



# DRAFT INTERNATIONAL STANDARD ISO/DIS 15263-4.2

ISO/TC 22/SC 14

Secretariat: AENOR

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2003-05-17

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

## Road vehicles — Rear load carrier devices —

### Part 4: Bicycle carriers

*Véhicules routiers — Dispositifs porte-charges arrière —*

*Partie 4: Porte-vélos*

ICS 43.040.60

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## Foreword

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International Standards are drafted in accordance with the rules given in the ISO/IEC Directives, Part 3.

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.

International Standard ISO 15263-4 was prepared by Technical Committee ISO/TC 22, *Road Vehicles*, Subcommittee SC 14, *EXTERIOR FITTINGS*.

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# 1 Scope

This part of ISO 15263 specifies the minimum safety requirements for rear bicycle carrier devices intended for fitment on the rears of passenger cars and light commercial vehicles with a maximum authorised total mass up to 3,5 t (ISO MO8) as defined in ISO 1176:

It establishes technical specifications and test methods, which offer both the users of the rear bicycle carrier devices and road users, a minimum level of safety when the rear bicycle carrier devices are being used in accordance with the manufacturer instructions.

Moreover, the requirements of ISO 15263 complement the provisions of Directive 74/483/EEC and its successive amendments concerning these products.

In any case, national law shall be taken into account.

## 2 Normative references

The following normative documents contain provisions, which, through reference in this text, constitute provisions of this part of ISO 15263. For dated references, subsequent amendments to, or revisions of, any of these publications do not apply. However, parties to agreements based on this part of ISO 15263 are encouraged to investigate the possibility of applying the most recent editions of the normative documents indicated below. For undated references, the latest edition of the normative document referred to applies. Members of ISO and IEC maintain registers of currently valid International Standards.

ISO 612: Road vehicles – Dimensions of motor vehicles and towed vehicles –  
Terms and definitions

ISO 1176:1996, Road vehicles – Masses – Vocabulary and Codes

ISO 9000: Quality management and quality assurance standards

ISO 9227:1990, Corrosion tests in artificial atmospheres – Salt spray tests

AS 1235 – 1991. Road vehicles – Roof load carriers – Roof bars

European Commission Directive 74/483/EEC relating to the external projections of motor vehicles and all amending directives.

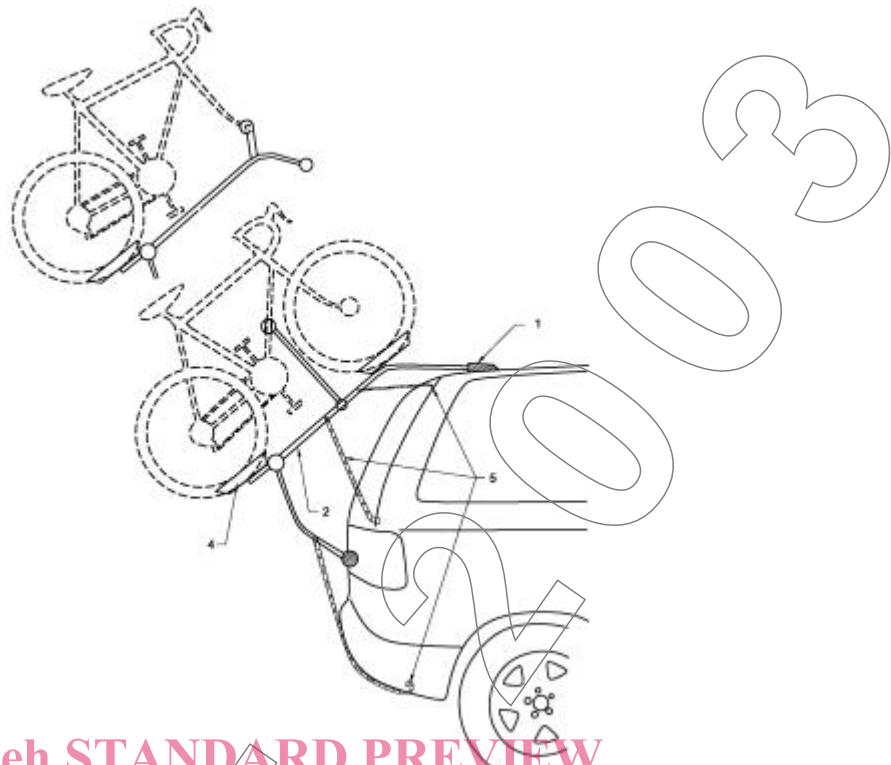
European Commission Directive 94/20/EEC relating to the mechanical coupling devices of motor vehicles and their trailers and their attachment to those vehicles including all amending directives.

