

Figure 2-1-1 Interrelationship between BDF blend ratio and emitted CO, HC and NOx (JE05 hot start mode) Vehicle A

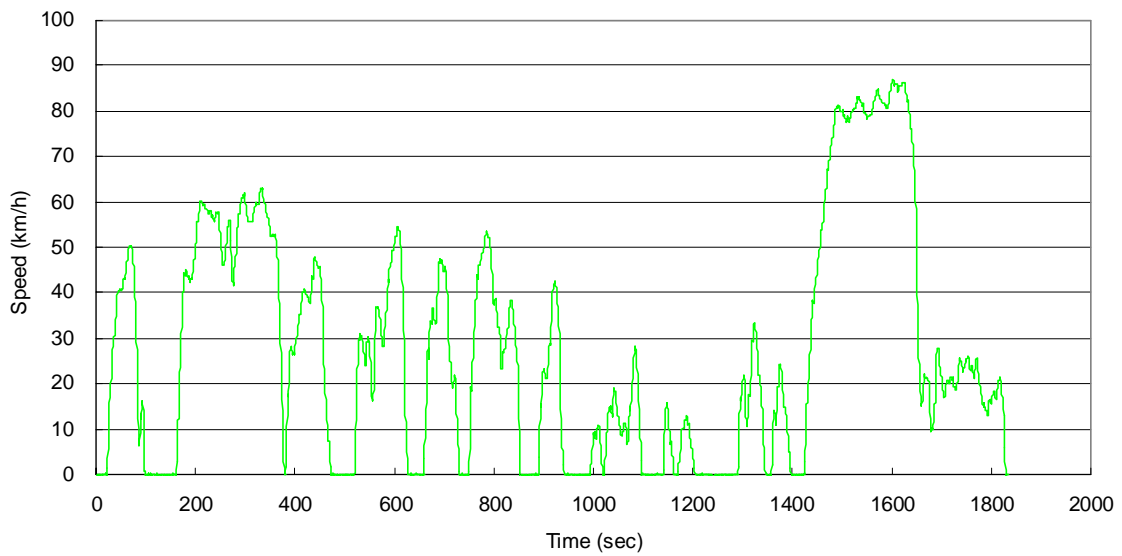
