

DIN EN ISO 4210-1



ICS 43.150

Supersedes: see below

**Cycles –
Safety requirements for bicycles –
Part 1: Terms and definitions (ISO 4210-1:2014);
English version EN ISO 4210-1:2014,
English translation of DIN EN ISO 4210-1:2015-01**

Fahrräder –
Sicherheitstechnische Anforderungen an Fahrräder –
Teil 1: Begriffe (ISO 4210-1:2014);
Englische Fassung EN ISO 4210-1:2014,
Englische Übersetzung von DIN EN ISO 4210-1:2015-01

Cycles –
Exigences de sécurité des bicyclettes –
Partie 1: Termes et définitions (ISO 4210-1:2014);
Version anglaise EN ISO 4210-1:2014,
Traduction anglaise de DIN EN ISO 4210-1:2015-01

Together with DIN EN ISO 4210-2:2015-01, DIN EN ISO 4210-3:2015-01, DIN EN ISO 4210-4:2015-01,
DIN EN ISO 4210-5:2015-01, DIN EN ISO 4210-6:2015-01, DIN EN ISO 4210-7:2015-01,
DIN EN ISO 4210-8:2015-01 and DIN EN ISO 4210-9:2015-01 supersedes DIN EN 14764:2006-03,
DIN EN 14766:2006-09 and DIN EN 14781:2006-03
See start of application

Document comprises 12 pages

Translation by DIN-Sprachendienst.

In case of doubt, the German-language original shall be considered authoritative.

A comma is used as the decimal marker.

Start of application

The start of application of this standard is 2015-01-01.

DIN EN 14764:2006-03, DIN EN 14766:2006-09 and DIN EN 14781:2006-03 may be used in parallel until 2015-07-31.

National foreword

This standard includes safety requirements within the meaning of the *Produktsicherheitsgesetz* (ProdSG) (German Product Safety Act).

This document (EN ISO 4210-1:2014) has been prepared by Technical Committee ISO/TC 149 "Cycles" in collaboration with Technical Committee CEN/TC 333 "Cycles" (Secretariat: UNI, Italy).

The responsible German body involved in its preparation was the *DIN-Normenausschuss Sport- und Freizeitgerät* (DIN Standards Committee Sports Equipment), Working Committee NA 112-06-01 AA *Fahrräder für allgemeine und sportliche Benutzung*.

Where this standard has been identified by the *Ausschuss für Produktsicherheit* (German Committee for Product Safety) and reference to it has been published in the *Gemeinsames Ministerialblatt* (German Joint Ministerial Gazette) by the *Bundesanstalt für Arbeitsschutz und Arbeitsmedizin (BAuA)* (German Federal Institute for Occupational Safety and Health), it is to be presumed that cycles which comply with this standard fulfil the relevant health and safety requirements.

Amendments

This standard differs from DIN EN 14764:2006-03, DIN EN 14766:2006-09 and DIN EN 14781:2006-03 as follows:

- a) the standard has been adopted as an EN ISO Standard;
- b) the structure of the standard series has been changed as regards components to avoid the need for having a separate standard for each type of bicycle.

Previous editions

DIN EN 14764: 2006-03
DIN EN 14766: 2006-02, 2006-09
DIN EN 14781: 2006-03
DIN 79100: 1976-04, 1984-03, 2000-04
DIN 79100-2: 1992-02, 1998-10
DIN 79100-2/A1: 1995-08

English Version

Cycles - Safety requirements for bicycles - Part 1: Terms and definitions (ISO 4210-1:2014)

Cycles - Exigences de sécurité des bicyclettes - Partie 1:
Termes et définitions (ISO 4210-1:2014)

Fahrräder - Sicherheitstechnische Anforderungen an
Fahrräder - Teil 1: Begriffe (ISO 4210-1:2014)

This European Standard was approved by CEN on 21 June 2014.

CEN members are bound to comply with the CEN/CENELEC Internal Regulations which stipulate the conditions for giving this European Standard the status of a national standard without any alteration. Up-to-date lists and bibliographical references concerning such national standards may be obtained on application to the CEN-CENELEC Management Centre or to any CEN member.

This European Standard exists in three official versions (English, French, German). A version in any other language made by translation under the responsibility of a CEN member into its own language and notified to the CEN-CENELEC Management Centre has the same status as the official versions.

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Foreword

This document (EN ISO 4210-1:2014) has been prepared by Technical Committee ISO/TC 149 “Cycles” in collaboration with Technical Committee CEN/TC 333 “Cycles” the secretariat of which is held by UNI.

This European Standard shall be given the status of a national standard, either by publication of an identical text or by endorsement, at the latest by January 2015, and conflicting national standards shall be withdrawn at the latest by July 2015.

Attention is drawn to the possibility that some of the elements of this document may be the subject of patent rights. CEN [and/or CENELEC] shall not be held responsible for identifying any or all such patent rights.

