

**2025 LEGISLATION - ELECTRONIC BICYCLE AND MOTORCYCLE**  
**(E-BIKE and E-MOTORCYCLE)**

**PASSED - AB 544 (Davies) E-Bike Required Equipment.**

The bill requires e-bikes to be equipped, at all times, with a red reflector or solid or flashing red light with a built-in reflector on the rear that is visible from a distance of 500 feet to the rear when directly in front of lawful upper beams of headlamps on a motor vehicle. The bill, for certain violations, prohibits a record from being transmitted to the court and a fee imposition if the parent or guardian of the minor delivers proof that the minor has a helmet that meets the specified safety standards and has completed a specialized e-bike safety course.

**PASSED - AB 545 (Davies) E-Bike Modification.**

Existing law prohibits a person from selling a product or device that can modify the speed capability of an e-bike so that it no longer meets the definition of an e-bike (Class 1, 2 or 3). This bill prohibits a person from selling an application that can modify the speed capability of an e-bike.

**PASSED - AB 965 (Dixon) E-Bike Sales.**

Existing law prohibits a person under 16 years of age from operating a Class 3 e-bike. This bill prohibits a person from selling a Class 3 e-bike to a person under 16 years of age and would make a violation of that prohibition an infraction punishable by a fine not to exceed \$250.

**PASSED - AB 875 (Muratsuchi) E-Bike Removal.**

This bill authorizes a peace officer to remove a vehicle that (1) has fewer than 4 wheels, but that does not meet the definition of an e-bike, if that vehicle is powered by an electric motor capable of exclusively propelling the vehicle in excess of 20 miles per hour on a highway and is being operated by an operator without a current license to operate the vehicle, or (2) is a Class 3 e-bike being operated by a person under 16 years of age. The bill authorizes an agency to adopt a regulation, ordinance, or resolution imposing charges equal to its administrative costs relating to the removal, seizure, and storage costs. The bill requires an agency to release a seized vehicle to the owner, violator, or their agent after a minimum of 48 hours if certain conditions are met, including payment of fines. The bill authorizes an agency to require, as a condition of release, proof that the violator has completed an e-bike safety and training program.

**PASSED - SB 586 (Jones) Off-Highway E-Motorcycles.**

This bill defines the term “off-highway electric motorcycle” as an off-highway motorcycle subject to identification that is (1) designed by the manufacturer for operation primarily off the highway, (2) powered by an electric motor for which a motor number is not required, (3) has handlebars for steering control, (4) has a straddle seat provided by the manufacturer, (5) has two wheels, and (6) is not equipped with pedals from the manufacturer. The bill classifies an off-highway e-motorcycle as an off-highway motor vehicle, thereby subjecting off-highway e-motorcycles to the rules and regulations relating to off-highway motor vehicles.

PASSED IN 2024 - AB 2234 (Boerner) San Diego E-Bike Safety Pilot Program.

The bill authorized (until January 1, 2029) a local authority within the County of San Diego, or the County of San Diego in unincorporated areas, to adopt an ordinance or resolution that would prohibit a person under 12 years of age from operating a Class 1 or 2 e-bike. For the first 60 days following the adoption of an ordinance or resolution, the bill makes a violation of the ordinance or resolution punishable by a warning notice. After 60 days, the bill makes a violation of the ordinance or resolution punishable by a fine of \$25. This bill would make a parent or legal guardian with control or custody of an unemancipated minor who violates the ordinance or resolution jointly and severally liable with the minor for the amount of the fine imposed. The bill would, if an ordinance or resolution is adopted, require the county to, by January 1, 2028, submit a report to the Legislature that includes, among other things, the total number of traffic stops initiated for a violation of the ordinance or resolution, the results of those traffic stops, and the actions taken by a peace officer during a traffic stop. The bill would require a local authority or county to administer a public information campaign for at least 30 calendar days prior to the enactment of the ordinance or resolution.

**2025-2026 PENDING LEGISLATION**

SB 455 (Blakespear) Pending Legislation for E-Bikes.

This bill would revise definitions of certain devices and refer to motorized bicycles as mopeds or low-power mopeds. The bill would, commencing July 1, 2026, require manufacturers and distributors of low-power mopeds to apply an etching, engraving, or label that is permanently affixed to each low-power moped that contains, among other things, a statement that the device is a low-power moped and not an e-bike. The bill would set forth provisions governing the operation of low-power mopeds, including licensing and helmet requirements. The bill would exempt low-power mopeds from being classified as motor vehicles, thereby exempting these devices from specified financial responsibility, registration, and license plate requirements. The bill would authorize a local authority to regulate the parking and operation of low-power mopeds on local streets and highways. This bill would, commencing July 1, 2026, revise the labeling requirements to require manufacturers and distributors to apply an etching, engraving, or label that is permanently affixed on the frame of an e-bike that contains information including the brand name and manufacturer or distributor of the e-bike. The bill would prohibit from being advertised, sold, offered for sale, or labeled as an e-bike a vehicle that is capable of providing assistance when the bicycle reaches a speed exceeding 28 miles per hour. The bill would require any incident report filed by a peace officer for an injury or crash involving an e-bike include the information provided in the etching, engraving, or label or to indicate that a marking was not available. The bill would, commencing January 1, 2026, require any product or device sold in the previous 5 years as an e-bike that no longer meets the definition of an e-bike as of January 1, 2026, to be subject to a written customer notification by the retailer or manufacturer that includes among other things, notification that the product or device no longer meets the definition of an e-bike under state law. The bill would also prohibit 2-wheeled or 3-wheeled devices from operating on any highway or public right-of-way unless the device meets the definition of a device that is explicitly defined in, and authorized for use on, a highway or public right-of-way by the Vehicle Code. The bill would authorize 2-wheeled or 3-wheeled devices that do not meet the above requirements to only be operated on private property or in off-highway environments.



## AB-544 Electric bicycles: required equipment. (2025-2026)

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Date Published: 07/14/2025 09:00 PM

### Assembly Bill No. 544

#### CHAPTER 36

An act to amend Sections 21201 and 21212 of the Vehicle Code, relating to vehicles.

[ Approved by Governor July 14, 2025. Filed with Secretary of State July 14, 2025. ]

#### LEGISLATIVE COUNSEL'S DIGEST

AB 544, Davies. Electric **bicycles**: required equipment.

