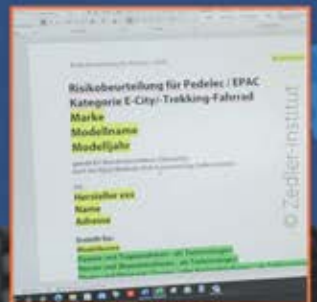


# GPSR

# CE

Conformité Européenne



## WORKSHOP PRODUCT SAFETY AND LIABILITY, GPSR (GENERAL PRODUCT SAFETY REGULATION), CE MARKING

- » The directives, laws and standards relevant for placing bicycles, EPACs/e-bikes and transportation bikes on the market will be treated comprehensively from practice for practice



Articles by the Zedler-Institut on GPSR published in the 2025 Eurobike Show Daily

## GPSR AND ITS CONSEQUENCES

The EU explicitly wants a level playing field and uniform consumer protection. To achieve this, the new General Product Safety Regulation 2023/988, or GPSR for short, came into force across the EU in December 2024.

The stated goal is to ensure that only safe products are placed on the market, i.e. sold to customers, in all 27 countries of the European Union.

This is consistent with the fundamental objective of the previous regulations and directives since 1989. It therefore makes sense that strict standards for testing and technical documentation, i.e., proof of regulatory compliance, will now apply not only to EPACs (e-bikes), but also to “normal” bicycles, all individually sold components and accessory products.

Certainly some market surveillance authorities will soon start to draw random samples from dealers to check that manufacturers meet their duties under GPSR. Looking at the current state of the industry, sales bans seem certain. Dealers should do what they can to prevent them by working closer with manufacturers.



## THREE STEPS TO COMPLIANCE

With the following tools and in just three steps, we will provide you with the knowledge you need to act with confidence.



\* Note: Participation in the follow-up workshops is also possible in reverse order.

The Zedler-Institut workshops will make your entire team fit, from management to product development and quality assurance to service, to avoid legal pitfalls.



## THE MANDATORY CE MARKING AND ITS IMPLEMENTATION

The mandatory CE marking requires that EPACs/e-bikes up to 25 kmh/15.5 mph, e-MTBs, e-gravel and e-transportation bikes are tested and evaluated according to the 2006/42/EC Machinery directive and gradually transitioning in accordance with Machinery Regulation (EU) 2023/1230 of the European Parliament and Council.

For more than 25 years now the Product Safety Act has been in force, and yet there are many manufacturers and importers of bicycles that are still not familiar with it. Anyone who imports EPACs/e-bikes and transportation bikes into or manufactures them in the EU cannot avoid dealing with the CE marking.

### IMPORTANT:

Even though only EPACs/e-bikes require a CE mark, the same regulations must also be complied with for mechanical bicycles and accessories and components!

For more than 25 years now the Product Safety Act has been in force, and yet there are many manufacturers and importers of bicycles that are still not familiar with it. Anyone who imports EPACs/e-bikes and transportation bikes into or manufactures them in the EU cannot avoid dealing with the CE marking.

By providing a product with a CE mark manufacturers confirm that the product complies with the applicable EU directives. This does not apply to bicycles, but for EPACs/e-bikes and transportation bikes with a pedal assistance of up to 25 kmh/15.5 mph this marking is a must.

Are parts of the conformity procedure or of its scope missing, there is also the risk of a proceeding of the market surveillance authorities as well as of partly high penalties. Especially in the past years, we have accompanied many proceedings of market surveillance authorities in some European countries on behalf of our clients. In the workshop we will share our wealth of experience.

## CE MARK

With the CE mark, the manufacturer or importer signals to the authorities that the product complies with the minimum requirements of all regulations, directives and standards applicable in Europe. A risk assessment, an EMC test and much more must be performed successfully.

