# London calls for mandatory third-party testing to curb e-bike battery fires



London Fire Brigade has issued a stark warning regarding the growing risks of fires linked to e-bike batteries, urging the Government to adopt decisive regulatory measures. The Brigade emphasises the necessity for third-party certification of e-bike batteries to ensure their safety before they reach the UK market, aiming to prevent further incidents and protect public safety.

This call to action aligns with a recent motion put forward by the London Assembly in December 2024, which advocated for mandatory third-party testing of e-bike and e-scooter batteries. The Assembly's motion focused on the escalating fire hazards associated with substandard lithium-ion batteries and called for government-approved safety assessments prior to market entry. Alongside this, the Assembly recommended tighter regulation of online marketplaces, highlighting that many unsafe products are sold through these channels without adequate scrutiny.

The UK government has already published statutory guidelines targeting the lithium-ion batteries used in e-bikes, setting requirements for safety mechanisms designed to prevent thermal runaway—a dangerous chemical reaction that can cause fires or explosions. Businesses producing or distributing these batteries must comply with these guidelines under the General Product Safety Regulations 2005. Enforcement of these standards is overseen by the Office for Product Safety and Standards (OPSS), which demonstrates the government’s commitment to consumer protection and fire prevention.

A case in point underscoring regulatory action was the January 2024 ban on the sale of the UPP e-bike battery by the OPSS. This particular Chinese-manufactured battery was linked to multiple fires in England, prompting withdrawal notices to major online marketplaces and warnings to consumers to stop using the device immediately. This move highlights the risks posed by unsafe products and the government’s readiness to take enforcement action.

Further concerns have been raised by Electrical Safety First, a charity dedicated to promoting safer electrical usage. In July 2023, the organisation called for batteries used in e-bikes and e-scooters to be regulated similarly to fireworks and heavy machinery, requiring mandatory third-party approval before sale in the UK. This recommendation follows a series of fatal fires tied to defective lithium-ion batteries and mirrors successful regulatory frameworks like those in New York City, where third-party certification is obligatory.

More recently, Electrical Safety First issued a warning in February 2025 regarding the dangers of using incompatible chargers with these batteries. Their research showed that over a third of UK adults lacked confidence in selecting the correct charger, increasing the risk of fires. The charity emphasised the importance of stronger regulations on e-bikes, e-scooters, and their batteries, along with adherence to manufacturer guidelines for charging and storage to reduce fire hazards.

Government guidance echoes these concerns, advising consumers to only buy e-bikes and e-scooters from trusted sellers and to look for safety marks such as UKCA or CE certification. It also stresses proper battery care, including avoiding modifications or tampering and charging in safe, accessible locations away from potential escape routes.

Together, these measures and warnings form a comprehensive approach to tackling the fire risks posed by e-bike and e-scooter batteries. The consistent message from safety experts, regulatory bodies, and government officials is clear: robust regulations, third-party testing, consumer vigilance, and informed use are crucial to preventing fires and ensuring public safety in the rapidly growing market for electric personal transport devices.

### 📌 Reference Map:

* Paragraph 1 – [[1]](https://www.standard.co.uk/news/london/ebike-fires-london-fire-brigade-b1250399.html), [[2]](https://www.london.gov.uk/who-we-are/what-london-assembly-does/london-assembly-press-releases/assembly-calls-third-party-certification-e-bike-and-e-scooter-batteries)
* Paragraph 2 – [[2]](https://www.london.gov.uk/who-we-are/what-london-assembly-does/london-assembly-press-releases/assembly-calls-third-party-certification-e-bike-and-e-scooter-batteries), [[1]](https://www.standard.co.uk/news/london/ebike-fires-london-fire-brigade-b1250399.html)
* Paragraph 3 – [[4]](https://www.gov.uk/guidance/statutory-guidelines-on-lithium-ion-battery-safety-for-e-bikes)
* Paragraph 4 – [[6]](https://www.fia.uk.com/news/the-opss-bans-sale-of-dangerous-e-bike-battery-linked-to-fires.html)
* Paragraph 5 – [[5]](https://www.electricalsafetyfirst.org.uk/media-centre/press-releases/2023/07/treat-e-bike-batteries-like-fireworks-government-told-report)
* Paragraph 6 – [[7]](https://www.electricalsafetyfirst.org.uk/media-centre/press-releases/2025/02/incompatible-e-bike-and-e-scooter-chargers-risk-the-wrong-spark-this-valentines-day-experts-warn/)
* Paragraph 7 – [[3]](https://www.gov.uk/guidance/buy-safe-be-safe-avoid-e-bike-and-e-scooter-fires)

