

Vehicle A

Vehicle B

Vehicle C

Figure 6-1 Measurements of fuel economy when using BDF (JE05 mode (hot/cold), congested traffic mode)

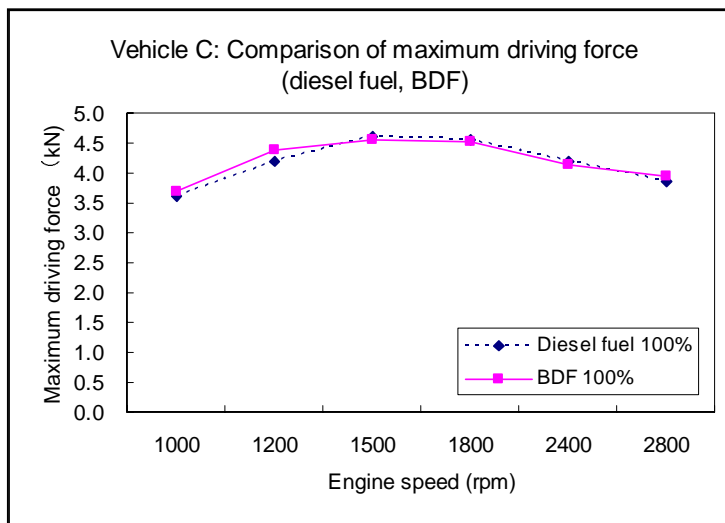
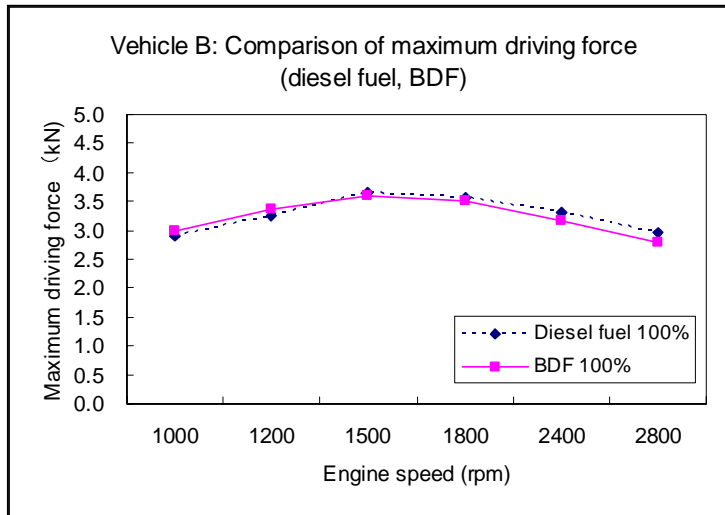
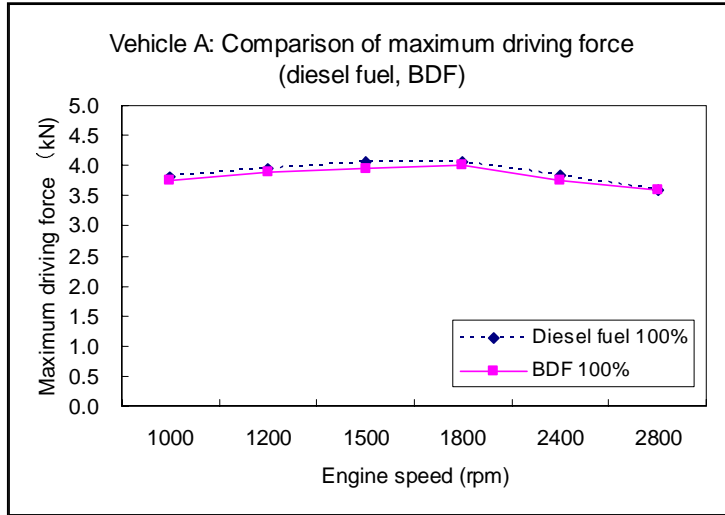