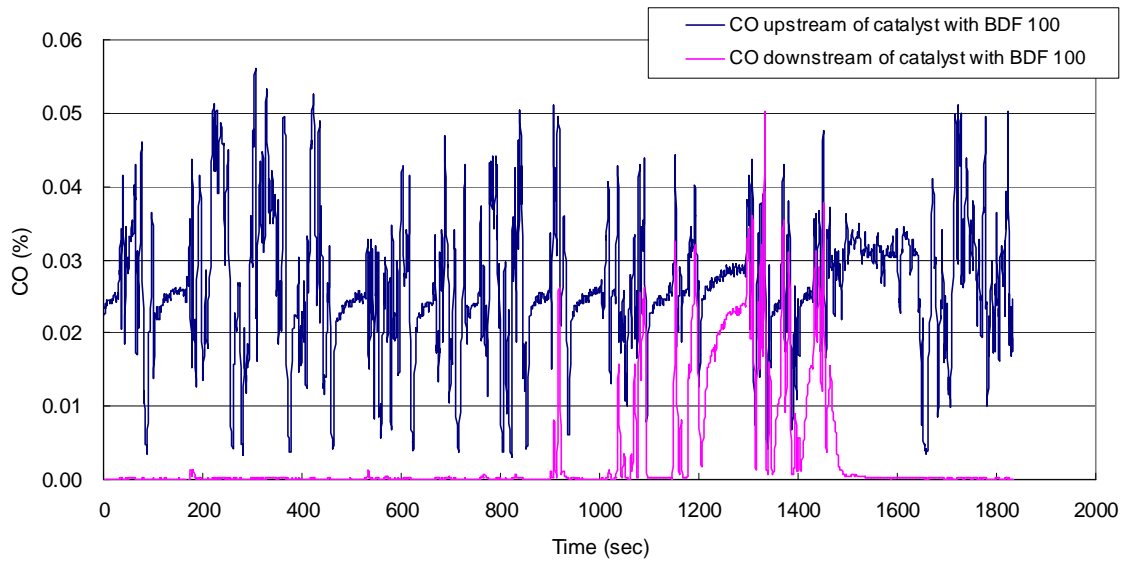
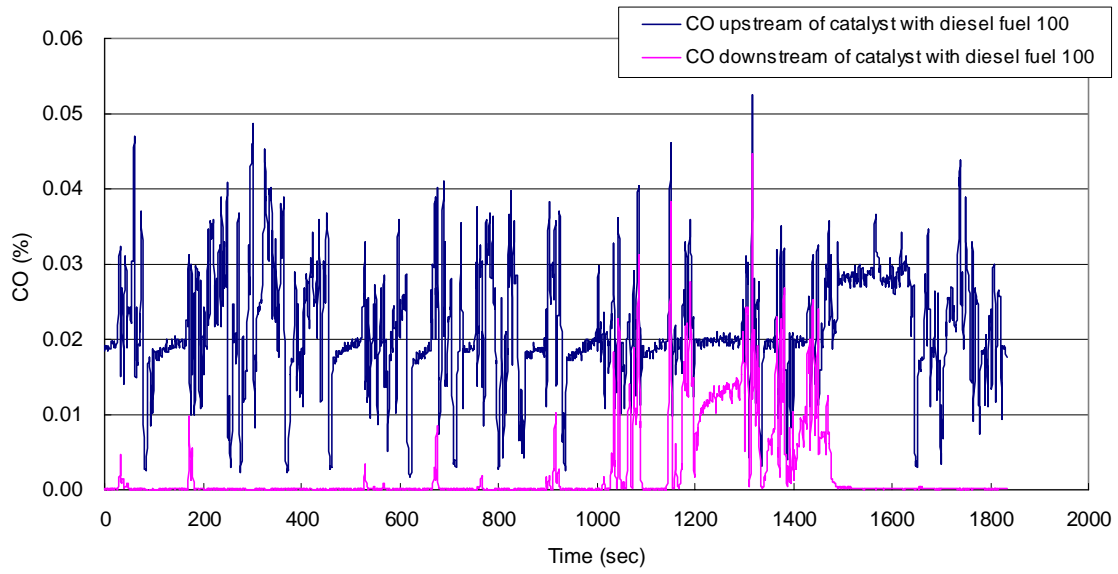


Figure 2-1-2 Instantaneous CO emissions (JE05 hot start mode)