## 3 Terms and definitions

For the purpose of this part of ISO 15263, the following terms and definitions apply.

### 3.1 bicycle carrier

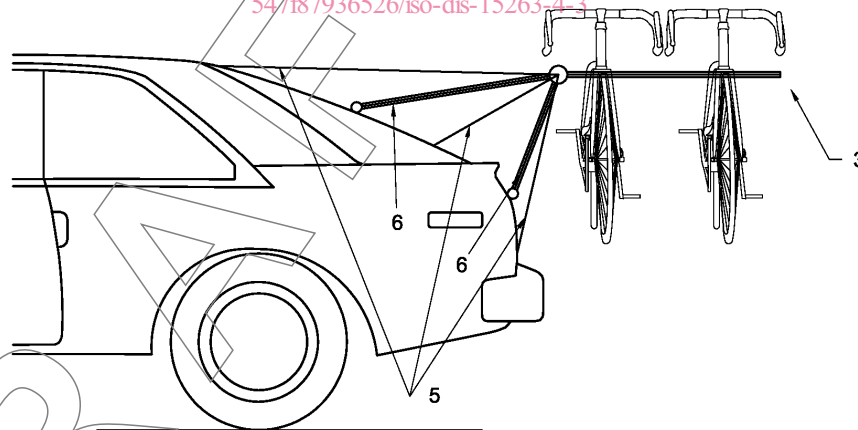
any device intended for carrying bicycle(s) on rear of a vehicle (see examples in figures 1a and 1b).



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 a) Bicycle carrier in axis of the car

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b) Bicycle carrier perpendicular to axis of the car

**Figure 1 – Bicycle carrier**

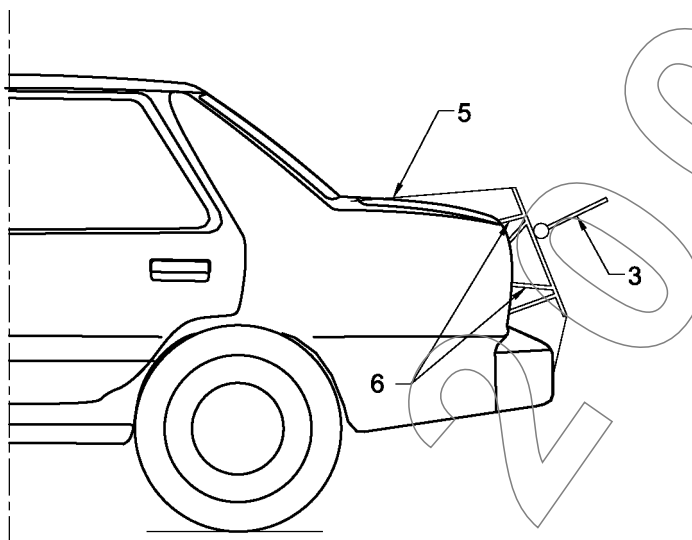
**Legend**

- 1 Clamping device
- 2 Wheel tray
- 3 Frame support
- 4 Wheel holder
- 5 Hooks
- 6 Pad

### 3.2

#### rear bicycle carrier devices fitted on the trunk

rear carrier device designed to carry bicycles on the trunk of a vehicle (see examples in figures 2 and 3).



