SLOVENSKI STANDARD
SIST EN ISO 4210-2:2023

01-april-2023

Nadomešča:
SIST EN ISO 4210-2:2015

Kolesa - Varnostne zahteve za kolesa - 2. del: Zahteve za mestna in treking kolesa, kolesa za mlade, gorska in tekmovalna kolesa (ISO 4210-2:2023)

Cycles - Safety requirements for bicycles - Part 2: Requirements for city and trekking, young adult, mountain and racing bicycles (ISO 4210-2:2023)

Fahrräder - Sicherheitstechnische Anforderungen an Fahrräder - Teil 2: Anforderungen für City- und Trekkingfahrräder, Jugendfahrräder, Geländefahrräder (Mountainbikes) und Rennräder (ISO 4210-2:2023)

Cycles - Exigences de sécurité pour les bicyclettes - Partie 2: Exigences pour bicyclettes de ville et tout chemin (trekking), jeunes adultes, tout-terrain et de course (ISO 4210-2:2023)

Ta slovenski standard je istoveten z: **EN ISO 4210-2:2023**

ICS:

43.150	Kolesa	Cycles
97.220.40	Oprema za športe na prostem in vodne športe	Outdoor and water sports equipment

SIST EN ISO 4210-2:2023 **en,fr,de**

EUROPEAN STANDARD

NORME EUROPÉENNE

EUROPÄISCHE NORM

EN ISO 4210-2

January 2023

ICS 43.150

Supersedes EN ISO 4210-2:2015

English Version

Cycles - Safety requirements for bicycles - Part 2: Requirements for city and trekking, young adult, mountain and racing bicycles (ISO 4210-2:2023)

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

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This European Standard exists 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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EUROPEAN COMMITTEE FOR STANDARDIZATION
COMITÉ EUROPÉEN DE NORMALISATION
EUROPÄISCHES KOMITEE FÜR NORMUNG

CEN-CENELEC Management Centre: Rue de la Science 23, B-1040 Brussels

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European foreword

This document (EN ISO 4210-2:2023) 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of an identical text or by endorsement, at the latest by July 2023, and conflicting national standards shall be withdrawn at the latest by July 2023.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 4210-2:2015.

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.

Endorsement notice

The text of ISO 4210-2:2023 has been approved by CEN as EN ISO 4210-2:2023 without any modification.

INTERNATIONAL STANDARD

ISO 4210-2

Third edition
2023-01

Cycles — Safety requirements for bicycles —

Part 2: Requirements for city and trekking, young adult, mountain and racing bicycles

Cycles — Exigences de sécurité pour les bicyclettes —

Partie 2: Exigences pour bicyclettes de ville et tout chemin (trekking), jeunes adultes, tout-terrain et de course

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

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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).

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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*, 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).

This third edition cancels and replaces the second edition (ISO 4210-2:2015), which has been technically revised.

The main changes as follows:

— improvement of 4.3.2 Minimum failure torque;

— change in minimum braking performance value in Table 2 of 4.6.8.1.3;

— improvement of 4.6.9;

— improvement of 4.7.2;

— addition of a requirement for angle-adjustable handlebar stem in 4.7.6.3;

— addition of 4.8.7;

— addition of 4.9.8.3;

— addition of 4.9.9;

— re-arrangement of requirements for “Wheel and tyre assembly”, “Rims, tyres, and tubes”;

— improvement of 4.10.2;

— change in test force of 4.10.4.3;

— addition of 4.10.7;

— improvement of 4.11;

— change in option c) of 4.14;

— addition of 4.15.4.2;

— improvement of 4.15.6;

— addition of icons in Clause 6.

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 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.

For the purpose of improving the safety of luggage carriers, revision work of ISO 11243, referenced in 4.17, is in progress. In case this revision work involves requirements for the entire bicycle, this document will incorporate those requirements in the next revision.

If the bicycle should be used on public roads, national regulations apply.