



SLOVENSKI STANDARD

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01-december-2015

Nadomešča:

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Kolesa - Varnostne zahteve za kolesa - 6. del: Preskusne metode za okvirje in vilice koles (ISO 4210-6:2015)

Cycles - Safety requirements for bicycles - Part 6: Frame and fork test methods (ISO 4210-6:2015)

Fahrräder - Sicherheitstechnische Anforderungen an Fahrräder - Teil 6: Prüfverfahren für Rahmen und Gabel (ISO 4210-6:2015)

Cycles - Exigences de sécurité des bicyclettes - Partie 6: Méthodes d'essai du cadre et de la fourche (ISO 4210-6:2015)

Ta slovenski standard je istoveten z: EN ISO 4210-6:2015

ICS:

43.150

Kolesa

Cycles

SIST EN ISO 4210-6:2015

en

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EUROPEAN STANDARD

EN ISO 4210-6

NORME EUROPÉENNE

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English Version

Cycles - Safety requirements for bicycles - Part 6: Frame and fork test methods (ISO 4210-6:2015)

Cycles - Exigences de sécurité des bicyclettes - Partie 6:
Méthodes d'essai du cadre et de la fourche (ISO 4210-
6:2015)

Fahrräder - Sicherheitstechnische Anforderungen an
Fahrräder - Teil 6: Prüfverfahren für Rahmen und
Gabel (ISO 4210-6:2015)

This European Standard was approved by CEN on 8 August 2015.

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.

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COMITÉ EUROPÉEN DE NORMALISATION
EUROPÄISCHES KOMITEE FÜR NORMUNG

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European foreword

This document (EN ISO 4210-6:2015) 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of an identical text or by endorsement, at the latest by March 2016, and conflicting national standards shall be withdrawn at the latest by March 2016.

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 ISO 4210-6:2014.

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

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.

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The text of ISO 4210-6:2015 has been approved by CEN as EN ISO 4210-6:2015 without any modification.

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INTERNATIONAL
STANDARD

ISO
4210-6

Second edition
2015-09-01

**Cycles — Safety requirements for
bicycles —**

**Part 6:
Frame and fork test methods**

Cycles — Exigences de sécurité des bicyclettes —

Partie 6: Méthodes d'essai du cadre et de la fourche

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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.

The procedures used to develop this document and those intended for its further maintenance are described in the ISO/IEC Directives, Part 1. In particular the different approval criteria needed for the different types of ISO documents should be noted. This document was drafted in accordance with the editorial rules of the ISO/IEC Directives, Part 2 (see www.iso.org/directives).

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. Details of any patent rights identified during the development of the document will be in the Introduction and/or on the ISO list of patent declarations received (see www.iso.org/patents).

Any trade name used in this document is information given for the convenience of users and does not constitute an endorsement.

For an explanation on the meaning of ISO specific terms and expressions related to conformity assessment, as well as information about ISO's adherence to the WTO principles in the Technical Barriers to Trade (TBT) see the following URL: [Foreword - Supplementary information](#)

The committee responsible for this document is ISO/TC 149, *Cycles*, Subcommittee SC 1, *Cycles and major sub-assemblies*.

This second edition cancels and replaces the first edition (ISO 4210-6:2014), which has been technically revised.

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: Pedal and drive system test methods*
- *Part 9: Saddles 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 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.

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