(1) Existing law requires a **bicycle** operated during darkness on a highway, sidewalk, or bikeway to be equipped with, among other things, a red reflector or a solid or flashing red light with a built-in reflector on the rear that is visible from a distance of 500 feet to the rear when directly in front of lawful upper beams of headlamps on a motor vehicle. Existing law defines "**bicycle**" for these purposes to, among other things, include an electric **bicycle**. Existing law defines an electric **bicycle** as a **bicycle** equipped with fully operable pedals and an electric motor that does not exceed 750 watts of power and categorizes electric **bicycles** into 3 classes. A violation of the provisions relating to the requirements for equipping a **bicycle** or an electric **bicycle** is punishable as an infraction.

This bill would require an electric **bicycle** during all hours to be equipped with a red reflector or a solid or flashing red light with a built-in reflector on the rear that is visible from a distance of 500 feet to the rear when directly in front of lawful upper beams of headlamps on a motor vehicle. By expanding the requirements for equipping an electric **bicycle**, the violation of which would be an infraction, this bill would impose a state-mandated local program.

(2) Existing law requires a minor to wear a properly fitted and fastened helmet when engaged in specified activities, including operating a **bicycle**, nonmotorized scooter, or skateboard or wearing in-line or roller skates and requires that the helmet meet the standards of the American Society for Testing and Materials or the United States Consumer Product Safety Commission. Existing law prohibits a record of a violation of those provisions from being transmitted to the court and prohibits the imposition of a fee if the parent or guardian of the minor delivers proof that the minor has a helmet that meets specific standards and has completed a **bicycle** safety course, as specified. Existing law makes a violation of these provisions an infraction punishable by a fine of not more than \$25, except as specified.

This bill would, for a violation of these provisions involving an electric **bicycle**, prohibit a record of a violation from being transmitted to the court and the imposition of a fee if the parent or guardian of the minor delivers proof that the minor has a helmet that meets the specified safety standards and has completed a specialized electric **bicycle** safety course. The bill would also specify that the specialized electric **bicycle** safety course developed by the Department of the California Highway Patrol satisfies the requirement that a person complete a

specialized electric **bicycle** safety course. By imposing new requirements with respect to electric **bicycles**, the violation of which would be an infraction, this bill would impose a state-mandated local program.

(3) The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

This bill would provide that no reimbursement is required by this act for a specified reason.

Vote: majority Appropriation: no Fiscal Committee: yes Local Program: yes

## THE PEOPLE OF THE STATE OF CALIFORNIA DO ENACT AS FOLLOWS:

### SECTION 1. Section 21201 of the Vehicle Code is amended to read:

**21201.** (a) A person shall not operate a **bicycle** on a roadway unless it is equipped with a brake that will enable the operator to make one braked wheel skid on dry, level, clean pavement.

(b) A person shall not operate on the highway a **bicycle** equipped with handlebars so raised that the operator must elevate their hands above the level of their shoulders in order to grasp the normal steering grip area.

(c) A person shall not operate upon a highway a **bicycle** that is of a size that prevents the operator from safely stopping the **bicycle**, supporting it in an upright position with at least one foot on the ground, and restarting it in a safe manner.

(d) A **bicycle** operated during darkness on a highway, a sidewalk where **bicycle** operation is not prohibited by the local jurisdiction, or a bikeway, as defined in Section 890.4 of the Streets and Highways Code, shall be equipped with all of the following:

(1) A lamp emitting a white light that, while the **bicycle** is in motion, illuminates the highway, sidewalk, or bikeway in front of the bicyclist and is visible from a distance of 300 feet in front and from the sides of the **bicycle**.

(2) A red reflector or a solid or flashing red light with a built-in reflector on the rear that shall be visible from a distance of 500 feet to the rear when directly in front of lawful upper beams of headlamps on a motor vehicle.

(3) A white or yellow reflector on each pedal, shoe, or ankle visible from the front and rear of the **bicycle** from a distance of 200 feet.

(4) A white or yellow reflector on each side forward of the center of the **bicycle**, and a white or red reflector on each side to the rear of the center of the **bicycle**, except that **bicycles** that are equipped with reflectorized tires on the front and the rear need not be equipped with these side reflectors.

The reflectors and reflectorized tires shall be of a type meeting requirements established by the department.

(e) A lamp or lamp combination, emitting a white light, attached to the operator and visible from a distance of 300 feet in front and from the sides of the **bicycle**, may be used in lieu of the lamp required by paragraph (1) of subdivision (d).

(f) An electric **bicycle** shall comply with paragraph (2) of subdivision (d) during all hours.

### SEC. 2. Section 21212 of the Vehicle Code is amended to read:

**21212.** (a) A person under 18 years of age shall not operate a **bicycle**, a nonmotorized scooter, or a skateboard, wear in-line or roller skates, or ride upon a **bicycle**, nonmotorized scooter, or skateboard as a passenger upon a street, bikeway, as defined in Section 890.4 of the Streets and Highways Code, or any other public **bicycle** path or trail unless they are wearing a properly fitted and fastened **bicycle** helmet that meets the standards of either the American Society for Testing and Materials (ASTM) or the United States Consumer Product Safety Commission (CPSC), or a standard subsequently established by those entities. This requirement also applies to a person who rides upon a **bicycle** while in a restraining seat that is attached to the **bicycle** or in a trailer towed by the **bicycle**.

(b) A helmet sold or offered for sale for use by an operator or passenger of a **bicycle**, nonmotorized scooter, skateboard, or in-line or roller skates shall be conspicuously labeled in accordance with the standard described in

subdivision (a), which shall constitute the manufacturer's certification that the helmet conforms to the applicable safety standard.

(c) A person shall not sell or offer for sale, for use by an operator or passenger of a **bicycle**, nonmotorized scooter, skateboard, or in-line or roller skates, a helmet that is not of a type meeting requirements established by this section.

(d) A charge under this section shall be dismissed if the person charged alleges in court, under oath, that the charge against the person is the first charge against that person under this section, unless it is otherwise established in court that the charge is not the first charge against the person.

(e) (1) Except as provided in subdivision (d), a violation of this section is an infraction punishable by a fine of not more than twenty-five dollars (\$25).

(2) The parent or legal guardian having control or custody of an unemancipated minor whose conduct violates this section shall be jointly and severally liable with the minor for the amount of the fine imposed pursuant to this subdivision.

(f) A record of the action shall not be transmitted to the court and a fee shall not be imposed pursuant to Section 40611 for a citation for not wearing a properly fitted and fastened **bicycle** helmet pursuant to subdivision (a) if the parent or legal guardian of the person described in subdivision (a) delivers proof to the issuing agency within 120 days after the citation was issued that the person has a helmet meeting the requirements specified in subdivision (a) and the person has completed a local **bicycle** safety course or, if the violation involved an electric **bicycle**, a specialized electric **bicycle** safety course, which may include, but is not limited to, the electric **bicycle** safety and training program developed by the Department of the California Highway Patrol pursuant to Section 894 of the Streets and Highways Code, or a related safety course, if one is available, as prescribed by authorities in the local jurisdiction.

