

**Elektrilise ajamiga maantesõidukid.  
Maantesõidu tööparameetrite  
mõõtmine. Osa 1: Elektrisõidukid**

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

## EESTI STANDARDI EESSÕNA

## NATIONAL FOREWORD

<p>Käesolev Eesti standard EVS-EN 1821-1:2000 sisaldab Euroopa standardi EN 1821-1:1996 ingliskeelset teksti.</p> <p>Käesolev dokument on jõustatud 11.01.2000 ja selle kohta on avaldatud teade Eesti standardiorganisatsiooni ametlikus väljaandes.</p> <p>Standard on kättesaadav Eesti standardiorganisatsioonist.</p>	<p>This Estonian standard EVS-EN 1821-1:2000 consists of the English text of the European standard EN 1821-1:1996.</p> <p>This document is endorsed on 11.01.2000 with the notification being published in the official publication of the Estonian national standardisation organisation.</p> <p>The standard is available from Estonian standardisation organisation.</p>
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<p><b>Käsitlusala:</b> Käesolev standard määrab kindlaks (ainult elektri jõul töötavate) elektrilise ajamiga maanteesõidukite maanteesõidu omaduste testimise meetodite põhimõtted, tingimused ja protseduurid.</p>	<p><b>Scope:</b></p>
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**ICS 43.120**

**Võtmesõnad:** elektrisõidukid, kiirendus, kiirus, maanteesõidukid, mõõtmine, testimisprotseduurid, testimiste alustamine, testimistingimused, tööomaduste hindamine

ICS 43.120

Descriptors: Electrically propelled vehicles, road operating ability, measurement.

**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 électri-  
ques purs

Elektrisch angetriebene Straßen-  
fahrzeuge – Meßverfahren für Fahr-  
eigenschaften – Teil 1: Reine Elektro-  
fahrzeuge

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

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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.

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**CEN**

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

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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  $M_1$ ,  $M_2$ ,  $N_1$ <sup>1)</sup>, motor tricycles and quadricycles<sup>2)</sup> 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.

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

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