

Joint Press Release

European standard makes pedelec and e-bike batteries safer

Berlin, Frankfurt am Main, Bad Soden am Taunus, 7th November 2016 – Industry welcomes the recently published European standard EN 50604-1:2016 as it defines a unified, Europe-wide safety standard for lithium-ion batteries used in “Light Electric Vehicles”.



Siegfried Neuberger, Managing Director, Zweirad-Industrie-Verband e.V. – Stephan Scheuer, Chairman, Battery Safety Organization e.V. – Richard Aumayer, Convenor of the CENELEC standardization project (from left to right)

This new regulation improves the safety of pedelecs and other light electric vehicles such as electric motorbikes and scooters, and it provides a robust legal framework. The standard was issued by the European standards organisation CENELEC. It was proposed by the ZVEI (Zentralverband Elektrotechnik- und Elektronikindustrie, German Electrical and Electronic Manufacturers' Association) and the ZIV (Zweirad-Industrie-Verband, Germany's Two-Wheeler Industries Association) in collaboration with the Battery Safety Organization, BATS0.

These batteries are “high tech power packs” which can store huge amounts of energy in a very small volume. So it's vital that the many hundreds of thousands of pedelec and e-bike owners can rely on the safety of their batteries. Industry associations have stressed this message for some time. Batteries must be protected against overcharging, deep discharging, short circuits, extreme temperatures and vibrations. The charger and battery pack must match, and chargers must only be able to charge the batteries for which they are designed. So chargers and batteries which belong together must be able to identify each other unambiguously. This can be achieved by mechanical, electrical or electronic means. Furthermore, contacts must be designed so that connection of the battery to mains AC voltages, or other non-approved power sources, is safely prevented.

Pedelecs and e-bikes are on the road in their millions

Two-wheeled electromobility in the form of pedelecs and e-bikes has been a reality for some time now. Already over 2.5 million pedelecs and light electric vehicles are on the road in Germany.



“In view of this boom in electric-assisted cycles, consumers, dealers and manufacturers all need clear technical guidance”, states Siegfried Neuberger, Managing Director of ZIV, the Two-Wheeler Industries Association in Germany.

“Pedelects, electric two wheelers and their components must all be manufactured to unified, high quality standards, so as to guarantee the highest possible level of safety”, adds Otmar Frey, Managing Director of the ZVEI trade body.

Stephan Scheuer, Chairman of the Battery Safety Organization, BATS0, worked on the development of the basic technical requirements. He explains “In contrast to the batteries of electric cars, those on pedelecs and e-bikes are accessible externally, and most of them are removable. This gives rise to specific safety requirements to better protect the user. The new EN 50604-1 standard sets the benchmark in this respect.”

“This standardisation project has introduced into the test process checks on the proper functioning of a variety of safety measures to ensure the safety of users,” adds Dr. Richard Aumayer, Convenor of the standardisation committee.

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About BATS0

BATS0 Test marks signal to buyers, retailers and service personnel that the chosen battery, it's manual for use and/or installation have been tested by an authorized laboratory, and the production (process) has been inspected.

BATS0 is an independent and neutral platform and invites all interested parties to participate with the aim to make battery safety transparent.

BATS0 assists its members to provide their independent and neutral services in order to increase sustainable safety of energy stores and energy systems.

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