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Figure 2 – Rear bicycle carrier device fitted on the trunk by straps

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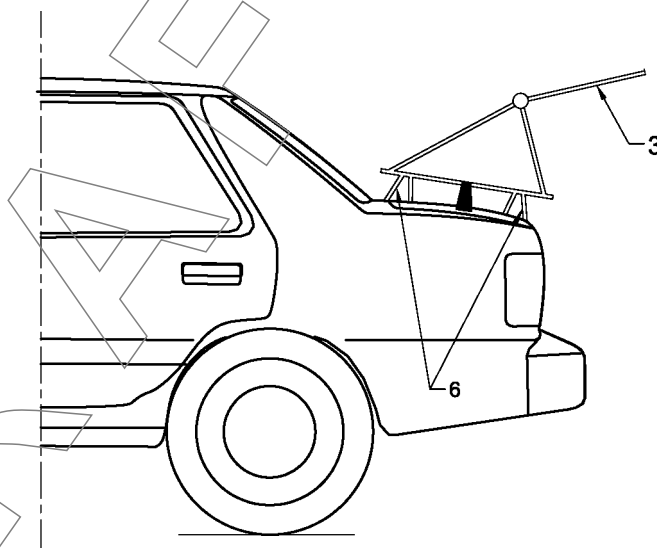
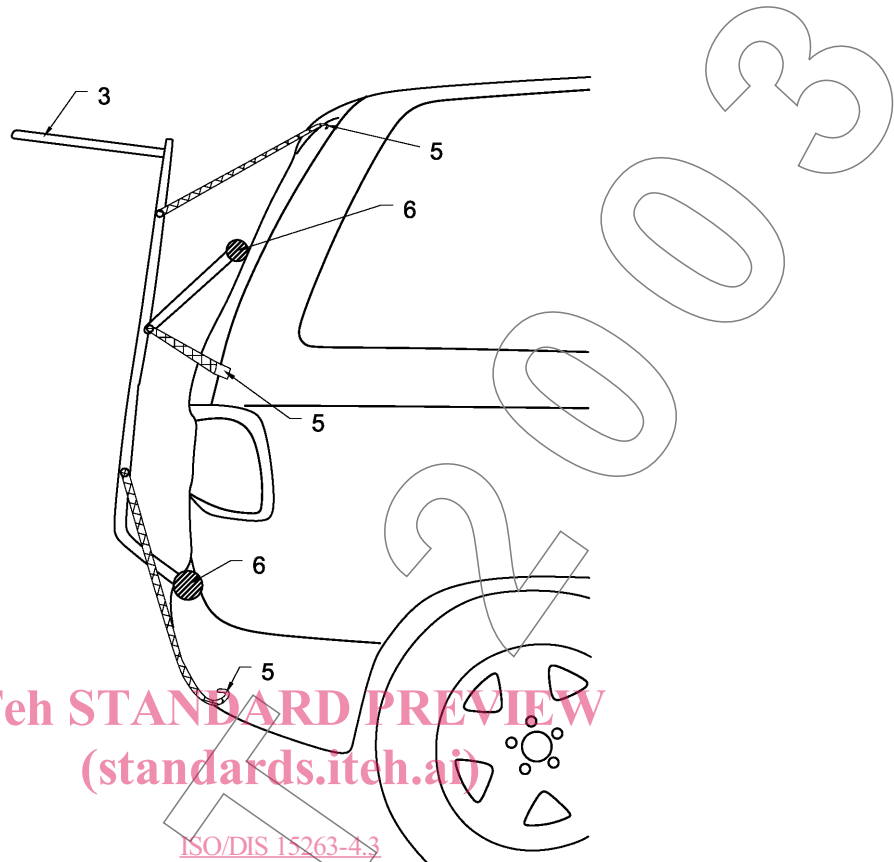


