Nunes Law, Inc. Highlights New E-Bike Laws Taking Effect in 2027

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FRESNO, CA - November 27, 2026 -
Nunes Law, Inc., a Fresno personal injury firm, is highlighting two California e-bike laws signed on September 30, 2026, that take effect on January 1, 2027, with some equipment requirements starting in 2029. Senate Bill 1167, Chapter 846, Statutes of 2026, changes what can be sold and labeled as an electric bicycle, and Assembly Bill 2346, Chapter 842, sets a sidewalk speed limit and new speed-limit authority for paths and trails.

The chaptered text of Senate Bill 1167 expands the list of vehicles that may not be advertised, sold, or labeled as e-bikes to include mopeds, motorized scooters, and off-highway electric motorcycles. Electric bicycle labels must show the brand, the manufacturer, importer, or distributor, the classification number, top assisted speed, and motor wattage. It prohibits selling or installing a classification label except at a physical retailer or bicycle repair shop and requires the retailer or shop to verify that the label matches the e-bike's class before installing it. New Vehicle Code section 21065 requires a peace officer's report on an injury or crash involving an e-bike, moped, or motor-driven cycle to include specified marking or label information or to say it was not available.

Assembly Bill 2346, which the Legislature's bill status page shows was approved on September 30, sets a prima facie speed limit of 10 miles per hour on a sidewalk. A conviction for violating it does not add a point to a driver's record, according to the bill's digest. The bill also authorizes a local authority to set a speed limit of 10, 15, or 20 miles per hour on a bicycle path or multiuse trail, subject to signage requirements, and limits set before January 1, 2027, remain in effect.

Class 1 and class 2 e-bikes must stop providing motor assistance at 20 miles per hour and class 3 e-bikes at 28, and class 3 riders must be at least 16, according to the Senate author's fact sheet. Published summaries of the chaptered bill say that beginning January 1, 2029, class 2 e-bikes made or sold in California must have a speedometer and all new e-bikes must have front and rear lamps. They also say sellers must disclose an e-bike's class and top speed.

Fresno police said in August that three people had died so far in 2026 in crashes involving motorized bikes and scooters and that officers had documented about 116 collisions involving bicycles, e-bicycles, and e-scooters, according to KSEE. Police and school officials urged parents to learn about the e-bikes they buy for young riders. California law requires riders and passengers under 18 on e-bikes to wear a helmet, according to an ABC30 report. California generally allows two years to file a personal injury lawsuit under Code of Civil Procedure section 335.1, and applies comparative fault.

Nunes Law, Inc. handles bicycle accidents, e-bike accidents, OneWheel accidents, pedestrian accidents, car accidents, motorcycle accidents, truck accidents, and wrongful death cases, according to the firm. Attorney Frank Nunes leads the firm, whose office is in Fresno.

This release is based on the chaptered texts and Legislative Counsel's digests of Senate Bill 1167 and Assembly Bill 2346, published summaries of their provisions, and local news reports. It provides general information and is not legal advice. How these laws apply to a particular crash depends on the facts, the vehicle, and the date.

Nunes Law, Inc. represents injured people in Fresno and throughout California's Central Valley.
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