

March 6, 2025

The Honorable Mike Johnson  
Speaker  
United States House of Representatives  
568 Cannon House Office Building  
Washington, DC 20515

The Honorable Hakeem Jeffries  
Minority Leader  
United States House of Representatives  
2267 Rayburn House Office Building  
Washington, DC 20515

The Honorable Brett Guthrie  
Chairman  
Committee on Energy and Commerce  
United States House of Representatives  
2161 Rayburn House Office Building  
Washington, DC 20515

The Honorable Frank Pallone  
Ranking Member  
Committee on Energy and Commerce  
United States House of Representatives  
2107 Rayburn House Office Building  
Washington, DC 20515

Dear Speaker Johnson, Leader Jeffries, Chairman Guthrie, and Ranking Member Pallone,

UL Standards & Engagement (ULSE) is pleased with the bipartisan introduction of the *Setting Consumer Standards for Lithium-Ion Batteries Act* (HR 973). This legislation is key to keeping Americans and first responders safer from lithium-ion battery fires that are happening across the country.

The Consumer Product Safety Commission (CPSC) attributes at least 39 deaths, 181 injuries, and 137 non-injury incidents to lithium-ion batteries used in micromobility products between January 2019 and December 2023. The CPSC received reports of micromobility fires or overheating incidents from 39 states between 2021 and 2022. Further, the economic harm caused by e-mobility battery fires is extensive. An upcoming analysis from ULSE and Oxford Economics found that e-mobility battery fires that occurred in New York City alone from 2019-2023 have conservatively cost up to \$518.6 million in damage and loss.

These fires are not, however, restricted by geography. If passed, this legislation will help mitigate the dangers of battery hazards and fires — allowing Americans to continue using their e-mobility devices safely.

As a nonprofit standards development organization working to create a safer world, ULSE has published more than 80 standards addressing lithium-ion battery risks. HR 973 requires the CPSC to promulgate three American National Standards as final consumer product safety standards: UL 2849, the standard for e-bikes; UL 2272, the standard for personal e-mobility devices; and UL 2271, the standard for lithium-ion batteries in e-mobility devices. We support the CPSC's use of these rigorous consensus-based standards — developed and maintained by volunteer technical experts — that play an essential role in preventing injuries and saving lives.

For example, UL 2849, the standard for e-bikes, increases safety for millions of users without inhibiting the innovation of e-bike manufacturers. UL 2849 is the first industry standard for e-bikes that covers electrical systems powered by a lithium-based, rechargeable battery. UL 2849

evaluates the safety of lithium-based electrical systems and battery and charger combinations, effectively mitigating the risk of electrocution hazards over the life of the product.

By making e-mobility devices safer, consumers keep access to products that they want and — in many cases — need. ULSE's *Raising the Risk* report highlights that 54% of e-mobility device owners purchased their devices for a work-related purpose. These devices are also popular for leisure and tourism. With safety standards in place, consumers can continue using their e-bikes with less concern about thermal runaway, an uncontrollable, self-heating state that can lead to smoke, fire, toxic off-gassing, or explosion.

I commend the co-sponsors of HR 973 for their work on this critical issue, and I encourage leadership to prioritize advancing the *Setting Consumer Standards for Lithium-Ion Batteries Act* through Congress. Passage of this bill represents a critical first step on the journey to protect Americans using lithium-ion powered personal transportation.

Thank you for your hard work and support.

Sincerely,



Jeff Marootian  
President and CEO  
UL Standards & Engagement