Figure 6-2 Comparison of vehicle's maximum driving force when using BDF

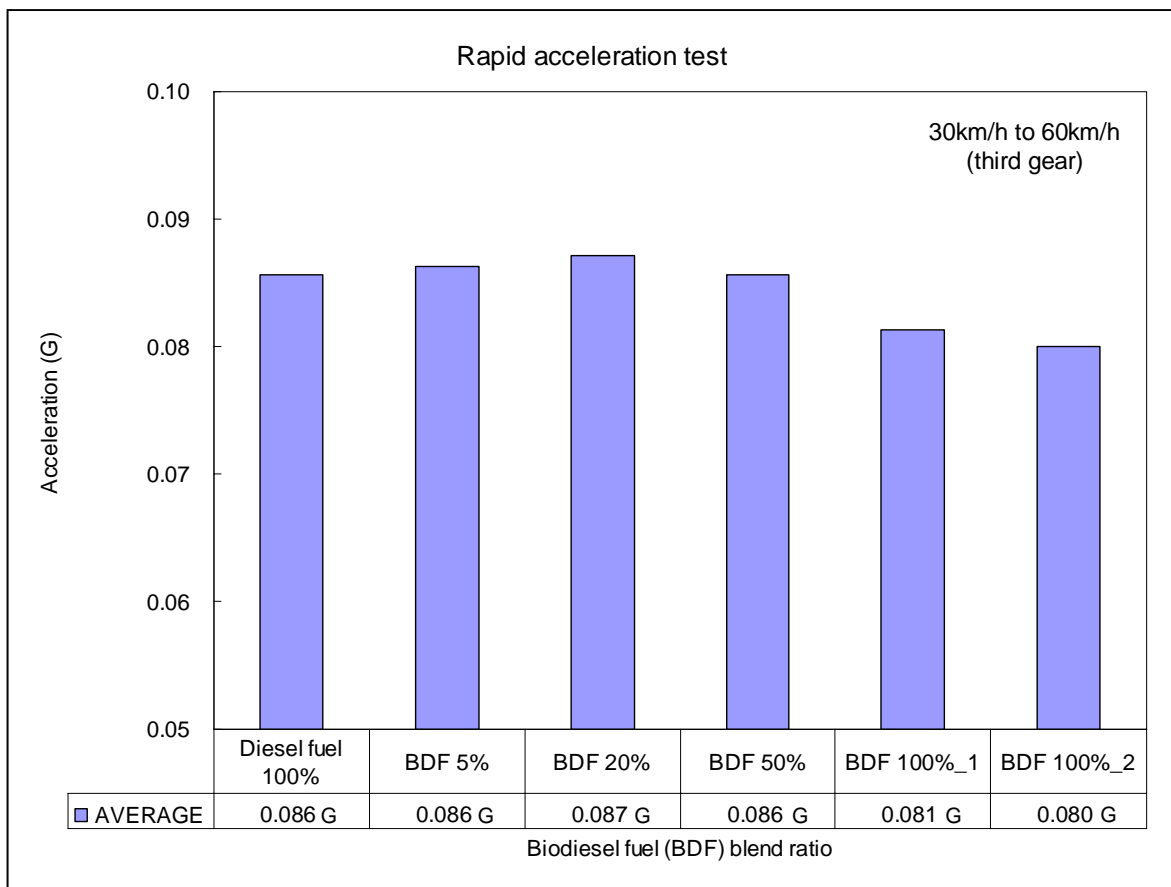