Source: [Noah Wire Services](https://www.noahwire.com)

## Bibliography

1. <https://www.standard.co.uk/news/london/ebike-fires-london-fire-brigade-b1250399.html> - Please view link - unable to able to access data
2. <https://www.london.gov.uk/who-we-are/what-london-assembly-does/london-assembly-press-releases/assembly-calls-third-party-certification-e-bike-and-e-scooter-batteries> - In December 2024, the London Assembly called for third-party certification of e-bike and e-scooter batteries to enhance safety. The motion highlighted the increasing fire risks associated with substandard lithium-ion batteries and urged the Mayor to advocate for mandatory safety assessments by government-approved bodies before these products enter the UK market. The Assembly also recommended regulating online marketplaces to ensure compliance and prevent the sale of unsafe e-bikes and e-scooters.
3. <https://www.gov.uk/guidance/buy-safe-be-safe-avoid-e-bike-and-e-scooter-fires> - The UK government provides guidance on preventing e-bike and e-scooter fires, emphasizing the importance of purchasing from trusted sellers and ensuring products meet UK safety laws. Consumers are advised to look for compliance marks like UKCA or CE, follow manufacturer instructions for storage and charging, and avoid using incompatible chargers. The guidance also warns against modifying or tampering with batteries and recommends charging in safe locations away from escape routes.
4. <https://www.gov.uk/guidance/statutory-guidelines-on-lithium-ion-battery-safety-for-e-bikes> - The UK government has published statutory guidelines for businesses producing and distributing lithium-ion batteries for e-bikes. These guidelines mandate that batteries must contain safety mechanisms to address the risk of thermal runaway, which can lead to serious fires or explosions. Producers and distributors are required to ensure their products meet these safety standards under the General Product Safety Regulations 2005, with enforcement by the Office for Product Safety and Standards (OPSS).
5. <https://www.electricalsafetyfirst.org.uk/media-centre/press-releases/2023/07/treat-e-bike-batteries-like-fireworks-government-told-report> - In July 2023, Electrical Safety First recommended that e-bike and e-scooter batteries be regulated similarly to fireworks and heavy machinery to enhance safety. The charity called for mandatory third-party approval before these batteries enter the UK market, following a spate of fatal fires linked to substandard lithium-ion batteries. This approach mirrors regulations in New York City, where such products require third-party certification before sale.
6. <https://www.fia.uk.com/news/the-opss-bans-sale-of-dangerous-e-bike-battery-linked-to-fires.html> - In January 2024, the UK's Office for Product Safety and Standards (OPSS) banned the sale of the UPP e-bike battery, a Chinese-manufactured product linked to multiple fires across England. The OPSS issued withdrawal notices to major online marketplaces and the manufacturer, advising consumers to cease using the battery immediately and dispose of it safely. This action underscores the government's commitment to consumer safety and fire prevention.
7. <https://www.electricalsafetyfirst.org.uk/media-centre/press-releases/2025/02/incompatible-e-bike-and-e-scooter-chargers-risk-the-wrong-spark-this-valentines-day-experts-warn/> - In February 2025, Electrical Safety First warned that using incompatible chargers with e-bike and e-scooter batteries could lead to fires. Research revealed that over a third of UK adults were not confident in selecting a compatible charger. The charity called for stronger regulation of e-bikes, e-scooters, and their batteries to reduce the risk of battery fires, emphasizing the importance of using manufacturer-recommended chargers and following safety guidelines.