.2.29 - Household and similar electrical appliances - Safety, Part 2.29: Particular requirements for battery chargers (IEC 60335-2-29 Ed 5.1, MOD)
- AS/NZS 61558.2.6 - Safety of transformers, reactors, power supply units and combinations thereof, Part 2.6: Particular requirements and tests for safety isolating

transformers and power supply units incorporating safety isolating transformers for general applications

- AS/NZS 61558.2.16 - Safety of transformers, reactors, power supply units and combinations thereof, Part 2.16: Particular requirements and tests for switch mode power supply units and transformers for switch mode power supply units for general applications
- AS/NZS 60335.2.114 - Household and similar electrical appliances - Safety Particular requirements for Personal-e-Transporters (IEC 60335-2-114 Ed 2.1, MOD)

The ACCC engaged with state and territory electrical regulators to inform the options listed.

State and territory requirements

The ACCC understands states and territories may require e-bike batteries and battery chargers to comply with specific voluntary safety standards. We will consider this when reviewing feedback from this consultation.

For example, we will consider whether e-bikes could comply with AS/NZS 60335.2.29 for battery chargers, instead of the European (or other) standards for battery chargers within any referenced e-bike voluntary standards.

Transitioning to latest versions of referenced standards

There may be a transition period for e-bike battery chargers which comply with superseded versions of referenced voluntary standards to continue to be sold.

After this transition period, all e-bike battery chargers would need to meet the latest versions of referenced voluntary standards.

Accessing the safety standards

For copyright reasons, the ACCC is unable to provide access to standards for the purpose of this consultation. At the time of this consultation, standards are available for purchase through [Standards Australia](#), [Intertek](#) or [Accuris](#).

9. Should an ACL safety standard adopt the following voluntary standards as compliance options for e-bike battery chargers? This includes chargers for adaptive e-bikes and conversion kits, and chargers sold separately?

If supported, an ACL safety standard could reference the latest versions of the voluntary standards in the table below, including any amendments.

	Yes	Yes, but with modifications	No
AS/NZS 60335.2.29 - Household and similar electrical appliances - Safety, Part 2.29: Particular requirements for battery chargers (IEC 60335-2-29 Ed 5.1, MOD)	☐	☐	☐
AS/NZS 61558.2.6 - Safety of transformers, reactors, power supply units and combinations thereof, Part 2.6: Particular	☐	☐	☐

requirements and tests for safety isolating transformers and power supply units incorporating safety isolating transformers for general applications			
AS/NZS 61558.2.16 - Safety of transformers, reactors, power supply units and combinations thereof, Part 2.16: Particular requirements and tests for switch mode power supply units and transformers for switch mode power supply units for general applications	☐	☐	☐
AS/NZS 60335.2.114 - Household and similar electrical appliances - Safety Particular requirements for Personal-e-Transporters (IEC 60335-2-114 Ed 2.1, MOD)	☐	☐	☐

If you answered 'Yes, but with modifications' or 'No' to any of the options, please tell us why. Describe what modifications are needed and provide technical or practicable options where possible. We welcome feedback on the practical application or compliance with the proposed standards. You can also upload a document at the end of the survey.

Exclusions

Certain types of e-bikes may be subject to an ACL safety standard, but only subject to a limited set of requirements.

Voluntary standards that may be referenced by an ACL safety standard generally provide requirements for the manufacture and testing of new products.

We propose certain types of e-bikes would not need to meet the additional requirements set out in referenced voluntary standards due to design, or type of supply, such as hire and second-hand. These e-bikes would still need to meet other relevant requirements of an ACL safety standard.

10. Should shared hire e-bikes meet the following requirements?

About share hire e-bikes

Shared hire e-bikes are owned and managed by suppliers, and hired from unattended stations by consumers. These e-bikes are professionally managed by suppliers who typically implement routine inspection and maintenance programs to mitigate risks of product failure due to high use and accidental damage.

The ACCC considers shared hire e-bikes should be exempt from meeting the requirements in a referenced e-bike voluntary standard, but should meet the following requirements. Subject to stakeholder feedback on the other requirements in this survey, they may also need to

meet additional requirements in an ACL safety standard.

	Yes	No
Have a maximum motor power of 250 W (continuous rated power)	☐	☐
Produce a maximum throttle speed of 6 km/h	☐	☐
Produce a maximum power-assisted speed of 25 km/h	☐	☐

If you answered no to any of the options, please tell us why. You can also upload a document at the end of the survey.

11. Should general hire e-bikes meet the following requirements?

About general hire e-bikes

General hire e-bikes are those which can be hired from attended stations, such as retail outlets, hotels and tourism operators.