(g) Notwithstanding Section 1463 of the Penal Code or any other law, the fines collected for a violation of this section shall be allocated as follows:

(1) Seventy-two and one-half percent of the amount collected shall be deposited in a special account of the county health department, to be used for **bicycle**, nonmotorized scooter, skateboard, and in-line and roller skate safety education and for assisting low-income families in obtaining approved **bicycle** helmets for persons under 18 years of age, either on a loan or purchase basis. The county may contract for the implementation of this program, which, to the extent practicable, shall be operated in conjunction with the child passenger restraint program pursuant to Section 27360.

(2) Two and one-half percent of the amount collected shall be deposited in the county treasury to be used by the county to administer the program described in paragraph (1).

(3) If the violation occurred within a city, 25 percent of the amount collected shall be transferred to, and deposited in, the treasury of that city. If the violation occurred in an unincorporated area, this 25 percent shall be deposited and used pursuant to paragraph (1).

**SEC. 3.** No reimbursement is required by this act pursuant to Section 6 of Article XIII B of the California Constitution because the only costs that may be incurred by a local agency or school district will be incurred because this act creates a new crime or infraction, eliminates a crime or infraction, or changes the penalty for a crime or infraction, within the meaning of Section 17556 of the Government Code, or changes the definition of a crime within the meaning of Section 6 of Article XIII B of the California Constitution.



## AB-545 Vehicles: electric bicycles. (2025-2026)

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### Assembly Bill No. 545

#### CHAPTER 37

An act to amend Section 24016 of the Vehicle Code, relating to vehicles.

[ Approved by Governor July 14, 2025. Filed with Secretary of State July 14, 2025. ]

#### LEGISLATIVE COUNSEL'S DIGEST

AB 545, Davies. Vehicles: electric **bicycles**.

Existing law defines an electric **bicycle** and classifies electric **bicycles** into 3 classes with different restrictions. Under existing law, a "class 1 electric **bicycle**" is a **bicycle** equipped with a motor that, among other things, provides assistance only when the rider is pedaling and ceases to provide assistance when the **bicycle** reaches the speed of 20 miles per hour. Under existing law, a "class 2 electric **bicycle**" is a **bicycle** equipped with a motor that may be used exclusively to propel the **bicycle** and is not capable of providing assistance when the **bicycle** reaches the speed of 20 miles per hour. Under existing law, a "class 3 electric **bicycle**" is a **bicycle** equipped with a speedometer and a motor that, in pertinent part, provides assistance only when the rider is pedaling, and that ceases to provide assistance when the **bicycle** reaches the speed of 28 miles per hour. Existing law prohibits a person from selling a product or device that can modify the speed capability of an electric **bicycle** so that it no longer meets the definition of an electric **bicycle**. A violation of the Vehicle Code is an infraction.

This bill would also prohibit a person from selling an application that can modify the speed capability of an electric **bicycle**. By creating a new prohibition with respect to the modification of an electric **bicycle**, the violation of which is an infraction, this bill would impose a state-mandated local program.

The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

This bill would provide that no reimbursement is required by this act for a specified reason.

Vote: majority Appropriation: no Fiscal Committee: yes Local Program: yes

#### THE PEOPLE OF THE STATE OF CALIFORNIA DO ENACT AS FOLLOWS:

**SECTION 1.** Section 24016 of the Vehicle Code is amended to read:

**24016.** (a) An electric **bicycle** described in subdivision (a) of Section 312.5 shall meet the following criteria:

(1) Comply with the equipment and manufacturing requirements for **bicycles** adopted by the United States Consumer Product Safety Commission (16 C.F.R. 1512.1, et seq.).

(2) Operate in a manner so that the electric motor is disengaged or ceases to function when the brakes are applied, or operate in a manner such that the motor is engaged through a switch or mechanism that, if released or activated, will cause the electric motor to disengage or cease to function.

(b) A person operating an electric **bicycle** is not subject to the provisions of this code relating to financial responsibility, driver's licenses, registration, and license plate requirements, and an electric **bicycle** is not a motor vehicle.

(c) Every manufacturer of an electric **bicycle** shall certify that it complies with the equipment and manufacturing requirements for **bicycles** adopted by the United States Consumer Product Safety Commission (16 C.F.R. 1512.1, et seq.).

(d) A person shall not tamper with or modify an electric **bicycle** described in subdivision (a) of Section 312.5 so as to change the speed capability of the **bicycle**, unless the **bicycle** continues to meet the definition of an electric **bicycle** under subdivision (a) of Section 312.5 and the person appropriately replaces the label indicating the classification required in subdivision (c) of Section 312.5.

(e) A person shall not sell a product, device, or application that can modify the speed capability of an electric **bicycle** such that it no longer meets the definition of an electric **bicycle** under subdivision (a) of Section 312.5.

**SEC. 2.** No reimbursement is required by this act pursuant to Section 6 of Article XIII B of the California Constitution because the only costs that may be incurred by a local agency or school district will be incurred because this act creates a new crime or infraction, eliminates a crime or infraction, or changes the penalty for a crime or infraction, within the meaning of Section 17556 of the Government Code, or changes the definition of a crime within the meaning of Section 6 of Article XIII B of the California Constitution.



## AB-875 Vehicle removal. (2025-2026)

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### Assembly Bill No. 875

#### CHAPTER 168

An act to add Section 22651.08 to the Vehicle Code, relating to vehicles.

[ Approved by Governor October 01, 2025. Filed with Secretary of State  
October 01, 2025. ]

#### LEGISLATIVE COUNSEL'S DIGEST

AB 875, Muratsuchi. Vehicle removal.

Existing law authorizes a peace officer or a regularly employed and salaried employee who is engaged in directing traffic or enforcing parking laws and regulations to remove a vehicle when, among other things, the officer arrests a person driving or in control of a vehicle for an alleged offense, and the officer is, by the Vehicle Code or other law, required or permitted to take, and does take, the person into custody.

This bill would additionally authorize a peace officer to remove a vehicle that (1) has fewer than 4 wheels, but that does not meet the definition of an electric **bicycle**, if that vehicle is powered by an electric motor capable of exclusively propelling the vehicle in excess of 20 miles per hour on a highway and is being operated by an operator without a current license to operate the vehicle, or (2) is a class 3 electric **bicycle** being operated by a person under 16 years of age. The bill would authorize a city, county, or city and county to adopt a regulation, ordinance, or resolution imposing charges equal to its administrative costs relating to the removal, seizure, and storage costs of the vehicle, as provided. The bill would require an agency to release a seized vehicle to the owner, violator, or their agent after a minimum of 48 hours if certain conditions are met, including that the costs of removal, seizure, and storage have been paid. The bill would in certain circumstances authorize an agency to require, as a condition of release, proof that the violator has completed an electric **bicycle** safety and training program or a related local **bicycle** safety course, as described.

