

THE KAWARTHA CYCLING CLUB

E-Bike Policy

E-bikes can be beneficial, especially for those who might need a little assistance in riding certain distances, or to climb certain hills. They may allow those who enjoy cycling to participate in group activities and may allow a rider coming back from injury or coping with a disability to enjoy group riding.

Policy

The following represents the Kawartha Cycling Club policy on e-bikes for all rides except Time Trials. Anyone using an e-bike on club rides must observe the following:

- An e-bike will only be allowed when it is used in pedal assist mode. **No other types of speed control such as handlebar throttles are allowed.**
- The e-bike must follow the Government of Ontario e-bike specifications.
- Those choosing to ride an e-bike need to be fully self sufficient and ensure that their bike is in good working order (as with all members' bikes) with particular attention to the specific elements of the electric components such as the battery.
- The liability portion of the KCC insurance policy will cover members regardless of being on or off the bike and there is no specification to e-bike vs normal bike. If the member is injured while on their e-bike, the accident portion of the policy may not cover them. Anyone who is on an e-bike should contact their auto insurance carrier to obtain confirmation that their accident benefits would extend to the use of their e-bike.
- If the City of Kawartha Lakes develops an e-bike policy, we will revise ours as necessary especially as it relates to trail rides.
- Riders are expected to follow the code of conduct for e-bikes.

Code of Conduct

- A rider needs to ride within their group riding skill level and accepted group pace level. e.g. A new member just learning to ride in a group should not then ride an intermediate ride simply because the bike allows the pace.
- This also means that a rider would not generally ride faster than the group pace (i.e. "riding off the front") or be at the front of the group a disproportionate amount of time as they may be pushing the pace too high for the rest of the group. Where groups are doing a rotating pace line, **e-bikes are NOT permitted** to participate in the rotation. See next point regarding power surges.
- Riders need to be aware of how their e-bike reacts when the motor kicks in and should anticipate and control any surges that may happen so that the group is not affected. E-bike riders should leave more than the usual space behind another rider until they are fully comfortable with their e-bike's motor behaviour.
- Riding in an appropriate location within the group and communication will be key elements. Riders with e-bikes can typically go faster than average riders on a hill so must be vigilant in their positioning and speed control so as not to disrupt the group.
- The maximum pedal assist speed of a legal e-bike is 32 kph. Fast groups can exceed this limit; therefore, the e-bike may not be suitable for this group.