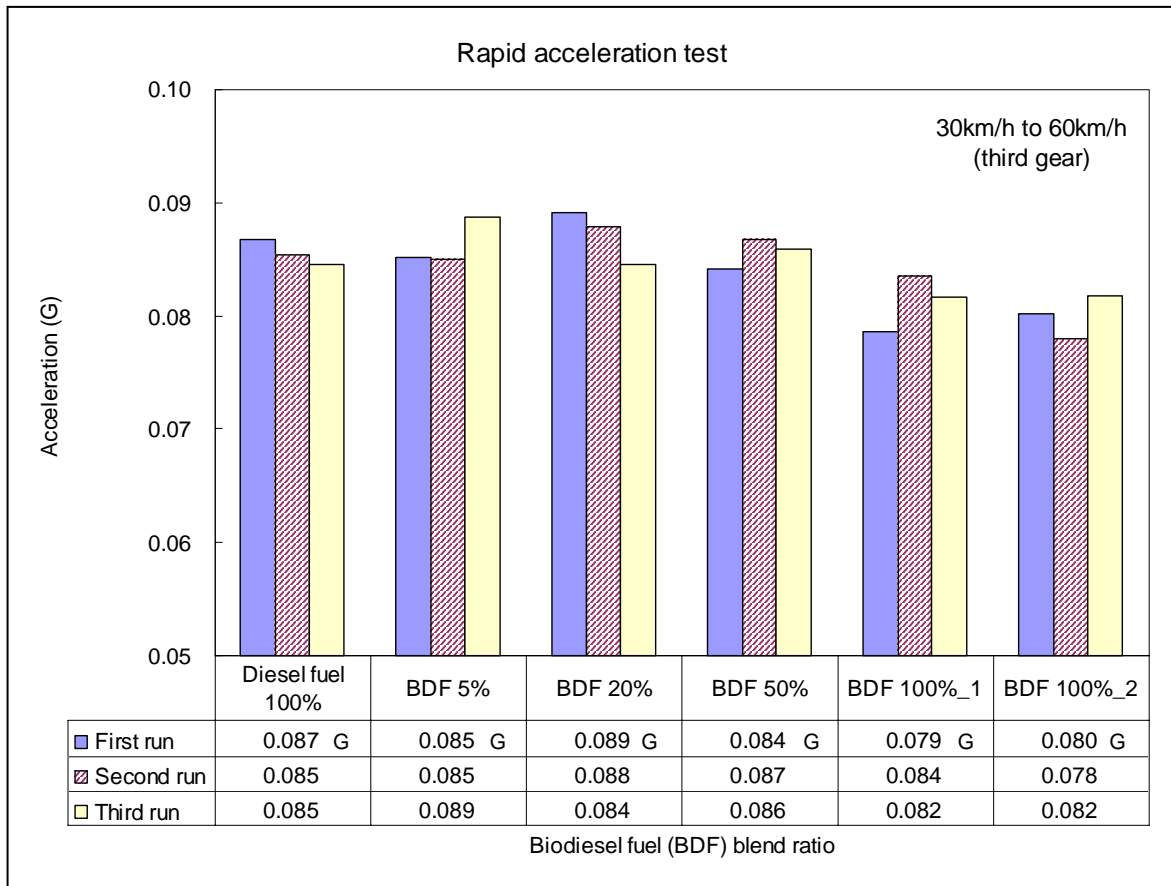
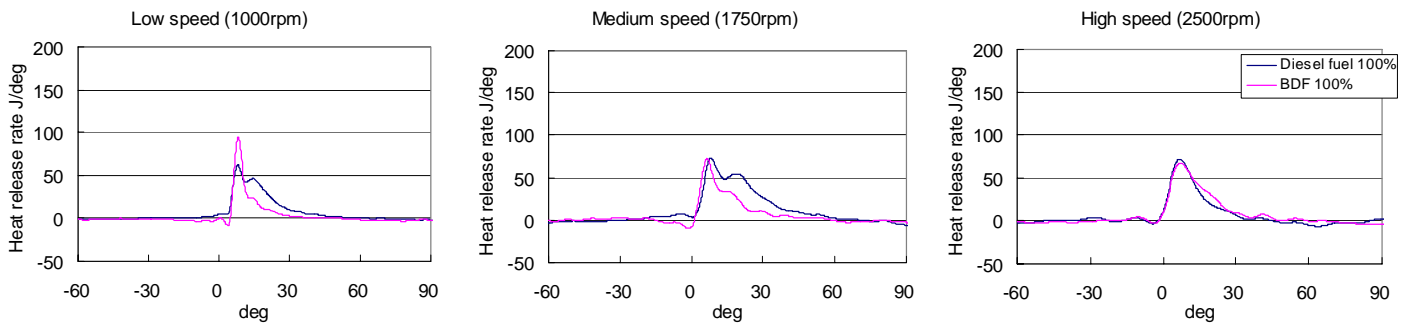
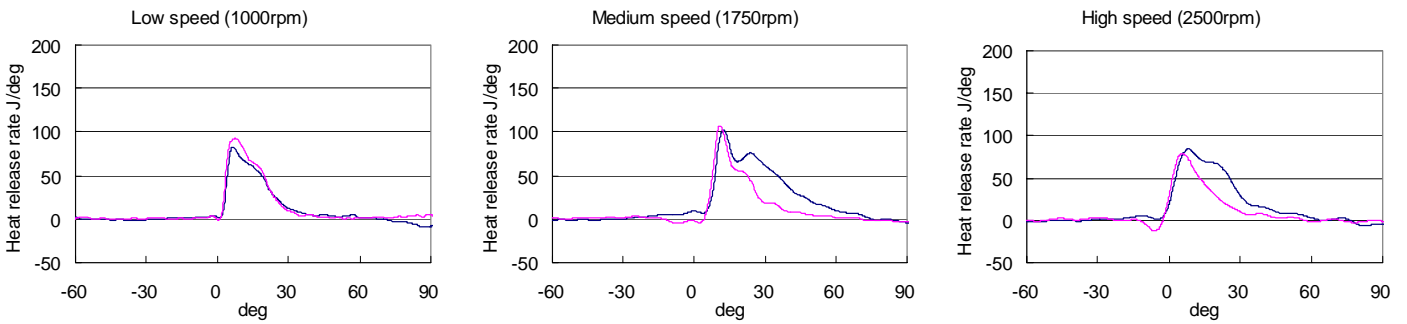


