

## **A GUIDE TO FLORIDA E-BIKE LAWS-2025**

The following is a handout designed to assist deputies in understanding some of the legal issues relating to E-Bikes. For purposes of the following discussion, the term “E-Bikes” refers to electric bicycles or electric tricycles that meet the *legal definition* of what an E-Bike is under Florida Law. If an electric powered bicycle is not an “E-Bike” under Florida law, it will be referred to as an “electric bicycle”.

### **WHAT IS AN “E-BIKE” UNDER FLORIDA LAW?**

In Florida, an E-Bike is defined under section 316.003, Florida Statutes, as a bicycle or tricycle that:

1. Has operable pedals; and
2. Has electric motor of less than 750 watts; and
3. Fits within three classifications: Class 1, Class 2 or Class 3.

Class 1 (Pedal Assist Only). Class 1 E-Bikes are equipped with a motor that aids propulsion only when the rider is pedaling. It ceases to aid propulsion when the bicycle reaches the speed of 20 miles per hour.

Class 2 (Throttles Assisted). Class 2 E-Bikes are equipped with a motor that may be used exclusively to propel the bicycle without any pedaling. It ceases to aid propulsion when the bicycle reaches the speed of 20 miles per hour.

Class 3 (High Speed Pedal Assist Only). Class 3 E-Bikes are equipped with a motor that aids propulsion only when the rider is pedaling. The motor ceases to run when the bicycle reaches the speed of 28 miles per hour or higher. Note that the only difference with Class 1 E-Bikes is the top speed at which the motor stops running.

If an electric bicycle does not fit the definitions above, it is treated as a *moped or motorcycle*. Example: An electric bicycle without pedals or with a motor of 750 watts or greater is treated as motor vehicles, such as a moped or motorcycle.

If an electric bicycle is modified to exceed power/speed limits for their classifications or have inoperable pedals, it is also treated as a moped or motorcycle.

### **WHAT ARE SOME OF THE RULES THAT APPLY TO E-BIKES?**

Under section 316.20655, Florida Statutes, the operator/owner of an E-Bike has the same rights and privileges, and be subject to all of the duties, of the operator of a bicycle. An E-Bike is a vehicle to the same extent as a bicycle. Local governments may adopt ordinances governing the operation of an E-Bike.

1. E-Bikes are not subject to laws relating to financial responsibility, driver or motor vehicle licenses, vehicle registration, title certificates, off-highway motorcycles, or off-highway vehicles.

2. E-Bikes must have a label permanently placed in a prominent location. The label must contain the classification number, top assisted speed, and motor wattage of the electric bicycle.
3. A person may not tamper or modify an electric bicycle so as to change the motor-powered speed capability or engagement of an electric bicycle. However, such a modification is permitted if the label indicating the new classification number is replaced after such modification. (Note, there are no specific penalties listed in the statute. Perhaps general traffic control laws may apply).
4. An electric bicycle must comply with the equipment and manufacturing requirements for bicycles adopted by the United States Consumer Product Safety Commission under 16 C.F.R. part 1512.
5. An electric bicycle must operate in a manner so that the electric motor is disengaged or ceases to function when the rider stops pedaling or when the brakes are applied.
6. An operator may ride an electric bicycle where bicycles are allowed, including, but not limited to, streets, highways, roadways, shoulders, bicycle lanes, and bicycle or multiuse paths.
7. As of 2025, there is no age limit in operating an E-Bike (or pedal-only powered bicycle). This limitation was removed from Florida law.
8. Helmets must be worn by riders under the age of 16. This is true whether the rider is operating or riding on an E-Bike or pedal-only powered bicycle.
9. White front lights for use at night, sunset or low visibility are required. This must be visible from at least 500 feet.
10. Red rear reflector lights are required. These must be visible from at least 600 feet.
11. Brakes must be capable of stopping the E-Bike, or pedal only powered bicycle, within 25 feet from 10 MPH on flat dry pavement.

Check with local county or municipal ordinances for restrictions to the operation of E-Bikes.

### **WHERE MAY E-BIKES BE RIDDEN?**

Basically, E-Bikes may be ridden anywhere a pedal-only powered bicycle may be ridden. Here are some examples:

1. Public Roads while traveling in the direction of traffic
2. Bike lanes along the shoulder
3. Multiple use paths and trails
4. Multi-use paths and trails for Class 1 and Class 2. Class 3 is often restricted.
5. Parks and nature trails

6. Sidewalks. Even Class 3 E-Bikes may use sidewalks. E-Bikes must:
  - a. Yield to pedestrians
  - b. Give audible signals when passing

Note that there may be local ordinances and rules that may apply to where an E-Bike may be ridden.

### **WHAT ARE SOME OF THE COMMON TRAFFIC VIOLATIONS FOR E-BIKES AND BICYCLES?**

1. Running stop signs
2. Riding against traffic
3. Failing to yield or signal
4. Failure to wear a helmet if the operator is under 16 years of age
5. Lack of proper lights for use at night, sunset or low visibility
6. Lack of proper red rear reflectors
7. Inoperable brakes able to stop within 25 feet from 10 MPH on dry flat pavement
8. Operating under the Influence

### **COMMON TRAFFIC VIOLATIONS FOR MODIFIED/OVERPOWERED OR ELECTRIC BIKES.**

These vehicles are no longer considered E-Bikes. They are treated as Motor Vehicles, such as motorcycles and mopeds. Common violations of law may include, but are not limited to:

1. Operating an unregistered vehicle
2. DWLS
3. No insurance
4. Impoundment
5. DUI
6. Any other violations relating to mopeds and motorcycles
7. No Valid DL
8. No Motorcycle Endorsement
9. Not registered with the DMVHS