

Rattad. Jalgrataste ohutusnõuded. Osa 7: Rataste ja rattapöidade katsemeetodid

**Cycles - Safety requirements for bicycles - Part 7:
Wheels and rims test methods (ISO 4210-7:2014)**

EESTI STANDARDI EESSÕNA

NATIONAL FOREWORD

See Eesti standard EVS-EN ISO 4210-7:2014 sisaldab Euroopa standardi EN ISO 4210-7:2014 inglisekeelset teksti.	This Estonian standard EVS-EN ISO 4210-7:2014 consists of the English text of the European standard EN ISO 4210-7:2014.
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.
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English Version

**Cycles - Safety requirements for bicycles - Part 7: Wheels and
rims test methods (ISO 4210-7:2014)**

Cycles - Exigences de sécurité des bicyclettes - Partie 7:
Méthodes d'essai des roues et des jantes (ISO 4210-
7:2014)

Fahrräder - Sicherheitstechnische Anforderungen an
Fahrräder - Teil 7: Prüfverfahren für Laufräder und Felgen
(ISO 4210-7:2014)

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Foreword

This document (EN ISO 4210-7:2014) 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of an identical text or by endorsement, at the latest by January 2015, and conflicting national standards shall be withdrawn at the latest by July 2015.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 4210-7:2014 has been approved by CEN as EN ISO 4210-7:2014 without any modification.

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Introduction

This International Standard has been developed in response to demand throughout the world, and the aim has been to ensure that bicycles manufactured in compliance with this International Standard 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 is to be used on public roads, national regulations apply.

Cycles — Safety requirements for bicycles —

Part 7: Wheels and rims test methods

1 Scope

This part of ISO 4210 specifies wheel and rim test methods for ISO 4210-2.

2 Normative references

The following 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 and trekking, young adult, mountain and racing bicycles*

ISO 4210-3:2014, *Cycles — Safety requirements for bicycles — Part 3: Common test methods*

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 Rotational accuracy

The run-out tolerances represent the maximum variation of the position of the rim when measured perpendicular to the axle at a suitable point along the rim (see [Figure 1](#) and [Figure 2](#)) (i.e. full indicator reading) of a fully assembled and adjusted wheel during one complete revolution about the axle without axial movement. Both sides of the rim shall be measured and the maximum value shall be taken as result.

For city and trekking, mountain, and young adult bicycles, the measurement of both axial run-out (lateral) and radial run-out (concentricity) shall be done with a tyre fitted and inflated to the maximum inflation pressure, but for rims where concentricity cannot be measured with the tyre fitted, it is permissible to make measurements with the tyre removed.

For racing bicycles, the measurement of both axial run-out (lateral) and radial run-out (concentricity) shall be measured at the same time as shown in [Figure 2](#) and a tyre is not required to be fitted.