

§ 1512.17

the construction of the pedal or mechanically attached, but shall be sufficiently recessed from the edge of the pedal, or of the reflector housing, to prevent contact of the reflector element with a flat surface placed in contact with the edge of the pedal.

(f) *Side reflectors.* Reflectors affixed to the wheel spokes shall be mounted either flat on the spokes or within the spoke cage such that the angle between the optical axis and the normal to the plane of the wheel shall not exceed the angle of the spokes with the plane of the wheel. The reflectors shall not interfere with any wheel adjustments. The side-mounted reflector devices shall be essentially colorless or amber on the front wheel and essentially colorless or red on the rear wheel.

(g) *Reflector tests.* The pedal, front-mount, rear-mount, and side-mount reflectors shall be tested in accordance with the reflector test, §1512.18(n), to assure the reflectance values over the angles given in tables 1 and 2.

(h) *Retroreflective tire sidewalls.* When retroreflective tire sidewalls are used in lieu of spoke-mounted reflectors, the reflecting material shall meet the following requirements:

(1) The retroreflective material shall form a continuous circle on the sidewall.

(2) The retroreflective material shall adhere to the tire such that after the tire has been subjected to a temperature of $50^{\circ} \pm 3^{\circ} \text{C}$ ($122^{\circ} \pm 5.4^{\circ} \text{F}$) for 30 minutes, the retroreflective material cannot be peeled or scraped away without removal of tire material.

(3) The retroreflective material shall be as resistant to abrasion as is the adjacent sidewall material so that when retroreflective material is removed from the inflated tire by abrasion with a wet, steel bristle brush, tire material will be removed along with the retroreflective material.

(4) The retroreflective material shall be tested for performance in accordance with the retroreflective tire test, §1512.18(o), to assure the reflectance properties over the angles given in table 3. When a portion of the retroreflective material is selected (and the remainder is masked as specified in §1512.18(o)(2)(i)), the selected portion shall not contact the ground

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plane when the assembled bicycle is resting on that plane in any orientation.

(i) *Retroreflective rims.* When retroreflective rims are used in lieu of spoke-mounted reflectors or retroreflective tire sidewalls, the reflecting material shall meet the following requirements:

(1) The retroreflective material shall form a continuous circle on the rim.

(2) If the retroreflective material is applied to the rim in the form of a self-adhesive tape, the following requirement must be met: Use a sharp knife, razor blade, or similar instrument to carefully release an end of the tape material sufficient to be grasped between the thumb and finger. Grasp the freed tape end and gradually pull in a direction 90° to the plane of the rim. The tape material must break before additional separation (peeling) from the rim is observed.

(3) After the retroreflective material is abraded in accordance with the abrasion test for retroreflective rims at §1512.18(r), the rim must then be tested for performance in accordance with the retroreflective tire and rim test at §1512.18(o), to assure the reflectance properties over the angles given in table 3.

[43 FR 60034, Dec. 22, 1978, as amended at 45 FR 82627, 82628, Dec. 16, 1980]

§ 1512.17 Other requirements.

(a) *Road test.* Bicycles, other than sidewalk bicycles, shall be ridden at least 6.4 km (4.0 mi.) by a rider weighing at least 68.1kg (150 lb.) and travel five times over a 30.5 m (100 ft.) cleared course in accordance with the road test, §1512.18(p), and shall exhibit stable handling, turning, and steering characteristics without difficulty of operation. There shall be no system or component failure of the structure, brakes, or tires, and there shall be no loosening or misalignment of the seat, handlebars, controls, or reflectors during or resulting from this test.

(b) *Sidewalk bicycle proof test.* Sidewalk bicycles shall be dropped a distance of at least 300 mm (1.0 ft.) three times onto a paved surface with weights attached in accordance with the sidewalk bicycle proof test, §1512.18(q). There shall be no fracture

of wheels, frame, seat, handlebars, or fork during or resulting from this test.

(c) *Ground clearance.* With the pedal horizontal and the pedal crank in its lowest position and any training wheels removed, it shall be possible to tilt the bicycle at least 25° from the vertical without the pedal or any other part (other than tires) contacting the ground plane.

(d) *Toe clearance.* Bicycles not equipped with positive foot-retaining devices (such as toe clips) shall have at least 89 mm (3½ in) clearance between the pedal and the front tire or fender (when turned to any position). The clearance shall be measured forward and parallel to the longitudinal axis of the bicycle from the center of either pedal to the arc swept by the tire or fender, whichever results in the least clearance. (See figure 6 of this part 1512.)

§ 1512.18 Tests and test procedures.

(a) *Sharp edge test.* [Reserved]

(b) [Reserved]

(c) *Protective cap and end-mounted devices test.* (Ref. § 1512.4(i), § 1512.6(d).) Any device suitable for exerting a removal force of at least 67 N (15 lbf) for protective caps and 8.9 N (2.0 lbf) for end caps at any point and in any direction may be used. All protective caps and end-mounted handlebar devices shall be tested to determine that they cannot be removed by application of the specified forces.

(d) *Handbrake loading and performance test.* (Ref. § 1512.5(b)).

(1) *Apparatus.* A spring scale or other suitable device for measuring the specified forces on the handbrake levers and a dry, clean, level, paved surface of adequate length.

(2) *Procedure.* The loading test, § 1512.18(d)(2)(i), and the rocking test, § 1512.18(d)(2)(iii), shall be performed before the performance test, § 1512.18(d)(2)(v), is performed and no adjustments shall be made between these tests.

(i) *Loading test procedure.* The hand levers shall be actuated with a force applied at a point no more than 25 mm (1.0 in) from the open end of the lever. If the hand lever contacts the handlebar (bottoms) before a force of 445 N (100 lbf) is reached, the loading may be

stopped at that point, otherwise the loading shall be increased to at least 445 N (100 lbf).⁴ Application of the loading force shall be repeated for a total of 10 times and all brake components shall be inspected.

(ii) *Loading test criteria.* There shall be no visible fractures, failures, misalignments, and clearances not in compliance with applicable parts of § 1512.5.

(iii) *Rocking test procedure.* A weight of at least 68.1 kg (150 lb) shall be placed on the seat; the force required for the hand levers to contact the handlebars or 445 N (100 lbf), as determined in § 1512.18(d)(2), shall be applied to the hand levers;⁴ and the bicycle shall be rocked forward and backward over a dry, clean, level, paved surface at least six times and for a distance of at least 76 mm (3 in) in each direction.

(iv) *Rocking test criteria.* There shall be no loosening of the brake pads, pad holders, or cable and hand-lever securing devices or any other functional brake component.

(v) *Performance test procedure.* The following test conditions, unless otherwise specified in this part 1512, shall be followed:

(A) The bicycle shall be ridden over a dry, clean, smooth paved test course free from protruding aggregate. The test course shall provide a coefficient of friction of less than 1.0 and shall have a slope of less than 1 percent.

(B) The wind velocity shall be less than 11 km/h (7 mph).

(C) Only the brake system under test shall be actuated.

(D) The bicycle shall attain the specified ground speed while the rider is in the normal riding position.

(E) The rider shall remain in the normal riding position throughout the test.

(F) The bicycle must be moving in a straight line at the start of brake application.

(G) Corrections for velocity at the initiation of braking may be made. The corrected braking distance shall be computed as follow:

⁴For hand lever extensions, the loading shall be continued until a force of 445 N (100 lbf) is reached or the hand lever extension is in the same plane as the upper surface of the handlebars or the extension lever contacts the handlebars.