SLOVENSKI STANDARD
oSIST prEN 15194:2026

01-december-2026

Kolesa - Kolesa z električnim pomožnim pogonom - Kolesa EPAC

Cycles - Electrically power assisted cycles - EPAC Bicycles

Fahrräder - Elektromotorisch unterstützte Räder - EPAC

Cycles - Cycles à assistance électrique - Bicyclettes EPAC

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ICS:

43.120	Električna cestna vozila	Electric road vehicles
43.150	Kolesa	Cycles

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EUROPEAN STANDARD

NORME EUROPÉENNE

EUROPÄISCHE NORM

DRAFT
prEN 15194

October 2026

ICS 43.120

Will supersede EN 15194:2017+A1:2023

English Version

Cycles - Electrically power assisted cycles - EPAC Bicycles

Cycles - Cycles à assistance électrique - Bicyclettes EPAC

Fahrräder - Elektromotorisch unterstützte Räder - EPAC

This draft European Standard is submitted to CEN members for enquiry. It has been drawn up by the Technical Committee CEN/TC 333.

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European foreword

This document (prEN 15194:2026) has been prepared by Technical Committee CEN/TC 333 “Cycles”, the secretariat of which is held by UNI.

This document is currently submitted to the CEN Enquiry.

This document will supersede EN 15194:2017+A1:2023.

This document includes the following significant technical changes with respect to EN 15194:2017+A1:2023:

— Clause 2 “Normative references”: adding of some references,

— Clause 4.3.22: adding of a performance level specific for safety functions,

— Clause 4.3.23: adding of a specific paragraph concerning the protection against corruption,

— Clause 4.4: adding of a significant hazard regarding cybersecurity,

— New Annex J (informative), giving an example of an EPAC cybersecurity assessment and concept,

— New Annex K (normative), detailing the specific requirements on cyber security,

— New Annex L (informative), providing a list of relevant standard reference links and machinery cybersecurity.

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This document has been prepared under a standardization request addressed to CEN by the European Commission. The Standing Committee of the EFTA States subsequently approves these requests for its Member States.

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For the relationship with EU Legislation, see informative Annex ZA, which is an integral part of this document.

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Introduction

This document gives requirements for electrically power assisted cycles (EPAC).

This document has been developed in response to demand throughout Europe. Its aim is to provide a standard for the assessment of electrically powered cycles of a type which are excluded from type approval by Regulation (EU) No 168/2013.

Due to the limitation of the voltage to 48 V DC, there are no special requirements applicable to the EPAC in regard to protection against electrical hazards.

Following the completion of a risk analysis, the focus in this standard is on EPAC as bicycles for city and trekking. Folding bicycles are included.

This document is a type C standard as stated in EN ISO 12100. The machinery concerned and the extent to which hazards, hazardous situations and hazardous events covered are indicated in the scope of this document.

When provisions of this type C standard are different from those which are stated in type A or B standards, the provisions of this type C standard take precedence over the provisions of the other standards, for machines that have been designed and built according to the provisions of this type C standard.

In real life situation an EPAC can fall over to the side causing the battery holder to break without damage to the battery case itself. While the standard contains a strength test for the battery an additional test is required for the situation described. This will be considered at the next revision. The battery holder needs to withstand this realistic and typical situation. Risk assessment carried out by the manufacturer should identify suitable measures to deal with this situation until it can be dealt with in the standard.

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1 Scope

This document applies to EPAC bicycles for private and commercial use with exception of EPAC intended for hire from unattended station.

This document is intended to cover all common significant hazards, hazardous situations and events (see Clause 4) of electrically power assisted bicycles, when used as intended and under condition of misuse that are reasonably foreseeable by the manufacturer.

This document is intended to cover electrically power assisted bicycles of a type which have a maximum continuous rated power of 0,25 kW, of which the output is progressively reduced and finally cut off as the EPAC reaches a speed of 25 km/h, or sooner, if the cyclist stops pedalling.

This document specifies requirements and test methods for engine power management systems, electrical circuits including the charging system for the design and assembly of electrically power assisted bicycles and subassemblies for systems having a rated voltage up to and including 48 V DC or integrated battery charger with a nominal 230 V AC input.

This document specifies safety and safety related performance requirements for the design, assembly, and testing of EPAC bicycles and subassemblies intended for use on public roads, and lays down guidelines for instructions on the use and care of such bicycles.

This document applies to EPAC bicycles that have a maximum saddle height of 635 mm or more and that are intended for use on public roads.

This document is not applicable to EPACs which are manufactured before the date of its publication as EN.