This document supersedes EN 14764:2005, EN 14766:2005, EN 14781:2005.

This document has been prepared under a mandate given to CEN by the European Commission and the European Free Trade Association.

EN ISO 4210 consists of the following parts, under the general title *Cycles — Safety requirements for bicycles*:

- *Part 1: Terms and definitions*
- *Part 2: Requirements for city and trekking, young adult, mountain and racing bicycles*
- *Part 3: Common test methods*
- *Part 4: Braking test methods*
- *Part 5: Steering test methods*
- *Part 6: Frame and fork test methods*
- *Part 7: Wheels and rims test methods*
- *Part 8: Pedals and drive system test methods*
- *Part 9: Saddles and seat-post test methods*

According to the CEN-CENELEC Internal Regulations, the national standards organizations of the following countries are bound to implement this European Standard: Austria, Belgium, Bulgaria, Croatia, Cyprus, Czech Republic, Denmark, Estonia, Finland, Former Yugoslav Republic of Macedonia, France, Germany, Greece, Hungary, Iceland, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Netherlands, Norway, Poland, Portugal, Romania, Slovakia, Slovenia, Spain, Sweden, Switzerland, Turkey and the United Kingdom.

Endorsement notice

The text of ISO 4210-1:2014 has been approved by CEN as EN ISO 4210-1:2014 without any modification.

Introduction

This International Standard has been developed in response to demand throughout the world, and the aim has been to ensure that bicycles manufactured in compliance with this International Standard will be as safe as is practically possible. The tests have been designed to ensure the strength and durability of individual parts as well as of the bicycle as a whole, demanding high quality throughout and consideration of safety aspects from the design stage onwards.

The scope has been limited to safety considerations and has specifically avoided standardization of components.

If the bicycle is to be used on public roads, national regulations apply.

1 Scope

This part of ISO 4210 specifies terms and definitions related to safety and performance requirements for the design, assembly, and testing of bicycles and sub-assemblies having saddle height as given in [Table 1](#).

This part of ISO 4210 does not apply to specialized types of bicycle such as delivery bicycles, recumbent bicycles, tandems, BMX bicycles, and bicycles designed and equipped for use in severe applications such as sanctioned competition events, stunting, or aerobatic manoeuvres.

NOTE For bicycles with a maximum saddle height of 435 mm or less, see ISO 8124-1, and with a maximum saddle height of more than 435 mm and less than 635 mm, see ISO 8098.

Table 1 — Maximum saddle height

Dimensions in millimetres

Bicycle type	City and trekking bicycles	Young adult bicycles	Mountain bicycles	Racing bicycles
Maximum saddle height	635 or more	635 or more and less than 750	635 or more	635 or more

2 Terms and definitions

For the purposes of this document, the following terms and definitions apply.

2.1

aerodynamic extension

extension (or extensions) secured to the handlebar or stem, to improve the rider's aerodynamic posture

2.2

band brake

brake in which a circumferential band is wrapped around the exterior of a cylindrical drum which is attached to or incorporated in the wheel-hub

2.3

bar end

extension secured to the end of a handlebar to provide an additional hand grip and usually with its axis perpendicular to the axis of the end of the handlebar

2.4

bicycle

two-wheeled vehicle that is propelled solely or mainly by the muscular energy of the person on that vehicle, in particular by means of pedals

2.5

bolted joint

components joined together with threaded fasteners

2.6

brake lever

lever that operates a braking device

2.7

braking distance

distance travelled by a bicycle between the *commencement of braking* (2.10) and the point at which the bicycle comes to rest

2.8

braking force

F_{Br}

tangential rearward force between the tyre and the ground, or the tyre and the drum or belt of the test machine

2.9

city and trekking bicycle

bicycle designed for use on public roads primarily for means of transportation or leisure

2.10

commencement of braking

point on the test track or test machine at which the brake-actuating device operated directly by the rider's hand or foot or by a test mechanism starts to move from its rest position

Note 1 to entry: On the test track, this point is determined by the first brake-actuating device (front or rear) to operate.

2.11

composite material

component that is entirely or partially made of a non-metallic matrix materials which is reinforced by metallic or non-metallic materials such as short or long fibres, fabric, or particles

2.12

composite wheels

wheel assembly containing any composite material

2.13

crank assembly

assembly for fatigue testing consisting of the drive side and the non-drive side crank arm, the pedal-spindle adaptors, the bottom-bracket spindle, and the first component of the drive system

EXAMPLE The chain-wheel set.