Figure 6-3 Comparison of acceleration performance when using BDF

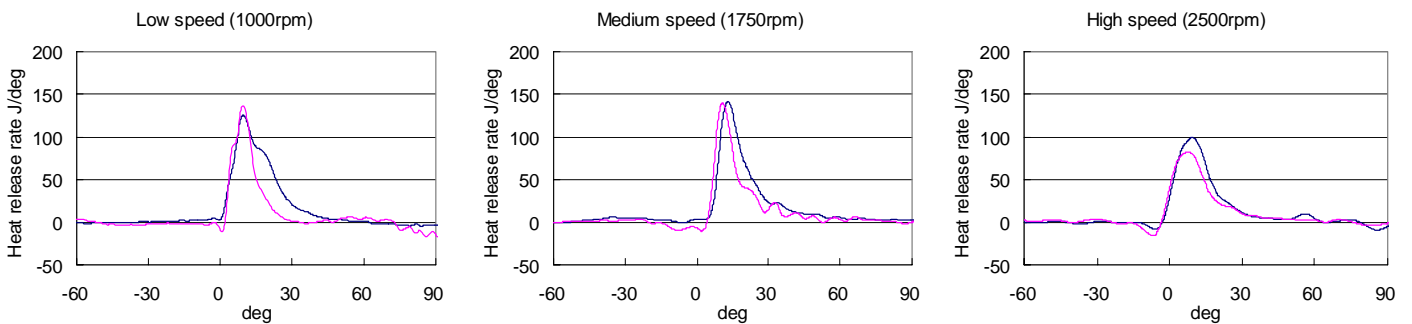
Fuel comparison with weak-oxidation catalyst