Figure 3 – Rear bicycle carrier devices fitted on the trunk by mechanical devices

### 3.3

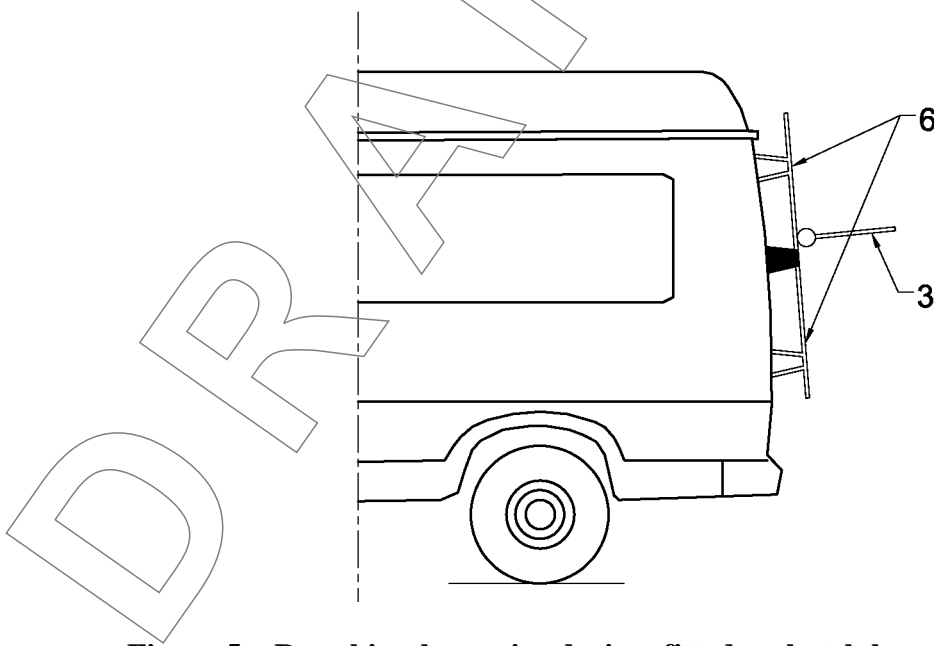
#### rear bicycle carrier devices fitted on hatch

rear carrier device designed to carry bicycles on the hatch of a vehicle (see examples in figures 4 and 5).



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**Figure 4 – Rear bicycle carrier devices fitted on hatch by straps**

