

Linna- ja retkejalgrattad. Ohutusnõuded ja katsemeetodid

City and trekking bicycles - Safety requirements and
test methods

EESTI STANDARDI EESSÕNA

NATIONAL FOREWORD

<p>Käesolev Eesti standard EVS-EN 14764:2006 sisaldab Euroopa standardi EN 14764:2005 ingliskeelset teksti.</p> <p>Käesolev dokument on jõustatud 27.02.2006 ja selle kohta on avaldatud teade Eesti standardiorganisatsiooni ametlikus väljaandes.</p> <p>Standard on kättesaadav Eesti standardiorganisatsioonist.</p>	<p>This Estonian standard EVS-EN 14764:2006 consists of the English text of the European standard EN 14764:2005.</p> <p>This document is endorsed on 27.02.2006 with the notification being published in the official publication of the Estonian national standardisation organisation.</p> <p>The standard is available from Estonian standardisation organisation.</p>
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<p>Käsitlusala:</p> <p>This European Standard specifies safety and performance requirements for the design, assembly, and testing of bicycles and sub-assemblies intended for use on public roads, and lays down guide lines for instructions on the use and care of such bicycles.</p>	<p>Scope:</p> <p>This European Standard specifies safety and performance requirements for the design, assembly, and testing of bicycles and sub-assemblies intended for use on public roads, and lays down guide lines for instructions on the use and care of such bicycles.</p>
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Võtmesõnad:

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English Version

**City and trekking bicycles - Safety requirements and test
methods**

City- und Trekking-Fahrräder - Sicherheitstechnische
Anforderungen und Prüfverfahren

This European Standard was approved by CEN on 28 October 2005.

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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 Central Secretariat has the same status as the official versions.

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EUROPEAN COMMITTEE FOR STANDARDIZATION
COMITÉ EUROPÉEN DE NORMALISATION
EUROPÄISCHES KOMITEE FÜR NORMUNG

Management Centre: rue de Stassart, 36 B-1050 Brussels

Contents

Foreword	5
Introduction.....	6
1 Scope.....	7
2 Normative references	7
3 Terms and definitions.....	7
4 Requirements and test methods.....	9
4.1 Brake tests and strength tests – Special requirements	9
4.1.1 Definition of brake tests	9
4.1.2 Definition of strength tests.....	10
4.1.3 Numbers and condition of specimens for the strength tests	10
4.1.4 Accuracy tolerances of test conditions for brake tests and strength tests	10
4.2 Sharp edges	10
4.3 Security and strength of safety-related fasteners	10
4.3.1 Security of screws	10
4.3.2 Minimum failure torque	10
4.3.3 Folding bicycles	10
4.4 Crack detection methods	11
4.5 Protrusions.....	11
4.5.1 Requirement	11
4.5.2 Test method.....	12
4.6 Brakes	13
4.6.1 Braking-systems	13
4.6.2 Hand-operated brakes	13
4.6.3 Attachment of brake assembly and cable requirements	16
4.6.4 Brake-block and brake-pad assemblies — Security test	17
4.6.5 Brake adjustment.....	17
4.6.6 Hand-operated braking-system — Strength test	17
4.6.7 Back-pedal braking system.....	18
4.6.8 Braking performance	19
4.6.9 Brakes - Heat-resistance test.....	35
4.7 Steering	36
4.7.1 Handlebar — Dimensions.....	36
4.7.2 Handlebar grips and plugs	36
4.7.3 Handlebar stem – Insertion-depth mark or positive stop	37
4.7.4 Handlebar stem-extension to fork-stem - Clamping requirements	37
4.7.5 Steering stability	38
4.7.6 Steering assembly — Static strength and security tests	38
4.7.7 Handlebar and stem assembly — Fatigue test	45
4.8 Frames	46

4.8.1	Suspension-frames — Special requirements	46
4.8.2	Frame and front-fork assembly - Impact test (falling mass)	46
4.8.3	Frame - Fatigue test with pedalling forces	49
4.8.4	Frame - Fatigue test with a vertical force	50
4.9	Front fork	52
4.9.1	General	52
4.9.2	Means of location of the axle and wheel retention	52
4.9.3	Suspension-forks — Special requirements	52
4.9.4	Front fork — Static bending test	53
4.9.5	Front fork — Rearward impact test	54
4.9.6	Front fork — Bending fatigue test	55
4.9.7	Forks intended for use with hub- or disc-brakes	55
4.10	Wheels and wheel/tyre assembly	59
4.10.1	Rotational accuracy	59
4.10.2	Wheel/tyre assembly — Clearance	61
4.10.3	Wheels — Static strength test	61
4.10.4	Wheels — Wheel retention	62
4.10.5	Wheels — Quick-release devices	62
4.11	Rims, tyres and tubes	63
4.11.1	Tyre inflation pressure	63
4.11.2	Tyre and rim compatibility	63
4.11.3	Rim-wear	63
4.12	Mudguards	63
4.12.1	Requirement	63
4.12.2	Stage 1: Test method – Tangential obstruction	63
4.12.3	Stage 2: Test method – Radial force	64
4.13	Pedals and pedal/crank drive system	64
4.13.1	Pedal tread	64
4.13.2	Pedal clearance	65
4.13.3	Pedal/pedal-spindle assembly — Static strength test	66
4.13.4	Pedal-spindle — Impact test	66
4.13.5	Pedal/pedal-spindle — Dynamic durability test	67
4.13.6	Drive-system — Static strength test	68
4.13.7	Crank assembly — Fatigue test	69
4.14	Saddles and seat-pillar	70
4.14.1	General	70
4.14.2	Limiting dimensions	70
4.14.3	Seat-pillar – Insertion-depth mark or positive stop	70
4.14.4	Saddle/seat pillar	71
4.14.5	Saddle — Static strength test	72
4.14.6	Saddle and seat-pillar clamp - Fatigue test	72