The ACCC considers general hire e-bikes should be exempt from meeting the requirements in a referenced e bike voluntary standard, but should meet the following safety requirements.

Subject to stakeholder feedback on the other requirements in this survey, general hire e-bikes may also need to meet additional requirements in an ACL safety standard.

	Yes	No
Have a maximum motor power of 250 W (continuous rated power)	☐	☐
Produce a maximum throttle speed of 6 km/h	☐	☐
Produce a maximum power-assisted speed of 25 km/h	☐	☐
Be supplied with a compatible charger which meets requirements of a safety standard (where the hirer is responsible for charging the e-bike.)	☐	☐

If you answered no to any of the options, please tell us why. You can also upload a document at the end of the survey.

12. Should second hand e-bikes supplied in trade or commerce meet the following requirements?

The ACCC considers second hand e-bikes supplied in trade or commerce should be exempt from meeting the requirements in a referenced e-bike voluntary standard, but should meet the following safety requirements.

An ACL standard does not apply to private sales between individuals.

Subject to stakeholder feedback on the other requirements in this survey, these e-bikes may also need to meet additional requirements in an ACL safety standard.

	Yes	No
Have a maximum motor power of 250 W (continuous rated power)	☐	☐
Produce a maximum throttle speed of 6 km/h	☐	☐
Produce a maximum power-assisted speed of 25 km/h	☐	☐
Be supplied with a compatible charger which meets requirements of a safety standard	☐	☐

If you answered no to any of the options, please tell us why. You can also upload a document at the end of the survey.

13. Should adaptive e-bikes meet the following requirements?

About adaptive e-bikes

Adaptive e-bikes are used by persons with disabilities or medical conditions. They are often modified to meet individual needs and usually cannot meet the mechanical requirements of voluntary e-bike safety standards.

We have taken into consideration the speed and power hazards for e-bikes, but acknowledge the potential benefits of higher power limits for adaptive e-bikes. We also understand Queensland road use laws allow 'special purpose EPACs' to have no maximum power output, and are allowed to produce a maximum throttle speed of 12 km/h.

We have also considered the fire risk presented by lithium-ion batteries for all e-bikes, including adaptive e-bikes.

The ACCC considers adaptive e-bikes should be exempt from meeting the requirements in a referenced e-bike voluntary standard, but should meet the following safety requirements.

Subject to stakeholder feedback on the other requirements in this survey, adaptive e-bikes may also need to meet additional requirements in an ACL safety standard.

	Yes	No
Allowed to have motor power of greater than 250 W (continuous rated power)?	☐	☐
Allowed to have throttle assist speeds of greater than 6 km/h	☐	☐
Limited to power-assisted speeds of up to 25 km/h	☐	☐
Be supplied with a battery and compatible battery charger which meets requirements of safety standards	☐	☐

Please tell us what parameters you recommend are appropriate for the above. If you answered no to any of the options, please tell us why. You can also upload a document at the end of the survey.

Conversion kits

Conversion kits are kits with electrical and mechanical components to convert a conventional bicycle to an e-bike. Conversion kits can't be assessed against voluntary safety standards for e-bikes as they are not manufactured as complete system e-bikes.

The ACCC considers conversion kits should meet certain safety requirements.

14. Should conversion kits meet the following requirements?

The ACCC notes the speed and power hazards associated with e-bikes, and that lithium-ion batteries have been the cause of many fires when considering the following requirements.

	Yes	No
Have a maximum motor power of 250 W (continuous rated power)	☐	☐
Produce a maximum throttle speed of 6 km/h	☐	☐
Produce a maximum power-assisted speed of 25 km/h	☐	☐
Meet battery and battery charger requirements of safety standards	☐	☐

If you answered no to any of the options, please tell us why. You can also upload a document at the end of the survey.

15. Should conversion kits be required to provide the following information in English?

- ☐ Yes
- ☐ No

The ACCC considers suppliers need to provide the following information to consumers when offering the supply conversion kits.

- compatible bike wheel size
- technical specifications of supplied parts
- compatible batteries and chargers
- safe battery charging, storage and disposal information
- correct method of installation and assembling of parts
- recommendations for safe use and general maintenance
- relevant warnings.

If you answered no, please tell us why. You can also upload a document at the end of the survey.

16. How should the information requirements be provided?

As conversion kits are often sold in parts, the ACCC considers that information, such as compatible wheel size, batteries and chargers should be made available to consumers prior to sale. All information should still be supplied with the product.

This ensures consumers can:

- make informed decisions about what compatible components to use or purchase with the conversion kit
- know how to use conversion kits safely.