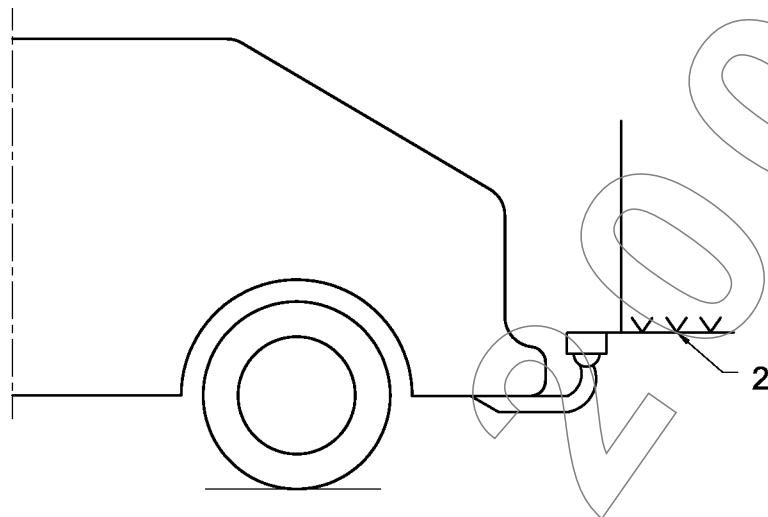


**Figure 5 – Rear bicycle carrier devices fitted on hatch by mechanical devices**

### 3.4

#### rear bicycle carrier devices fitted on towing ball or plate

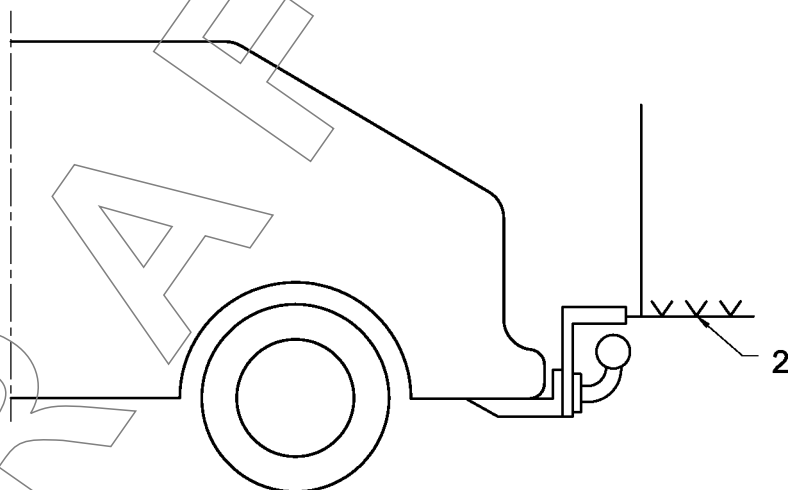
rear carrier device designed to carry bicycles on the towing ball or plate of a vehicle (see examples in figures 6 and 7).



**Figure 6 – Rear bicycle carrier device fitted on towing ball**  
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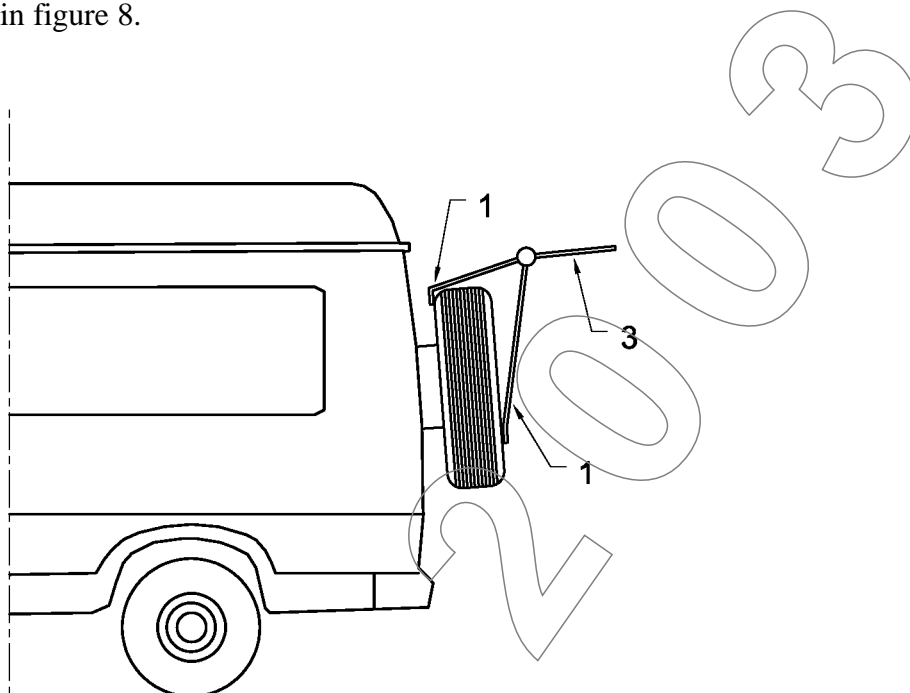
**Figure 7 – Rear bicycle carrier device fitted on plate**



### 3.5

#### rear bicycle carrier devices fitted on spare wheel

rear carrier device designed to carry bicycles on the spare wheel (mainly for off road or all terrain vehicles). See example in figure 8.



