

New York City Department of Transportation
84127Y0866- Request for Information (RFI) for E-Bike Battery Cabinets in
NYC
August 2026

A. Purpose of RFI

The purpose of this RFI is to invite interested firms ("Respondents") to assist the New York City Department of Transportation ("NYC DOT") by providing information regarding the current state of the market for outdoor electric bike (e-bike) battery cabinets.

B. Definitions

1. "E-bike battery cabinet" refers to a type of Battery Containment Enclosure (BCE). A BCE is a product that encloses and stores lithium-ion cells, batteries, battery packs, and battery-powered devices and is intended to mitigate the heat, fire, and deflagration hazards generated by lithium-ion battery thermal runaway. A BCE might be used for storage, transport, and/or charging of lithium-ion cells, batteries, battery packs, and/or battery-powered devices.¹ E-bike battery cabinets are compact, vending-machine-sized stations designed to charge multiple e-bike batteries safely and securely.
 - a. "E-bike battery swapping cabinet" refers to a type of e-bike battery cabinet where users can rent a charged battery certified to Underwriters Laboratories (UL) Standards through a subscription service. When the battery is depleted, the user can exchange it for a fully charged one at the cabinet. The cabinet provider owns and maintains all the batteries in the system.
 - b. "E-bike battery charging cabinet" refers to a type of e-bike battery cabinet where users can safely store and charge their own personal batteries.

C. Background

Since 2022, lithium-ion batteries associated with e-bikes have caused more than 900 fires resulting in several injuries and deaths in NYC. Many of these fires are caused by uncertified and low-quality e-bike batteries and improper or unsafe charging practices. NYC DOT seeks to reduce fire risk by promoting the use of safe, certified e-bikes and batteries and the charging and storage of batteries outside.

NYC DOT plans to support the expansion of outdoor e-bike battery cabinet infrastructure, in part by leveraging property the agency owns, including sidewalks and plazas; promoting the equitable expansion of e-bike battery charging and swapping services; and encouraging linkages between e-bike charging investments and the larger e-micromobility ecosystem, including shared mobility services and bike-friendly infrastructure.

NYC DOT plans to bring e-bike battery swapping cabinets to the public right-of-way through its [Public E-Bike Charging \(PEC\) program](#). The PEC program will install e-bike battery swapping cabinets on sidewalks and plazas at approximately 25 locations across Manhattan and parts of

¹ As per *Battery Containment Enclosure* definition under UL 1487 (UL Standard entitled *Battery Containment Enclosures*).

the Bronx, Queens, and Brooklyn. NYC DOT will create electrical connections in the public right-of-way to power e-bike battery swapping cabinets and solicit a concessionaire through a Request for Proposals (RFP) to install, operate, and maintain the e-bike battery swapping cabinets.

Separately, property owners and tenants may seek to install e-bike battery cabinets on the sidewalk adjacent to their building via a revocable consent from NYC DOT. A revocable consent is the grant of a right to an individual or organization to construct and maintain certain structures on, over, or under the inalienable property (streets and sidewalks) of the City of New York. Revocable consents for e-bike battery cabinets provide the opportunity for NYC property owners and/or tenants to install e-bike battery cabinets on the sidewalk adjacent to their building. The property owner is responsible for the cost of electrical connection and equipment installation and operation. For more information on the revocable consent process for e-bike battery cabinets, please refer to NYC DOT's introductory guide: [Sidewalk E-Bike Battery Swapping and Charging Cabinets 101](#).

NYC DOT is soliciting responses to this RFI from firms that have experience in designing, installing, financing, owning, operating, and maintaining e-bike battery cabinets on outdoor public and/or private property in urban areas, or seek to do so. Submissions will be reviewed to improve the agency's understanding of e-bike battery cabinet products and services.

D. Goals of the RFI

- Learn about existing and in-development e-bike battery cabinet products and services designed for outdoor use in urban environments.
- Survey e-bike battery cabinet vendors on their experience, approach, and needs surrounding outdoor public e-bike charging services in urban environments.
- Identify financial models that e-bike battery cabinet companies believe are beneficial and/or detrimental to deployment and operation.

E. Submission Requirements and Review Process

This RFI will allow NYC DOT to engage with parties who are currently developing and deploying outdoor e-bike battery cabinets that are appropriate for urban markets. NYC DOT's interaction with interested parties will be iterative and may include some or all the following interactions: written responses to this RFI, written follow-up questions, and follow-up interviews. Additional materials, including standard marketing materials, as well as any white papers or peer-reviewed technical publications, may be included as appendices to submissions.