2.14

delivery bicycle

bicycle designed for the primary purpose of carrying goods

2.15

disc brake

brake in which pads are used to grip the lateral faces of a thin disc attached to or incorporated in the wheel hub

2.16

drive belt

seamless ring belt which is used as a means of transmitting motive force

2.17

exposed protrusion

protrusion which, through its location and rigidity, could present a hazard to the rider either through heavy contact with it in normal use or should the rider fall onto it in an accident

2.18

dummy fork

test fork manufactured to specific characteristics which can be substituted within a test for either the fork supplied by the manufacturer or where a fork has not been supplied

2.19

folding bicycle

bicycle designed to fold into a compact form, facilitating transport and storage

2.20

fracture

unintentional separation into two or more parts

2.21

fork steerer (fork stem)

part of a fork that rotates about the steering axis of a bicycle frame head tube

Note 1 to entry: It is normally connected to the fork crown or directly to the fork legs and is normally the point of connection between the fork and the handlebar stem.

2.22

fully assembled bicycle

bicycle fitted with all components necessary for its intended use

2.23

highest gear

gear ratio which gives the greatest distance travelled for one rotation of the cranks

2.24

hub brake

brake which acts directly on the wheel hub

2.25

hub generator

electric generating device built in the wheel hub

2.26

lowest gear

gear ratio which gives the shortest distance travelled for one rotation of the cranks

2.27

maximum inflation pressure

maximum tyre pressure recommended by the tyre or rim manufacturer for a safe and efficient performance

Note 1 to entry: If the rim and tyre both indicate a maximum inflation pressure, the maximum inflation pressure is the lower of the two pressures indicated.

2.28

maximum saddle height

vertical distance from the ground to the point where the top of the seat surface is intersected by the seat-post axis, measured with the seat in a horizontal position and with the seat-post set to the minimum insertion-depth mark

2.29

minimum insertion-depth mark

mark indicating the minimum insertion-depth of handlebar stem into fork steerer (fork stem) or seat-post into frame

2.30

mountain bicycle

bicycle designed for use off-road on rough terrain, on public roads, and on public pathways, equipped with a suitably strengthened frame and other components, and, typically, with wide-section tyres with coarse tread patterns and a wide range of transmission gears

2.31

off-road rough terrain

coarse pebble tracks, forest trails, and other general off-road tracks where tree roots and rocks are likely to be encountered

2.32

pedal tread surface

surface of a pedal that is presented to the underside of the foot

2.33

primary retention system

system that keeps the front/rear wheel securely attached to the frame/fork dropouts while riding

2.34

public pathway

any designated and adopted road, path, or track on which a bicycle is legally permitted to travel where motorized traffic is excluded

2.35

public road

any designated and adopted road, pavement, path, or track on which a bicycle is legally permitted to travel and, on most though not all such public roads, bicycles will share use with other forms of transport including motorized traffic

2.36

pulley

rotating wheel mounted on an axle that contains, around its circumference, teeth or grooves over which a belt can pass to transmit power

2.37

quick-release device

lever actuated mechanism that connects, retains, or secures a wheel or any other component

2.38

quick-release pedal (clip-less pedal)

pedal that contains a device for the attachment of a rider's foot/shoe that can be released by foot movement alone

2.39

racing bicycle

bicycle intended for high-speed amateur use on public roads and having a steering assembly with multiple grip positions (allowing for an aerodynamic posture), a multi-speed transmission system, tyre width not greater than 28 mm, and a maximum mass of 12 kg for the fully assembled bicycle

2.40

recumbent bicycle

bicycle that places the rider in a laid-back reclining position

2.41

rim-brake

brake in which brake shoes act on the rim of the wheel

2.42

screw thread locking devices

devices attached or applied to the threads of a nut or bolt, so that they do not unintentionally become unlocked

EXAMPLE Lock washers, lock nuts, thread locking compound, or stiff nuts.

2.43

seat-post

component that clamps the saddle (with a bolt or assembly) and connects it with the frame

2.44

secondary retention system

system that retains the front wheel in the fork dropouts when the primary retention system is in the open (unlocked) position

2.45

simulated ground plane

plane used to orient a test part or assembly in a way that represents the cycles alignment to the ground in a fully assembled cycle

2.46

suspension fork

front fork incorporating controlled, axial flexibility to reduce the transmission of road shocks to the rider

2.47

suspension frame

frame incorporating controlled, vertical flexibility to reduce the transmission of road shocks to the rider

2.48

tandem

bicycle with saddles for two or more riders, one behind the other

2.49

toe clip

device attached to the pedal to grip the toe end of the rider's shoe but permitting withdrawal of the shoe

2.50

visible crack

crack which results from a test, wherein that crack is visible to the naked eye

2.51

wheel

assembly or combination of hub, spokes or disc, and rim, but excluding the tyre assembly

2.52

wheelbase

distance between the axes of the front and rear wheels of an unladen bicycle

2.53

young adult bicycle

bicycle designed for use on public roads by a young adult whose weight is less than 40 kg, with maximum saddle height of 635 mm or more and less than 750 mm

Bibliography

- [1] ISO 8124-1, *Safety of toys — Part 1: Safety aspects related to mechanical and physical properties*
- [2] ISO 8098, *Cycles — Safety requirements for bicycles for young children*