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Figure 8 – Rear bicycle carrier device fitted on spare wheel

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### 3.6

#### rear bicycle carrier devices fitted on chassis

rear carrier device designed to carry bicycles on the chassis of a vehicle (see example in figure 9).

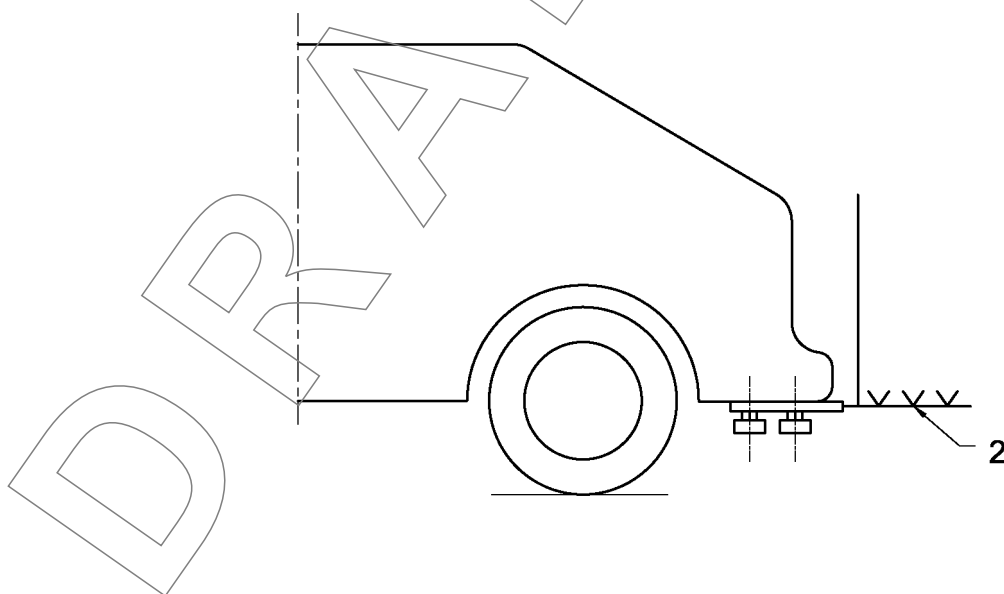


Figure 9 – Rear bicycle carrier device fitted on chassis

### 3.7

#### maximum vehicle rear load

$m_d$

maximum load capacity permissible on the rear of the vehicle as defined by the vehicle manufacturer, in kilograms.

### 3.8

#### maximum rear bicycle carrier device capacity

$N_c$

maximum rear bicycle carrier capacity expressed as a number of bicycles as defined by the rear bicycle carrier device manufacturer.

### 3.9

#### mass of the rear bicycle carriers

$m_{rbc}$

total mass of rear bicycle carrier, in kilograms.

### 3.10

#### residual deflection

$D$

sum of permanent deformations and sliding displacement of rear load carrier when fixed to a vehicle, after test; measured in millimetres.

### 3.11

#### lifting force

$F_a$

force applied during testing to simulate the vertical components of the force caused by the aerodynamic effect and/or vertical effect of the load as defined in figure 10, in newtons.

