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NÕUDED LINNA- JA TREKIRATASTELE, NOORUKITE-,  
MÄGI- JA VÕIDUSÕIDURATASTELE

Cycles - Safety requirements for bicycles - Part 2:  
Requirements for city and trekking, young adult,  
mountain and racing bicycles (ISO 4210-2:2015)

## EESTI STANDARDI EESSÕNA

## NATIONAL FOREWORD

See Eesti standard EVS-EN ISO 4210-2:2015 sisaldab Euroopa standardi EN ISO 4210-2:2015 ingliskeelset teksti.	This Estonian standard EVS-EN ISO 4210-2:2015 consists of the English text of the European standard EN ISO 4210-2:2015.
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.
Euroopa standardimisorganisatsioonid on teinud Euroopa standardi rahvuslikele liikmetele kättesaadavaks 16.09.2015.	Date of Availability of the European standard is 16.09.2015.
Standard on kättesaadav Eesti Standardikeskusest.	The standard is available from the Estonian Centre for Standardisation.

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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EUROPEAN STANDARD

**EN ISO 4210-2**

NORME EUROPÉENNE

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English Version

**Cycles - Safety requirements for bicycles - Part 2:  
Requirements for city and trekking, young adult, mountain  
and racing bicycles (ISO 4210-2:2015)**

Cycles - Exigences de sécurité des bicyclettes - Partie 2:  
Exigences pour bicyclettes de ville et de randonnée, de  
jeune adulte, de montagne et de course (ISO 4210-  
2:2015)

Fahrräder - Sicherheitstechnische Anforderungen an  
Fahrräder - Teil 2: Anforderungen für City- und  
Trekkingfahrräder, Jugendfahrräder, Geländefahrräder  
(Mountainbikes) und Rennräder (ISO 4210-2:2015)

This European Standard was approved by CEN on 8 August 2015.

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EUROPÄISCHES KOMITEE FÜR NORMUNG

**CEN-CENELEC Management Centre: Avenue Marnix 17, B-1000 Brussels**

## European foreword

This document (EN ISO 4210-2:2015) 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 March 2016, and conflicting national standards shall be withdrawn at the latest by March 2016.

Attention is drawn to the possibility that some of the elements of this document may be the subject of patent rights. CEN [and/or CENELEC] shall not be held responsible for identifying any or all such patent rights.

This document supersedes EN ISO 4210-2:2014.

This document has been prepared under a mandate given to CEN by the European Commission and the European Free Trade Association.

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## Endorsement notice

The text of ISO 4210-2:2015 has been approved by CEN as EN ISO 4210-2:2015 without any modification.

# Contents

	Page
<b>Foreword</b> .....	<b>v</b>
<b>Introduction</b> .....	<b>vi</b>
<b>1 Scope</b> .....	<b>1</b>
<b>2 Normative references</b> .....	<b>2</b>
<b>3 Terms and definitions</b> .....	<b>2</b>
<b>4 Requirements</b> .....	<b>2</b>
4.1 Toxicity.....	2
4.2 Sharp edges.....	2
4.3 Security and strength of safety-related fasteners.....	2
4.3.1 Security of screws.....	2
4.3.2 Minimum failure torque.....	3
4.3.3 Folding bicycle mechanism.....	3
4.4 Crack detection methods.....	3
4.5 Protrusions.....	3
4.6 Brakes.....	3
4.6.1 Braking systems.....	3
4.6.2 Hand-operated brakes.....	4
4.6.3 Attachment of brake assembly and cable requirements.....	5
4.6.4 Brake-block and brake-pad assemblies — Security test.....	5
4.6.5 Brake adjustment.....	6
4.6.6 Hand-operated braking-system — Strength test.....	6
4.6.7 Back-pedal braking system — Strength test.....	6
4.6.8 Braking performance.....	6
4.6.9 Brakes — Heat-resistance test.....	9
4.7 Steering.....	9
4.7.1 Handlebar — Dimensions.....	9
4.7.2 Handlebar grips and plugs.....	10
4.7.3 Handlebar stem — Insertion-depth mark or positive stop.....	10
4.7.4 Handlebar stem to fork steerer — Clamping requirements.....	10
4.7.5 Steering stability.....	11
4.7.6 Steering assembly — Static strength and security tests.....	11
4.7.7 Handlebar and stem assembly — Fatigue test.....	13
4.8 Frames.....	13
4.8.1 Suspension-frames — Special requirements.....	13
4.8.2 Frame — Impact test (falling mass).....	13
4.8.3 Frame and front fork assembly — Impact test (falling frame).....	14
4.8.4 Frame — Fatigue test with pedalling forces.....	14
4.8.5 Frame — Fatigue test with horizontal forces.....	14
4.8.6 Frame — Fatigue test with a vertical force.....	14
4.9 Front fork.....	14
4.9.1 General.....	14
4.9.2 Means of location of the axle and wheel retention.....	14
4.9.3 Suspension forks — Special requirements.....	15
4.9.4 Front fork — Static bending test.....	15
4.9.5 Front fork — Rearward impact test.....	15
4.9.6 Front fork — Bending fatigue test plus rearward impact test.....	15
4.9.7 Forks intended for use with hub- or disc-brakes.....	16
4.9.8 Tensile test for a non-welded fork.....	16
4.10 Wheels and wheel/tyre assembly.....	16
4.10.1 Wheels/tyre assembly — Concentricity tolerance and lateral tolerance.....	16
4.10.2 Wheel/tyre assembly — Clearance.....	16
4.10.3 Wheel/tyre assembly — Static strength test.....	17
4.10.4 Wheels — Wheel retention.....	17

