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NATIONAL STANDARD OF THE
PEOPLE'S REPUBLIC OF CHINA

ICS 43.080.01

T 47

GB/T 28382-2012

Battery electric passenger cars - Specifications

纯电动乘用车 技术条件

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Issued on: May 11, 2012

Implemented on: July 1, 2012

**Issued by: General Administration of Quality Supervision, Inspection
and Quarantine of the People's Republic of China;**

**Standardization Administration of the People's Republic of
China.**

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Foreword

This Standard was drafted in accordance with rules given in GB/T 1.1-2009.

This Standard shall be under the jurisdiction by National Automotive Standardization Technical Committee (SAC/TC 114).

Drafting organizations of this Standard: China Automotive Technology and Research Centre, and Tianjin Qingyuan Electric Vehicle Co., Ltd.

Main drafters of this Standard: Wen Baozhong, Zhou Rong, Wu Zhixin, and He Yuntang.

Battery electric passenger cars - Specifications

1 Scope

This Standard specifies the terms and definitions, technical requirements and test methods for pure electric passenger cars of which the number of seats is 5 and below.

This Standard applies to pure electric passenger cars that use battery-driven power.

2 Normative references

The following documents is essential for the application of this document. For the dated references, only that edition applies to this document. For undated references, the latest edition (including any amendments) applies to this document.

GB 11551 The protection of the occupants in the event of a frontal collision for passenger car

GB/T 18384 Safety requirements of electric vehicles - Part 1: board energy storage

GB/T 18385 Electric vehicle power performance test methods

GB/T 18386 Energy consumption rate and the driving range of electric vehicles test methods

GB/T 19514 Passenger cars. Luggage compartments. Method of measuring reference volume

GB/T 19596 Terminology of electric vehicles

GB/T 19750 Hybrid electric vehicles. Engineering approval evaluation program

GB 20071 The protection of the occupants in the event of a lateral collision

GB 21670 Technical requirements and testing methods for passenger car braking systems

QC/T 480 Vehicle handling and stability indicators and Limits - evaluation methods

QC/T 742 Lead-acid batteries for electric vehicles

QC/T 743 Lithium-ion batteries for electric vehicles

The power performance test mileage and the mileages of various tests before reliability driving test can be included in reliability test mileage.

4.9.2 Fault

During the reliability test, the systems such as vehicle controller and bus systems, batteries and power management systems, motor and motor controller, on-board charging system (if any) and equipment shall not have faults that endanger the personal safety, cause major assembly scrapped, or cause serious harm to the surrounding environment; it shall also not have faults that impact the traffic safety, cause serious damage to major parts and assemblies, or cause such fault (major fault) that can not be eliminated by using spare-parts or accompanying tools in short time.

For other systems and parts, refer to relevant standards.

4.9.3 Vehicle Maintenance

Normal vehicle maintenance and charging shall be in accordance with the vehicle manufacturer's requirements.

Throughout the driving test, it shall not replace the key components of the power system, such as motors and controllers, batteries and power management systems, on-board charging system (if any).

4.9.4 Performance retest

After the reliability test, perform the retest of 30 min maximum speed and driving range. The 30 min maximum speed shall not be less than 80% of the value measured in 4.5.1, and shall not be less than 70 km/h; the driving range of working condition shall not be less than 80% of the value measured in 4.7, and shall not be less than 70 km.

4.10 Requirements of traction battery installed on vehicle

4.10.1 General requirements

Traction battery, according to their type, shall comply with the requirements of QC/T 742, QC/T 743 or QC/T 744.

4.10.2 Low-temperature capacity

When the ambient temperature is -20 °C, traction battery module's capacity shall not be lower than 70% of the capacity at normal temperature. According to their type, test methods shall be according

to the provisions in QC/T 742, QC/T 743 or QC/T 744.

_____ **END** _____

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