	Yes	No
On the product packaging	☐	☐
On website product listings	☐	☐
In instructions supplied with the product	☐	☐

If you answered no to any of the options, please tell us why. You can also upload a document at the end of the survey.

Anti-tampering requirements

In this section, tampering means using a service, device, software, kit or other method to modify an e-bike's or conversion kit's operating settings, such as its motor power output or maximum speed. These modifications may increase an e-bike's power or speed beyond the limits for legal use in public spaces, creating safety risks for the rider and other road and pathway users.

The ACCC welcomes feedback on the following questions to address methods that override restrictions on maximum power output and speeds on e-bikes. Proposed anti-tampering requirements could be included in an ACL safety standard as additional provisions.

17. Should all new e-bikes additionally meet the anti-tampering provisions of TS 17831: Cycles - Electrically power assisted cycles - Anti-tampering measures?

The voluntary e-bike safety standards proposed earlier in the survey include some anti-tampering requirements. To strengthen these requirements, we are seeking views on whether new e-bikes should also be required to meet TS 17831: Cycles - Electrically power assisted cycles - Anti-tampering measures.

- ☐ Yes
- ☐ No

Accessing safety standards

For copyright reasons, the ACCC is unable to provide access to standards for the purpose of this consultation. At the time of this consultation, standards are available for purchase through [Intertek](#) or [Accuris](#).

If you answered no, please tell us why. You can also upload a document at the end of the survey.

18. Should suppliers be prohibited from supplying tampering devices which can increase the motor power output and speed of e-bikes and conversion kits above the permitted limits?

Tampering devices have a primary purpose to modify an e-bike's settings. This can include 'off-road' toggle switches, software, kits or other devices.

- ☐ Yes
- ☐ No

If you answered no, please tell us why. You can also upload a document at the end of the survey.

19. Should suppliers be prohibited from providing a service or information that increases the motor power output and speed of e-bikes and conversion kits above the permitted limits?

Supplying information or services includes providing methods, unlock codes, tutorial videos, information sheets, or other information or services to directly or indirectly modify an e-bike's settings.

- ☐ Yes
- ☐ No

If you answered no, please tell us why. You can also upload a document at the end of the survey.

Other requirements

The following features are required by the pedal bicycles mandatory standard in alignment with state and territory road use laws.

20. Should all e-bikes be supplied with the following features? This includes hire, second-hand and adaptive e-bikes.

	Yes	No
An audible warning device must be fitted	☐	☐
The left handbrake to operate on the rear wheel and the right handbrake to operate on the front wheel	☐	☐
Reflectors to be installed as follows: <ul style="list-style-type: none">side reflectors that are white or yellowa front reflector that is whitea rear reflector that is red	☐	☐

If you answered no to any of the options, please tell us why. You can also upload a document at the end of the survey.

Transition periods and impacts to business or community

This page seeks views on transition periods for compliance options in an ACL safety standard, and possible impacts of an ACL safety standard to business or community.

21. Should there be an initial transition period for the introduction of an ACL safety standard?

An ACL safety standard can set out an initial transition period, so its requirements come into force after the standard is made, for example 3 months from becoming law.

This would require all e-bikes and associated components and devices within scope to comply with the requirements set out in the ACL safety standard following the end of the transition period.

However, it may be appropriate that an ACL safety standard comes into effect immediately upon being made (that is, with no transition period). This would require all e-bikes and associated components and devices within scope to comply with requirements set out in the ACL safety standard straight away.

- ☐ Yes
- ☐ No

If you answered yes, please tell us how long the initial transition period should be. You can also upload a document at the end of the survey.

22. Where a new version of a referenced voluntary standard is published, how long should the superseded version remain as a compliance option and why?

Dynamic referencing of voluntary standards means when a new version (including amendments) of a voluntary standard is published it will automatically flow through to the mandatory standard.

There will be a 'phase out' period to allow suppliers to sell or update existing stock that complies with the requirements of the superseded voluntary standard. After this phase-out period, products will need to meet the requirements set out in the updated voluntary standard.

Please select only one item

- ☐ 1 year
- ☐ 2 years
- ☐ 3 years
- ☐ Other

Please tell us why you selected this period. You can also upload a document at the end of the survey.

23. What cost or other impacts will introducing an ACL safety standard for e-bikes and associated components and devices have on your business or community?

Please provide any information, including analysis or data, about the impacts of an ACL safety standard being introduced.

Positive impacts:

Negative impacts:

Upload supporting documentation

Upload supporting documentation

Please attach a copy of any documents you wish to include.

Our preference is supporting documentation to be in electronic format (such as .docx or .pdf) that are text searchable and allow a 'copy and paste' function.

Clearly label all documentation that is commercial-in-confidence.

Upload your supporting documentation.