Vote: majority Appropriation: no Fiscal Committee: yes Local Program: no

THE PEOPLE OF THE STATE OF CALIFORNIA DO ENACT AS FOLLOWS:

**SECTION 1.** Section 22651.08 is added to the Vehicle Code, to read:

**22651.08.** (a) A peace officer, as defined in Chapter 4.5 (commencing with Section 830) of Title 3 of Part 2 of the Penal Code, may remove a vehicle located within the territorial limits in which the officer may act, under either of the following circumstances:



(1) A person is operating a vehicle with fewer than four wheels that does not meet the definition of an electric **bicycle** set forth in Section 312.5 and is both of the following:

(A) Powered by an electric motor capable of exclusively propelling the vehicle in excess of 20 miles per hour on a highway.

(B) Being operated by an operator who is not licensed to operate the vehicle.

(2) A person is operating a vehicle that is a class 3 electric **bicycle** in violation of subdivision (a) of Section 21213.

(b) (1) A city, county, or city and county may adopt at a public meeting a regulation, ordinance, or resolution imposing charges equal to its administrative costs relating to the removal, seizure, and storage costs. The charges shall not exceed the actual costs incurred for the expenses directly related to removing, seizing, and storing the vehicle.

(2) A local jurisdiction that has adopted a regulation, ordinance, or resolution pursuant to paragraph (1) shall publicly and conspicuously post the schedule of charges on their internet website.

(c) An agency shall release a seized vehicle to the owner, violator, or their agent after a minimum of 48 hours, if both of the following conditions are met:

(1) The owner, violator, or authorized agent's request is made during normal business hours.

(2) The applicable removal, seizure, and storage costs have been paid.

(d) If a peace officer removes a vehicle pursuant to paragraph (2) of subdivision (a), an agency may, as a condition of release, require the owner, violator, or the parent or legal guardian of the owner or violator to deliver proof that the violator has completed an electric **bicycle** safety and training program, as described in Section 894 of the Streets and Highways Code, or a related local **bicycle** safety course, if one is available, as prescribed by authorities in the local jurisdiction.



## AB-965 Vehicles: electric bicycles. (2025-2026)

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### Assembly Bill No. 965

#### CHAPTER 65

An act to add Section 21212.5 to the Vehicle Code, relating to vehicles.

[ Approved by Governor July 28, 2025. Filed with Secretary of State July 28, 2025. ]

#### LEGISLATIVE COUNSEL'S DIGEST

AB 965, Dixon. Vehicles: electric **bicycles**.

Existing law defines an electric **bicycle** and classifies electric **bicycles** into 3 classes with different restrictions. Under existing law, a "class 1 electric **bicycle**" is a **bicycle** equipped with a motor that, among other things, provides assistance only when the rider is pedaling and ceases to provide assistance when the **bicycle** reaches the speed of 20 miles per hour. Under existing law, a "class 2 electric **bicycle**" is a **bicycle** equipped with a motor that may be used exclusively to propel the **bicycle** and is not capable of providing assistance when the **bicycle** reaches the speed of 20 miles per hour. Under existing law, a "class 3 electric **bicycle**" is a **bicycle** equipped with a speedometer and a motor that, in pertinent part, provides assistance only when the rider is pedaling, and that ceases to provide assistance when the **bicycle** reaches the speed of 28 miles per hour. Existing law prohibits a person under 16 years of age from operating a class 3 electric **bicycle**. A violation of this provision is punishable as an infraction.

This bill would prohibit a person from selling a class 3 electric **bicycle** to a person under 16 years of age and would make a violation of that prohibition an infraction punishable by a fine not to exceed \$250. By creating a new infraction, this bill would impose a state-mandated local program.

The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

This bill would provide that no reimbursement is required by this act for a specified reason.

Vote: majority Appropriation: no Fiscal Committee: yes Local Program: yes

#### THE PEOPLE OF THE STATE OF CALIFORNIA DO ENACT AS FOLLOWS:

**SECTION 1.** Section 21212.5 is added to the Vehicle Code, to read:

**21212.5.** (a) A person shall not sell a class 3 electric **bicycle** to a person under 16 years of age.

(b) A violation of this section is an infraction and shall be punishable by a fine not to exceed two hundred and fifty dollars (\$250).

**SEC. 2.** No reimbursement is required by this act pursuant to Section 6 of Article XIII B of the California Constitution because the only costs that may be incurred by a local agency or school district will be incurred because this act creates a new crime or infraction, eliminates a crime or infraction, or changes the penalty for a crime or infraction, within the meaning of Section 17556 of the Government Code, or changes the definition of a crime within the meaning of Section 6 of Article XIII B of the California Constitution.



## SB-586 Off-highway electric motorcycles. (2025-2026)

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Date Published: 10/13/2025 02:00 PM

### Senate Bill No. 586

#### CHAPTER 588

An act to amend Sections 38010 and 38012 of, and to add Section 436.1 to, the Vehicle Code, relating to vehicles.

[ Approved by Governor October 10, 2025. Filed with Secretary of State October 10, 2025. ]

#### LEGISLATIVE COUNSEL'S DIGEST

SB 586, Jones. Off-highway electric **motorcycles**.

Existing law defines an off-highway motor vehicle as a motor vehicle that operates on lands, other than a highway, that are open and accessible to the public, as specified. Existing law establishes rules for the operation of an off-highway vehicle and imposes specified safety requirements, including, among other things, a requirement that a person operating an off-highway vehicle wear a safety helmet. Existing law requires every off-highway motor vehicle that is not registered under the Vehicle Code to display an identification plate or device issued by the Department of Motor Vehicles, except as specified. A violation of these rules and requirements is a crime.

This bill would define the term "off-highway electric **motorcycle**" as an off-highway **motorcycle** subject to identification that is (1) designed by the manufacturer for operation primarily off the highway, (2) powered by an electric motor for which a motor number is not required, (3) has handlebars for steering control, (4) has a straddle seat provided by the manufacturer, (5) has two wheels, and (6) is not equipped with pedals from the manufacturer. The bill would classify an off-highway electric **motorcycle** as an off-highway motor vehicle, thereby subjecting off-highway electric **motorcycles** to the rules and regulations relating to off-highway motor vehicles. By expanding the scope of existing crimes with respect to off-highway electric **motorcycles**, this bill would impose a state-mandated local program.

