



# SAFETY DIRECTOR BULLETIN



## E-BIKE: NJ LAW UPDATE (BILL S4834/A6235)

In an effort to combat serious injuries and deaths tied to e-bike crashes, [Governor Murphy signed S4834/A6235 into law on January 19, 2026](#). The law takes effect immediately, with statutory grace periods for compliance and fee waivers. Stand-up electric scooters are not included in this law. These remain regulated under separate statutes. The prior Class 1 / 2 / 3 e-bike framework is removed from NJ's statutory definitions. All e-bikes are now defined as "motorized bicycles" and will be primarily regulated through three Title 39 categories:

- **Low-Speed Electric Bicycle:** Two-wheeled, fully operable pedals; pedal-assist only; assistance stops at 20 mph (no throttle-only propulsion in this definition).
- **Motorized Bicycle:** Expanded to include certain electric bikes (and traditional <50cc mopeds). Includes electric options with throttle (up to 28 mph) and faster pedal-assist (21–28 mph) as defined in Title 39.
- **Electric Motorized Bicycle:** Two-wheeled with pedals; electric motor >750 watts and capable of >28 mph. Treated as a motorcycle category under Title 39 (highest regulatory burden).

### Operator Requirements

- Under age 15: Operation prohibited
- Age 15–16: Motorized bicycle license or permit required
- Age 17 and older: Valid NJ driver's license OR motorized bicycle license/permit
- Registration and minimum liability insurance are required for all e-bikes, as applicable under Title 39.

### Grace Periods

- Six-month compliance window to obtain proper licensing, registration, and insurance.
- One-year waiver of the New Jersey Motor Vehicle Commission (NJMVC) licensing, examination, and registration fees.

### Sales & Modification Restrictions

- One year prohibition on online sales after the effective date to sell or offer for sale on the Internet any "electric motorized bicycle" (28 mph / >750W category).
- Prohibition on the sale of modification kits designed to convert a low-speed electric bicycle into a motorized bicycle or electric motorized bicycle.

**Implementation Note:** NJMVC procedures for e-bike registration and licensing are still being developed; municipalities should watch for NJMVC rulemaking and guidance.

## Safety and Enforcement Considerations for Municipal Leadership

- Consider a Public Service Announcement (PSA) campaign(s) and ongoing education through community events, community policing, and similar initiatives to help inform the public.
- Work with school districts, recreation leagues, and youth camps, and include parental guidance during the educational process to inform youth riders.
- Consider clear signage, identifying prohibited devices.
- Develop a plan for storing e-bikes in the event of Title 39 enforcement and safety considerations for lithium-ion batteries:
- Verify ordinances align with the new law.
- Municipalities have the authority to restrict the use of e-bikes in certain areas, such as but not limited to:
  - Bike Paths
  - Sidewalks
  - Trails
  - Parks / Recreation Areas
  - Boardwalks / Promenades

Municipalities should work with their municipal attorneys when creating ordinances to restrict the use of e-bikes, adopting, or amending existing ordinances. Your agency should ensure that any local government contracts or agreements with vendors who rent low-speed electric bicycles, motorized bicycles, or electric motorized bicycles are reviewed by the agency's attorney and discussed with your insurance Risk Management Consultant to determine whether any required hold harmless/indemnification agreements and insurance for operators should be required as a best practice. Also, ensure that any low-speed electric bicycles, motorized bicycles, or electric motorized bicycles used by local government employees are adequately documented as vehicles in the insurance schedules.