



I.S./EN 1821-1:1997

IRISH STANDARD

**ELECTRICALLY PROPELLED ROAD VEHICLES -
MEASUREMENT OF ROAD OPERATING ABILITY -
PART 1: PURE ELECTRIC VEHICLES VEHICLES**

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DECLARATION

OF

SPECIFICATION

ENTITLED

ELECTRICALLY PROPELLED ROAD VEHICLES - MEASUREMENT OF ROAD

OPERATING ABILITY - PART 1: PURE ELECTRIC VEHICLES VEHICLES

AS

THE IRISH STANDARD SPECIFICATION FOR

ELECTRICALLY PROPELLED ROAD VEHICLES - MEASUREMENT OF ROAD

OPERATING ABILITY - PART 1: PURE ELECTRIC VEHICLES VEHICLES

Forfás in exercise of the power conferred by section 20 (3) of the Industrial Research and Standards Act, 1961 (No. 20 of 1961) and the Industrial Development Act, 1993 (No. 19 of 1993), and with the consent of the Minister for Enterprise and Employment, hereby declares as follows:

1. This instrument may be cited as the Standard Specification (Electrically propelled road vehicles - Measurement of road operating ability - Part 1: Pure electric vehicles vehicles) Declaration, 1997.
2. (1) The Specification set forth in the Schedule to this declaration is hereby declared to be the standard specification for Electrically propelled road vehicles - Measurement of road operating ability - Part 1: Pure electric vehicles vehicles. The Schedule comprises the text of EN 1821-1 : 1996.

(2) The said standard specification may be cited as Irish Standard/EN 1821-1:1997 or as I.S./EN 1821-1:1997.

EUROPEAN STANDARD

EN 1821-1

NORME EUROPÉENNE

EUROPÄISCHE NORM

August 1996

ICS 43.120

Descriptors: road vehicles, electric vehicles, testing conditions, procedure tests, measurements, performance evaluation, speed, acceleration, starting tests

English version

**Electrically propelled road vehicles - Measurement
of road operating ability - Part 1: Pure electric
vehicles**

Véhicules routiers à propulsion électrique -
Mesurage des capacités routières - Partie 1:
Véhicules électriques purs

Elektrisch angetriebene Straßenfahrzeuge -
Meßverfahren für Fahreigenschaften - Teil 1:
Reine Elektrofahrzeuge

This European Standard was approved by CEN on 1996-07-24. 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.

Up-to-date lists and bibliographical references concerning such national standards may be obtained on application to the Central Secretariat or to any CEN member.

The European Standards exist 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 Central Secretariat has the same status as the official versions.

CEN members are the national standards bodies of Austria, Belgium, Denmark, Finland, France, Germany, Greece, Iceland, Ireland, Italy, Luxembourg, Netherlands, Norway, Portugal, Spain, Sweden, Switzerland and United Kingdom.

CEN

European Committee for Standardization
Comité Européen de Normalisation
Europäisches Komitee für Normung

Central Secretariat: rue de Stassart, 36 B-1050 Brussels

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Foreword

This European Standard has been prepared by Technical Committee CEN/TC 301 "Electrically propelled road vehicles", the secretariat of which is held by AFNOR.

This standard results from works conducted in collaboration between experts from TC301 and from ISO/TC22/SC21 "Electric road vehicles".

The European Standard EN 1821 applies to measurement of road operating ability of electrically propelled road vehicles and comprises the following parts :

- Part 1 : Pure electric vehicles ;
- Part 2 : Thermal hybrid vehicles ;
- Part 3 : Other hybrid vehicles than those fitted with a thermal machine.

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 February 1997, and conflicting national standards shall be withdrawn at the latest by February 1997.

According to the CEN/CENELEC Internal Regulations, the national standards organizations of the following countries are bound to implement this European Standard: Austria, Belgium, Denmark, Finland, France, Germany, Greece, Iceland, Ireland, Italy, Luxembourg, Netherlands, Norway, Portugal, Spain, Sweden, Switzerland and the United Kingdom.

1 Scope

This standard specifies the principles, conditions and procedures of the test methods to measure the road performances of electrically propelled road vehicles (pure electric vehicles).

This standard is applicable to the concept of road performances which comprises the notions of speed, acceleration, hill climbing ability.

This standard applies to categories of vehicles M_1 , M_2 , N_1 ¹⁾, motor tricycles and quadricycles ²⁾ from the motorcycles type.

2 Normative references

This European Standard incorporates by dated or undated reference, provisions from other publications. These normative references are cited at the appropriate places in the text and the publications are listed hereafter. For dated references, subsequent amendments to or revisions of any of these publications apply to this European Standard only when incorporated in it by amendment or revision. For undated references the latest edition of the publication referred to applies.

ISO 1176: 1990 Road vehicles - Masses - Vocabulary and codes

3 Definitions

For the purposes of this standard, the following definitions apply :

3.1 complete vehicle kerb mass VKM

The definition of ISO-M06 in accordance with ISO 1176 applies.

NOTE: The complete vehicle kerb mass VKM includes, in addition to the definition of ISO 1176, the traction battery, on board charger, portable charger or part of it if provided as standard by the manufacturer of the vehicle.

3.2 maximum design total mass MTM

The definition of ISO-M07 in accordance with ISO 1176 applies.

NOTE: The maximum design total mass MTM is defined by the vehicle manufacturer.

3.3 test mass

The test mass of the vehicle is the complete vehicle kerb mass plus :

- the total pay load if the pay load including driver is less than 180 kg ;
- 180 kg if the pay load including driver is greater than 180 kg but less than 360 kg ;
- half the pay load including driver if the pay load is greater than 360 kg.

¹⁾ Categories of vehicle M_1 , M_2 and N_1 , are defined in Directive 92/53 EEC.

²⁾ Motor tricycles and quadricycles are defined in Directive 92/61/EEC.

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