Vehicle A

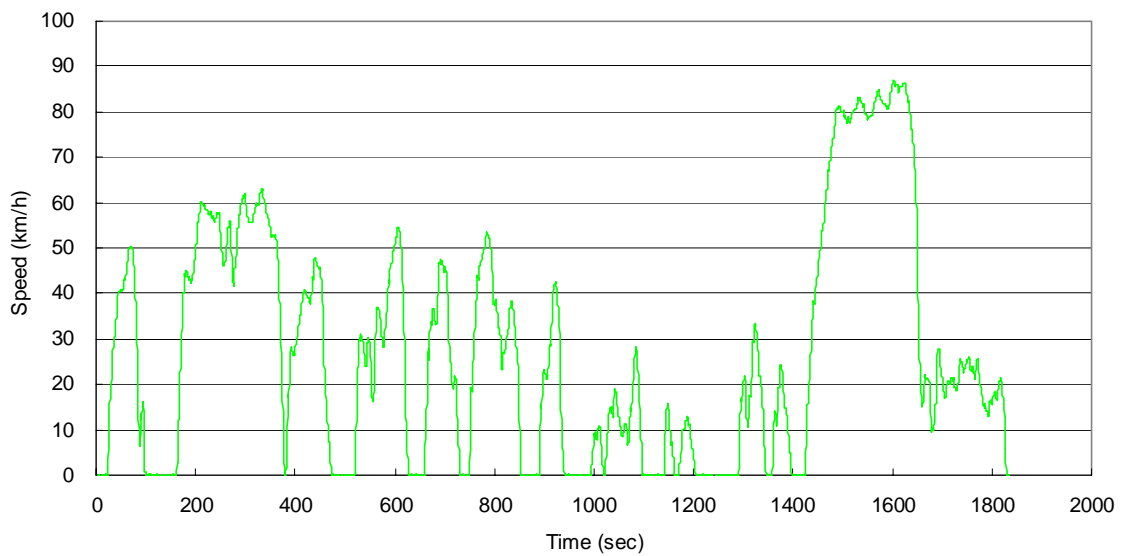
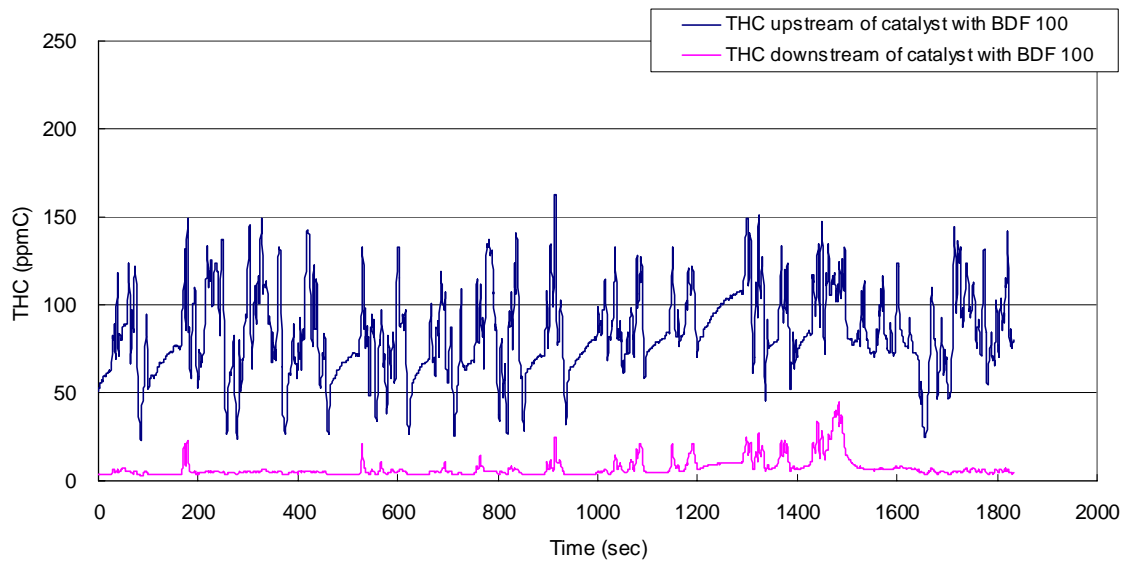
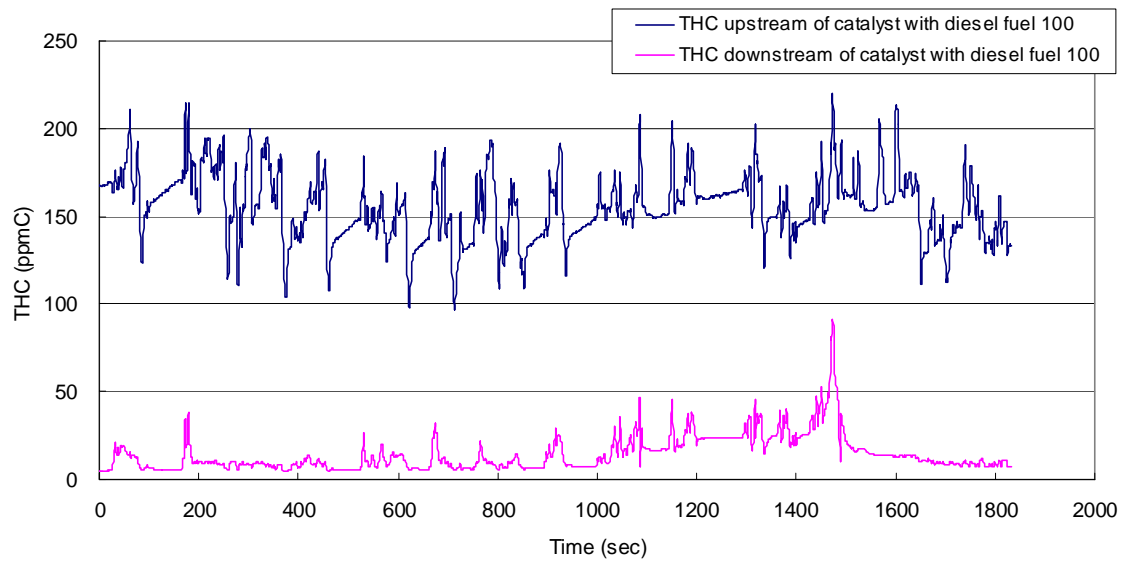


