ECI SELF-COMMITMENT FOR THE PREVENTION OF TAMPERING OF E-BIKES

European Cycling Industries and its members speak out against any kind of manipulation of e-bikes and e-bike drive systems aimed at increasing their performance or the maximum supported speed.

Riding manipulated e-bikes on public roads may lead to technical problems and result in serious legal consequences. Tampering kits and other types of manipulation can damage the drive system and the bike itself. Riders risk losing their guarantee and invalidating their warranty claims. If an accident occurs with a tampered e-bike, it may result in high liability costs, as well as criminal prosecution.

Our statement is backed by the following commitments:

- The e-bike industry, represented by ECI, ensures that all anti-tampering requirements included in EN 15194:2017+A1:2023 or in the CEN Technical Specifications CEN/TS 17831:2023 are met.
- The e-bike industry continuously evaluates the existing standards to see if they are still fit for purpose when it comes to anti-tampering measures.
- The industry is continuously working on improving e-bike drive systems to make tampering more difficult.
- In all publications and in public industry events, ECI members speak out against the tampering of e-bikes, and point out its legal consequences.
- Pro-active measures, such as trainings, documentations, workshops, campaigns, etc., will be continuously taken to raise awareness about the risks and dangers of tampering for all involved (e.g. for dealers and end users).
- The e-bike industry will actively encourage everyone in the product supply chain to also raise awareness about the legal consequences of tampering.
- ECI and its members will provide dealers and end users with information on the legal requirements associated with S-EPACs (e.g. national insurance number, registration plate, manufacturer identification, statutory plate, etc.), as well as those required for EPACs (e.g. CE marking).
- ECI and its members will support market surveillance authorities and the police in identifying tampered e-bikes and are available to cooperate with governments and local law enforcement.
- With regard to the tampering of e-bikes, ECI will cooperate with its members, industry, dealer associations, consumer organizations, police, accident research institutions, experts, testing institutes and specialist media to speak out against the tampering of e-bikes and to support other stakeholders in preventing tampering.

Brussels, July 2026

ANNEX

Violating this self-commitment

A company is found violating this self-commitment if it facilitates or offers services/products that enable the tampering of e-bikes. The consequences of violating this self-commitment include:

- Loss of positive image in the Bicycle Industry.
- An immediate business partner will speak with the company that is found not adhering to the selfcommitment to warn them about the consequences for their own company as well as for their customers and partners.
- A company found violating this self-commitment will be removed from the list of active contributors.

Monitoring of this self-commitment

Each year, the ECI Secretariat will assess the specific actions taken to fulfill these self-commitments and verify their upkeep. For example, it will review technical progress towards making tampering more difficult, it will monitor the number of publications speaking out against tampering, as well as the number of event where this topic was brought up.

Moreover, the ECI Secretariat will monitor the signatories cooperating with respective national initiatives and report on the number of signatories. Additionally, the ECI Secretariat will track how member organizations collaborate with national initiatives, reporting annually on the total headcount and the quality of their engagement.

The European Cycling Industries is the voice of the cycling business, actively promoting the sector in Europe and worldwide. We represent leading companies and technology providers within the cycling industry that are powering a world-leading mobility transition in Europe, from manufacturing

components and full bikes, e-bikes and cargo bikes and, crucially, developing and growing new business models such as bike sharing, bike leasing, last mile deliveries and digital services.