

Rattad. Jalgrataste ohutusnõuded. Osa 4: Katsemeetodid piduritele

**Cycles - Safety requirements for bicycles - Part 4:
Braking test methods
(ISO 4210-4:2014, Corrected version 2014-11-01)**

EESTI STANDARDI EESSÕNA

NATIONAL FOREWORD

See Eesti standard EVS-EN ISO 4210-4:2014 sisaldab Euroopa standardi EN ISO 4210-4:2014 inglisekeelset teksti.	This Estonian standard EVS-EN ISO 4210-4:2014 consists of the English text of the European standard EN ISO 4210-4:2014.
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Cycles - Exigences de sécurité des bicyclettes - Partie 4: Méthodes d'essai de freinage (ISO 4210-4:2014, Version corrigée 2014-11-01)

Fahrräder - Sicherheitstechnische Anforderungen an Fahrräder - Teil 4: Prüfverfahren für Bremsen (ISO 4210-4:2014, korrigierte Fassung 2014-11-01)

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Foreword

This document (EN ISO 4210-4:2014) 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of an identical text or by endorsement, at the latest by January 2015, and conflicting national standards shall be withdrawn at the latest by July 2015.

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Endorsement notice

The text of ISO 4210-4:2014 has been approved by CEN as EN ISO 4210-4:2014 without any modification.

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Introduction

This International Standard has been developed in response to the demand throughout the world. The aim is to ensure that bicycles manufactured in compliance with this International Standard will be as safe as is practically possible. The tests are 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 is limited to safety considerations, and has specifically avoided standardization of components.

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

For the purpose of improvement of repeatability and reproducibility, and considering the applicability to all types of bicycle and the size and influence of the operator, the machine test method reflects today's state of the art and is preferred to the track test method.

Unless there is evidence of improvement of the test track method in the future, make this method informative for the next revision. Users of this International Standard are invited to provide their feedback to the ISO/TC 149/SC 1.

Cycles — Safety requirements for bicycles —

Part 4: Braking test methods

1 Scope

This part of ISO 4210 specifies the braking test methods for ISO 4210-2.

2 Normative references

The following referenced documents, in whole or in part, are normatively referenced in this document and are indispensable for its application. 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: Terms and definitions*

ISO 4210-2:2014, *Cycles — Safety requirements for bicycles — Part 2: Requirements for city & trekking, young adult, mountain and racing bicycles*

3 Terms and definitions

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

4 Test methods

4.1 Brake lever grip dimensions

4.1.1 Test method for the brake lever similar to type A or type B

Fit the gauge illustrated in [Figure 1](#) over the handlebar grip or the handlebar (when the manufacturer does not fit a grip) and the brake lever as shown in [Figure 2](#) so that face A is in contact with the handlebar or grip and the side of the brake lever. Ensure that face B spans an area of that part of the brake lever which is intended for contact with the rider's fingers without the gauge causing any movement of the brake lever towards the handlebar or grip. Measure the distance, a , the distance between the last part of the lever intended for contact with the rider's fingers and the end of the lever. The measurement should be conducted only on a fully assembled bicycle.