The CE mark is mandatory for EPACs/e-bikes up to 25 kmh/15.5 mph, e-MTBs, e-transportation bikes etc., but not for bicycles. Self-certification is possible; the EPAC/e-bike and transportation bike must however comply with the requirements of the Machinery Directive or Regulation. The risk assessment conclusively shows that the passed DIN EN 15194 or DIN EN 17404 is not sufficient. Supplementary tests must therefore be carried out. The knowledge what kind of tests are advisable for EPACs/e-bikes up to 25 kmh/15.5 mph, e-MTBs, e-gravel and e-transportation bikes is another target of the workshop.

## THE TOOLSET

This workshop provides you and your team with the necessary background knowledge and the practice-approved toolset and ensures that the CE marking for placing EPACs/e-bikes up to 25 kmh/15.5 mph, e-MTBs, e-gravel and e-transportation bikes as well as placing mechanical bicycles, accessories and components on the market remains not a book of seven seals.

In addition, we will define the position of your company and make first concrete steps.



# THE TARGET GROUPS OF THE WORKSHOP PRODUCT SAFETY AND LIABILITY, GPSR, CE MARKING

This workshop is designed for individual persons in small groups as well as exclusively customised for your company.

The workshop can be held at your premises or in the modern seminar area of our company headquarters including a bicycle museum.

## For decision makers and key staff

You feel uncertain about the CE marking?

You want to avoid any pitfalls when placing bicycles and EPACs/e-bikes and transportation bikes on the market?

Are you not yet familiar with the new GPSR?

Then this is the right course for you to deepen your knowledge about GPSR, CE marking, legal framework, recalls, standards, etc.

- » Precondition/target group: You are a decision maker, in product development, in charge with service, quality assurance or the like.
- » This workshop is held as one-day in-person workshop at our company headquarters in Ludwigsburg (greater Stuttgart area) or directly at your premises.
- » Duration of the workshop all in all up to 8.0 h (varying according to the desired scope etc.).
- » Participants receive a confirmation of participation. This is an important document in case the going gets tough with market surveillance authorities and lawyers.





## EXTRACT OF THE TOPICS OF THE BASIC WORKSHOP PRODUCT SAFETY AND LIABILITY, GPSR, CE MARKING

- » Market and industry in a state of change
- » Case laws – investigation of causes and solution approaches
- » Food for thought
- » Being honest and documentation
- » Recalls
- » ISO, EN and DIN standards
- » Technical documentation
- » Legal framework and EU directives
- » CE certification
- » GPSR – General Product Safety Regulation
- » Obligations of the manufacturer
- » Obligations of the dealer
- » Conclusion and outlook



## YOU WANT MORE? FOLLOW-UP WORKSHOP FULLY-ASSEMBLED BICYCLE TESTING

This workshop is the follow-up of the previous basic workshop “Product safety and liability, GPSR, CE marking” and is based on its contents. A previous participation is therefore precondition.

- » Please observe that the follow-up workshop “fully-assembled bicycle testing” can only be booked exclusively by individual companies as it is customised individually to your needs.
- » This workshop mainly addresses technicians and persons in charge of conformity (engineers, product developers, product managers, etc.) of your company.
- » Feel free to book both workshops staggered or on consecutive days, but then only at our company headquarters in Ludwigsburg (greater Stuttgart area).
- » In addition to a confirmation of participation, you will receive a completed test report for one of your EPACs/e-bikes, bicycles or transportation bikes, as well as one or more templates for carrying out complete bike tests for your brand as often as you like.

## EXTRACT OF THE TOPICS OF THE FOLLOW-UP WORKSHOP FULLY-ASSEMBLED BICYCLE TESTING

- » This intensive workshop includes the exemplary test of a fully-assembled electric bicycle/EPAC up to 25 kmh/15.5 mph in accordance with the harmonised DIN EN 15194; you will perform it on your own and obtain directly the test report for your files. The price includes the template for further tests in your company.
- » Further templates (for e-MTB, e-gravel or e-road bike and e-transportation bike resp. mechanical bicycles) for use for additional, as many tests of the portfolios of your brand as you wish (extra charge).
- » First successes in work following the workshop "Product safety and liability, GPSR, CE marking" will be discussed as well as questions that may have raised in the meantime.