Respondents desiring to maintain the confidentiality of proprietary information contained in their responses should clearly mark pages containing such information as "privileged and confidential." Please note that NYC DOT is subject to Freedom of Information laws and requests for confidentiality will be evaluated individually in accordance with the law.

F. Company Information

- Company name
- Company address
- Company website
- Point of contact for this RFI and any related solicitations: name, title, email address, and phone number
- Basic information: year founded, number of employees, privately held or publicly traded, lines of business

G. Questions

Instructions: In responses, please specify the type of e-bike battery cabinet you are referring to: e-bike battery swapping cabinets or e-bike battery charging cabinets. If you have experience with both types, please provide separate responses for each cabinet type where applicable.

Experience and Products

1. In five sentences or fewer, please describe your company's business model.
2. What experience does your company have, either alone or as part of a team of companies, in designing, furnishing, installing, financing, operating, and maintaining e-bike battery cabinets in (a) New York City, (b) the United States, and (c) Global/Other Markets? Please provide a list summarizing the following details for your company by each geographic region (New York City, the United States, and/or Global/Other Markets):
 - Number of installed outdoor sites by type of property (outdoor private property, public right-of-way, public other)
 - Number of cabinets per outdoor site and number of battery compartments per cabinet
 - Number and location of outdoor sites that are in design or construction
 - Implementation dates (a specific date is preferred where available or a general timeframe, e.g., "Fall 2025")
3. What are the characteristics of your e-bike battery cabinet products? NYC DOT is particularly interested in cabinets intended to be placed on the public right-of-way, including on sidewalks and in public plazas, in dense urban settings. If your company does not currently have a product for this context, please discuss how you would modify your current products for installation on the public right-of-way. Please provide the following details:
 - Make and model of cabinets. Please include specification sheets that refer to equipment and cabinet footprints, design elements, number of battery compartments, and power level for each cabinet model. Please indicate whether each product is certified to UL Standards 1487 and 4900 and if so, by which Nationally Recognized

Testing Laboratory. If your company's product intends to be certified to these UL Standards in the future, please provide the anticipated date to reach that certification.

- Recommended number of minimum battery compartments per cabinet installed in the public right-of-way.
- Recommended minimum power requirement per cabinet installed in the public right-of-way.
- Design elements of your cabinet model(s) that can be modified for use on the public right-of-way to better fit within NYC streetscapes. Please consider elements including cabinet color and finish, lighting, cabinet footing and mounting, cabinet dimensions, and electric box/meter location or attachment.

4. What are the characteristics of the batteries associated with your e-bike battery cabinets?
 - *If applicable*, for e-bike battery swapping cabinets: Make and model of compatible batteries per cabinet model, including details on lithium-ion battery chemistries (e.g., lithium iron phosphate, lithium nickel manganese cobalt, lithium cobalt oxide).
 - *If applicable*, for e-bike battery swapping cabinets: Please discuss the compatibility of your batteries with existing e-bike models, including whether retrofits to the e-bikes are required. Note any significant compatibility limitations or proprietary constraints.
 - *If applicable*, for e-bike battery charging cabinets: If the cabinet limits the types or models of batteries that can be charged, please describe the battery models that are compatible with your cabinets. Note any significant compatibility limitations or proprietary constraints.
5. How does your company measure utilization data and other key performance indicators for your e-bike battery cabinets?
6. Regarding cabinet and service reliability, how does your team define and track uptime? What is the average system uptime of your e-bike battery cabinets in (a) New York City, (b) the United States, and/or (c) Global/Other Markets?
7. How does your company monitor the status of the cabinet and the batteries charging within it? Please describe any cabinet- or battery-management system you use.
8. How does your system protect personally identifiable information of its users? Please detail the information that is tracked through your technology, along privacy policies and security measures for the information collected.
9. What design features does your equipment incorporate to resist vandalism or theft of batteries or cabinet components? What protocols are in place in the case of vandalism or theft of batteries? What is your policy if a user's battery is stolen?

10. How would your company respond if a battery placed in a cabinet or the cabinet itself were tampered with or intentionally ignited? What would happen if someone placed an unauthorized object in the cabinet? Please detail how the equipment itself responds to safety risks and what company staff protocols exist to respond to such an occurrence.
11. For public installations, e-bike battery cabinets will be placed on sidewalks and plazas adjacent to streets. How do your cabinet models respond to vehicle impacts, considering both low-speed strikes (e.g., while parking) and high-speed vehicle crashes? How do the batteries housed in compartments respond to impact, either from the vehicle or, if the cabinet would tip over upon impact, from the cabinet hitting the ground? Please note the physical installation requirements, including how cabinets are mounted, any automatic breakaway design, and automatic shutoff systems.

