In this paper, we propose new procedures to test the vehicle dynamics and to prove the usability of a new four-wheeled concept bicycle. We have done this by combining standard tests from the automotive industry and regulations from the bicycle industry. Objective and subjective methods are used to evaluate handling. For the objective evaluation of the vehicle dynamics, standard tests from the automotive industry have been adapted (e.g. steady state circular test, brake test, double lane change task). Approximately ten maneuvers were developed and adjusted, such as the distance from pylons or the speed for multitrack electric bicycles. Additionally, the tests were performed with similar bicycle designs and compared to the new vehicle concept.