

NFBC E-Bike Guidelines

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North Florida Bicycle Club welcomes those with any of the three legal Florida electric bikes (E-bikes, as defined below) to join our regularly scheduled group rides. It is, however the responsibility of the E-bike rider to remain aware of and abide by all constantly changing state, local, and county laws and ordinances governing the use of E-bikes in their jurisdiction. In order to maintain group decorum and safety, we have established the following guidelines. Currently, Florida law (F.S. 316) defines the following classes of E-bikes;

Class 1 Electric Bike

An electric bicycle equipped with a motor which provides assistance only when the rider is pedaling, and that ceases to provide assistance when the bicycle reaches the speed of 20 miles per hour.

Class 2 Electric Bike

An electric bicycle equipped with a motor and throttle that may be used when the rider is pedaling or not pedaling. It is equipped with a throttle that will allow it to reach a maximum speed of 20 MPH. Operation of an electric bicycle just in "throttle mode", without pedaling is not permitted in any NFBC club ride.

Class 3 Electric Bike

An electric bicycle equipped with a motor which provides assistance only when the rider is pedaling, and that ceases to provide assistance when the bicycle reaches the speed of 28 miles per hour. Motor power shall not exceed 750 watts.

FAQ's

Who benefits from E-bikes?

E-bikes allow many riders who may not alternatively be able to participate in NFBC group rides to do so. This may include individuals advancing in age, those recovering from medical issues, and those attempting to restore their physical conditioning.

Is it an unfair advantage?

It should be noted that it still takes considerable effort to maintain the group ride speed given the increased weight of the bike.

However, e-bikers do gain certain advantages over non-e-bikers when navigating hills, facing headwinds and taking corners. It is important for e-bike riders to be aware of this advantage since it can foster resentment when the advantage is abused and the rider disregards non e-bike group speed and ability.

E-Bike Batteries and Components

When purchasing an e-bike, it is important to consider getting one with **UL certified** batteries and components in order to avoid lithium ion battery fires and explosions. For additional safety also consider storing the batteries in flame proof bags/containers.

Are E-bikes covered under your insurance policy?

E-bikes are generally not covered for liability protection under the owner's home, auto, or personal umbrella policies. Therefore, NFBC strongly encourages the purchase of E-bike liability insurance from the carrier of your choice. It is recommended that you contact your insurance agent for more information on covering your e-bike. Coverage may be found either through a specialty carrier such as Markel, through a homeowner endorsement if offered, or with a separate e-scooter type policy.

NFBC protocol for the use of e-bikes in group rides

E-bike riders should select the appropriate group for the speed they intend to maintain.

E-bike riders should be aware not to consistently dominate the front of the paceline unless requested to do so by the group. Respect the paceline.

E-bike riders should remain aware of the group speed when tackling a hill and act reasonably without "gapping" or dropping the group.

If using a Class 2 e-bike in continuous throttle mode, you must also pedal. Exclusive use of the throttle poses unnecessary safety risks to group pacelines.

E-bike riders are encouraged to follow all the courtesies of a group ride including announcing their intention to leave the group when desired.

E-bike riders and non-e-bike riders should avoid intimidating other cyclists into exceeding their comfort levels while on NFBC group rides while pulling in front or coaxing from behind.

E-bike riders need to be aware and mindful of the advantage the E-bike provides and be considerate of others.

Disengage the motor during maintenance, rest brakes and stops in order to avoid lurching, causing injury to yourself and others. As an alternative, if your e-bike allows, change the settings to a delayed motor power-on from the start to avoid plowing into a slower starting none-biker ahead.

Hub drive mounted motors, especially front wheel types are more difficult to handle than mid-drive e-bikes and generally do not benefit from your gears. Hub driven e-bikes can be full powered from the start. Steering is slower and heavier. Skidding can cause steering loss, control and balance.

For paceline best practices, please review our other club article on paceline etiquette which can be found on our website.

Respectfully, Your NFBC Board of Directors