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Safety Science in Action™

February 6, 2026

The Honorable Susan McClain
Chair
Oregon House Interim Committee
on Transportation
900 Court St. NE H-493
Salem, OR 97301

The Honorable Shelly Boshart Davis
Vice-Chair
Oregon House Interim Committee
on Transportation
900 Court St. NE H-389
Salem, OR 97301

Dear Chair McClain and Vice-Chair Boshart Davis,

UL Standards & Engagement (ULSE) is a nonprofit standards development organization working to create a safer world. We are pleased with the introduction of HB 4007 and its requirements that powered micromobility devices contain batteries that meet nationally recognized battery standards. This legislation is key to keeping first responders and the public safe from lithium-ion battery fires that are happening across Oregon.

Ownership of e-bikes and e-scooters has soared since the pandemic, offering a cost-effective and environmentally friendly way to get from point A to point B. However, the lithium-ion batteries that power these devices and allow them to be rechargeable have the potential to cause extreme damage if they go into thermal runaway, an uncontrollable, self-heating state that can result in fire or even explosion.

ULSE has published more than 80 standards addressing lithium-ion battery risks. With safety standards in place, consumers can continue using their e-bikes with less concern about thermal runaway. The three standards relevant to powered micromobility devices are UL 2849, the standard for e-bikes; UL 2272, the standard for personal e-mobility devices; and UL 2271, the standard for lithium-ion batteries in e-mobility devices. These standards are recognized as national standards by the American National Standards Institute and the Standards Council of Canada.

The economic harm caused by e-mobility battery fires is extensive. An analysis from ULSE and Oxford Economics found that e-mobility battery fires that occurred in New York City from 2019-2023 have conservatively cost up to $518.6 million in damage and loss. That's the measure of only one city's toll — the harm of these fires, however, does not have borders. In 2023, NYC passed Local Law 39 prohibiting the sale, lease, or rental of e-mobility devices and their batteries that did not meet specific ULSE's safety standards. If passed, this legislation has the potential to mitigate the dangers of battery hazards and fires, allowing the people of Oregon to continue using their e-mobility devices safely.

The fire service and bicycle industry have been supportive of legislation adopted in other states and localities similar to the law proposed in Oregon. California, Colorado, Illinois, and New York have all adopted legislation requiring UL Standards and Georgia and Florida have updated their state fire code to require UL Standards for e-bike, e-scooters, and their batteries.

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We support Oregon's requirement of rigorous consensus-based standards for the batteries used in powered micromobility devices. We propose the legislation specify the standards to which e-bikes and e-scooters must be tested and certified.

> All micromobility and traction batteries for such devices manufactured, distributed, sold, or offered for lease or rent shall meet appropriate safety standards in accordance with:
>
> (1) Electric bicycles shall be evaluated, tested and certified to UL 2849 and bear the mark of a certification body.
>
> (2) Personal E-Mobility Devices shall be evaluated, tested and certified to UL 2272 and bear the mark of a certification body.
>
> (3) Traction batteries for use in micromobility devices shall be evaluated, tested and certified to UL 2271 and bear the mark of the certifying body.
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> Evaluation, testing, and certification should be performed by a Nationally Recognized Testing Laboratory that includes UL 2849, UL 2272, and UL 2271 within its scope of recognition under the Nationally Recognized Testing Laboratory program.

A limited number of jurisdictions with micromobility safety laws or regulations have allowed e-bikes to conform to EN 15194, a European e-bike standard, rather than UL 2849. The Consumer Product Safety Commission (CPSC), in their draft proposed rule for lithium-ion batteries in e-mobility devices, has identified that the EN Standard is not sufficient to ensure consumer safety[1]. We recommend that the legislation more explicitly state that the standards these devices are tested and certified to are standards developed in and for the United States market, rather than standards developed for any foreign markets.

I commend the House Interim Committee on Transportation for considering legislation on this critical issue, and I encourage leadership to prioritize advancing HB 4007 through the state legislature. Passage of this bill represents a critical first step on the journey to protect Oregonians using lithium-ion powered personal transportation.

Thank you for your hard work and support.

Sincerely,

Scott Genzink

Scott Genzink
Senior Advocacy Manager
UL Standards & Engagement

[1] (*CPSC: Draft Proposed Rule to Establish a Safety Standard for Lithium-Ion Batteries Used in Micromobility Products and Electrical Systems of Micromobility Products Containing Such Batteries*).