(a) Low load conditions



(b) Medium load conditions



(c) High load conditions

Figure 6-4 Heat release rate with diesel fuel and BDF
(Measurements for Vehicle B)

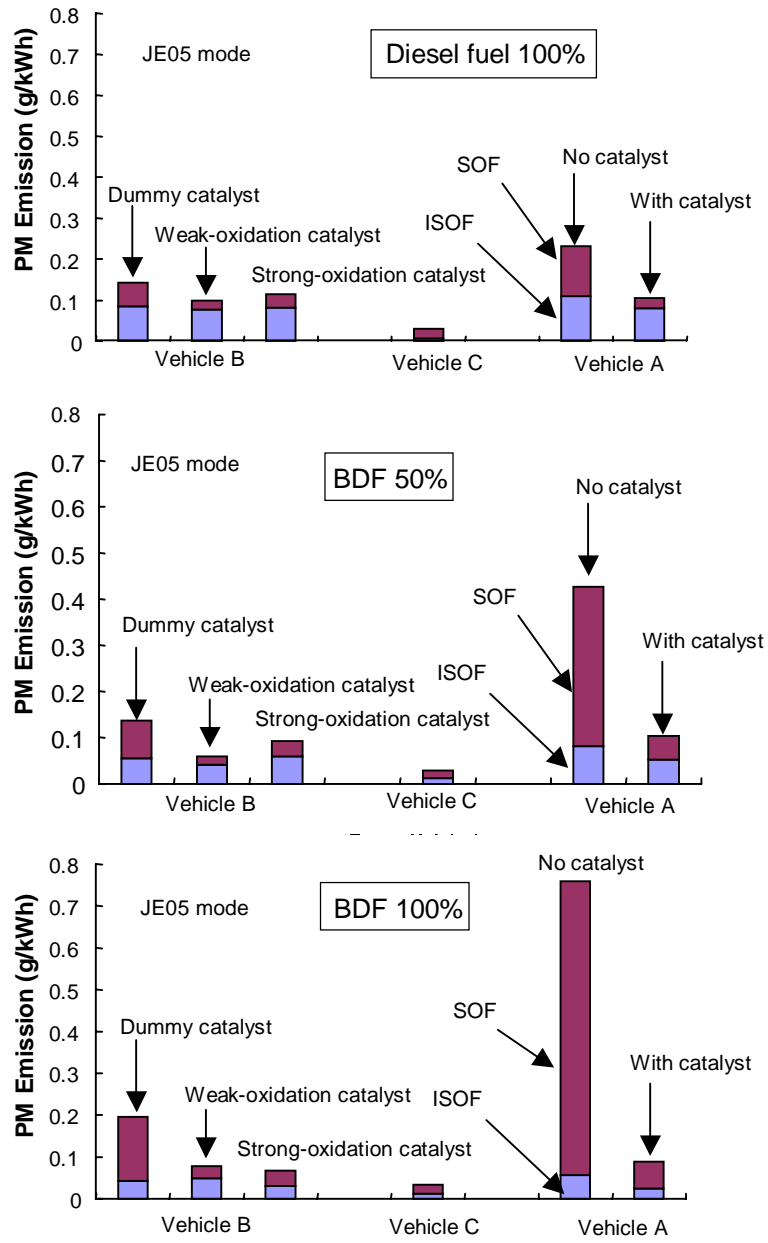


