
Izdelki za otroke - Otroški vozički - 1. del: Otroški vozički s sedežem in otroški vozički s košaro

Child care articles - Wheeled child conveyances - Part 1: Pushchairs and prams

Artikel für Säuglinge und Kleinkinder - Kinderfahrzeuge auf Rädern - Teil 1: Kinderstühle und Kinderwagen

Articles de puériculture - Voitures d'enfant - Partie 1 : Poussettes et landaus

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97.190

Otroška oprema

Equipment for children

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EUROPEAN STANDARD
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EUROPÄISCHE NORM

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prEN 1888-1

August 2026

ICS 97.190

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English Version

**Child care articles - Wheeled child conveyances - Part 1:
Pushchairs and prams**

Articles de puériculture - Voitures d'enfant - Partie 1:
Poussettes et landaus

Artikel für Säuglinge und Kleinkinder - Transportmittel
auf Rädern für Kinder - Teil 1: Kinderwagen und
Kindersportwagen

This draft European Standard is submitted to CEN members for enquiry. It has been drawn up by the Technical Committee CEN/TC 252.

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European foreword

This document (prEN 1888-1:2026) has been prepared by Technical Committee CEN/TC 252 “Child care articles”, the secretariat of which is held by AFNOR.

This document is currently submitted to the CEN Enquiry.

This document will supersede EN 1888-1:2018+A1:2022 and EN 1888-2:2018+A1:2022.

In comparison with the previous edition, the significant technical changes have been made:

To be completed.

EN 1888 is currently composed with the following parts:

- EN 1888-1, *Child care articles — Wheeled child conveyances — Part 1: Pushchairs and prams*;
- EN 1888-3, *Child care articles — Wheeled child conveyances — Part 3: Pushchairs intended for leisure sport activities*.

This document has been prepared under a standardisation request addressed to CEN by the European Commission. The Standing Committee of the EFTA States subsequently approves these requests for its Member States.

For the relationship with EU Legislation, see informative Annex ZA, which is an integral part of this document.

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1 Scope

This document specifies the safety requirements and test methods for *pushchairs and prams*, designed for the carriage of one or more children, up to 22 kg each and up to 20 kg for any *integrated platform* on which a child can stand.

This document does not cover toys, baby carriers fitted with wheels; *pushchairs and prams* propelled by a motor and *pushchairs and prams* designed for children with special needs.

Where a *pushchair or pram* or any part of the *pushchair or pram* has several functions or can be converted into another function it is due to comply with relevant standard(s).

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 71-2:2020+A1:2025, *Safety of toys - Part 2: Flammability*

EN 1466:2023, *Child care articles - Carry cots and stands for domestic use - Safety requirements and test methods*

EN 17826:2025, *Child care articles - Chemical hazards - Requirements*

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:

- IEC Electropedia: available at <https://www.electropedia.org/>
- ISO Online browsing platform: available at <https://www.iso.org/obp>

3.1

wheeled child conveyance

vehicle designed for the carriage of one or more children which can be manually steered while being pushed or pulled

3.2

pushchair

vehicle comprising a *chassis* and one or more *seat units* or *car seats*

Note 1 to entry: Referred to as the “vehicle” for the purpose of this standard.

3.3

pram

vehicle comprising a *chassis* and one or more *pram bodies*

Note 1 to entry: Referred to as the “vehicle” for the purpose of this standard.

3.4

integrated platform

integral part of the vehicle designed to support a child in a standing position

3.5

chassis

wheeled framework with extended handle(s) for pushing, pulling and steering, designed to accommodate and transport a *pram body* (bodies) or *car seat(s)* or *seat unit(s)* or a combination of these items

3.6

seat unit

structure which may or may not be adjustable to achieve a reclining or recumbent position designed to support one or more children

3.7

type A car seat

Child Restraint System (CRS) used for children up to 9 kg

Note 1 to entry: Child Restraint Systems are covered by UNECE regulations.

3.8

type B car seat

Child Restraint System (CRS) used for children up to 13 kg

Note 1 to entry: Child Restraint Systems are covered by UNECE regulations.

3.9

pram body

structure with essentially vertical and continuous sides and ends with an internal base designed to transport one or more children in a primarily horizontal position

3.10

carry cot

product consisting of a base, sides, ends and carrying handle(s), within which a child can be laid down and transported by hand

Note 1 to entry: Carry cot is the generic term generally used.