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2 Normative references

The following documents are referred to in the text in such a way that some or all of their content constitutes requirements of this document. For dated references, only the edition cited applies. For undated references, the latest edition of the referenced document (including any amendments) applies.

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EN 22248:1992, *Packaging - Complete, filled transport packages - Vertical impact test by dropping (ISO 2248:1985)*

EN 50604-1:2016,[1] *Secondary lithium batteries for light EV (electric vehicle) applications – Part 1: General safety requirements and test methods*

EN 55012:2007,[2] *Vehicles, boats and internal combustion engines — Radio disturbance characteristics — Limits and methods of measurement for the protection of off-board receivers (CISPR 12:2007)*

EN IEC 55016-1-1:2019, *Specification for radio disturbance and immunity measuring apparatus and methods - Part 1-1: Radio disturbance and immunity measuring apparatus - Measuring apparatus (CISPR 16-1-1:2019)*

EN IEC 55025:2022, *Vehicles, boats and internal combustion engines - Radio disturbance characteristics - Limits and methods of measurement for the protection of on-board receivers (CISPR 25:2021)*

EN 60034-1:2010,[3] *Rotating electrical machines — Part 1: Rating and performance (IEC 60034-1:2010, modified)*

1 As impacted by EN 50604-1:2016/A1:2021, EN 50604-1:2016/A2:2025.

2 As impacted by EN 55012:2007/A1:2009.

3 As impacted by EN 60034-1:2010/corrigendum Oct. 2010.

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EN 60068-2-75:2014,[4] *Environmental testing — Part 2-75: Tests — Test Eh: Hammer tests (IEC 60068-2-75:2014)*

EN IEC 60335-1:2023, *Household and similar electrical appliances - Safety - Part 1: General requirements (IEC 60335-1:2020)*

EN 60335-2-29:2021, *Household and similar electrical appliances - Safety - Part 2-29: Particular requirements for battery chargers (IEC 60335-2-29:2021)*

HD 60364-5-52:2011,[5] *Low-voltage electrical installations — Part 5-52: Selection and erection of electrical equipment — Wiring systems (IEC 60364-5-52:2009, modified)*

EN 60529:1991,[6] *Degrees of protection provided by enclosures (IP Code) (IEC 60529:1989)*

EN IEC 61000-4-2:2025, *Electromagnetic compatibility (EMC) - Part 4-2: Testing and measurement techniques - Electrostatic discharge immunity test (IEC 61000-4-2:2025)*

EN 61310-2:2008, *Safety of machinery - Indication, marking and actuation - Part 2: requirements for marking (IEC 61310-2:2007)*

EN ISO 7010:2020, *Graphical symbols - Safety colours and safety signs - Registered safety signs (ISO 7010:2019, Corrected version 2020-06)*

EN ISO 11243:2023, *Cycles - Luggage carriers for bicycles - Requirements and test methods (ISO 11243:2023)*

EN ISO 12100:2010, *Safety of machinery - General principles for design - Risk assessment and risk reduction (ISO 12100:2010)*

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EN ISO 13849-1:2023, *Safety of machinery - Safety-related parts of control systems - Part 1: General principles for design (ISO 13849-1:2023)*

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EN ISO 20607:2019, *Safety of machinery — Instruction handbook — General drafting principles (ISO 20607:2019)*

ISO 6742-1:2023, *Cycles — Lighting and retro-reflective devices — Part 1: Lighting and light signalling devices*

ISO 6742-2:2023, *Cycles — Lighting and retro-reflective devices — Part 2: Retro-reflective devices*

ISO 9633:2001, *Cycle chains — Characteristics and test methods*

ISO 11451-1:2025, *Road vehicles — Vehicle test methods for electrical disturbances from narrowband radiated electromagnetic energy — Part 1: General principles and terminology*

ISO 11452-1:2025, *Road vehicles — Component test methods for electrical disturbances from narrowband radiated electromagnetic energy — Part 1: General principles and terminology*

ISO 11452-2:2019, *Road vehicles — Component test methods for electrical disturbances from narrowband radiated electromagnetic energy — Part 2: Absorber-lined shielded enclosure*

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4 As impacted by EN 60068-2-75:2014/A1:2025.

5 As impacted by HD 60364-5-52:2011/A1:2025, HD 60364-5-52:2011/A11:2017, HD 60364-5-52:2011/A12:2022.

6 As impacted by EN 60529:1991/A1:2000, EN 60529:1991/A2:2013 (EN 60529:1991/A2:2013/AC:2019-02), EN 60529:1991/corrigendum May 1993, EN 60529:1991/AC:2016-12.