If you are interested in our workshops visit our website at:

<https://zedler-schulung.de/en/retailers-manufacturers/>





## YOU WANT EVEN MORE? THE FOLLOW-UP WORKSHOP RISK ASSESSMENT

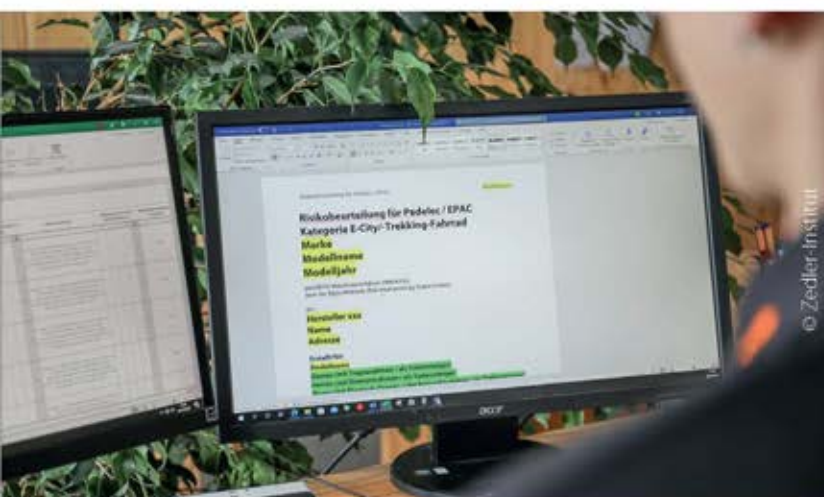
This workshop is the follow-up of the previous workshop "Product safety and liability, GPSR, CE marking" and is based on its contents. A previous participation is therefore precondition.

- » Please observe that the follow-up workshop "risk assessment" can only be booked exclusively by individual companies as it is customised individually to your needs.
- » This follow-up workshop mainly addresses technicians, engineers, product developers, product managers and persons in charge of conformity of your company.
- » This follow-up workshop can be held directly in your company or in Zedler-Institut's seminar area with bicycle museum or online

## PRACTICAL IMPLEMENTATION OF THE FOLLOW-UP WORKSHOP RISK ASSESSMENT

- » You obtain an open system consisting of one or more comprehensive templates with which you can independently create risk assessments for the various model series of your brand.
- » A detailed briefing is included in the scope of delivery.
- » The first risk assessment will be created with the templates directly on an EPAC/e-bike and transportation bike or on a bicycle.
- » Check for completeness and legal certainty of your products.
- » Optionally, we offer you further templates for carrying out further risk assessments for other models or categories, for e-gravel bikes, e-transportation bikes etc.

If you are interested in our workshops visit our website at:  
<https://zedler-schulung.de/en/retailers-manufacturers/>

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## RISK ASSESSMENT “INDIVIDUAL”

Opting for the basic module “Individual” means that we prepare the risk assessment for a special model from one of the following categories:



- » city/trekking bikes / e-city/trekking bikes
- » MTBs / e-MTBs
- » road bikes / e-road bikes
- » gravel bikes / e-gravel bikes
- » transportation bikes / e-transportation bikes
- » folding bikes / e-folding bikes
- » tandems / e-tandems

We also take into account the form of distribution, i.e. whether the e-bike, (e-) transportation bike or the “normal” bicycle is sold via stationary bicycle retailers or in direct sales or online trade.

We compile the basis and expand our knowledge by means of a detailed questionnaire that we will make available to you in advance. Typically, a web meeting to answer final questions is then sufficient.

We prepare the risk assessment “Individual” directly for you, so that you have a ready to sign risk assessment for your special model.

**If you are interested in our risk assessment “individual” please feel free to contact us:**

**<https://www.zedler-fahrrad.de/en/risk-assessment/individual/>**



### „MUST HAVE“

Additional technical documents are a “must have”.