The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

This bill would provide that no reimbursement is required by this act for a specified reason.

Vote: majority Appropriation: no Fiscal Committee: yes Local Program: yes

THE PEOPLE OF THE STATE OF CALIFORNIA DO ENACT AS FOLLOWS:

**SECTION 1.** Section 436.1 is added to the Vehicle Code, to read:

**436.1.** An “off-highway electric **motorcycle**,” commonly referred to as an eMoto, is an off-highway **motorcycle** subject to identification under this code that meets all of the following requirements:

- (a) Is designed by the manufacturer for operation primarily off the highway.
- (b) Is powered by an electric motor for which a motor number is not required.
- (c) Has handlebars for steering control.
- (d) Has a straddle seat provided by the manufacturer.
- (e) Has two wheels.
- (f) Is not equipped with pedals from the manufacturer.

**SEC. 2.** Section 38010 of the Vehicle Code is amended to read:

**38010.** (a) Except as otherwise provided in subdivision (b), a motor vehicle specified in subdivision (b) of Section 38012 that is not registered under this code because it is to be operated or used exclusively off the highways, except as provided in this division, shall display an identification plate or device issued by the department.

(b) Subdivision (a) does not apply to any of the following:

- (1) Motor vehicles specifically exempted from registration under this code, including, but not limited to, motor vehicles exempted pursuant to Sections 4006, 4010, 4012, 4013, 4015, 4018, and 4019.
- (2) Implements of husbandry.
- (3) Motor vehicles owned by the state, or any county, city, district, or political subdivision of the state, or the United States.
- (4) Motor vehicles owned or operated by, or operated under contract with a utility, whether privately or publicly owned, when used as specified in Section 22512.
- (5) Special construction equipment described in Section 565, regardless of whether those motor vehicles are used in connection with highway or railroad work.
- (6) A motor vehicle with a currently valid special permit issued under Section 38087.5 that is owned or operated by a nonresident of this state and the vehicle is not identified or registered in a foreign jurisdiction. For the purposes of this paragraph, a person who holds a valid driver’s license issued by a foreign jurisdiction is presumed to be a nonresident.
- (7) Commercial vehicles weighing more than 6,000 pounds unladen.
- (8) A **motorcycle** manufactured in the year 1942 or prior.
- (9) Four-wheeled motor vehicles operated solely in organized racing or competitive events upon a closed course when those events are conducted under the auspices of a recognized sanctioning body or by permit issued by the local governmental authority having jurisdiction.
- (10) A motor vehicle with a currently valid identification or registration permit issued by another state, if the other state recognizes an identification plate or device issued by the department pursuant to subdivision (a) as valid for use in that state.

**SEC. 3.** Section 38012 of the Vehicle Code is amended to read:

**38012.** (a) As used in this division, “off-highway motor vehicle subject to identification” means a motor vehicle subject to subdivision (a) of Section 38010.

(b) As used in this division, “off-highway motor vehicle” includes, but is not limited to, the following:

- (1) A **motorcycle** or motor-driven cycle, except for any **motorcycle** that is eligible for a special transportation identification device issued pursuant to Section 38088.
- (2) A snowmobile or other vehicle designed to travel over snow or ice, as defined in Section 557.
- (3) A motor vehicle commonly referred to as a sand buggy, dune buggy, or all-terrain vehicle.

(4) A motor vehicle commonly referred to as a jeep.

(5) A recreational off-highway vehicle as defined in Section 500.

(6) An off-highway electric **motorcycle** as defined in Section 436.1.

**SEC. 4.** No reimbursement is required by this act pursuant to Section 6 of Article XIII B of the California Constitution because the only costs that may be incurred by a local agency or school district will be incurred because this act creates a new crime or infraction, eliminates a crime or infraction, or changes the penalty for a crime or infraction, within the meaning of Section 17556 of the Government Code, or changes the definition of a crime within the meaning of Section 6 of Article XIII B of the California Constitution.



## AB-2234 Vehicles: electric bicycles. (2023-2024)

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### Assembly Bill No. 2234

#### CHAPTER 823

An act to add and repeal Section 21214.7 of the Vehicle Code, relating to vehicles.

[ Approved by Governor September 28, 2024. Filed with Secretary of State  
September 28, 2024. ]

#### LEGISLATIVE COUNSEL'S DIGEST

AB 2234, Boerner. Vehicles: electric bicycles.

Existing law defines an electric bicycle and classifies electric bicycles into 3 classes with different restrictions. Under existing law, a "class 1 electric bicycle" is a bicycle equipped with a motor that provides assistance only when the rider is pedaling and ceases to provide assistance when the bicycle reaches the speed of 20 miles per hour. Under existing law, a "class 2 electric bicycle" is a bicycle equipped with a motor that may be used exclusively to propel the bicycle and is not capable of providing assistance when the bicycle reaches the speed of 20 miles per hour. Under existing law, a "class 3 electric bicycle" is a bicycle equipped with a speedometer and a motor that provides assistance only when the rider is pedaling, and that ceases to provide assistance when the bicycle reaches the speed of 28 miles per hour. Existing law prohibits a person under 16 years of age from operating a class 3 electric bicycle.

This bill, the San Diego Electric Bicycle Safety Pilot Program, would, until January 1, 2029, authorize a local authority within the County of San Diego, or the County of San Diego in unincorporated areas, to adopt an ordinance or resolution that would prohibit a person under 12 years of age from operating a class 1 or 2 electric bicycle. For the first 60 days following the adoption of an ordinance or resolution for this purpose, the bill would make a violation of the ordinance or resolution punishable by a warning notice. After 60 days, the bill would make a violation of the ordinance or resolution punishable by a fine of \$25, except as specified. This bill would make a parent or legal guardian with control or custody of an unemancipated minor who violates the ordinance or resolution jointly and severally liable with the minor for the amount of the fine imposed. The bill would, if an ordinance or resolution is adopted, require the county to, by January 1, 2028, submit a report to the Legislature that includes, among other things, the total number of traffic stops initiated for a violation of the ordinance or resolution, the results of those traffic stops, and the actions taken by a peace officer during a traffic stop, as specified. The bill would require a local authority or county to administer a public information campaign for at least 30 calendar days prior to the enactment of the ordinance or resolution, as specified.

