

Third edition
2023-01

Cycles — Safety requirements for bicycles —

Part 2: Requirements for city and trekking, young adult, mountain and racing bicycles

Cycles — Exigences de sécurité pour les bicyclettes —

Partie 2: Exigences pour bicyclettes de ville et tout chemin (trekking), jeunes adultes, tout-terrain et de course



Reference number
ISO 4210-2:2023(E)

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Published in Switzerland

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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).

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).

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For an explanation of the voluntary nature of standards, the meaning of ISO specific terms and expressions related to conformity assessment, as well as information about ISO's adherence to the World Trade Organization (WTO) principles in the Technical Barriers to Trade (TBT), see www.iso.org/iso/foreword.html.

This document was prepared by Technical Committee ISO/TC 149, *Cycles*, Subcommittee SC 1, *Cycles and major sub-assemblies*, in collaboration with the European Committee for Standardization (CEN) Technical Committee CEN/TC 333, *Cycles*, in accordance with the Agreement on technical cooperation between ISO and CEN (Vienna Agreement).

This third edition cancels and replaces the second edition (ISO 4210-2:2015), which has been technically revised.

The main changes as follows:

- improvement of [4.3.2](#) Minimum failure torque;
- change in minimum braking performance value in [Table 2](#) of [4.6.8.1.3](#);
- improvement of [4.6.9](#);
- improvement of [4.7.2](#);
- addition of a requirement for angle-adjustable handlebar stem in [4.7.6.3](#);
- addition of [4.8.7](#);
- addition of [4.9.8.3](#);
- addition of [4.9.9](#);
- re-arrangement of requirements for “Wheel and tyre assembly”, “Rims, tyres, and tubes”;
- improvement of [4.10.2](#);
- change in test force of [4.10.4.3](#);
- addition of [4.10.7](#);

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- improvement of [4.11](#);
- change in option c) of [4.14](#);
- addition of [4.15.4.2](#);
- improvement of [4.15.6](#);
- addition of icons in [Clause 6](#).

A list of all parts in the ISO 4210 series can be found on the ISO website.

Any feedback or questions on this document should be directed to the user's national standards body. A complete listing of these bodies can be found at www.iso.org/members.html.

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Introduction

This document has been developed in response to demand throughout the world, and the aim has been to ensure that bicycles manufactured in conformity with this document 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.

For the purpose of improving the safety of luggage carriers, revision work of ISO 11243, referenced in [4.17](#), is in progress. In case this revision work involves requirements for the entire bicycle, this document will incorporate those requirements in the next revision.

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