

Protect Kids from E-bike Injuries - SUPPORT AB 2346 and AB 1557

BACKGROUND:

- Physicians across California are seeing a sharp increase in severe trauma injuries related to electric bicycles (e-bikes), particularly among children and teenagers.
 - Data from Rady Children’s Hospital of Orange County shows a 334% increase in traumatic e-bike injuries among children from 2022 to 2025.
- E-bikes are popular, and rapid advances in e-bike technology have outpaced current laws. Many parents are unfamiliar with the classifications and how fast e-bikes can travel.
- E-bikes are classified as bicycles and not motorized cycles. General bike laws apply. There are 3 e-bike classes. E-bikes can go faster than the stated top speed. However, the motor stops providing assistance at the top speed.
 - All e-bikes are limited to 750 watts in motor power (but current law does not clarify peak vs continuous)
- In California, e-scooters have more safety regulations than e-bikes.
 - E-scooters are limited to a maximum speed of 15 mph AND riders have to be at least 16 years old, with a driver’s license or permit.

	Class 1	Class 2	Class 3
Speed	20 mph	20 mph	28 mph
Power	750W	750W	750W
Motor activation	Pedal assist	Throttle only	Pedal assist
Age	Any	Any	16 +
Helmet	< 18	< 18	All users

[AB 2346 \(Wilson\) Vehicles: electric bicycles and speed limits](#)

- Implements commonsense policies recommended by the Mineta Transportation Institute at San Jose State to modernize California’s e-bike safety standards, protect children and ensure our streets remain safe for everyone.
- Gives local communities tools to enforce safe speeds and consumers the information they need to safely use e-bikes.
- Requires retailers to clearly disclose the e-bike's classification, maximum speed and age restrictions of the e-bikes, and notify buyers that it is against the law to modify their e-bikes to unlock faster speeds.
- Limits speeds at which children 15 years or younger can ride (max 15 mph, and on sidewalks a 10-mph limit). Also allows local jurisdictions to set appropriate speed limits for e-bikes on bicycle and multi-use paths.
- Requires new e-bikes to have speedometers and front and rear lamps.

[AB 1557 \(Papan\) Vehicles: electric bicycles](#)

- Restricts class 1 and class 2 e-bikes from providing motor assistance when the bike reaches the speed of 16 miles per hour.
- Prohibits a manufacturer from equipping, and a retailer from offering for sale or advertising, any device labeled as an e-bike with a motor that can exceed 750 watts of peak power.
- Prohibits children under 16 years old from operating an e-bike with a motor that can exceed 250 watts of continuous power.

KEY POINTS:

- Pediatricians see firsthand the devastating injuries (fractures, concussions, internal organ injuries) caused by high-speed e-bike crashes
- The energy impact of a collision is directly related to mass (e-bikes are heavier) and speed (e-bikes are much faster than regular bicycles)
- Reducing the speed and power of e-bike riding will reduce severe injuries and death in children.

FAQ:

- AB 2346 is co-sponsored by the California Medical Association and the CA American College of Surgeons, and AAP-CA is proud to join our colleagues across specialties in advocating for e-bike safety
- AAP-CA is also supporting
 - *AB-1942 (Bauer-Kahan) Electric bicycles: registration and special license plates*
 - *AB-1614 (Dixon) Vehicles: bicycles (no piggy-backing on bicycles on bike paths)*
 - *AB-1569 (Dixon and Chen) Pupil safety: electric bicycle: safety and training program*
 - *SB-1167 (Blakespear) Vehicles: electric bicycles (distinguishing from e-motorcycles)*