3.11

protected volume

volume accessible by the child (occupant) when sitting or lying in the *pushchair* or *pram*, where specific safety requirements are necessary

3.12

junction line

intersection of the seat and the backrest

3.13

restraint system

system to restrain the child within the vehicle

3.14

crotch restraint

device positioned between the child's legs to prevent the child from sliding forwards

3.15

harness anchorage point

device suitable for the attachment of an additional child's harness

prEN 1888-1:2026 (E)**3.16****footrest**

support for the feet or a foot, used when sitting

3.17**shearing hazard**

hazard due to the movement of components relatively one to another resulting in a scissoring action

3.18**crushing hazard**

hazard due to the movement of components relatively one to another resulting in a compression action

3.19**folding system**

assembly of moving parts which enables the vehicle to be changed from an erected position to a folded position and vice versa under the control of the carer

3.20**locking mechanism**

assembly of components consisting of one or more *locking device(s)* and *one or more operating device(s)*

3.21**locking device**

mechanical component that maintains part(s) of the vehicle erected in the position of use (e.g. latch(es), hooks, over centre lock...) which could be deactivated or activated by action(s) on the *operating device*

3.22**operating device**

part of the *locking mechanism(s)* designed to be activated by the carer through one or several positive action(s)

3.23**automatic locking device**

device that engages with no additional voluntary action by the carer, when the vehicle is erected to its position of use

3.24**reversible handle**

handle that can be rotated on the *chassis* to change the direction of pushing or pulling

3.25**occupant space**

space enclosed by the surfaces, for example, side and ends or the base, or both, of a *pram body*, *seat unit* or *car seat* that contains the child (occupant) within a *pram* or *pushchair*

3.26**parking device**

device to maintain the vehicle in a stationary position

3.27**braking device**

device to reduce the speed of the vehicle

4 General requirements and test conditions

NOTE Words in *italics* are defined in Clause 3 (Terms and definitions). Additional information on the background and rationale for various requirements is given in Annex A.

4.1 Material suitability

Different weather conditions during the usage of the product can influence the material performances.

Annex E provides general guidance on the choice of materials.

4.2 Samples

Tests should be carried out in the order of the clauses given in this European standard, unless otherwise stated. Each test shall be carried out only using one vehicle, unless otherwise stated.

Vehicles with multiple places for *pram bodies* and/or *carry cots* and/or *seat units* shall comply with all applicable requirements in any possible arrangement in accordance with the manufacturer's instructions. If a vehicle can be equipped with an additional *seat unit* or *pram body* or *type A/B car seat* supplied or recommended, the combination shall comply with this European Standard.

4.3 Principle of the most onerous condition

Unless the test method gives specific indications for any of the following topics, each test shall be conducted with the vehicle in the most onerous condition for that test in terms of:

- the choice and number of *seat units* and/or *pram bodies* and/or *carry cots* and/or *car seats* attached to the *chassis* stated in the manufacturer's instructions;
- the addition of any additional *seat unit(s)* approved by the manufacturer;
- the use of test masses: for vehicles transporting more than one child, at least one place that a child can occupy shall be loaded with a test mass; the loading placement of the test masses on the *seat units* and/or *pram bodies* and/or *carry cots* and/or *car seats* shall be carried out in the most onerous condition, regardless of the manufacturer's instructions;
- the loading (or not) of any receptacle designed for carrying additional load(s) allowed for in the instructions or otherwise approved by the manufacturer and the placing (or not) of load(s) in any such facility, up to the maximum mass allowed in the manufacturer's instructions, or 2 kg if nothing is indicated; such loads shall be evenly distributed on the loading support surface in the receptacle (e.g. sandbags, etc.); small pockets fitted onto textile parts are not concerned by this condition;
- the addition (or not) of any other accessories supplied or recommended by the manufacturer for use with the vehicle and with accessories loaded according to the manufacturer's instructions;
- the adjustment of *seat units*, *pram bodies*, handles, *car seats*, and any other adjustable features or accessories (with exception of the backrest inclination), or any other optional arrangement of the vehicle allowed in the manufacturer's instructions or otherwise approved by the manufacturer.

NOTE The heaviest loads do not always produce the most onerous conditions.

4.4 Tolerances for test equipment

Unless otherwise stated, the accuracy of the test equipment shall be:

- forces $\pm 5 \%$;
- masses $\pm 0,5 \%$;

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- dimensions $\pm 0,5$ mm;
- timing ± 1 s;
- angles $\pm 0,5^\circ$.

