



**SLOVENSKI STANDARD**  
**SIST-TP CEN/TR 16041:2011**  
**01-maj-2011**

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**Kolesa - Odgovori na zahteve po interpretaciji standarda EN 14764**

Bicycles - Replies to requests for interpretation of EN 14764

Fahrräder - Antworten auf Anfragen für die Auslegung der EN 14764

Bicyclettes - Réponses aux demandes d'interprétation sur l'EN 14764

**Ta slovenski standard je istoveten z: CEN/TR 16041:2010**

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**ICS:**

43.150            Kolesa    Cycles

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TECHNICAL REPORT  
RAPPORT TECHNIQUE  
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**CEN/TR 16041**

September 2010

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ICS 43.150

English Version

## Bicycles - Replies to requests for interpretation of EN 14764

Bicyclettes - Réponses aux demandes d'interprétation sur  
l'EN 14764

Fahrräder - Antworten auf Anfragen für die Auslegung der  
EN 14764

This Technical Report was approved by CEN on 29 May 2010. It has been drawn up by the Technical Committee CEN/TC 333.

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## Foreword

This document (CEN/TR 16041:2010) has been prepared by Technical Committee CEN/TC 333 “Cycles”, the secretariat of which is held by UNI.

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.

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**CEN/TR 16041:2010 (E)****Introduction**

This Technical Report contains replies to requests for interpretations with regard to the understanding of clauses in EN 14764:2005. The replies concern those requests which have resulted in an interpretation, or a decision that no action is required as the standard is sufficiently clear.

An interpretation does not have the same status as the text of the standard, nor can it overrule the text of the standard. However, following an interpretation should give assurance that the relevant clause of the standard has been correctly applied. An interpretation shall only be regarded as a clarification of the meaning of the standard.

**Requests for interpretation**

Requests for interpretations may be submitted by a CEN member body through its national committee or by a CEN/TC 333 liaison (but not directly by an individual or a company) – in accordance with the interpretation protocols agreed by CEN/TC 333 and resumed in Doc. CEN/TC 333 N 182. The requests are then channelled to the relevant TC 333 working party which will deal with the request.

A request for an interpretation may lead to:

a) *An interpretation of the standard*

This should reflect a reasonable interpretation of how the standard should be used, taking into account:

- 1) the wording of the standard;
- 2) the rationale of the standard;
- 3) the history of the standard.

b) *A no action decision*

This is applicable when it is agreed that the standard appropriately specifies how a cycle or a component shall be assessed.

c) *A proposal for an amendment of the standard*

This is applicable when it is agreed that the standard is deficient in some way.

NOTE The interpretations and no-action decisions are published in this Technical Report, which will be updated on a regular basis.

Proposals for amendments will be progressed as new work item proposals in accordance with CEN rules.

**Answers to requests for interpretations**

Since requests for interpretations are submitted through a CEN member body, it is assumed that the member body will keep itself informed about decisions concerning the request and its progress and will itself inform the originator of the request as appropriate.

**Disclaimer**

**The interpretations have been derived by the Interpretation Panel Group. The information contained herein is for guidance only and does not reflect the formal approval by CEN or CEN member bodies. It**

should be noted that the interpretations are neither part of any standard nor have been referenced in the Official Journal of the European Union.

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**CEN/TR 16041:2010 (E)****1 Scope**

The purpose of this Technical Report is to provide replies to requests for interpretations of EN 14764:2005, *City and trekking bicycles — Safety requirements and test methods*.

**2 Agreed interpretations and no action decisions****2.1 Clause 4.3.1 Security of screws (interpretation)****Question**

According to the text, locking devices are required for the following:

- suspension system;
- generator attachment;
- brake-mechanism to frame, fork or handlebar;
- mud-guards to frame or fork;
- saddle to seat-pillar **(except in EN 14765)**.

The requirement does not apply to:

- handlebar to handlebar stem;
- seat pillar to frame; <https://standards.iteh.ai/catalog/standards/sist/a2e9ff91-b623-4b08-9209-5cfcdf003faf/sist-tp-cen-tr-16041-2011>
- luggage carrier to frame or fork.

What is a locking device (thread locking compound)?

**Interpretation**

The locking devices mentioned as examples in the standard shall not be considered to be an exhaustive list. Also other means of locking devices can be acceptable provided that they do not unintentionally become unlocked.

NOTE 1 Thread locking compound was discussed and considered as acceptable for locking of e.g. levers to handlebars.

NOTE 2 This decision is also applicable to the corresponding clauses in the Technical Reports related to EN 14765, EN 14766 and EN 14781.

REQ 004-10-2007 (Sweden)

**2.2 Clause 4.6.4 Brake-block security test (no action)****Question**

During the test the wheel will lock and the tyre will slip on the surface. A brake that does not fulfil this requirement will not fulfil the ordinary brake-performance test.

The test can be carried out as follows



- apply the brakes according to the standard;
- rotate the wheel by hand forward and rearwards five times.

Is the test meaningful? Should the testing procedure be revised?

REQ 005-10-2007 (Sweden)

### **Question**

- Can brake pad security test be performed on a brake test machine?
- Is it acceptable if the wheel skids?

REQ 026-10-2007 (Germany), REQ 033-10-2007 (Germany)

### **Reply**

The test mainly aims at checking if the brake-pad can be released when the bicycle is moved backwards with the brakes applied. This situation will not occur during the other brake tests.

The test shall remain.

NOTE This decision is also applicable to the corresponding clauses in the Technical Reports related to EN 14765, EN 14766 and EN 14781.

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## **2.3 Clauses 4.6.8.5.3.6 and 4.6.8.5.3.7 III a) Dry and wet brake performance (no action)**

### **Question**

What clamping force is required for machine testing? 4.6.8.5.3.6 says that sufficient force must be applied to prevent skidding. Then the test should stop if a lever force of 180 N is reached, or a braking force of 700 N – but the test can be stopped if the wheel locks up (4.6.8.5.3.7 III a). Is there a difference in requirements between wet and dry? It is often difficult to prevent wheel skidding at high lever forces during wet testing (requires a very large clamping force).

### **Reply**

There is no limit to the force. It can be increased to prevent skidding.

NOTE This decision is also applicable to the corresponding clauses in the Technical Reports related to EN 14766 and EN 14781.

REQ 032-10-2007 (Germany)

## **2.4 Clause 4.7.2 Handlebar plugs (interpretation)**

### **Question**

Handlebar grips are no problem to test. For plugs it is difficult to apply 70 N without coming into contact with the handlebar.

Should it be permitted e.g. to drill a hole in the plug?

### **Interpretation**

Yes.