



SLOVENSKI STANDARD
oSIST prEN ISO 4210-7:2022
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Kolesa - Varnostne zahteve za kolesa - 7. del: Preskusne metode za kolesa in obroče (ISO/DIS 4210-7:2021)

Cycles - Safety requirements for bicycles - Part 7: Wheels and rims test methods (ISO/DIS 4210-7:2021)

Fahrräder - Sicherheitstechnische Anforderungen an Fahrräder - Teil 7: Prüfverfahren für Laufräder und Felgen (ISO/DIS 4210-7:2021)

Cycles - Exigences de sécurité des bicyclettes - Partie 7 : Méthodes d'essai des roues et des jantes (ISO/DIS 4210-7:2021)

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Ta slovenski standard je istoveten z: prEN ISO 4210-7

ICS:

43.150 Kolesa Cycles

oSIST prEN ISO 4210-7:2022 en,fr,de

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DRAFT INTERNATIONAL STANDARD

ISO/DIS 4210-7

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Cycles — Safety requirements for bicycles —

Part 7: Wheels and rims test methods

*Cycles — Exigences de sécurité des bicyclettes —**Partie 7: Méthodes d'essai des roues et des jantes*

ICS: 43.150

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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
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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 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.
(standards.iteh.ai)

This document was prepared by Technical Committee ISO/TC 149, *Cycles*, Subcommittee SC 1, *Cycles and major sub-assemblies*.
oSIST prEN ISO 4210-7:2022

This **second** edition cancels and replaces the **first** edition (ISO 4210-7:2014), which has been technically revised.
<https://standards.iteh.ai/catalog/standards/sist/04d87ba9-1a84-40ad-8c88->

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

— **xxx xxxxxxxx xxx xxx**

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.

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1 Cycles — Safety requirements for bicycles — Part 7: Wheel and 2 rim test methods

3 1 Scope

4 This part of ISO 4210 specifies wheel and rim test methods for ISO 4210-2.

5 2 Normative references

6 The following documents are referred to in the text in such a way that some or all of their content
7 constitutes requirements of this document. For dated references, only the edition cited applies. For
8 undated references, the latest edition of the referenced document (including any amendments) applies.

9 ISO 4210-1, *Cycles — Safety requirements for bicycles — Part 1: Terms and definitions*

10 ISO 4210-2, *Cycles — Safety requirements for bicycles — Part 2: Requirements for city and trekking, young
11 adult, mountain and racing bicycles*

12 ISO 4210-3, *Cycles — Safety requirements for bicycles — Part 3: Common test methods*

13 ISO 4210-4, *Cycles — Safety requirements for bicycles — Part 4: Braking test methods*

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14 3 Terms and definitions (standards.iteh.ai)

15 For the purposes of this document, the terms and definitions given in ISO 4210-1 apply.

16 ISO and IEC maintain terminological databases for use in standardization at the following addresses:
17 <https://standards.iteh.ai/catalog/standards/sist/0-40870a9-1a84-40ad-8c66-9ee50ac86341/sist-pr-en-iso-4210-7-2022>