In particular, you must include safety instructions and operating or user manuals in the local language with your bicycles, e-bikes and transportation bikes.

**Please feel free to contact us so that we can build a strong foundation for your products.**

**<https://www.zedler-fahrrad.de/en/user-manuals/>**



## TRAINING BY THE TEST ENGINEERS OF ZEDLER-INSTITUT MEANS

- » Profound knowledge gained through accompanying many proceedings of the market surveillance authorities in several countries of the EU and Switzerland
- » Enormous wealth of knowledge through the shared experience of expert colleagues from almost countless product liability case laws in Europe, the US, UK and the Middle East in the past 30 years
- » Profound knowledge of recall processing based on about 20 years of experience in this field
- » The knowledge base has also kept pace with the times through participation in the standardisation bodies and all major conferences of the bicycle industry over the past about 20 years
- » Experience from umpteen thousand product tests of EPACs/e-bikes and transportation bikes



**BdFS – Bundesverband der Fahrrad-Sachverständigen e.V.** (German association of bicycle experts), founding member and chairman



**IHK Region Stuttgart**



**Handwerkskammer Region Stuttgart**

**Chamber of Commerce and Industry CCI region Stuttgart**, founding member of board of examiners "Bicycle mechanic"



**Zukunft Fahrrad e.V.**, founding member and deputy chairman



**Stiftung Warentest** (German foundation for comparative product testing), Multiple appointments to the advisory committee



**DIN – Deutsches Institut für Normung e.V.** (German Institute for Standardisation), two employees cooperating in the boards



**German Road Safety Council (DVR):** Working group "Bicycle and speed pedelec safety"

## OUR COMPANY HISTORY – COMPETENCE IN BICYCLE KNOWLEDGE (EXTRACT)

- 1993** Foundation of Ingenieur- und Sachverständigenbüro für Fahrradtechnik in Ludwigsburg by graduate engineer Dirk Zedler
- 1994** Public appointment and swearing in of Dirk Zedler as expert witness for bicycles at the CCI region Stuttgart
- 1995/96** First participation in the German DIN committee
- 1998** Dirk Zedler becomes first chairman of Bundesverbandes der Fahrrad-Sachverständigen e.V. (German association of bicycle experts)
- 2004** From that year on training company for bicycle mechanics
- 2007** Founding member of CCI board of examiners
- 2009** From that year on lectures at the German Association for Materials Research and Testing (DVM e.V.), workshop bicycle safety
- 2010** Foundation Zedler-Institut für Fahrradtechnik und -Sicherheit GmbH (testing services, technical documentation)
- 2012** Lecture at GDV e.V., symposium on liability: "Damage to bicycles – Developments and verification possibilities"
- 2013** From that year on advisory committee at Stiftung Warentest (German foundation for comparative product testing)
- 2014** In addition, public appointment and swearing in of Dirk Zedler as expert witness for electric bicycles
- 2014** Training company for two-wheeler mechatronic technicians, specialising in bicycles
- 2015** Cooperation in the board for standardised guidelines on the replacement of components on e-bikes (together with the umbrella organization for German industry guilds BIV, Velotech and the German bicycle associations VSF and ZIV)
- 2016** Foundation of GDFS – Gesellschaft der Fahrrad-Sachverständigen mbH
- 2019** Zedler-Institut is founding member and Dirk Zedler deputy chairman of the German association "Zukunft Fahrrad e.V." (bicycle future)
- 2023** Accreditation of the test laboratory in accordance with DIN EN ISO 17025 by the national accreditation body of the Federal Republic of Germany DAKKS.
- 2024** Jury member Cyclingworld Award (Bicycle fair Cyclingworld Europe, Düsseldorf)
- 2024** Jury member Eurobike Award (Leading international trade fair of the bicycle industry, Frankfurt)
- 2025** Jury member Cyclingworld Award (Bicycle fair Cyclingworld Europe, Düsseldorf)



**zedler-Institut**  
*Technology and Passion for Bicycles*

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