4.5 Test conditions

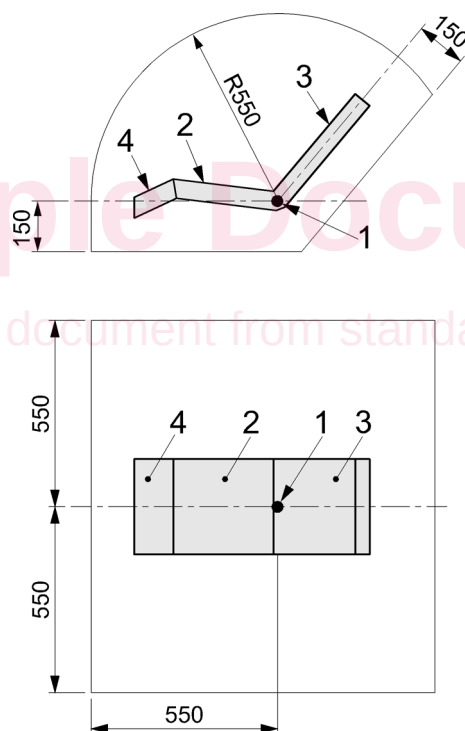
The vehicle shall be conditioned at a temperature of $(23 \pm 5)^\circ\text{C}$ for at least 2 h prior to tests. All tests shall be carried out at a temperature of $(21 \pm 6)^\circ\text{C}$ unless otherwise specified. For vehicles fitted with inflatable tyres, the tyre pressure shall be adjusted according to manufacturer's instructions for use before conducting the entire test procedure. If a tyre is punctured during the test procedure, the tyre shall be replaced and the test procedure continued.

4.6 Determination of the protected volume

4.6.1 Protected volume of seat units

The *protected volume* of seat units shall be determined in accordance with Figure 1 below.

Dimensions in millimetres



Key

- | | |
|---|---|
| 1 | origin from which the <i>protected volume</i> has been defined (mid-point of the <i>junction line</i> , on the uncompressed upper surface of the <i>seat unit</i>) |
| 2 | seat |
| 3 | back rest |
| 4 | leg rest |

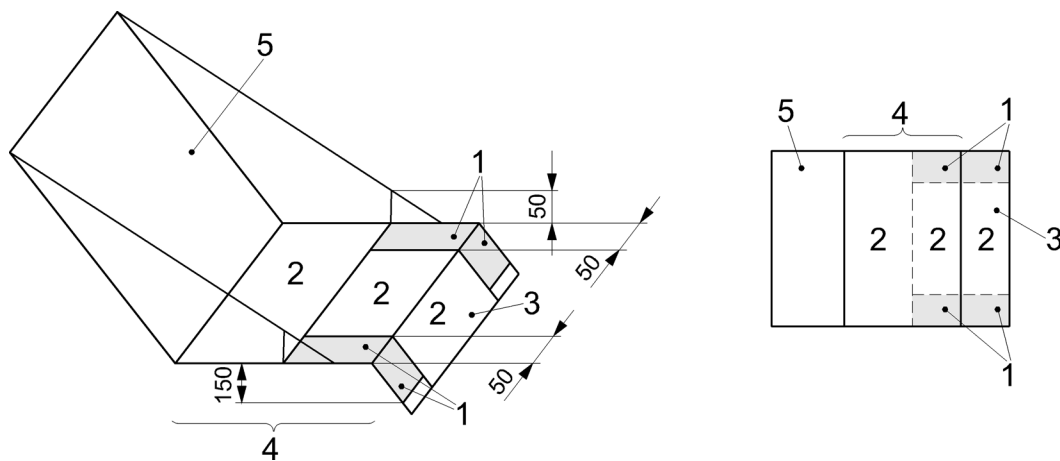
Figure 1 — Protected volume for seat units

The space located behind the backrest is excluded from the *protected volume*.

Where a vehicle is suitable for two or more children the space located behind the backrest shall be considered if it enters another *protected volume*.

The space underneath the seat and underneath the leg rest is excluded from the *protected volume*, except for a 50 mm wide band measured from the outermost edge of the seat/leg rest sides where the seat/leg rest is not fitted with lateral protections of a height greater than 50 mm (textile or any rigid component) (see Figure 2).

Dimensions in millimetres



Key

- 1 space to be checked
- 2 space not to be checked
- 3 leg rest
- 4 seat
- 5 backrest

Figure 2 — Effect of lateral protection on the determination of the protected volume

4.6.2 Protected volume of pram bodies having a length greater than 800 mm

The *protected volume* of *pram bodies* having a length greater than 800 mm shall be determined in accordance with Figure 3.

The 550 mm height shall be measured in accordance with 8.1.2.2.

The surface underneath the *pram body* is excluded from the *protected volume*.