4.14.7	Seat-pillar — Fatigue test	73
4.15	Drive-chain	75
4.16	Chainguard	75
4.16.1	Requirement	75
4.16.2	Chain-wheel disc diameter	75
4.16.3	Chain protective device	75
4.16.4	Combined front gear-change guide	75
4.17	Spoke protector	76
4.18	Luggage carriers	76
4.19	Handling and operation of a fully-assembled bicycle	76
4.19.1	Requirement	76
4.19.2	Test method	76
4.20	Lighting systems and reflectors	76
4.20.1	Lighting and reflectors	76
4.20.2	Wiring harness	76
4.21	Warning device	76
5	Manufacturer's instructions	76
6	Marking	78
6.1	Requirement	78
6.2	Durability test	78
6.2.1	Requirement	78
6.2.2	Test method	78
Annex A (informative)	Explanation of the method of least squares for obtaining line of best fit and \pm 20 % limit lines for braking performance linearity	79
Annex B (informative)	Steering geometry	82
Annex C (informative)	Structural integrity of the fully assembled bicycle	83
Annex D (informative)	Wheel/tyre assembly - Fatigue test	86
Bibliography	87

Foreword

This European Standard (EN 14764:2005) 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 2006, and conflicting national standards shall be withdrawn at the latest by December 2006.

This European Standard is completely new and is one of a series being produced to cover all types of bicycle:

Standards in this series are:

EN 14764	<i>City and trekking bicycles - Safety requirements and test methods</i>
TC 333 WI 00333002	<i>Cycles - Vocabulary - Terminology (ISO 8090:1990 Modified)</i>
EN 14765	<i>Bicycles for young children - Safety requirements and test methods</i>
EN 14766	<i>Mountain bicycles - Safety requirements and test methods</i>
EN 14781	<i>Racing bicycles - Safety requirements and test methods</i>
prEN 14872	<i>Bicycles - Accessories for bicycles - Luggage carriers</i>
prEN 15194	<i>Cycles - Electrically power assisted cycles - EPAC bicycle</i>

According to the CEN/CENELEC Internal Regulations, the national standards organizations of the following countries are bound to implement this European Standard: Austria, Belgium, Cyprus, Czech Republic, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Iceland, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Netherlands, Norway, Poland, Portugal, Slovakia, Slovenia, Spain, Sweden, Switzerland and United Kingdom.

Introduction

This European Standard has been developed in response to demand throughout Europe, and the aim has been to ensure that bicycles manufactured in compliance with it 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 standardisation of components.

If the bicycle is used on public roads national regulations apply.

No requirements on lighting equipment, reflectors and warning devices are specified in this European Standard, due to the existence of several different national regulations applicable in the European Countries.

1 Scope

This European Standard specifies safety and performance requirements for the design, assembly, and testing of bicycles and sub-assemblies intended for use on public roads, and lays down guide lines for instructions on the use and care of such bicycles.

This European Standard applies to bicycles that have a maximum saddle height of 635 mm or more and that are intended for use on public roads.

This standard does not apply to mountain bicycles and racing bicycles, tradesman's delivery bicycles, recumbent bicycles, tandems and bicycles designed and equipped for use in sanctioned competitive events.

NOTE For bicycles with a maximum saddle height of 435 mm see EN 71 and with a maximum saddle height of more than 435 mm and less than 635 mm see EN 14765.

2 Normative references

The following referenced documents are indispensable for the application of this European Standard. For dated references, only the edition cited applies. For undated references, the latest edition of the referenced document (including any amendments) applies.

prEN 14872, *Bicycles - Accessories for bicycles - Luggage carriers*

ISO 5775-1, *Bicycle tyres and rims — Part 1: Tyre designations and dimensions*

ISO 5775-2, *Bicycle tyres and rims — Part 2: Rims*

ISO 7636, *Bells for bicycles and mopeds - Technical specifications*

ISO 9633, *Cycle chains - Characteristics and test methods*

3 Terms and definitions

For the purposes of this European Standard, the following terms and definitions apply.

3.1 cycle

any vehicle that has at least two wheels and is propelled solely or mainly by the muscular energy of the person on that vehicle, in particular by means of pedals

3.2 bicycle

two-wheeled cycle

3.3 delivery bicycle

bicycle designed for the primary purpose of carrying goods

3.4 tandem

bicycle with saddles for two or more riders, one behind the other

3.5 fully-assembled bicycle

bicycle fitted with all components necessary for its intended use