Figure 6-5 PM emissions characteristics with diesel fuel and BDF

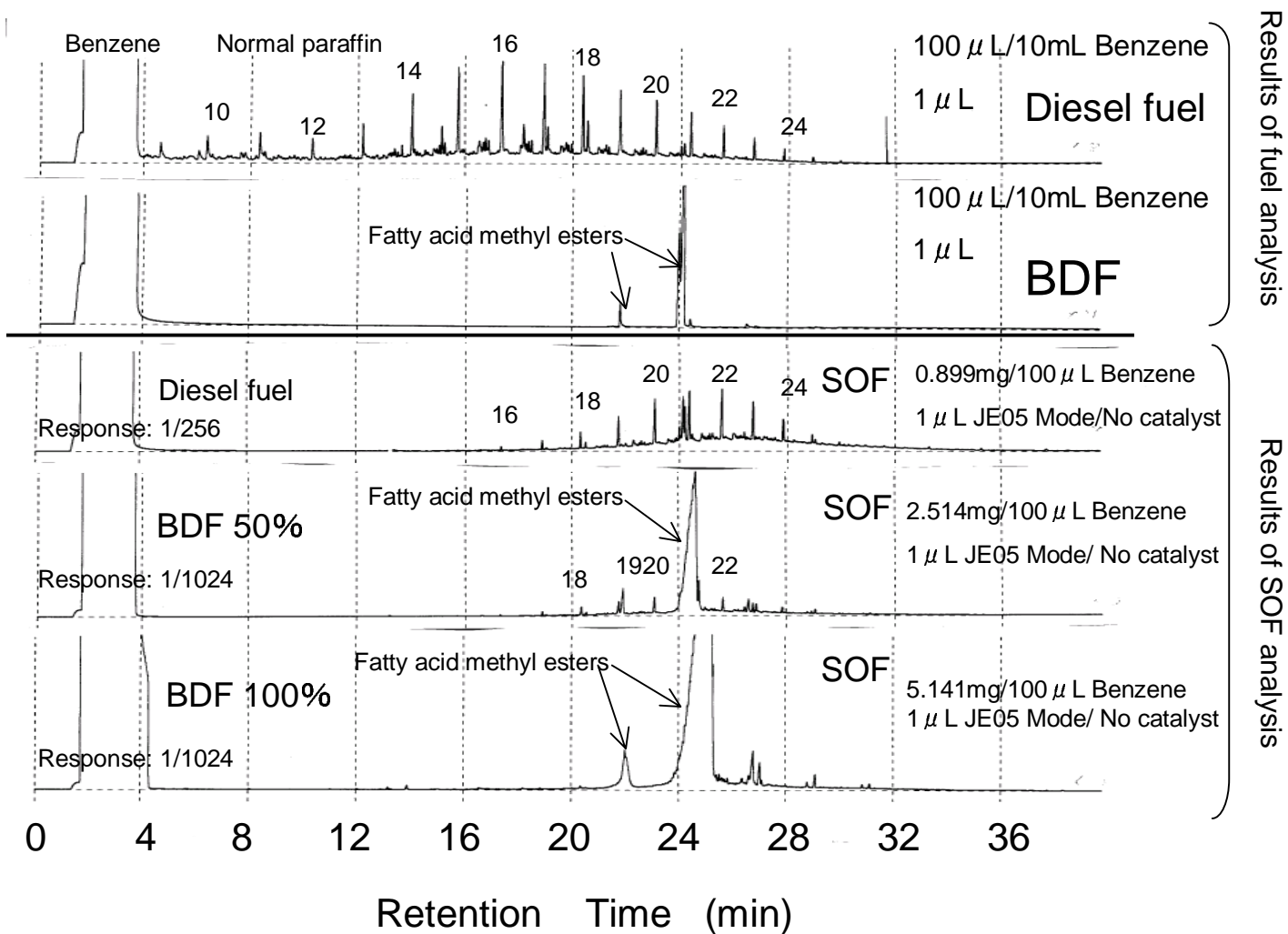


Figure 6-6 Results of analysis of diesel fuel and BDF constituents and constituents of SOF

