

Cycles - Safety requirements for bicycles - Part 8: Pedal and drive system test methods (ISO 4210-8:2023)

## EESTI STANDARDI EESSÕNA

## NATIONAL FOREWORD

See Eesti standard EVS-EN ISO 4210-8:2023 sisaldab Euroopa standardi EN ISO 4210-8:2023 ingliskeelset teksti.	This Estonian standard EVS-EN ISO 4210-8:2023 consists of the English text of the European standard EN ISO 4210-8:2023.
Standard on jõustunud sellekohase teate avaldamisega EVS Teatajas.	This standard has been endorsed with a notification published in the official bulletin of the Estonian Centre for Standardisation and Accreditation.
Euroopa standardimisorganisatsioonid on teinud Euroopa standardi rahvuslikele liikmetele kättesaadavaks 25.01.2023.	Date of Availability of the European standard is 25.01.2023.
Standard on kättesaadav Eesti Standardimis-ja Akrediteerimiskeskusest.	The standard is available from the Estonian Centre for Standardisation and Accreditation.

Tagasisidet standardi sisu kohta on võimalik edastada, kasutades EVS-i veebilehel asuvat tagasiside vormi või saates e-kirja meiliaadressile [standardiosakond@evs.ee](mailto:standardiosakond@evs.ee).

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English Version

**Cycles - Safety requirements for bicycles - Part 8: Pedal  
and drive system test methods (ISO 4210-8:2023)**

Cycles - Exigences de sécurité pour les bicyclettes -  
Partie 8: Méthodes d'essai des pédales et du système  
de transmission (ISO 4210-8:2023)

Fahrräder - Sicherheitstechnische Anforderungen an  
Fahrräder - Teil 8: Prüfverfahren für Pedale und  
Antriebssystem (ISO 4210-8:2023)

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

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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**

## European foreword

This document (EN ISO 4210-8:2023) 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of an identical text or by endorsement, at the latest by July 2023, and conflicting national standards shall be withdrawn at the latest by July 2024.

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 4210-8:2014.

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.

## Endorsement notice

The text of ISO 4210-8:2023 has been approved by CEN as EN ISO 4210-8:2023 without any modification.

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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](http://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](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*, 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 second edition cancels and replaces the first edition (ISO 4210-8:2014), which has been technically revised.

The main changes are as follows:

- improvement of [4.1](#);
- improvement of [4.2](#);
- improvement of [4.5](#);
- improvement of [4.6.2](#).

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.

# Cycles — Safety requirements for bicycles —

## Part 8: Pedal and drive system test methods

### 1 Scope

This document specifies pedal and drive system test methods for ISO 4210-2.

### 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.

ISO 4210-1, *Cycles — Safety requirements for bicycles — Part 1: Vocabulary*

ISO 4210-3:2023, *Cycles — Safety requirements for bicycles — Part 3: Common test methods*

IEC 60529:2001, *Degrees of protection provided by enclosures (IP Code)*

### 3 Terms and definitions

For the purposes of this document, the terms and definitions given in ISO 4210-1 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 Test methods

#### 4.1 Pedal — Static strength test

Screw the pedal spindle securely into a suitable rigid fixture with its axis horizontal, as shown in [Figure 1](#). Place a steel U-shaped loading block, dimensioned as shown in [Figure 1](#), so that its edge is located at 40 mm from the end of the pedal. The width of the U-shaped block shall be such that its edges are aligned with the edges of the pedal. The loading block shall be free to rotate as shown in [Figure 1](#) to ensure a constant contact with the pedal.

For pedals with binding systems, the force may instead be applied to a cleat fitted onto the pedal.

Apply a vertically downward force of 1 500 N for 5 min to the centre of the U-shaped loading block, as shown in [Figure 1](#). Release the force and examine the pedal assembly and the spindle.

For folding pedals, check for any changes to the setting of the folding mechanism.

If the folding pedal has two different riding sides, the test shall be applied on each side.

For pedals with a single riding side, the test shall be applied only on the riding side.