

<b>STN</b>	<b>Bicykle. Bezpečnostné požiadavky na bicykle. Časť 1: Termíny a definície (ISO 4210-1: 2014).</b>	<b>STN EN ISO 4210-1</b>  30 9042
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Cycles - Safety requirements for bicycles - Part 1: Terms and definitions (ISO 4210-1:2014)

Táto norma obsahuje anglickú verziu európskej normy.  
This standard includes the English version of the European Standard.

Táto norma bola oznámená vo Vestníku ÚNMS SR č. 10/14

Obsahuje: EN ISO 4210-1:2014, ISO 4210-1:2014

Spolu s STN EN ISO 4210-2, STN EN ISO 4210-3, STN EN ISO 4210-4, STN EN ISO 4210-5, STN EN ISO 4210-6, STN EN ISO 4210-7, STN EN ISO 4210-8 a STN EN ISO 4210-9 od 01.08.2015 ruší STN ISO 4210 (30 9042) z apríla 2001

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EUROPEAN STANDARD

**EN ISO 4210-1**

NORME EUROPÉENNE

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English Version

**Cycles - Safety requirements for bicycles - Part 1: Terms and definitions (ISO 4210-1:2014)**Cycles - Exigences de sécurité des bicyclettes - Partie 1:  
Termes et définitions (ISO 4210-1:2014)Fahrräder - Sicherheitstechnische Anforderungen an  
Fahrräder - Teil 1: Begriffe (ISO 4210-1:2014)

This European Standard was approved by CEN on 21 June 2014.

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## Foreword

This document (EN ISO 4210-1:2014) 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of an identical text or by endorsement, at the latest by January 2015, and conflicting national standards shall be withdrawn at the latest by July 2015.

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 14764:2005, EN 14766:2005, EN 14781:2005.

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

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, Former Yugoslav Republic of Macedonia, France, Germany, Greece, Hungary, Iceland, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Netherlands, Norway, Poland, Portugal, Romania, Slovakia, Slovenia, Spain, Sweden, Switzerland, Turkey and the United Kingdom.

### Endorsement notice

The text of ISO 4210-1:2014 has been approved by CEN as EN ISO 4210-1:2014 without any modification.

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**Cycles — Safety requirements for  
bicycles —**

**Part 1:  
Terms and definitions**

*Cycles — Exigences de sécurité des bicyclettes —  
Partie 1: Termes et définitions*





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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 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 first edition of ISO 4210-1, together with ISO 4210-2, ISO 4210-3, ISO 4210-4, ISO 4210-5, ISO 4210-6, ISO 4210-7, ISO 4210-8, and ISO 4210-9, cancels and replaces ISO 4210:1996, 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: Pedals 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.



# Cycles — Safety requirements for bicycles —

## Part 1: Terms and definitions

### 1 Scope

This part of ISO 4210 specifies terms and definitions related to safety and performance requirements for the design, assembly, and testing of bicycles and sub-assemblies having saddle height as given in [Table 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 aerobatic 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

**koniec náhľadu – text ďalej pokračuje v platenej verzii STN**