



Test service: shorter testing times

To ensure that a maximum test period of 5 to 10 working days (per test item) is kept, even when the volume of orders increases, and to avoid tight deadlines, we have enlarged our test laboratory. Now we have a second frame fatigue test facility and another fully operational control unit. These enable us to operate 4 test facilities simultaneously, doubling our test capacity. This means that from now, we can process your fatigue tests even faster.

Consulting

If requested, we will also gladly help our clients interpret and evaluate their test results. Our telephone consulting service is naturally included in our testing service. Any additional consultation, especially on the development of the operational quality assurance, will be dealt with by Manfred Otto, Technologieberatung Fahrrad (technical support for bikes) in Recklinghausen. For further information feel free to contact m.otto@bicycle-test.com or tel. +49 2361 3069977.

European standards

Last winter, the latest drafts of the European safety standards for MTB, racing bikes, commuting bikes, and children's bikes were discussed in the responsible DIN standards committee. While there have been many improvements, the drafts still contain numerous flaws. As our working capacity for the standards project are limited, we had to restrict our suggestions for improvements to MTBs and their brake and fatigue tests. Out of a total of 79 EFBe formal objections, the majority were accepted and, together with other objections, handed in to the



appropriate standards committee CEN TC 133. Whether or not this will lead to high-quality EN standards, which also help the manufacturers, now depends on the forthcoming EU-level talks. Once again, we strongly recommend that our partners assess the effects that the current standards drafts will have on their products, and if necessary refer to their respective national standards organisation.

Service loads on racing bike seat posts

As reported in TOUR magazine 2/04, we have been participating in a project involving measuring the service loads on various components and comparing them to the loads present in the test facility. Included is an empirical survey of TOUR cyclists on the various typical uses of racing bikes. The first results of the detailed seat post analysis are now available:

1. The standard single-level test is an accurate representation of the real load profile – multi-level tests are not necessary. The results confirm our previous service load measurements and underlines the trueness of the standards concept.
2. The EN draft for racing bikes with alternating front and rear force transmission **does not**, as expected, represent the loads present while the bike is being ridden.
3. Therefore, the **test set-up** draft for MTBs should also be used for racing bike seat posts. We do, however, recommend altering the test angle slightly to obtain a more universal validity (see EFBe News 12/03).
4. The **requirements** established by the service load measurements, are somewhat stricter than the EFBe requirements for racing seat posts. The

differences, however, lie within the normal tolerance range.

Follow-up on the suspension fork test in BIKE 4/04

BIKE magazine head office asked us to carry out this test in accordance with the latest EN draft, i.e. using 100 000 x +/-650 N in its fully extended position. This represents a higher load than the tests we recommended to carry out in a partially extended position. The test result: Almost all tested high-end suspension forks passed the test. The manufacturers of the top models had obviously already moved to incorporate the requirements of the latest EN draft. While other forks may not attract attention while in use, they are having problems dealing with the tougher EN requirements. This means that EFBe will not change its recommendations until further notice.