Vote: majority Appropriation: no Fiscal Committee: no Local Program: no

THE PEOPLE OF THE STATE OF CALIFORNIA DO ENACT AS FOLLOWS:

**SECTION 1.** Section 21214.7 is added to the Vehicle Code, to read:

**21214.7.** (a) This section shall be known, and may be cited, as the San Diego Electric Bicycle Safety Pilot Program.

(b) A local authority within the County of San Diego, or the County of San Diego in unincorporated areas, may, by ordinance or resolution, prohibit a person under 12 years of age from operating a class 1 or 2 electric bicycle.

(c) (1) A violation of an ordinance or resolution adopted pursuant to this section shall be punishable as follows:

(A) For the first 60 days after the prohibition comes into effect, a warning notice.

(B) After the first 60 days, a violation of the ordinance or resolution shall be an infraction punishable by a fine of twenty-five dollars (\$25).

(2) A record of the action shall not be transmitted to the court and a fee shall not be imposed upon a citation for this infraction if the parent or legal guardian of the person who violated the prohibition delivers proof to the issuing agency within 120 days after the citation was issued that the person has completed an electric bicycle safety and training program pursuant to Section 894 of the Streets and Highways Code.

(3) If an unemancipated minor violates an ordinance or resolution adopted pursuant to this section, a parent or legal guardian with control or custody of the minor shall be jointly and severally liable with the minor for the amount of a fine imposed pursuant to this subdivision.

(d) (1) If an ordinance or resolution is adopted pursuant to this section, the county shall, by January 1, 2028, submit a report to the Legislature that includes all of the following:

(A) The total number of traffic stops initiated for a violation of the ordinance or resolution adopted pursuant to this section.

(B) The results of those traffic stops, including whether a warning or citation was issued, property was seized, or an arrest was made.

(C) The number of times a person was stopped for allegedly operating a class 1 or class 2 electric bicycle while under 12 years of age but was found to be over the age limit.

(D) If a warning or citation was issued, a description of the warning or the violation cited.

(E) If an arrest or traffic stop was made, the offense cited by the officer for the arrest or traffic stop and the perceived race or ethnicity, gender, and approximate age of the person stopped, provided that the identification of these characteristics is solely based on the observation and perception of the peace officer who initiated the traffic stop.

(F) The actions taken by a peace officer during a traffic stop, including, but not limited to, all of the following:

(i) Whether the peace officer asked for consent to search the person and, if so, whether consent was provided.

(ii) Whether the peace officer searched the person or property, and, if so, the basis for the search and the type of contraband or evidence discovered.

(iii) Whether the peace officer seized property and, if so, the type of property that was seized and the basis for seizing the property.

(G) The number of times a person opted to complete, and did complete, the training course in lieu of paying the fine.

(H) The number of times that a person under 12 years of age was operating an electric bicycle and was involved in a crash that resulted in a permanent, serious injury, as defined in Section 20001, or a fatality in the six months prior to the adoption of the ordinance or resolution, the cause of the crash, and the class of the electric bicycle that was being operated at the time of the crash.

(I) The number of times that a person under 12 years of age was operating an electric bicycle and was involved in a crash that resulted in a permanent, serious injury, as defined in Section 20001, or a fatality



after the adoption of the ordinance or resolution, the cause of the crash, and the class of the electric bicycle that was being operated at the time of the crash.

(2) A report submitted pursuant to this section shall be submitted in compliance with Section 9795 of the Government Code.

(e) A local authority shall administer a public information campaign for at least 30 calendar days prior to the enactment of an ordinance or resolution adopted pursuant to this section, which shall include public announcements in major media outlets and press releases.

(f) This section shall remain in effect only until January 1, 2029, and as of that date is repealed.



## SB-455 Electric bicycles. (2025-2026)

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AMENDED IN SENATE APRIL 21, 2025

AMENDED IN SENATE MARCH 25, 2025

CALIFORNIA LEGISLATURE— 2025–2026 REGULAR SESSION

### SENATE BILL

NO. 455

Introduced by Senator Blakespear

February 19, 2025

An act to amend Sections ~~312.5~~ 312.5, 405, 406, and 24016 of, ~~and~~ to add ~~Section~~ Sections 406.5 and 21065 to, *and to add Article 5.4 (commencing with Section 21240) and Article 9 (commencing with Section 21310) to Chapter 1 of Division 11 of*, the Vehicle Code, relating to vehicles.

### LEGISLATIVE COUNSEL'S DIGEST

SB 455, as amended, Blakespear. Electric bicycles.

*Existing law governs the operation of motor vehicles and other devices, including, among other things, motor-driven cycles and motorized bicycles or mopeds. A violation of the Vehicle Code is a crime.*

*This bill would revise the definitions of the above-described devices and refer to motorized bicycles as mopeds or low-power mopeds, as specified. The bill would, commencing July 1, 2026, require manufacturers and distributors of low-power mopeds to apply an etching, an engraving, or a label that is permanently affixed to each low-power moped that contains, among other things, a statement that the device is a low-power moped and not an electric bicycle. The bill would set forth provisions governing the operation of low-power mopeds, including, among other things, licensing and helmet requirements. The bill would exempt low-power mopeds from being classified as motor vehicles, thereby exempting these devices from specified financial responsibility, registration, and license plate requirements. The bill would authorize a local authority to regulate the parking and operation of low-power mopeds on local streets and highways, as specified. Because a violation of these provisions would be a crime, the bill would impose a state-mandated local program.*

Existing law ~~defines an electric bicycle as a bicycle equipped with fully operable pedals and an electric motor that does not exceed 750 watts of power, and requires electric bicycles to comply with specified equipment and manufacturing requirements. Existing law also governs the operation of electric bicycles and~~ requires manufacturers and distributors of electric bicycles to apply a label that is permanently affixed to each electric

bicycle that contains, among other things, the classification number of the electric bicycle, as specified. Existing law prohibits specified vehicles from being advertised, sold, offered for sale, or labeled as electric bicycles, including a vehicle that is modified to attain a speed greater than 20 miles per hour on motor power alone or to have motor power of more than 750 watts. Existing law prohibits the sale of a product or device that can modify the speed capability of an electric bicycle such that it no longer meets the definition of an electric bicycle. ~~A violation of the Vehicle Code is a crime.~~

This bill would, commencing July 1, 2026, revise the labeling requirements described above to require manufacturers and distributors to apply an etching, *an* engraving, or label that is permanently affixed ~~skyward on the frame of the~~ *to each* electric bicycle ~~and that~~ contains additional information, including the brand name and manufacturer or distributor of the electric bicycle. The bill would revise the above-described list of vehicles prohibited from being advertised, sold, offered for sale, or labeled as electric bicycles, as specified, and include on the list, among other things, a vehicle that is capable of providing assistance when the bicycle reaches a speed exceeding 28 miles per hour. The bill would require any incident report filed by a peace officer for an injury or crash involving an electric bicycle to include all of the information provided in the etching, engraving, or label described above or to indicate that a marking was not available. The bill would, commencing January 1, 2026, require any product or device sold in the previous 5 years as an electric bicycle that no longer meets the definition of electric bicycle as of January 1, 2026, to be subject to a written customer notification by the retailer or manufacturer that includes among other things, notification that the product or device no longer meets the definition of an electric bicycle under state law. Because the bill would impose new requirements for electric bicycles, the violation of which would be a crime, the bill would impose a state-mandated local program.

