



SLOVENSKI STANDARD
oSIST prEN ISO 4210-8:2013
01-januar-2013

Kolesa - Varnostne zahteve za kolesa - 8. del: Preskusne metode za pedala in gonilke (ISO/DIS 4210-8:2012)

Cycles - Safety requirements for bicycles - Part 8: Pedals and crank test methods (ISO/DIS 4210-8:2012)

Fahrräder - Sicherheitstechnische Anforderungen an Fahrräder - Teil 8: Prüfverfahren für Pedal und Antriebssystem (ISO/DIS 4210-8:2012)

Cycles - Exigences de sécurité des bicyclettes - Partie 8: Méthodes d'essai des pédales et du pédalier (ISO/DIS 4210-8:2012)

Ta slovenski standard je istoveten z: prEN ISO 4210-8

ICS:

43.150 Kolesa Cycles

oSIST prEN ISO 4210-8:2013 en

EUROPEAN STANDARD
NORME EUROPÉENNE
EUROPÄISCHE NORM

DRAFT
prEN ISO 4210-8

November 2012

ICS 43.150

Will supersede EN 14764:2005, EN 14766:2005, EN 14781:2005

English Version

Cycles - Safety requirements for bicycles - Part 8: Pedals and crank test methods (ISO/DIS 4210-8:2012)

Cycles - Exigences de sécurité des bicyclettes - Partie 8:
Méthodes d'essai des pédales et du pédalier (ISO/DIS
4210-8:2012)

Fahrräder - Sicherheitstechnische Anforderungen an
Fahrräder - Teil 8: Prüfverfahren für Pedal und
Antriebssystem (ISO/DIS 4210-8:2012)

This draft European Standard is submitted to CEN members for parallel enquiry. It has been drawn up by the Technical Committee CEN/TC 333.

If this draft becomes a European Standard, 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.

This draft European Standard was established by CEN 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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Recipients of this draft are invited to submit, with their comments, notification of any relevant patent rights of which they are aware and to provide supporting documentation.

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EUROPEAN COMMITTEE FOR STANDARDIZATION
COMITÉ EUROPÉEN DE NORMALISATION
EUROPÄISCHES KOMITEE FÜR NORMUNG

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Foreword

This document (prEN ISO 4210-8:2012) 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 document is currently submitted to the parallel Enquiry.

This document will supersede EN 14764:2005, EN 14766:2005, EN 14781:2005.

Endorsement notice

The text of ISO/DIS 4210-8:2012 has been approved by CEN as a prEN ISO 4210-8:2012 without any modification.

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DRAFT INTERNATIONAL STANDARD ISO/DIS 4210-8

ISO/TC 149/SC 1

Secretariat: JISC

Voting begins on
2012-11-08

Voting terminates on
2013-04-08

INTERNATIONAL ORGANIZATION FOR STANDARDIZATION • МЕЖДУНАРОДНАЯ ОРГАНИЗАЦИЯ ПО СТАНДАРТИЗАЦИИ • ORGANISATION INTERNATIONALE DE NORMALISATION

Cycles — Safety requirements for bicycles —

Part 8: Pedals and crank test methods

Cycles — Exigences de sécurité des bicyclettes —

Partie 8: Méthodes d'essai des pédales et du pédalier

ICS 43.150

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ISO/CEN PARALLEL PROCESSING

This draft has been developed within the International Organization for Standardization (ISO), and processed under the **ISO-lead** mode of collaboration as defined in the Vienna Agreement.

This draft is hereby submitted to the ISO member bodies and to the CEN member bodies for a parallel five-month enquiry.

Should this draft be accepted, a final draft, established on the basis of comments received, will be submitted to a parallel two-month approval vote in ISO and formal vote in CEN.

To expedite distribution, this document is circulated as received from the committee secretariat. ISO Central Secretariat work of editing and text composition will be undertaken at publication stage.

Pour accélérer la distribution, le présent document est distribué tel qu'il est parvenu du secrétariat du comité. Le travail de rédaction et de composition de texte sera effectué au Secrétariat central de l'ISO au stade de publication.

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ISO/DIS 4210-8

Foreword

ISO (the International Organization for Standardization) is a worldwide federation of national standards bodies (ISO member bodies). The work of preparing International Standards is normally carried out through ISO technical committees. Each member body interested in a subject for which a technical committee has been established has the right to be represented on that committee. International organizations, governmental and non-governmental, in liaison with ISO, also take part in the work. ISO collaborates closely with the International Electrotechnical Commission (IEC) on all matters of electrotechnical standardization.

International Standards are drafted in accordance with the rules given in the ISO/IEC Directives, Part 2.

The main task of technical committees is to prepare International Standards. Draft International Standards adopted by the technical committees are circulated to the member bodies for voting. Publication as an International Standard requires approval by at least 75 % of the member bodies casting a vote.

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

ISO 4210-8 was prepared by Technical Committee ISO/TC 149, *Cycles*, Subcommittee SC 1, *Cycles and major sub-assemblies*.

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 & 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: Wheel and rim test methods*
- *Part 8: Pedal and drive system test methods*
- *Part 9: Saddle and seat-post test methods*

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 it 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 standardisation of components.

If the bicycle is to be used on public roads, national regulations apply and it may be equipped with a lighting system.

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