Dimensions in millimetres

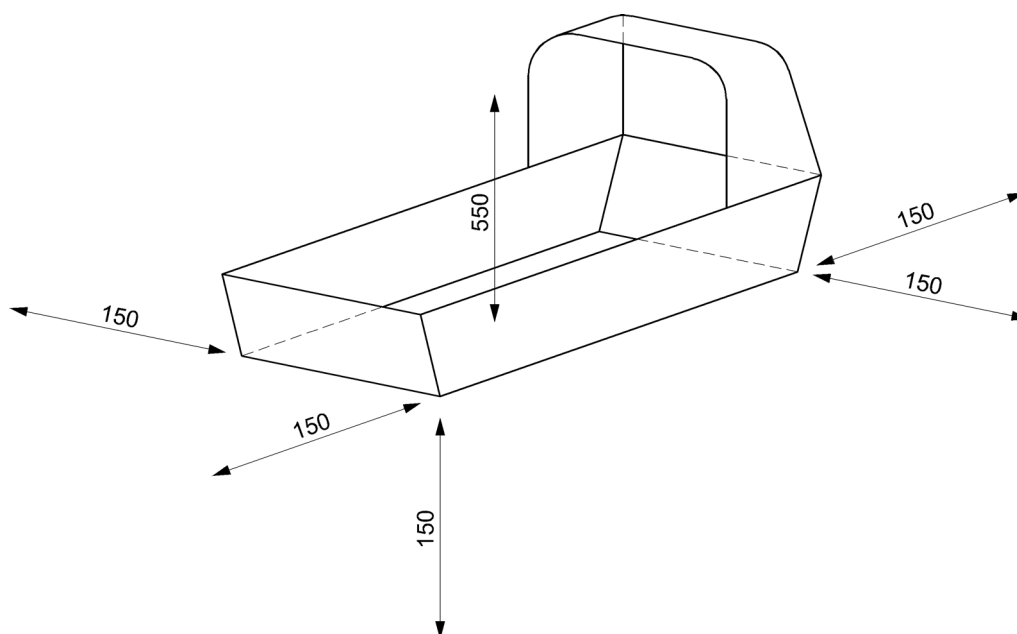


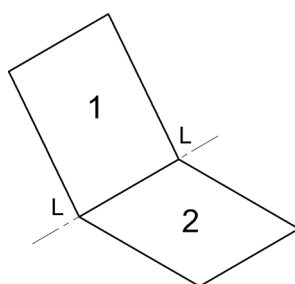
Figure 3 — Protected volume for pram bodies having a length greater than 800 mm

4.6.3 Protected volume for pram bodies having a maximum internal length of 800 mm and car seats

For vehicles designed only for children under 6 months of age, *pram bodies* with a maximum internal length of 800 mm and for *car seats*, the *protected volume* is considered to be the inner upper surface that supports the child and the inner surface of the sides and ends of the *pram body*.

4.7 Determination of the junction line

The *junction line* shall be determined as the intersection between the seat and the backrest as shown on Figure 4.

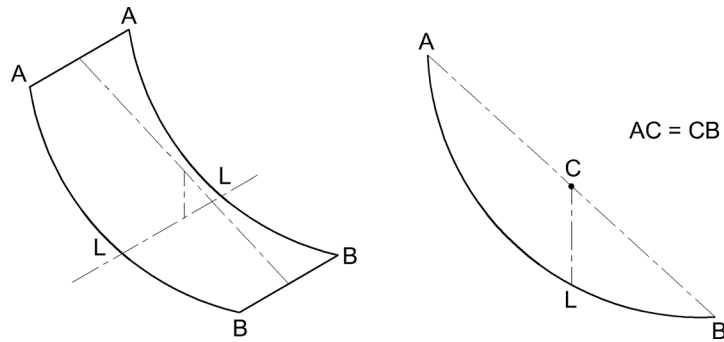


Key

LL	junction line
1	backrest
2	seat

Figure 4 — Junction line

When the *seat unit* is in the form of a hammock, then a theoretical *junction line*, “LL”, is determined as shown in Figure 5.

**Key**

LL junction line

L vertical projection of C on the hammock

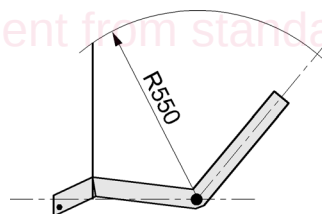
Figure 5 — Junction line for seat unit in form of a hammock

NOTE The *junction line* can vary when the backrest is adjusted to different positions.

4.8 Determination of the occupant space**4.8.1 Determination of occupant space for seat unit and car seat**

The occupant space is defined 550 mm from the mid-point of the *junction line*, on the uncompressed upper surface of the seat unit or car seat and the sides of the inner upper surface that support the child. The volume stops at the vertical projection of the front edge of the seat. See Figure 6.

Dimensions in millimetres

**Figure 6 — Occupant space for seat unit and car seat****4.8.2 Determination of occupant space for pram body having a length less than 800 mm**

For vehicles designed only for children under 6 months of age, *pram bodies* with a maximum internal length of 800 mm, the occupant space is considered to be the volume of the inner upper surface that supports the child and the inner surface of the sides and ends of the *pram body*. See Figure 7.