

Electrically propelled road vehicles — Measurement of road operating ability —

Part 2: Thermal electric hybrid vehicles

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Summary of pages

This document comprises a front cover, an inside front cover, the EN title page, pages 2 to 16, an inside back cover and a back cover.

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Elektrisch angetriebene Straßenfahrzeuge - Meßverfahren für Fahreigenschaften - Teil 2: Hybride Elektrofahrzeuge mit einem Verbrennungsmotor

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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 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of an identical text or by endorsement, at the latest by September 1999, and conflicting national standards shall be withdrawn at the latest by September 1999.

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

The European Standard prEN 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 electric hybrid vehicles;
- Part 3: Other electric hybrid vehicles than those fitted with a thermal machine.

1 Scope

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

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

This standard applies to the international categories of vehicles M_1 , M_2 , M_3 , N_1 , N_2 , $N_3^{1)}$, and to motor tricycles and quadricycles²⁾ from the motorcycles types.

This standard does not apply to pure electric propelled road vehicles.

2 Normative reference

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.

EN 1821-1 :1996	Electrically propelled road vehicles – Measurement of road operating ability – Part 1: Pure electric vehicles
ISO 1176 :1990	Road vehicles - Masses - Vocabulary and codes.

3 Definitions

For the purpose of this European Standard, the following ones 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:

¹⁾ Categories of vehicles M_1 , M_2 , M_3 , N_1 , N_2 and N_3 are defined in Directive 92/53/EEC.

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