სსტ ენ 13634:2017/2018

საქართველოს სტანდარტი

დამცავი ფეხსაცმელი მოტოციკლისტებისათვის - მოთხოვნები და გამოცდის მეთოდები

საქართველოს სტანდარტებისა და მეტროლოგიის
ეროვნული სააგენტო
თბილისი

სსტ ენ 13634:2017/2018

საინფორმაციო მონაცემები

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3 პირველად

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English Version

Protective footwear for motorcycle riders - Requirements and test methods

Chaussures de protection pour motocyclistes - Exigences et méthodes d'essai

Schutzschuhe für Motorradfahrer - Anforderungen und Prüfverfahren

This European Standard was approved by CEN on 27 September 2017.

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This European Standard exists in three official versions (English, French, German). A version in any other language made by translation under the responsibility of a CEN member into its own language and notified to the CEN-CENELEC Management Centre has the same status as the official versions.

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EUROPEAN COMMITTEE FOR STANDARDIZATION
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Contents

Page

European foreword

This document (EN 13634:2017) has been prepared by Technical Committee CEN/TC 161 “Foot and leg protectors”, the secretariat of which is held by BSI.

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of an identical text or by endorsement, at the latest by June 2018, and conflicting national standards shall be withdrawn at the latest by June 2018.

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

This document supersedes EN 13634:2015.

This document has been prepared under a mandate given to CEN by the European Commission and the European Free Trade Association, and supports essential requirements of EU Directive(s).

For relationship with EU Directive(s), see informative Annex ZA, which is an integral part of this document.

The following significant technical changes have been introduced in comparison with the former edition EN 13634:2015:

a) the requirement for an overall performance level has been removed and the associated user information requirement amended accordingly;

b) the marking requirement has been changed with an additional mandatory marking number for the upper height;

c) Table 3 has been revised to include an additional column for H1 requirements;

d) the sampling requirements have been clarified in 4.4.4 and 4.4.5;

e) Annex B (informative) has been replaced by a note in 4.1;

f) clarification of the “assessor” has been included in Annex A.

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

Motorcyclists' footwear is intended to give a degree of mechanical protection to the foot, optionally the ankle and/or part of the shin in accidents without significantly reducing the ability of the rider to control the motorcycle and operate the foot controls. The particular hazards in motorcycle accidents are abrasion with the road surface plus impacts with the motorcycle, conflicting vehicles, road furniture and road surfaces. Road surface injuries are worse when the foot is trapped under the motorcycle during sliding impacts. The standard sets out a number of basic requirements considered essential for this type of footwear including a number of ergonomic requirements.

This European Standard includes several properties which have two performance levels in terms of the protection afforded. These cover the degree of risk or hazard that a motorcyclist will face in terms of the type of riding and the nature of the accident. Where riders feel that their riding style or sport exposes them to an increased accident risk 'Level 2' of each of these performance features offers increased performance. However it is likely that this higher performance level has an increased penalty for the weight and comfort so may not be acceptable to all riders.