SLOVENSKI STANDARD
oSIST prEN ISO 4210-1:2022

01-januar-2022

Kolesa - Varnostne zahteve za kolesa - 1. del: Izrazi in definicije (ISO/DIS 4210-1:2021)

Cycles - Safety requirements for bicycles - Part 1: Terms and definitions (ISO/DIS 4210-1:2021)

Fahrräder - Sicherheitstechnische Anforderungen an Fahrräder - Teil 1: Begriffe (ISO/DIS 4210-1:2021)

Cycles - Exigences de sécurité des bicyclettes - Partie 1 : Termes et définitions (ISO/DIS 4210-1:2021)

Ta slovenski standard je istoveten z: **prEN ISO 4210-1**

ICS:

01.040.43	Cestna vozila (Slovarji)	Road vehicle engineering (Vocabularies)
43.150	Kolesa	Cycles

oSIST prEN ISO 4210-1:2022 **en,fr,de**

DRAFT INTERNATIONAL STANDARD

ISO/DIS 4210-1

ISO/TC **149**/SC **1** Secretariat: **JISC**

Voting begins on: **2021-11-05**

Voting terminates on: **2022-01-28**

Cycles — Safety requirements for bicycles —

Part 1: Terms and definitions

Cycles — Exigences de sécurité des bicyclettes —

Partie 1: Termes et définitions

ICS: 43.150

This document is circulated as received from the committee secretariat.

ISO/CEN PARALLEL PROCESSING

Reference number
ISO/DIS 4210-1:2021(E)

COPYRIGHT PROTECTED DOCUMENT

ISO copyright office
CP 401 • Ch. de Blandonnet 8
CH-1214 Vernier, Geneva
Phone: +41 22 749 01 11
Fax: +41 22 749 09 47
Email: copyright@iso.org
Website: www.iso.org

Published in Switzerland

Contents

This template allows you to work with default MS Word functions and styles. You can use these if you want to maintain the Table of Contents automatically and apply auto-numbering.

To update the Table of Contents please select it and press "F9".

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 of the voluntary nature of standards, the meaning of ISO specific terms and expressions related to conformity assessment, as well as information about ISO's adherence to the World Trade Organization (WTO) principles in the Technical Barriers to Trade (TBT), see www.iso.org/iso/foreword.html.

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

This second edition cancels and replaces the first edition (ISO 4210-1:2014), which has been technically revised.

The main changes compared to the previous edition are as follows:

— xxx xxxxxxx xxx xxxx

A list of all parts in the ISO 4210 series can be found on the ISO website.

Any feedback or questions on this document should be directed to the user's national standards body. A complete listing of these bodies can be found at www.iso.org/members.html.

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.

Cycles — Safety requirements for bicycles — Part 1: Terms and definitions

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 Normative references

There are no normative references in this document.

3 Terms and definitions

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

ISO and IEC maintain terminological databases for use in standardization at the following addresses:

— ISO Online browsing platform: available at https://www.iso.org/obp

— IEC Electropedia: available at http://www.electropedia.org/

3.1 Bicycle type

3.1.1
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

3.1.2
city and trekking bicycle
bicycle designed for use on public roads primarily for means of transportation or leisure

3.1.3
delivery bicycle
bicycle designed for the primary purpose of carrying goods

3.1.4
folding bicycle
bicycle designed to fold into a compact form, facilitating transport and storage

3.1.5
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

3.1.6
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, such as drop bars or aerodynamic bars), a multi-speed transmission system, and a maximum mass of 12 kg for the fully assembled bicycle

3.1.7
recumbent bicycle
bicycle that places the rider in a laid-back reclining position

3.1.8
tandem
bicycle with saddles for two or more riders, one behind the other

3.1.9
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

3.2 General terms

3.2.1
bolted joint
components joined together with threaded fasteners

3.2.2
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

3.2.3
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

3.2.4
fracture
unintentional separation into two or more parts

3.2.5
fully assembled bicycle
bicycle fitted with all components necessary for its intended use

3.2.6
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