4.10.5	Wheels — Quick-release devices — Operating features .....	18
4.11	Rims, tyres, and tubes .....	18
4.11.1	General .....	18
4.11.2	Tyre inflation pressure .....	18
4.11.3	Tyre and rim compatibility .....	18
4.11.4	Tubular tyres and rims .....	18
4.11.5	Rim-wear .....	19
4.11.6	Greenhouse effect test for composite wheels .....	19
4.12	Front mudguard .....	19
4.13	Pedals and pedal/crank drive system .....	19
4.13.1	Pedal tread .....	19
4.13.2	Pedal clearance .....	20
4.13.3	Pedal — Static strength test .....	21
4.13.4	Pedal — Impact test .....	21
4.13.5	Pedal — Dynamic durability test .....	21
4.13.6	Drive system — Static strength test .....	21
4.13.7	Crank assembly — Fatigue test .....	22
4.14	Drive-chain and drive belt .....	22
4.14.1	Drive-chain .....	22
4.14.2	Drive belt .....	22
4.15	Chain-wheel and belt-drive protective device .....	22
4.15.1	Requirements .....	22
4.15.2	Chain-wheel disc and drive pulley disc diameter .....	23
4.15.3	Chain and drive belt protective device .....	24
4.15.4	Combined front gear-change guide .....	25
4.16	Saddles and seat-posts .....	26
4.16.1	Limiting dimensions .....	26
4.16.2	Seat-post — Insertion-depth mark or positive stop .....	26
4.16.3	Saddle/seat-post — Security test .....	26
4.16.4	Saddle — Static strength test .....	27
4.16.5	Saddle and seat-post clamp — Fatigue test .....	27
4.16.6	Seat-post — Fatigue test .....	27
4.17	Spoke protector .....	27
4.18	Luggage carriers .....	28
4.19	Road test of a fully assembled bicycle .....	28
4.20	Lighting systems and reflectors .....	28
4.20.1	General .....	28
4.20.2	Wiring harness .....	28
4.20.3	Lighting systems .....	28
4.20.4	Reflectors .....	28
4.21	Warning device .....	29
<b>5</b>	<b>Manufacturer's instructions .....</b>	<b>29</b>
<b>6</b>	<b>Marking .....</b>	<b>31</b>
6.1	Requirement .....	31
6.2	Durability test .....	31
<b>Annex A (informative) Steering geometry .....</b>		<b>32</b>
<b>Bibliography .....</b>		<b>33</b>

## 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)).

Attention is drawn to the possibility that some of the elements of this document may be the subject of patent rights. ISO shall not be held responsible for identifying any or all such patent rights. Details of any patent rights identified during the development of the document will be in the Introduction and/or on the ISO list of patent declarations received (see [www.iso.org/patents](http://www.iso.org/patents)).

Any trade name used in this document is information given for the convenience of users and does not constitute an endorsement.

For an explanation on the meaning of ISO specific terms and expressions related to conformity assessment, as well as information about ISO's adherence to the WTO principles in the Technical Barriers to Trade (TBT) see the following URL: [Foreword - Supplementary information](#)

The committee responsible for this document is ISO/TC 149, *Cycles*, Subcommittee SC 1, *Cycles and major sub-assemblies*.

This second edition cancels and replaces the first edition (ISO 4210-2:2014), which has been technically revised.

ISO 4210 consists of the following parts, under the general title *Cycles — Safety requirements for bicycles*:

- *Part 1: Terms and definitions*
- *Part 2: Requirements for city and trekking, young adult, mountain and racing bicycles*
- *Part 3: Common test methods*
- *Part 4: Braking test methods*
- *Part 5: Steering test methods*
- *Part 6: Frame and fork test methods*
- *Part 7: Wheels and rim test methods*
- *Part 8: Pedal and drive system test methods*
- *Part 9: Saddles and seat-post test methods*

## 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.

For the purposes of improving 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, this method will be made informative for the next revision. Users of this International Standard are invited to provide their feedback to ISO/TC 149/SC 1.