*The bill would also prohibit 2-wheeled or 3-wheeled devices from operating on any highway or public right-of-way unless the device meets the definition of a device that is explicitly defined in, and authorized for use on a highway or public right-of-way by, the Vehicle Code. The bill would authorize 2-wheeled or 3-wheeled devices that do not meet the above requirements to only be operated on private property or in off-highway environments, as specified. Because a violation of these provisions would be a crime, the bill would impose a state-mandated local program.*

The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

This bill would provide that no reimbursement is required by this act for a specified reason.

Vote: majority Appropriation: no Fiscal Committee: yes Local Program: yes

## THE PEOPLE OF THE STATE OF CALIFORNIA DO ENACT AS FOLLOWS:

### **SECTION 1.** Section 312.5 of the Vehicle Code is amended to read:

**312.5.** (a) An "electric bicycle" is a bicycle equipped with fully operable pedals and an electric motor that does not exceed 750 watts of power.

(1) A "class 1 electric bicycle," or "low-speed pedal-assisted electric bicycle," is a bicycle equipped with a motor that provides assistance only when the rider is pedaling, that is not capable of exclusively propelling the bicycle, except as provided in paragraph (4), that ceases to provide assistance when the bicycle reaches the speed of 20 miles per hour, and that is not capable of providing assistance to reach speeds greater than 20 miles per hour.

(2) A "class 2 electric bicycle," or "low-speed throttle-assisted electric bicycle," is a bicycle equipped with a motor that may be used exclusively to propel the bicycle, and that is not capable of providing assistance when the bicycle reaches the speed of 20 miles per hour.

(3) A "class 3 electric bicycle," or "speed pedal-assisted electric bicycle," is a bicycle equipped with a motor that provides assistance only when the rider is pedaling, that is not capable of exclusively propelling the bicycle, except as provided in paragraph (4), and that ceases to provide assistance when the bicycle reaches the speed of 28 miles per hour, and equipped with a speedometer.

(4) A class 1 or class 3 electric bicycle may have start assistance or a walk mode that propels the electric bicycle on motor power alone, up to a maximum speed of 3.7 miles per hour.

(b) A person riding an electric bicycle, as defined in this section, is subject to Article 4 (commencing with Section 21200) of Chapter 1 of Division 11.

(c) (1) On and after January 1, 2017, and until July 1, 2026, manufacturers and distributors of electric bicycles shall apply a label that is permanently affixed, in a prominent location, to each electric bicycle. The label shall contain the classification number, top assisted speed, and motor wattage of the electric bicycle, and shall be printed in Arial font in at least 9-point type.

(2) On and after July 1, 2026, manufacturers and distributors of electric bicycles shall apply an etching, *an* engraving, or a label that is permanently affixed to each electric bicycle. The marking shall be positioned skyward on the frame and contain the brand name, manufacturer or distributor, classification number, top assisted speed, and motor wattage of the electric bicycle, and shall be printed in Arial font in at least 9-point type.

(d) The following vehicles are not electric bicycles under this code and shall not be advertised, sold, offered for sale, or labeled as electric bicycles:

(1) A vehicle with motor power of more than 750 watts.

(2) A vehicle with no more than three wheels powered by an electric motor that is intended by the manufacturer to be modifiable to attain a speed greater than 20 miles per hour on motor power alone.

(3) A vehicle that is modified to attain a speed greater than 20 miles per hour on motor power alone.

(4) A vehicle that is modified to have its operable pedals removed.

(5) A vehicle that is capable of providing assistance when the vehicle reaches a speed exceeding 28 miles per hour.

(6) A vehicle that meets the definitions of ~~Sections~~ *Section* 400, 405, ~~or 406.~~ *406, or 406.5.*

**SEC. 2.** *Section 405 of the Vehicle Code is amended to read:*

**405.** (a) A "motor-driven cycle" is any **motorcycle** with a motor that ~~displaces less than 150 cubic centimeters. A motor-driven cycle does not include a motorized bicycle, as defined in Section 406.~~ *meets either of the following requirements:*

*(1) Gas powered and displaces less than 150 cubic centimeters.*

*(2) Electric powered with a maximum output of less than 10,000 watts and is capable of reaching speeds greater than 40 miles per hour.*

*(b) A motor-driven cycle may have pedals.*

*(c) A motor-driven cycle does not include a moped, as defined in Section 406, or a low-power moped, as defined in Section 406.5.*

**SEC. 3.** *Section 406 of the Vehicle Code is amended to read:*

**406.** (a) A ~~"motorized bicycle" or "moped"~~ is a two-wheeled or three-wheeled ~~device having fully operative pedals for propulsion by human power, or having no pedals if powered solely by electrical energy, and an automatic transmission and a motor that produces less than 4 gross brake horsepower and is~~ *device, with or without operative pedals, that has an automatic transmission and a motor* capable of propelling the device at a maximum speed of not more than 30 miles per hour on level ~~ground.~~ *ground that meets either of the following requirements:*

*(1) The motor is gas powered and produces greater than 3 gross brake horsepower, but less than 4 gross brake horsepower.*

*(2) The motor is electrically powered with a potential output of greater than 2,250 watts, but less than 3,000 watts.*

(b) Every manufacturer of a motorized bicycle or moped, as defined in this section, shall provide a disclosure to buyers that advises buyers that their existing insurance policies may not provide coverage for these bicycles and that they should contact their insurance company or insurance agent to determine if coverage is provided. The disclosure shall meet both of the following requirements:

(1) The disclosure shall be printed in not less than 14-point boldface type on a single sheet of paper that contains no information other than the disclosure.

(2) The disclosure shall include the following language in capital letters:

"YOUR INSURANCE POLICIES MAY NOT PROVIDE COVERAGE FOR ACCIDENTS INVOLVING THE USE OF THIS BICYCLE. TO DETERMINE IF COVERAGE IS PROVIDED YOU SHOULD CONTACT YOUR INSURANCE COMPANY OR AGENT."