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ISO 11452-3:2024, *Road vehicles — Component test methods for electrical disturbances from narrowband radiated electromagnetic energy — Part 3: Transverse electromagnetic (TEM) cell*

ISO 11452-4:2020, *Road vehicles — Component test methods for electrical disturbances from narrowband radiated electromagnetic energy — Part 4: Harness excitation methods*

ISO 11452-5:2002, *Road vehicles — Component test methods for electrical disturbances from narrowband radiated electromagnetic energy — Part 5: Stripline*

3 Terms and definitions

For the purposes of this document, the following terms and definitions apply.

ISO and IEC maintain terminology databases for use in standardization at the following addresses:

- ISO Online browsing platform: available at https://www.iso.org/obp
- IEC Electropedia: available at https://www.electropedia.org/

3.1
cycle
vehicle that has at least two wheels and is propelled solely or mainly by the muscular energy of the person on that vehicle, in particular by means of pedals

3.2
bicycle
two-wheeled vehicle that is propelled solely or mainly by the muscular energy of the person on that vehicle, in particular by means of pedals

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3.3
electrically power assisted cycle
EPAC
cycle, equipped with pedals and an auxiliary electric motor, which cannot be propelled exclusively by means of this auxiliary electric motor, except in the start-up assistance mode

3.4
city and trekking bicycle
bicycle designed for use on public roads primarily for means of transportation or leisure

3.5
mountain-bicycle
bicycle designed for use off-road on rough terrain, on public roads and on public pathways equipped with a suitably strengthened frame and other components, and, typically, with wide-section tyres with coarse tread patterns and a wide range of transmission gears

3.6
racing-bicycle
bicycle intended for high-speed amateur use on public roads having a steering assembly with multiple grip positions allowing for an aerodynamic posture, a multi-speed transmission system, tyre width not greater than 28 mm, and a maximum mass of 12 kg for the fully assembled bicycle

3.7
recumbent bicycle
bicycle that places the rider in a laid-back reclining position

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3.8
young adult bicycle
bicycle designed for use on public roads by a young adult whose weight is less than 40 kg with maximum saddle height of 635 mm or more and less than 750 mm

3.9
fully assembled bicycle
bicycle fitted with all the components necessary for its intended use

3.10
folding bicycle
bicycle designed to fold into a compact form, facilitating transport and storage

3.11
bar-end
extension secured to the end of a handlebar to provide an additional hand-grip and usually with its axis perpendicular to the axis of the end of the handlebar

3.12
brake-lever
lever that operates a braking device

3.13
disc-brake
brake in which pads are used to grip the lateral faces of a thin disc attached to or incorporated in the wheel-hub

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3.14
braking distance
distance travelled by a bicycle between the commencement of braking (3.16) and the point at which the bicycle comes to rest

3.15
braking force
F_{Br}
tangential rearward force between the tyre and the ground or the tyre and the drum or belt of the test machine

3.16
commencement of braking
point on the test track or test machine at which the brake actuating device operated directly by the riders hand or foot or by a test mechanism starts to move from its rest position

Note 1 to entry: On the test track, this point is determined by the first brake-actuating device (front or rear) to operate.

3.17
brake-lever cut-off switch
device that cuts off the motor assistance while using the brake lever

3.18
composite materials
component that is entirely or partially made of a non-metallic matrix materials which is reinforced by metallic or non-metallic materials such as short or long fibres, fabric or particles

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3.19
composite wheels
wheel assembly containing any composite material

3.20
continuous rated power
output power specified by manufacturer, at which the motor reaches its thermal equilibrium at given ambient conditions

3.21
thermal equilibrium
temperatures of motor parts which do not vary more than 2K per h

3.22
crank assembly
assembly for fatigue testing consisting of the drive side and the non-drive side crank arm, the pedal spindle-adaptors, the bottom-bracket spindle, and the first component of the drive system

EXAMPLE The chain-wheel set.