# Cycles — Safety requirements for bicycles —

## Part 2:

## Requirements for city and trekking, young adult, mountain and racing bicycles

### 1 Scope

This part of ISO 4210 specifies safety and performance requirements for the design, assembly, and testing of bicycles and sub-assemblies having saddle height as given in [Table 1](#), and lays down guidelines for manufacturer's instructions on the use and care of such bicycles.

This part of ISO 4210 applies to young adult bicycles with maximum saddle height of 635 mm or more and less than 750 mm, city and trekking bicycles, mountain bicycles, and racing bicycles that have a maximum saddle height of 635 mm or more including folding bicycles (see [Table 1](#) and [Figure 1](#)).

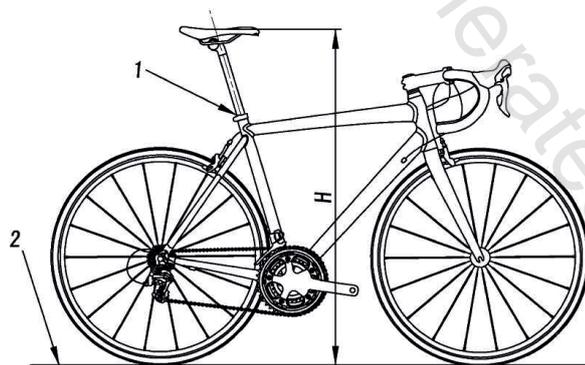
This part of ISO 4210 does not apply to specialized types of bicycle, such as delivery bicycles, recumbent bicycles, tandems, BMX bicycles, and bicycles designed and equipped for use in severe applications such as sanctioned competition events, stunting, or aerobic manoeuvres.

NOTE For bicycles with a maximum saddle height of 435 mm or less, see ISO 8124-1, and with a maximum saddle height of more than 435 mm and less than 635 mm, see ISO 8098.

**Table 1 — Maximum saddle height**

Dimensions in millimetres

Bicycle type	City and trekking bicycles	Young adult bicycles	Mountain bicycles	Racing bicycles
Maximum saddle height	635 or more	635 or more and less than 750	635 or more	635 or more



#### Key

- H* maximum saddle height
- 1 minimum insertion-depth mark
- 2 ground plane

**Figure 1 — Maximum saddle height**

## 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 4210-3:2014, *Cycles — Safety requirements for bicycles — Part 3: Common test methods*
- ISO 4210-4:2014, *Cycles — Safety requirements for bicycles — Part 4: Braking test methods*
- ISO 4210-5:2014, *Cycles — Safety requirements for bicycles — Part 5: Steering test methods*
- ISO 4210-6:2015, *Cycles — Safety requirements for bicycles — Part 6: Frame and fork test methods*
- ISO 4210-7:2014, *Cycles — Safety requirements for bicycles — Part 7: Wheels and rims test methods*
- ISO 4210-8:2014, *Cycles — Safety requirements for bicycles — Part 8: Pedal and drive system test methods*
- ISO 4210-9:2014, *Cycles — Safety requirements for bicycles — Part 9: Saddles and seat-post test methods*
- ISO 5775-1, *Bicycle tyres and rims — Part 1: Tyre designations and dimensions*
- ISO 5775-2, *Bicycle tyres and rims — Part 2: Rims*
- ISO 6742-1, *Cycles — Lighting and retro-reflective devices — Part 1: Lighting and light signalling devices*
- ISO 6742-2, *Cycles — Lighting and retro-reflective devices — Part 2: Retro-reflective devices*
- ISO 9633, *Cycle chains — Characteristics and test methods*
- ISO 11243, *Cycles — Luggage carriers for bicycles — Concepts, classification and testing*

## 3 Terms and definitions

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

## 4 Requirements

### 4.1 Toxicity

Any items which come into intimate contact with the rider (i.e. causing any hazard due to sucking or licking) shall comply with any national regulations specific to children's products.

### 4.2 Sharp edges

Exposed edges that could come into contact with the rider's hands, legs, etc., during normal riding or normal handling and normal maintenance shall not be sharp, e.g. deburred, broken, rolled, or processed with comparable techniques.

NOTE Refer to ISO 13715:2000.

### 4.3 Security and strength of safety-related fasteners

#### 4.3.1 Security of screws

Any screws used in the assembly of suspension systems, brackets attached to electric generators, brake mechanisms and mudguards to the frame or fork, and the saddle to the seat-post shall be provided with