



## **Cycles—Cycle trailers—Safety requirements and test methods (EN 15918:2011, MOD)**

*This national standard is the adoption of EN 15918:2011 with national modifications as set out in Appendices ZZ and ZA to take account of Australian conditions with the permission of the European Committee for Standardization, CEN, Rue de la Science 23, B-1040 Brussels, Belgium.*

**STANDARDS**  
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This Australian Standard® was prepared by Committee CS-110, Bicycles and Bicycle Accessories. It was approved on behalf of the Council of Standards Australia on 20 April 2018.

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- 

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Standards Australia wishes to acknowledge the participation of the expert individuals that contributed to the development of this Standard through their representation on the Committee and through the public comment period.

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Australian Standard®

**Cycles—Cycle trailers—Safety  
requirements and test methods  
(EN 15918:2011, MOD)**

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## PREFACE

This Standard was prepared by the Standards Australia Committee CS-110, Bicycles and Bicycle Accessories.

The objective of this Standard is to specify the safety requirements and test methods for trailers that are intended to be attached to pedal cycles, including electrically power-assisted pedal cycles. The following trailers are covered by this Standard:

- (a) Two track trailers that are intended to transport a cargo load, or up to two passive child passengers—both passengers should be capable of sitting unaided and neither of whom weighs more than 22 kg.
- (b) Single track trailer cycles that are intended to be attached to a lead cycle to transport a single child passenger who is capable of sitting unaided, and who may contribute towards the propulsion of the vehicle by pedalling ('tagalongs').

The specified safety requirements and test methods aim to ensure that—

- (i) a child is not exposed to hazards while being transported in a trailer attached to a pedal cycle, excluding hazards arising in a crash (i.e. fall or collision); and
- (ii) the child with trailer represents as minimal a hazard as possible for the operator of the pedal cycle to which they are attached.

The performance specifications do not relate to the protection offered by a seat in a crash, and this function has not been evaluated.

Figure ZA4.1.4 reprinted, with permission, from ASTM F2917-12 *Standard Specification for Bicycle Trailer Cycles Designed for Human Passengers*, copyright ASTM International, 100 Barr Harbour Drive, West Conshohocken, PA 19428. A copy of the complete standard may be obtained from ASTM International, [www.astm.org](http://www.astm.org).

This Standard is an adoption with national modifications and has been reproduced from EN 15918:2011+A2:2017, *Cycles—Cycles—trailers—Safety requirements and test methods*, and has been varied as indicated to take account of Australian conditions. EN 15918:2011+A2 incorporates Amendment 1 (2013) and Amendment 2 (2017).

The modifications are specified in Appendix ZZ. A substantial modification is the inclusion of safety requirements and test methods covering single track trailer cycles in Appendix ZA.

As this Standard is reproduced from a European Standard, the following applies:

- (A) In the source text 'this European Standard' should read 'this Australian Standard'.
- (B) A full point substitutes for a comma when referring to a decimal marker.

None of the normative references in the source document have been adopted as Australian or Australian/New Zealand Standards.

The terms 'normative' and 'informative' have been used in this Standard to define the application of the annex or appendix to which they apply. A 'normative' annex or appendix is an integral part of a Standard, whereas an 'informative' annex or appendix is only for information and guidance.

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## European foreword

This document (EN 15918:2011+A2:2017) has been prepared by 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 September 2017, and conflicting national standards shall be withdrawn at the latest by September 2017.

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 includes Amendment 1 approved by CEN on 20 November 2012 and Amendment 2, approved by CEN on 6 February 2017.

This document supersedes A2 EN 15918:2011+A1:2013 A2.

The start and finish of text introduced or altered by amendment is indicated in the text by tags A1 A1 and A2 A2.

According to the CEN/CENELEC Internal Regulations, the national standards organisations 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, Serbia, Slovakia, Slovenia, Spain, Sweden, Switzerland, Turkey and the United Kingdom.

## INTRODUCTION

This European Standard does not cover single wheel trailers due to the time necessary for test method validation, even though this type is a significant share of the market.

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## AUSTRALIAN STANDARD

**Cycles—Cycle trailers—Safety requirements and test methods  
(EN 15918:2011, MOD)****1 Scope**

This European standard specifies safety requirements and test methods for two track cycle trailers (i.e. with one or two wheels) and their connecting devices.

These cycle trailers are intended for the conveyance of cargo loads or up to two passive child passengers (i.e. not pedalling), both of whom are capable of sitting unaided and neither of whom weighs more than 22 kg.

The maximum permitted weight of such a cycle trailer, including cargo and/or passenger(s), does not exceed 60 kg.

This standard is not applicable to trailer cycles (one or two-track trailer for the transportation of one or two pedalling passengers, usually children, with device for connection behind cycle) and for type L trailers for professional use or with a single wheel (single track trailer) according to Table 1.

**2 Normative references**

**[A1]** 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. **[A1]**

EN 71-1:2005+A9:2009, *Safety of toys — Part 1: Mechanical and physical properties*

EN 71-3, *Safety of toys — Part 3: Migration of certain elements*

EN 1888, *Child care articles - Wheeled child conveyances - Safety requirements and test methods*

**[A1]** EN ISO/IEC 17025, *General requirements for the competence of testing and calibration laboratories (ISO/IEC 17025)* **[A1]**

**3 Terms and definitions**

For the purposes of this document, the following terms and definitions apply.

**3.1****cycle**

vehicle that has at least two wheels and is propelled solely or mainly by the muscular energy of the person on that vehicle, in particular by means of pedals

**3.2****cycle trailer**

one or two track trailer for the conveyance of loads and/or passive passengers, who do not contribute towards propulsion of the vehicle, with device for connection behind a cycle

For 3.1.3 entry: Classification, see 4.1.

**3.3****parking brake**

device to maintain the vehicle in a stationary position

**3.4****access zone**

part of a type C cycle trailer that can be touched by an occupant