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

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

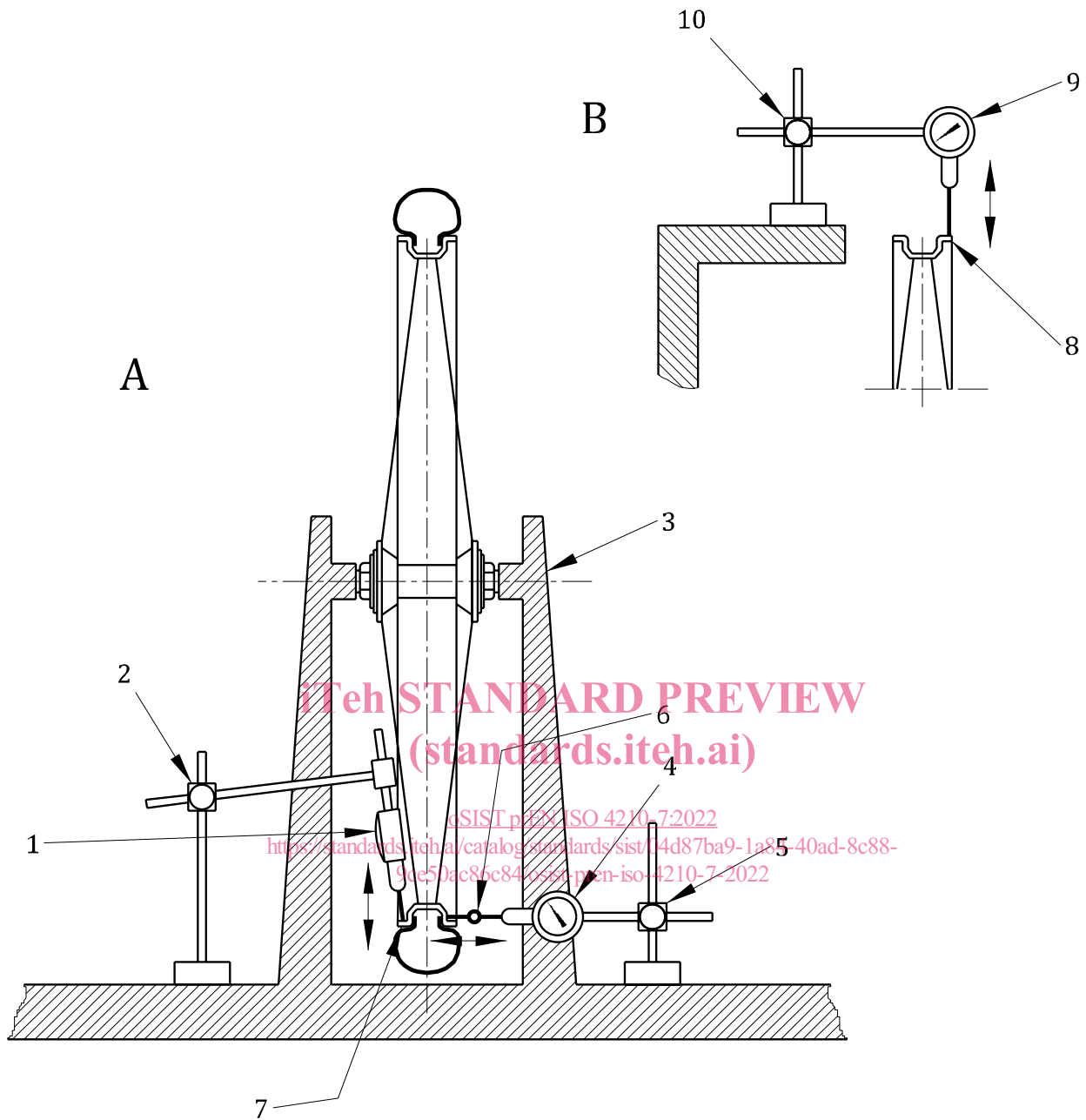
19 4 Test methods

20 4.1 Rotational accuracy

21 The run-out tolerances represent the maximum variation of the position of the rim when measured
22 perpendicular to the axle at a suitable point along the rim (see Figure 1 and Figure 2) (i.e. full indicator
23 reading) of a fully assembled and adjusted wheel during one complete revolution about the axle without
24 axial movement. Both sides of the rim shall be measured and the maximum value shall be taken as result.

25 For city and trekking, mountain, and young adult bicycles, the measurement of both axial run-out (lateral)
26 and radial run-out (concentricity) shall be done with a tyre fitted and inflated to the maximum inflation
27 pressure, but for rims where concentricity cannot be measured with the tyre fitted, it is permissible to
28 make measurements with the tyre removed.

29 For racing bicycles, the measurement of both axial run-out (lateral) and radial run-out (concentricity)
30 shall be measured at the same time as shown in Figure 2 and a tyre is not required to be fitted.



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31
 32

Key	
A	rim with tyre
B	rim without tyre
1	dial-gauge (concentricity)
2	instrument stand
3	hub axle support
4	dial-gauge (lateral run-out)
5	instrument stand
6	roller indicator
7	rim with tyre
8	rim without tyre
9	dial-gauge (concentricity; alternative positions)
10	instrument stand

33 **Figure 1 — Wheels/tyre assembly — Rotational accuracy for city and trekking, young adult, and**
 34 **mountain bicycles**