



SLOVENSKI STANDARD
SIST EN 17860-5:2025

01-marec-2025

Tovorna kolesa - 5. del: Električni vidiki

Carrier cycles - Part 5: Electrical aspects

Lastenfahrräder - Teil 5: Elektrische Aspekte

Cycles utilitaires - Partie 5: Aspects électriques

Ta slovenski standard je istoveten z: EN 17860-5:2024

ICS:

43.150 Kolesa [SIST EN 17860-5:2025](https://standards.iteh.ai/standards/sist/12a809c3-550-be76-77133709dca7/sist-en-17860-5-2025) Cycles <https://standards.iteh.ai/standards/sist/12a809c3-550-be76-77133709dca7/sist-en-17860-5-2025>

SIST EN 17860-5:2025

en,fr,de

EUROPEAN STANDARD

EN 17860-5

NORME EUROPÉENNE

EUROPÄISCHE NORM

December 2024

ICS 43.150

English Version

Carrier cycles - Part 5: Electrical aspects

Cycles utilitaires - Partie 5: Aspects électriques

Lastenfahrräder - Teil 5: Elektrische Aspekte

This European Standard was approved by CEN on 4 November 2024.

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EN 17860-5:2024 (E)**European foreword**

This document (EN 17860-5:2024) has been prepared by 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of an identical text or by endorsement, at the latest by June 2025, and conflicting national standards shall be withdrawn at the latest by June 2025.

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 is part of standard series consisting of the following parts:

- EN 17860-1:2024, Carrier cycles — Part 1: Terms and definitions
- EN 17860-2:2024, Carrier cycles — Part 2: Lightweight single track carrier cycles — Mechanical aspects
- EN 17860-3:2024, Carrier Cycles — Part 3: Lightweight multi track carrier cycles — Mechanical aspects
- prEN 17860-4:2024, Carrier Cycles — Part 4: Heavy weight carrier cycles — Mechanical and functional aspects
- FprEN 17860-5:2024, Carrier cycles — Part 5: Electrical aspects
- prEN 17860-6:2024, Carrier Cycles — Part 6: Passenger transport
- FprEN 17860-7:2024, Carrier cycles — Cargo trailers

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

According to the CEN-CENELEC Internal Regulations, the national standards organisations 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.

Introduction

This document has been developed in response to an increased demand throughout Europe for carrier cycles of a type which are excluded from the scope of Regulation (EU) No 168/2013. Electrical aspects of electric trailers and other peripherals such as chargers are also part of this document.

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EN 17860-5:2024 (E)**1 Scope**

This document applies to:

- functional and electrical safety aspects of carrier cycles covered in all parts of EN 17860;
- electrical aspects of electrically power assisted cycle trailers (EPACT) covered in prEN 17860-7;
- electrical aspects of batteries used for carrier cycles;
- electrical aspects of chargers used for carrier cycles.

This document does not apply to charging stations.

This document specifies requirements and test methods for motor power management systems, electrical circuits including the charger for the assessment of the design and assembly of carrier cycles and subassemblies for systems having a Safety Extra Low Voltage (SELV) maximum working voltage ≤ 60 V d.c. disregarding transients.

2 Normative references

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

EN 17860-1:2024, *Carrier cycles — Part 1: Terms and definitions*

EN 17860-2:2024, *Carrier cycles — Part 2: Lightweight single track carrier cycles — Mechanical aspects*

EN 15194:2017+A1:2023, *Cycles — Electrically power assisted cycles — EPAC Bicycles*

EN ISO 7010, *Graphical symbols — Safety colours and safety signs — Registered safety signs (ISO 7010)*

EN ISO 12100, *Safety of machinery — General principles for design — Risk assessment and risk reduction (ISO 12100)*

EN ISO 13849 (all parts), *Safety of machinery — Safety-related parts of control systems*

CEN/TS 17831:2023, *Cycles — Electrically power assisted cycles — Anti-tampering measures*

EN 50604-1:2016, *Secondary lithium batteries for light EV (electric vehicle) applications — Part 1: General safety requirements and test methods*

EN 50604-1:2016/A1:2021, *Secondary lithium batteries for light EV (electric vehicle) applications — Part 1: General safety requirements and test methods*

IEC 60034-1, *Rotating electrical machines — Part 1: Rating and performance*

EN 60068-2-27, *Environmental testing — Part 2-27: Tests — Test Ea and guidance: Shock (IEC 60068-2-27)*

IEC 60335-1:2020, *Household and similar electrical appliances — Safety — Part 1: General requirements*

EN 60335-2-29, *Household and similar electrical appliances — Safety — Part 2-29: Particular requirements for battery chargers (IEC 60335-2-29)*

HD 60364-5-52:2011, *Low-voltage electrical installations — Part 5-52: Selection and erection of electrical equipment — Wiring systems*

IEC 60417, *Graphical symbols for use on equipment*

EN 60529, *Degrees of protection provided by enclosures (IP Code) (IEC 60529)*

EN IEC 61000-6-1, *Electromagnetic compatibility (EMC) — Part 6-1: Generic standards — Immunity standard for residential, commercial and light-industrial environments*

EN IEC 61000-6-3, *Electromagnetic compatibility (EMC) — Part 6-3: Generic standards — Emission standard for equipment in residential environments*

ISO 6742-1, *Cycles — Lighting and retro-reflective devices — Part 1: Lighting and light signalling devices*

ISO 13732-1, *Ergonomics of the thermal environment — Methods for the assessment of human responses to contact with surfaces — Part 1: Hot surfaces*

3 Terms and definitions

For the purposes of this document, the terms and definitions given in EN 17860-1:2024 apply.

