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Responsible committee: CW/1 Safety of child use and child care products

Interested committees:

Title: Draft BS EN 1888-3 Wheeled child conveyances. Part 3: Pushchairs for heavier children intended for sport activities.

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Full document details: 23/30473817 DC

Introduction

This draft standard is based on national and international discussions. Your comments on this draft are invited and will assist in the preparation of the consequent standard.

For international standards, comments will be reviewed by the relevant UK national committee before sending the consensus UK vote and comments to the international committee, which will then decide appropriate action. If the international standard is approved, it is usual for the text to be published as a British Standard.

For national standards, comments will be reviewed by the relevant UK national committee and the resulting standards published as a British Standard.

UK Vote

Please indicate whether you consider the UK should submit a negative (with supporting technical reasons) or positive vote on this draft. Please indicate if you are aware of any reason why this draft standard should not be published as a British Standard.

Submission of Comments

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Template for comments and secretariat observations

Date: xx/xx/20xx	Document: ISO/DIS xxxx
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1	2	(3)	4	5	(6)	7
MB	Clause No./ Subclause No./Annex (e.g. 3.1)	Paragraph/ Figure/Table/Note	Type of comment	Comment (justification for change) by the MB	Proposed change by the MB	Secretariat observations on each comment submitted
	3.1	Definition 1	ed	Definition is ambiguous and needs clarifying.	Amend to read '...so that the mains connector to which no connection...'	
	6.4	Paragraph 2	te	The use of the UV photometer as an alternative cannot be supported as serious problems have been encountered in its use in the UK.	Delete reference to UV photometer.	

English Version

Wheeled child conveyances - Part 3: Pushchairs for heavier children intended for sport activities

Voitures d'enfant - Partie 3 : Poussettes pour enfants plus lourds, destinées à des activités sportives

Kindertransportmittel auf Rädern - Teil 3: Kinderwagen für schwerere Kinder, die für sportliche Aktivitäten bestimmt sind

This draft European Standard is submitted to CEN members for enquiry. It has been drawn up by the Technical Committee CEN/TC 252.

If this draft becomes a European Standard, CEN members are bound to comply with the CEN/CENELEC Internal Regulations which stipulate the conditions for giving this European Standard the status of a national standard without any alteration.

This draft European Standard was established by CEN 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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Recipients of this draft are invited to submit, with their comments, notification of any relevant patent rights of which they are aware and to provide supporting documentation.

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EUROPEAN COMMITTEE FOR STANDARDIZATION
COMITÉ EUROPÉEN DE NORMALISATION
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European foreword

This document (prEN 1888-3:2022) has been prepared by Technical Committee CEN/TC 252 “Child care articles”, the secretariat of which is held by AFNOR.

This document is currently submitted to the CEN Enquiry.

This document is read in conjunction with and in addition to EN 1888-1 and, if applicable, EN 1888-2, and it cannot be used separately.

1 Scope

This document specifies the safety requirements of pushchairs when used for running/jogging or inline skating, intended for the transport of one or two children up to 15 kg (EN 1888-1) or 22 kg (EN 1888-2).

prEN 1888-3 is only applicable in conjunction with EN 1888-1, which states general requirements for pushchairs and prams; and, if applicable, in conjunction with EN 1888-2, which states requirements for pushchairs intended for children up to 22 kg.

prEN 1888-3 covers articles which are already compliant with EN 1888-1. If the pushchair is intended for children up to 22 kg, prEN 1888-3 assumes that the pushchair is already compliant under the requirements defined in EN 1888-2.

Pushchairs intended to transport the carer while pushing are excluded.

2 Normative references

The following documents are referred to in the text in such a way that some or all of their content constitutes requirements of this document. For dated references, only the edition cited applies. For undated references, the latest edition of the referenced document (including any amendments) applies.

EN 1888-1:2018, *Child care articles - Wheeled child conveyances - Part 1: Pushchairs and prams*

EN 1888-2:2018, *Child care articles - Wheeled child conveyances - Part 2: Pushchairs for children above 15 kg up to 22 kg*

3 Terms and definitions

For the purposes of this document, the terms and definitions given in EN 1888-1:2018 apply.

ISO and IEC maintain terminological databases for use in standardization at the following addresses:

- IEC Electropedia: available at <https://www.electropedia.org/>
- ISO Online browsing platform: available at <https://www.iso.org/obp>

3.1

dead man's brake

automatically engaging device that stops the vehicle in case of loss of control by the carer

Note 1 to entry: A dead man's brake can be combined with the parking device and/or braking device.

4 General requirements and test conditions

4.1 General requirement

The vehicle shall meet the requirements of EN 1888-1 and EN 1888-2 if the pushchair is intended for children up to 22 kg, except the warning sentence given in Clause 10.4.1: "WARNING This product is not suitable for jogging or inline skating".

To meet the requirements of this document, the vehicle shall be tested additionally, in accordance with the clauses listed below and in the order given in EN 1888-1 (see 4.2).

4.2 Test conditions

Tests shall be carried out in the order of the clauses given in EN 1888-1, in EN 1888-2 if the pushchair is intended for children up to 22 kg, and the additional tests of this document shall be conducted together with the relevant Clauses of EN 1888-1 and EN 1888-2 if applicable, on the same sample.

5 Test equipment

5.1 Stop

A rigid square bar of (100 × 100) mm, with a radius of 3 mm. The length of the stop shall be of at least the width of the stroller.

6 Mechanical hazards

6.1 Suitability for use

6.1.1 Requirements

The vehicle shall be designed such as to limit children from reaching out past the width of the vehicle; this can be achieved by for example but not limited to sided seat unit, bumper bar or other means of hands rests.

The vehicle shall be fitted with a support for the feet.

There shall be no protruding rigid objects that are not padded or otherwise protected and that could come into contact with a child's head, between 270 mm and 550 mm measured on the backrest above the junction line of the seat.

NOTE Examples of projections include:

- a) a discontinuity of surfaces that creates a step with a height of more than 5 mm with an edge radius of 5 mm or less or a chamfer of 45° or less;
- b) a protrusion with a height of more than 5 mm with a diameter or width of 10 mm or more and with an edge radius of 2 mm or less; and
- c) a protrusion of more than 10 mm in height with an edge radius of 5 mm or less.

The front wheel (s) of vehicles intended for sport activities shall pass over the stop (5.1), when tested in accordance with 6.1.2.

6.1.2 Test method

Adjust the vehicle in the configuration recommended by the manufacturer in the instruction for use, for sport use.

Adjust the backrest in the most upright position.

Place test mass *B* (EN 1888-1:2018, 5.1.3) or test mass *H* (EN 1888-2:2018, Clause 5) centrally against the backrest in such a way that its bottom edge is in contact with the seat/back rest *junction line*. Restrain the test mass with the *restraint system* and any appropriate strap if needed.

NOTE For the purpose of the test, the mass shall be properly attached to the seat unit, using the straps of the restrain system. To achieve this and for better reproducibility additional means of attachment can be used as well, this will not impair the result of the test.

Position the vehicle as shown in Figure 1. Release the vehicle and allow it to run freely down the slope until it impacts the stop (5.1).