



Commission interpretation of the categorisation of cycles designed to pedal in accordance with Regulation (EU) N° 168/2013 of the European Parliament and of the Council

Regulation (EU) No 168/2013 makes reference to cycles designed to pedal in Article 2(h) and in Annex I.

Article 2(h) excludes from the scope of the Regulation to those:

pedal cycles with pedal assistance which are equipped with an **auxiliary electric motor** having a maximum continuous rated power of less than or equal to 250 W, **where the output of the motor is cut off when the cyclist stops pedalling** and is otherwise progressively reduced and finally cut off before the vehicle speed reaches 25 km/h.

While Annex I categorises as L1e-A sub-category vehicles (Powered cycle) to those:

cycles designed to pedal equipped with an **auxiliary propulsion with the primary aim to aid pedalling** and the output of auxiliary propulsion is cut off at a vehicle speed \leq 25 km/h, and [...]

From both categorisations, we appreciate that the main difference is the **red bold** sentence which is (intentionally) different. Our understanding is that the categorisation in Annex I does not explicitly limit the L1e-A subcategory to *vehicles when the output of the motor is cut off when the cyclist stops pedalling* and, therefore, allows to categorise under this sub-category those vehicles which, complying with all the relevant requirements, are fitted with an auxiliary propulsion with the primary (**but not exclusive**) aim to aid pedalling (e.g. a cycle with a power modulator, or throttle).

The same would apply to the **blue bold sentence**, type of auxiliary propulsion, as in Article 2(h) is explicitly mentioned that has to be an *electric motor*, while in Annex I the type of propulsion is (intentionally) open (**not restricted to electric propulsion only**).

Conclusion:

Therefore, we conclude that, in accordance with the provisions set out in Regulation (EU) No 168/2013, sub-category L1e-A should not be limited to cycles designed to pedal equipped with an electric motor, or where the output of the propulsion is cut off when the cyclist stops pedalling.