



# SLOVENSKI STANDARD SIST EN ISO 4210-1:2023

01-april-2023

Nadomešča:

SIST EN ISO 4210-1:2014

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## Kolesa - Varnostne zahteve za kolesa - 1. del: Slovar (ISO 4210-1:2023)

Cycles - Safety requirements for bicycles - Part 1: Vocabulary (ISO 4210-1:2023)

Fahrräder - Sicherheitstechnische Anforderungen an Fahrräder - Teil 1: Begriffe (ISO 4210-1:2023)

Cycles - Exigences de sécurité pour les bicyclettes - Partie 1: Vocabulaire (ISO 4210-1:2023)

Ta slovenski standard je istoveten z: **EN ISO 4210-1:2023**

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### ICS:

|           |                          |  |
|-----------|--------------------------|--|
| 01.040.43 | Cestna vozila (Slovarji) | Road vehicle engineering<br>(Vocabularies) |
| 43.150    | Kolesa                   | Cycles                                     |

**SIST EN ISO 4210-1:2023**

**en,fr,de**



EUROPEAN STANDARD

EN ISO 4210-1

NORME EUROPÉENNE

EUROPÄISCHE NORM

January 2023

ICS 43.150

Supersedes EN ISO 4210-1:2014

English Version

## Cycles - Safety requirements for bicycles - Part 1: Vocabulary (ISO 4210-1:2023)

Cycles - Exigences de sécurité pour les bicyclettes -  
Partie 1: Vocabulaire (ISO 4210-1:2023)

Fahrräder - Sicherheitstechnische Anforderungen an  
Fahrräder - Teil 1: Begriffe (ISO 4210-1:2023)

This European Standard was approved by CEN on 13 January 2023.

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| Contents               | Page |
|------------------------|------|
| European foreword..... | 3    |

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## European foreword

This document (EN ISO 4210-1:2023) 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of an identical text or by endorsement, at the latest by July 2023, and conflicting national standards shall be withdrawn at the latest by July 2023.

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

This document supersedes EN ISO 4210-1:2014.

Any feedback and questions on this document should be directed to the users' national standards body/national committee. A complete listing of these bodies can be found on the CEN website.

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, France, Germany, Greece, Hungary, Iceland, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Netherlands, Norway, Poland, Portugal, Republic of North Macedonia, Romania, Serbia, Slovakia, Slovenia, Spain, Sweden, Switzerland, Türkiye and the United Kingdom.

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### Endorsement notice

The text of ISO 4210-1:2023 has been approved by CEN as EN ISO 4210-1:2023 without any modification.



INTERNATIONAL  
STANDARD

ISO  
4210-1

Second edition  
2023-01

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**Cycles — Safety requirements for  
bicycles —**

**Part 1:  
Vocabulary**

*Cycles — Exigences de sécurité pour les bicyclettes —*

*Partie 1: Vocabulaire*

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Reference number  
ISO 4210-1:2023(E)

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Published in Switzerland



# Contents

|                                      | Page      |
|--------------------------------------|-----------|
| <b>Foreword</b> .....                | <b>iv</b> |
| <b>Introduction</b> .....            | <b>v</b>  |
| <b>1 Scope</b> .....                 | <b>1</b>  |
| <b>2 Normative references</b> .....  | <b>1</b>  |
| <b>3 Terms and definitions</b> ..... | <b>1</b>  |
| 3.1 Bicycle type .....               | 1         |
| 3.2 General terms .....              | 2         |
| 3.3 Driving environment.....         | 3         |
| 3.4 Brake .....                      | 4         |
| 3.5 Head assembly .....              | 4         |
| 3.6 Frame and fork.....              | 5         |
| 3.7 Wheel and rim.....               | 5         |
| 3.8 Pedal and drive system.....      | 6         |
| 3.9 Saddle and seat-post.....        | 7         |
| <b>Bibliography</b> .....            | <b>8</b>  |
| <b>Index</b> .....                   | <b>9</b>  |

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[SIST EN ISO 4210-1:2023](https://standards.iteh.ai/catalog/standards/sist/3eb6f969-ff67-4121-bad1-3d53241d8ab0/sist-en-iso-4210-1-2023)

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## ISO 4210-1:2023(E)

### 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](http://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](http://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](http://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, in collaboration with the European Committee for Standardization (CEN) Technical Committee CEN/TC 333, *Cycles*, in accordance with the Agreement on technical cooperation between ISO and CEN (Vienna Agreement).

The main changes are as follows:

- the configuration of [Clause 3](#) was systematically changed;
- some corrections according to ISO/IEC Directives Part 2 were done;
- the definitions of "racing bicycle" and "crank assembly" were modified;
- the following terms and definitions: "handlebar grips portion", "rigid, non-welded fork", "sag", "wheel and tyre assembly", "crank assembly", "dropper seat-post", "seat mast cap" and "suspension dropper seat-post" were added.

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](http://www.iso.org/members.html).

## Introduction

This document has been developed in response to demand throughout the world, and the aim has been to ensure that bicycles manufactured in conformity with this document 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 should be used on public roads, national regulations apply.

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