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

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

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

4 General requirements

4.1 Risk assessment

Carrier EPAC and electrically assisted cycle trailers (EPACT) shall be designed in accordance with the principles of EN ISO 12100 for relevant hazards which are not dealt with by this document. This includes evaluation of such risks for all relevant components.

4.2 Significant hazards and safety functions

4.2.1 Significant hazards

The following significant hazards of carrier EPAC have been considered in this document:

- a) mechanical hazards: deceleration, acceleration, instability, kinetic energy, rotating elements and moving elements, rough or slippery surfaces, sharp edges;
- b) electrical hazards: electromagnetic phenomena, electrostatic phenomena, overload, short-circuit, thermal radiation;
- c) thermal hazards: explosion, flame, radiation from heat sources, objects or materials with a high or low temperature;
- d) ergonomic hazards: effort, local lighting, posture;
- e) hazards associated with the environment in which the carrier EPAC is used: water (dust).

EN 17860-5:2024 (E)**4.2.2 Safety function for control system of carrier EPAC****4.2.2.1 General**

The carrier EPAC control system risk shall be assessed in accordance with EN ISO 13849 (all parts).

4.2.2.2 Requirements for the safety related parts of the electrical control systems

The safety requirements of Table 1 shall be necessary for a carrier EPAC. If necessary, the manufacturer shall add more safety requirements and determine the necessary PL or safety level for each of these safety requirements and the related safety functions.

Table 1 — Safety functions related to defined hazards

Safety function	Performance Level
Prevention of electric motor assisted propulsion without user request by pedalling or by activation of the walk assistance mode	PL _r c
Prevention of risk of fire in case of management system failure for batteries with electric energy above 100 Wh	PL _r c

4.2.2.3 Verification of the safety functions

The whole procedure for achieving functional safety shall be in accordance with EN ISO 13849 (all parts).

System suppliers shall document this process and take measures to achieve the required performance level (see Table 1).

The minimum set of safety related functions shall be implemented at least by both, system suppliers and the manufacturer, to achieve conformity with this document.

4.3 Prevention of unauthorized use

Means shall be provided to the user to prevent an unauthorized use of the electric assistance/walk assistance mode of the carrier EPAC e.g. key, locks, electronic control device.

5 Electrical requirements**5.1 Electric system**

The electrical system shall be designed so that, should it malfunction in a hazardous manner, it shall switch off power to the malfunctioning parts without increasing the hazard. It shall require user interaction to switch on again.

NOTE The mechanical brakes provide fast and safe stopping in emergency situations.

5.2 Controls and symbols

A control device shall be fitted to switch on and off the assistance.

Two independent applying actions shall be required to start the electrical assistance mode (e.g. power switch and forward pedalling activation); a traffic caused stop (e.g. traffic lights) is not subject to this requirement.

The control device shall be apparent, easy to reach and unmistakable. This control device shall be activated by voluntary action.

Designs of the on/off symbol, lighting symbol and audible warning device symbol shall be in accordance with Annex B.

5.3 Battery

The battery shall comply with EN 50604-1:2016 and EN 50604-1:2016/A1:2021. At the moment of the publication of this standard, EN 50604-1 is only applicable for secondary lithium batteries, and only risks related to these batteries were taken into account.

5.4 External battery charger

External battery chargers with output voltage below 60V DC shall comply with EN 60335-2-29. The user shall be informed if the charger is designed for indoor or both indoor and outdoor use. Battery chargers for indoor use only shall be marked with symbol IEC 60417-5957 (2004-12). Chargers for outdoor use shall be labelled accordingly. In case chargers are designed and labelled for outdoor use, they shall be rated at at least IP X4. Chargers for carrier cycles are considered to be operated in a residential (household) environment.

5.5 Electric cables and couplers

5.5.1 General

All couplers for cable and wire shall be selected to prevent corrosion of electrical contact conductance.

5.5.2 Requirements

Cable and plug temperature shall be lower than that specified by the manufacturer of the cables and plugs. Damage to cable and plug insulation shall be prevented.

The cable cross sections shall be selected in accordance to IEC 60335-1:2020, Table 11. If these requirements are not met, a temperature rise test shall be performed, in accordance to 5.5.3.

Cables used exclusively for communication lines are excluded.

5.5.3 Test method

At an ambient room temperature (20 ± 5) °C, discharge the fully charged carrier EPAC battery to the discharging limit specified by the carrier EPAC or ESA manufacturer at the maximum current allowable by the system and record it. Measure the cable and plug temperatures and ensure, by examination, that there is no deterioration of the insulation on either assembly.

The increase of outer surface temperature of parts that can be touched shall be ≤ 60 K while in use on performance test rig.

5.6 Wiring

Requirements on wiring shall be checked according to the following sequence at an ambient room temperature (20 ± 5) °C.

- a) Wire ways shall be smooth and free from sharp edges.
- b) Wires shall be protected so that they do not come into contact with burrs, cooling fins or similar sharp edges that may cause damage to their insulation. Holes in metal through which insulated wires pass shall have smooth well-rounded surfaces or be provided with bushings.
- c) Wiring shall be effectively prevented from coming into contact with moving parts.

Compliance with a), b) and c) shall be checked by inspection.