### 3.12

#### longitudinal force

$F_1$

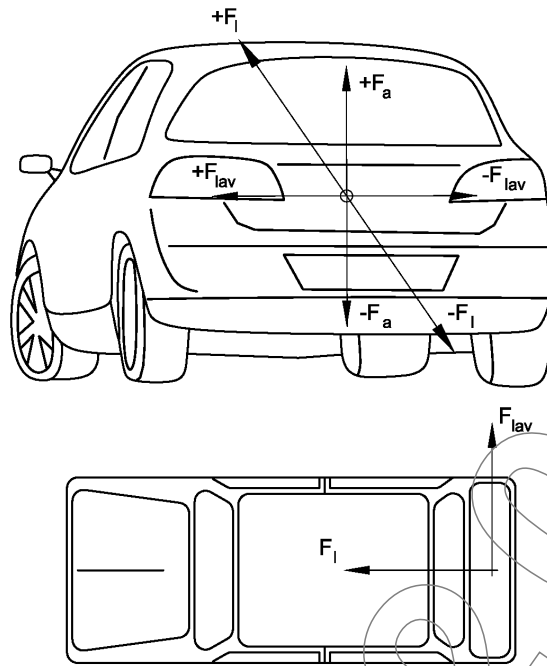
longitudinal force applied during testing to simulate the horizontal components of the force caused by the load in the reference Y plane as defined in figure 10, in Newtons.

### 3.13

#### lateral slide force

$F_{lat}$

force applied during testing to simulate the horizontal components of the force caused by the load by braking when cornering in the reference X plane as defined in figure 10, in Newtons.

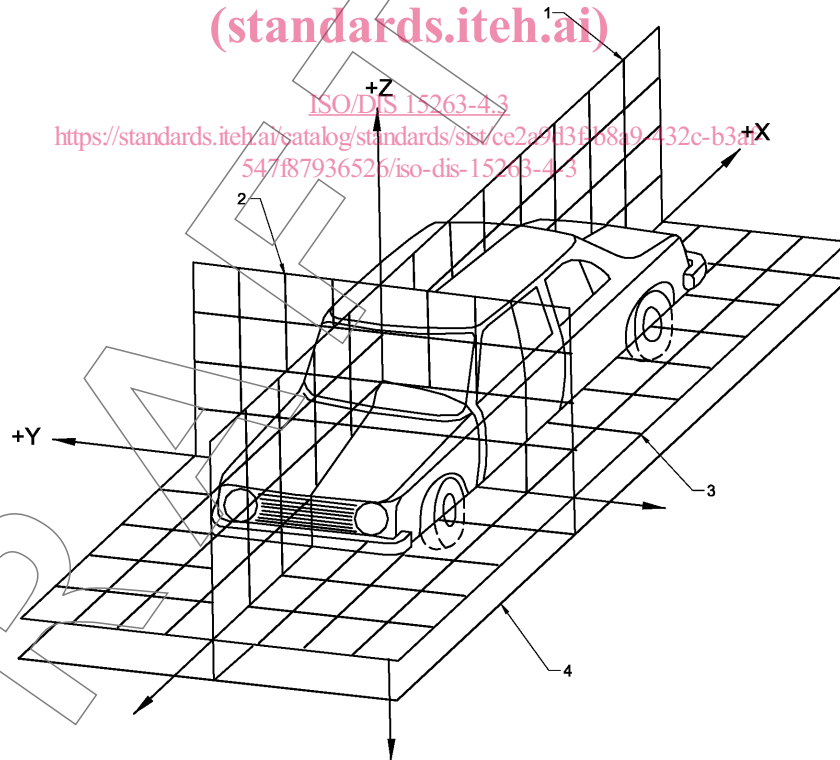


a) Forces reference system

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b) Reference system

**Figure 10 – Tridimensional reference system**

### 3.14

#### mass of the test bicycle

$m_{tb}$

conventional mass of representative test bicycle, in kilograms.

### 3.15

#### strap elongation force

$F_s$

force applied during testing to simulate the elongation effort caused by the load to the straps, in newtons.

## 4 Requirements

### 4.1 Lighting – Signalling

If light devices are significantly hidden by the rear bicycle carrier or by the bicycle (s) itself, examples are given in figure 11, it will be necessary to duplicate the corresponding light devices on the rear bicycle carrier, excepted the third brake lamp and reversing lights. In any case, national law shall be taken into account while using the carrier. The manufacturer shall advise the costumer by a warning in instructions of use.

All rear lights shall be type approved.

In any case national law shall be taken into account.

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