3.23
cut off speed
speed reached, by the EPAC, at the moment the current has dropped to zero or to the no load current value

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3.24
drive belt
seamless ring belt which is used as a means of transmitting motive force

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3.25
dummy fork
test fork manufactured to specific characteristics that can be substituted within a test for either the fork supplied by the manufacturer or where a fork has not been supplied

3.26
electromagnetic compatibility
ability of an EPAC or one of its electrical/electronic systems to function satisfactorily in its electromagnetic environment without introducing intolerable electromagnetic disturbance to anything in that environment

3.27
electromagnetic disturbance
electromagnetic phenomenon such as electromagnetic noise, an unwanted signal or a change in the propagation medium itself which may degrade the performance of an EPAC or one of its electronic/electrical systems

3.28
electromagnetic environment
all electromagnetic phenomena present in a given situation

3.29
electromagnetic immunity
ability of an EPAC or one of its electronic/electrical systems to perform without degradation of its performance in the presence of specific electromagnetic disturbance

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3.30
electronic/electrical subassembly
ESA
electronic and/or electrical component, or an assembly of components provided for installation into an EPAC, together with all electrical connections and associated wiring for the execution of several specific functions

3.31
ESA test
test carried out on one or more specific ESAs

3.32
ESA type in relation to electromagnetic compatibility
separate technical ESA unit that does not differ from other units in its essential design and construction aspects

Note 1 to entry: For example:

— the function performed by the ESA;

— the general layout of the electronic and/or electrical components;

— direct vehicle control performed by the rider acting on the steering, the brakes and the accelerator control.

3.33
exposed protrusion
protrusion which through its location and rigidity could present a hazard to the rider either through heavy contact with it in normal use or should the rider fall onto it in an accident

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3.34
fork steerer
fork stem
part of a fork that rotates about the steering axis of a bicycle frame head tube

Note 1 to entry: It is normally connected to the fork crown or directly to the fork legs and is normally the point of connection between the fork and the handlebar stem.

3.35
fracture
unintentional separation into two or more parts

3.36
full discharge of the battery
point at which the battery does not deliver any power/energy to the motor, according to the battery manufacturer's specifications

Note 1 to entry: It is recommended that the battery cells be never fully discharged and residual current of battery be used by other devices.

3.37
highest gear
gear ratio which gives the greatest distance travelled for one rotation of the cranks

3.38
hub-brake
brake which acts directly on the wheel-hub

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3.39
hub-generator
electric generating device built in the wheel-hub

3.40
integrated charger
charger which is a part of the bicycle and needs tools to be disassembled from it

3.41
electrical control system
electronic and/or electrical component, or an assembly of components provided for installation into a vehicle, together with all electrical connections and associated wiring for the engine electrical power assistance

3.42
lowest gear
gear ratio which gives the shortest distance travelled for one rotation of the cranks

3.43
maximum inflation pressure
maximum tyre pressure recommended by the tyre or rim manufacturer for a safe and efficient performance

Note 1 to entry: If the rim and tyre both indicate a maximum inflation pressure, the maximum inflation pressure is the lowest of the two pressures indicated.

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3.44
maximum saddle height
vertical distance from the ground to the point where the top of the seat surface is intersected by the seat-post axis, measured with the seat in a horizontal position and with the seat-post set to the minimum insertion-depth mark

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3.45
maximum assisted speed by design
maximum designed speed up to which assistance is provided

3.46
minimum insertion-depth mark
mark indicating the minimum insertion-depth of handlebar stem into fork steerer (fork stem) or seat-post into frame

3.47
narrow-band emission
emission which has a bandwidth less than that of a specific receiver or measuring instrument

3.48
no load current point
current for which there is no torque on the driving wheel

3.49
off-road rough-terrain
coarse pebble tracks, forest trails, and other general off-road tracks where tree-roots and rocks are likely to be encountered

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3.50
pedal tread-surface
surface of a pedal that is presented to the underside of the foot

3.51
primary retention system
system that keeps the front/rear wheel securely attached to the frame/fork dropouts whilst riding

3.52
public road
any designated and adopted road, pavement, path or track on which a bicycle is legally permitted to travel and on most though not all such public roads, bicycles will share use with other forms of transport including motorized traffic

3.53
pulley
rotating wheel mounted on an axle, that contains around its circumference teeth or groove over which a belt can pass to transmit power

3.54
quick-release device
lever actuated mechanism that connects, retains, or secures a wheel or any other component

3.55
quick-release pedal
quick-release device
pedal that contains a device for the attachment of a rider's foot/shoe that can be released by foot-movement alone

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3.56
rated voltage
voltage declared by the manufacturer of the bicycle

3.57
reference antenna
balanced half-wave dipole tuned to the measured frequency

3.58
reference limit
nominal level to which both the component type-approval of the vehicle and the conformity-of-production limit value refer

3.59
rim-brake
brake in which brake-shoes act on the rim of the wheel

3.60
screw thread locking devices
devices attached or applied to the threads of a nut or bolt so that they do not unintentionally become unlocked

EXAMPLE Lock washers, lock nuts, thread locking compound, or stiff nuts.

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