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**NATIONAL STANDARD OF THE
PEOPLE'S REPUBLIC OF CHINA**

GB/T 3566-2026

Replacing GB/T 3566-1993

Assembly requirements for bicycles

自行车装配要求

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4 General Rules

4.1 Before assembly, all components of the bicycle shall meet the requirements of the relevant national or industry standards.

4.2 Components with surface treatments such as electroplated parts, surface-coated parts, and aluminum alloy parts with anodized finishes should meet the requirements of QB/T 1217, respectively. The relevant requirements of QB/T 1218 and QB/T 2184.

4.3 Bicycles should be assembled according to their model requirements, and should not be assembled incorrectly or omitted.

4.4 All bolts and fasteners on bicycles should have sufficient tightening length; after tightening, the length extending beyond the internal thread should be more than one thread. The tightening torque should not exceed the bolt's outer diameter; if it does, a protective cap or other protective device should be added. The tightening torque for assembling major components should meet the following requirements. Requirements in Appendix A. Manufacturers should clearly indicate the locking torque value near the fastening location and in the instruction manual.

4.5 For quick-release devices adjusted by a cam handle, when locking is required, they should be locked in place according to the locking marks on the quick-release device, and the lever lock should be engaged. The tightening force should meet the requirements of Appendix B, and the tightening force value should be clearly stated in the instruction manual.

4.6 A fully assembled bicycle shall meet the requirements of GB 3565.2.

4.7 Bicycles shall be accompanied by an instruction manual and a certificate of conformity upon leaving the factory; the certificate of conformity shall include the manufacturer's name, assembly date, and delivery details. Factory inspector code name.

5.1.1 Brake handle

5.1.1.1 The front brake lever should be installed on the right side of the handlebar, and the rear brake lever should be installed on the left side of the handlebar.

5.1.1.2 The angles of the left and right brake handles relative to the horizontal plane should be consistent, and the brake handle face should be tilted downwards (except for the pendant type handle cross tube).

5.1.1.3 The brake handle should be easy to operate and should quickly reset after being released.

5.1.2 Brake

5.1.2.1 After the flange brake is installed on the bicycle, its brake pads should be in parallel contact with the rim, at the same height, and the brake pads on both sides should simultaneously contact the rim. When the brake lever is not activated, the gap between the brake pads and the wheel rim should not exceed 3mm.

5.1.2.2 After the disc brake is installed on the bicycle, the arrow on the brake disc should be aligned with the riding direction.

5.1.2.3 After the expansion brake or holding brake is installed on the bicycle, its brake pad clearance should be adjusted appropriately to achieve the braking purpose, and it should be able to brake quickly after release. Reset.

5.1.2.4 After the brakes are installed on the bicycle, when the brakes are applied, the brake pads or friction plates should not come into contact with any other parts besides the brake body. After the brake is released, the brake pads or disc brake calipers should be able to quickly reset without jamming or shifting, and there should be no contact between the rotating wheels and the brake body.

5.1.3 Brake control lines After the brake control cable is installed on the bicycle, its length should be sufficient for operation and there should be no obvious slack.

5.2 Handlebar Assembly

5.2.1 After the seat tube is installed on the bicycle, its insertion depth into the front fork seat tube should not be less than its minimum insertion depth or the effective stop position. After the stem is clamped, the distance between the upper surface of the fork stem and the upper surface of the handlebar stem should not exceed 5mm, and the top cap should be pressed down on the handlebar stem. The end face is then locked.

5.2.2 After installing the cross tube on the bicycle, it should be perpendicular to the center plane of the front wheel without any deviation. When installing the cross tube onto the stem tube, its clamp... The positional error should not exceed 3mm.

5.2.3 After the handle is installed on the handlebar, its left and right sides should be symmetrical.

5.2.4 The steering screw, wedge-shaped steering nut, and ball bearing components of the fork assembly should be lubricated with an appropriate amount of grease.

5.2.5 The handlebar sleeves and handlebar caps on the horizontal tubes should be installed in place.

5.2.6 When wrapping the horizontal tube with the drooping type, the wrapping should be neat, secure and not loose.

5.2.7 The tightening torque of the core screw, the vertical tube clamping screw, and the end handle mounting screw shall meet the requirements of Appendix A.

5.3.1 Central Axis

5.3.1.1 Before the bottom bracket assembly is installed into the frame joint, an appropriate amount of grease should be applied to the ball bearings.

5.3.1.2 The axle cups of bottom brackets A, C, and E types should be pressed flat into the frame joint. After the right axle cup of bottom brackets B and D types is locked, it should be flush with the frame joint. There should be no gap at the end face. After the central shaft cup lock nut is tightened, the central shaft should rotate flexibly without loosening.

5.3.2 Front Fork

5.3.2.1 Before assembling the fork with the frame, apply an appropriate amount of grease to the ball bearing components of the fork assembly.

5.3.2.2 After the front fork is assembled with the frame, the front fork should rotate freely without any looseness.

5.4.1 Wheel spoke weaving

5.4.1.1 The front and rear wheel spokes should be woven using any of the methods shown in Figure 1, depending on the rim type. The valve stem hole should be located on the spoke. Between the spokes. After the wheel spokes are woven, the spokes on both sides of the front or rear axle should be symmetrically installed on the rim to ensure that the spoke weave is aligned vertically. Consistent.

5.4.1.2 The spoke tension of the wheel shall meet the requirements of Table

1. After assembly, the spoke tension shall be uniform, and no threaded end of the spoke shall be exposed outside the spoke nut.

5.4.1.3 The radial and axial runout of the wheel should not exceed 1 mm for wheels used with flange brakes; and should not exceed 1 mm for wheels used with non-flange brakes.