*(c) Any reference in this code to "motorized bicycle" shall be deemed to refer to a moped, as defined in this section, unless the device being referenced meets the definition of a low-powered moped, as defined in Section 406.5, in which case the reference to "motorized bicycle" shall be deemed to refer to a low-power moped.*

**SEC. 4.** Section 406.5 is added to the Vehicle Code, to read:

**406.5.** *(a) A "low-power moped" is a two-wheeled or three-wheeled device, with or without operative pedals, and has a motor capable of propelling the device at a maximum speed of not more than 30 miles per hour on level ground and meets either of the following requirements:*

*(1) The motor is gas powered and produces less than 3 gross brake horsepower.*

*(2) The motor is electrically powered with a potential output of 2,250 watts or less.*

*(b) On and after July 1, 2026, manufacturers and distributors of low-power mopeds shall apply an etching, an engraving, or a label that is permanently affixed to each low-power moped. The marking shall be positioned skyward on the frame and contain the brand name, manufacturer or distributor, top assisted speed, motor wattage, and the line "this is a low-power moped, not an electric bicycle," and shall be printed in Arial font in at least 9-point type.*

*(c) A low-power moped does not include an electric bicycle, as defined in Section 312.5.*

~~SEC. 2.~~ **SEC. 5.** Section 21065 is added to the Vehicle Code, to read:

**21065.** Any incident report filed by a peace officer for an injury or crash involving an electric bicycle shall include all of the information provided on the marking described in subdivision (c) of Section 312.5. If the electric bicycle does not have the marking, the incident report shall indicate that a marking was not available.

**SEC. 6.** Article 5.4 (commencing with Section 21240) is added to Chapter 1 of Division 11 of the Vehicle Code, to read:

**Article 5.4. Operation of Low-Power Mopeds**

**21240.** A person shall meet the following requirements to operate a low-power moped:

*(a) If under 18 years of age, the person possesses a valid class M1 or M2 license.*

*(b) If 18 years of age or older, the person possesses a valid driver's license of any class.*

**21241.** Every person operating a low-power moped upon a highway has all the rights and is subject to all the provisions applicable to the driver of a vehicle by this division, including, but not limited to, provisions concerning driving under the influence of alcoholic beverages or drugs, and by Division 10 (commencing with Section 20000), Division 17 (commencing with Section 40000.1), and Division 18 (commencing with Section 42000), except those provisions that, by their very nature, can have no application.

**21242.** A person operating a low-power moped is not subject to the provisions of this code relating to financial responsibility, registration, and license plate requirements, and, for those purposes, a low-power moped is not a motor vehicle.

**21243.** This article does not prevent a local authority, by ordinance, from regulating the parking and operation of low-power mopeds on local streets and highways if that regulation is not in conflict with this code.

**21244.** *(a) A person shall only operate a low-power moped upon a highway subject to the following requirements:*

*(1) The posted speed limit is 35 miles per hour or less.*

*(2) The low-speed moped is capable of sustaining a speed that is within five miles of the posted speed limit.*

*(b) A low-power moped shall not be operated on sidewalks, paths, trails, or Class I, Class II, or Class IV bikeways.*

*21245. Any person operating a low-power moped upon a highway shall ride as close as practicable to the right-hand curb or right edge of the roadway, except under the following situations:*

*(a) When preparing for, and taking, a left turn.*

*(b) When preparing for, and taking, a U-turn.*

*21246. The operator of a low-power moped shall not operate a low-power moped without wearing a properly fitted and fastened bicycle helmet that meets the standards described in Section 21212.*

**SEC. 7.** Article 9 (commencing with Section 21310) is added to Chapter 1 of Division 11 of the Vehicle Code, to read:

**Article 9. Unauthorized Devices**

*21310. (a) Notwithstanding any other law, a two-wheeled or three-wheeled device shall not operate on any highway or public right-of-way unless the device meets a definition of a device that is explicitly defined in Division 1 (commencing with Section 100) and is explicitly authorized for use on a highway or public right-of-way pursuant to this code.*

*(b) A two-wheeled or three-wheeled device that does not meet the requirements described in subdivision (a) shall only be operated on private property or in off-highway environments, subject to all relevant local, state, and federal laws.*

~~SEC. 3.~~ **SEC. 8.** Section 24016 of the Vehicle Code is amended to read:

**24016.** (a) An electric bicycle described in subdivision (a) of Section 312.5 shall meet the following criteria:

(1) Comply with the equipment and manufacturing requirements for bicycles adopted by the United States Consumer Product Safety Commission (16 C.F.R. 1512.1, et seq.).

(2) Operate in a manner so that the electric motor is disengaged or ceases to function when the brakes are applied, or operate in a manner such that the motor is engaged through a switch or mechanism that, when released or activated, will cause the electric motor to disengage or cease to function.

(b) A person operating an electric bicycle is not subject to the provisions of this code relating to financial responsibility, driver's licenses, registration, and license plate requirements, and an electric bicycle is not a motor vehicle.

(c) Every manufacturer of an electric bicycle shall certify that it complies with the equipment and manufacturing requirements for bicycles adopted by the United States Consumer Product Safety Commission (16 C.F.R. 1512.1, et seq.).

(d) A person shall not tamper with or modify an electric bicycle described in subdivision (a) of Section 312.5 so as to change the speed capability of the bicycle, unless the bicycle continues to meet the definition of an electric bicycle under subdivision (a) of Section 312.5 and the person appropriately replaces the label indicating the classification required in subdivision (c) of Section 312.5.

(e) A person shall not sell a product or device that can modify the speed capability of an electric bicycle such that it no longer meets the definition of an electric bicycle under subdivision (a) of Section 312.5.

(f) Commencing January 1, 2026, any product or device sold in the previous five years as an electric bicycle that no longer meets the definition of electric bicycle pursuant to Section 312.5 as of January 1, 2026, shall be subject to customer notification by the retailer or manufacturer of that product. The retailer or manufacturer shall provide written notification to affected customers, including by email, that the product or device no longer meets the definition of an electric bicycle under state law. If the product meets the current definition of another type of device under this code, the notice shall include that information and inform the customer that they may be required to meet additional legal requirements, including, but not limited to, registration and licensing.

~~SEC. 4.~~**SEC. 9.** No reimbursement is required by this act pursuant to Section 6 of Article XIII B of the California Constitution because the only costs that may be incurred by a local agency or school district will be incurred because this act creates a new crime or infraction, eliminates a crime or infraction, or changes the penalty for a crime or infraction, within the meaning of Section 17556 of the Government Code, or changes the definition of a crime within the meaning of Section 6 of Article XIII B of the California Constitution.