User Experience and Payment Models

12. Describe the mobile app that users interface with to access the e-bike battery cabinet. Please provide screenshots where possible and detail the steps involved to:

- Enroll in the subscription or service
- Navigate the app
- See cabinet site locations
- See percentage charge of number of empty compartments and available batteries

If a mobile app is not used, please describe the alternative tool that users interface with.

13. How are users informed of low usable battery inventory, station outages, or equipment downtime? What is the typical notification timeline?
14. What payment methods does your infrastructure support? Can service access be tailored to different user groups (e.g., residents of a particular building, occasional commuters, or daily users)? Please list all available membership tiers or pricing categories and note which user types or use cases each is intended for.
15. NYC DOT prioritizes affordable, safe, and high-quality services. Does your company employ any pricing strategies to make services more affordable to low-income users?

Partnerships

16. Through grant funding, NYC DOT plans to cover the construction costs of bringing power to sites in the public right-of-way for the PEC program's e-bike battery swapping sites. The City does not cover the costs of electrical connection for revocable consent sites. What are financial barriers to your business model? What partnership models would help increase deployment of your business? Please include in your discussion the role of private investment, public direct subsidy, public indirect subsidy, and utility incentives and rate structures.

H. Responding to this RFI

This RFI is released through PASSPort, New York City's online procurement portal, as an RFx. Responses to this RFI/RFx must be submitted via PASSPort. To access the RFI, vendors should visit the PASSPort Public Portal. To reach the Public Portal, visit the following site: <https://www.nyc.gov/site/mocs/passport/about-passport.page> then click on the rectangle captioned "Procurement Navigator," whereupon you will arrive at the Portal. To quickly locate the RFI, insert the following EPIN, 84127Y0866, into the Keyword search field, then click search. In order to respond to the RFI, vendors must create an account within the PASSPort system if they have not already done so. Any inquiries concerning this RFI should be directed by e-mail under the subject line "E-Bike Battery Cabinets in NYC" to the email address of the Authorized Agency Contact, David Maco, at dmaco@dot.nyc.gov.

Refer to the Questionnaire tab of this RFI in PASSPort for instruction as to where you should upload your response to this RFI. The document that is your response to this RFI should include the information requested in Section F and answers to the questions, as applicable, in Section G. Any other information you deem pertinent may be included in an (optional) appendix. Submit your response to this RFI on or prior to the due date, 9/8/26 by 5:00 pm.

I. Additional Information

This RFI is not intended as a formal offering for the award of a contract or for participation in any future solicitation.

- NYC DOT does not intend to grant or issue any contracts on the basis of this RFI.
- NYC DOT, the City and their officials, officers, agents and employees make no representation or warranty and assume no responsibility for the accuracy of the information set forth in this RFI.
- Neither NYC DOT nor the City shall be liable for any costs incurred by any respondent in the preparation, submittal, presentation or revision of its submission. Neither NYC DOT nor the City shall be obligated to pay and shall not pay any costs in connection with the preparation of such submissions.
- All responses become the property of the City of New York and NYC DOT. Responses will generally be made available for inspection and copying by interested parties upon written request, except when exempted from disclosure under the New York State Freedom of Information Law.
- NYC DOT is subject to the New York State Freedom of Information Law, which governs the process for the public disclosure of certain records maintained by NYC DOT. (See: Public Officers Law, Sections 87 and 89). Individuals or firms that submit materials to NYC DOT may request that NYC DOT except all or part of such materials from public disclosure, on the grounds that the materials contain trade secrets, proprietary information, or that the information, if disclosed, would cause substantial injury to the competitive position of the individual or firm submitting the information. Such exception may extend to information contained in the request itself, if public disclosure would defeat the purpose for which the exception is sought. The request for such an exception must be in writing and state, in detail, the specific reasons for the requested exception. It

must also specify the materials or portions thereof for which the exception is requested. If NYC DOT grants the request for exception from disclosure, NYC DOT shall keep such materials or portions thereof in secure facilities.

- NYC DOT at its sole discretion reserves, without limitation, the right to:
 - Withdraw the RFI at any time.
 - Use the ideas and/or submissions in any manner deemed to be in the best interests of NYC DOT and the City, including but not limited to soliciting competitive submissions relating to such ideas or proposals.
 - Change any terms of the RFI.
 - Communicate with any and all of the respondents to discuss this proposal.