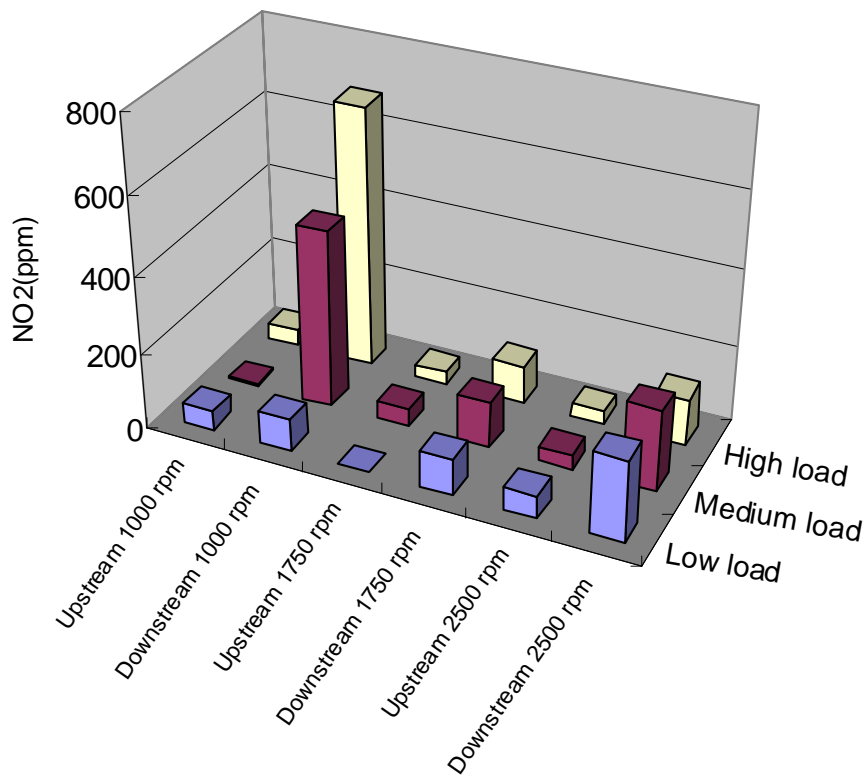


Figure 6-7a NO₂ generation in strong-oxidation catalyst (Vehicle B)

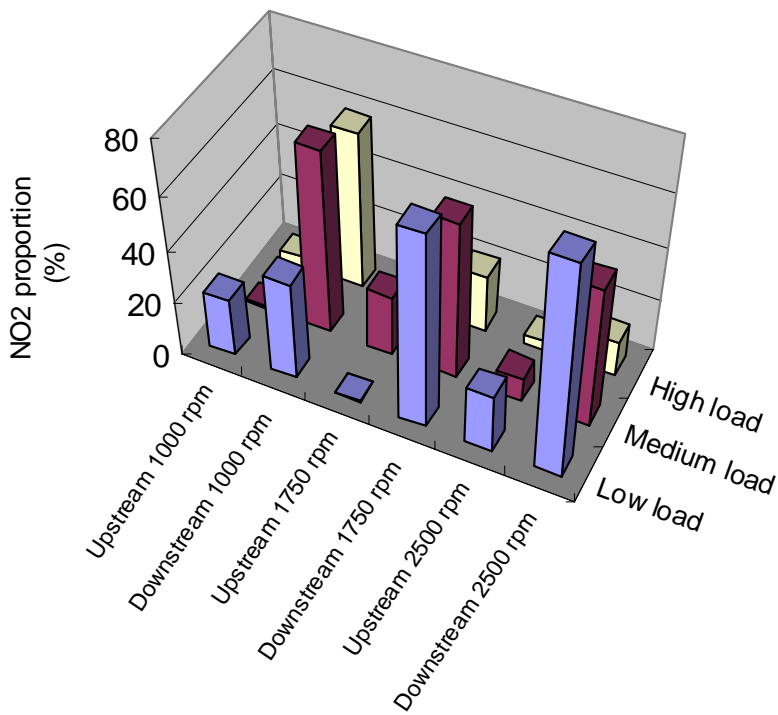


Figure 6-7b Proportion of NO₂ in NO_x upstream and downstream of strong-oxidation catalyst (Vehicle B)