Figure 2-1-3 Instantaneous THC emissions (JE05 hot start mode)
Vehicle A

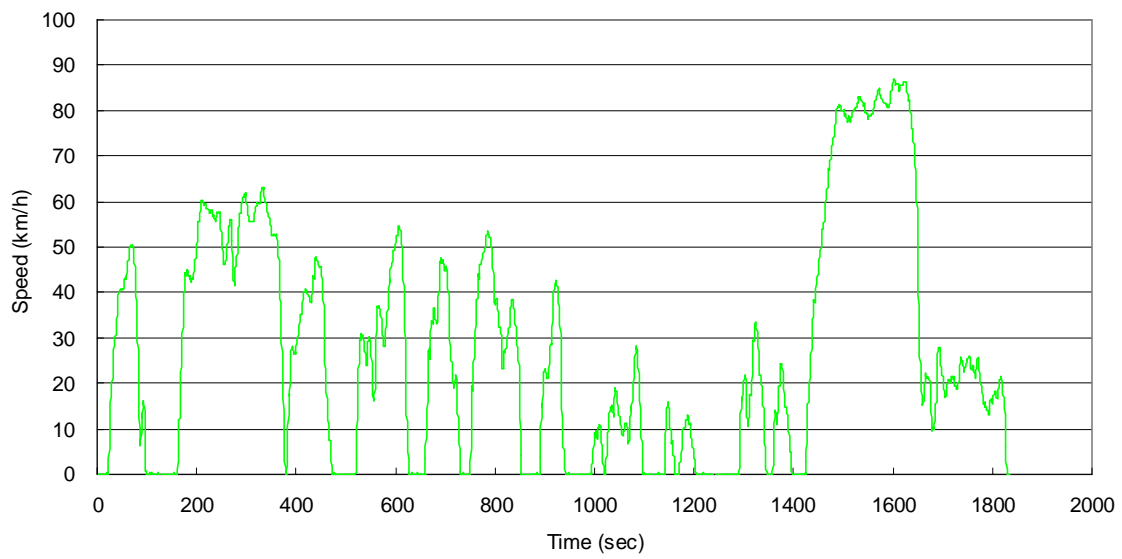
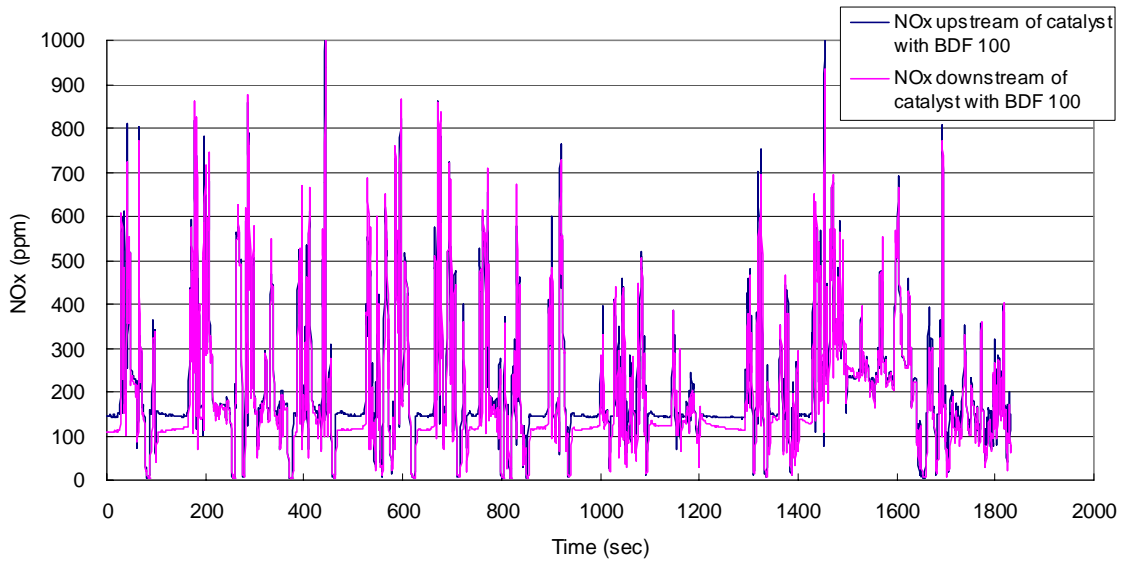
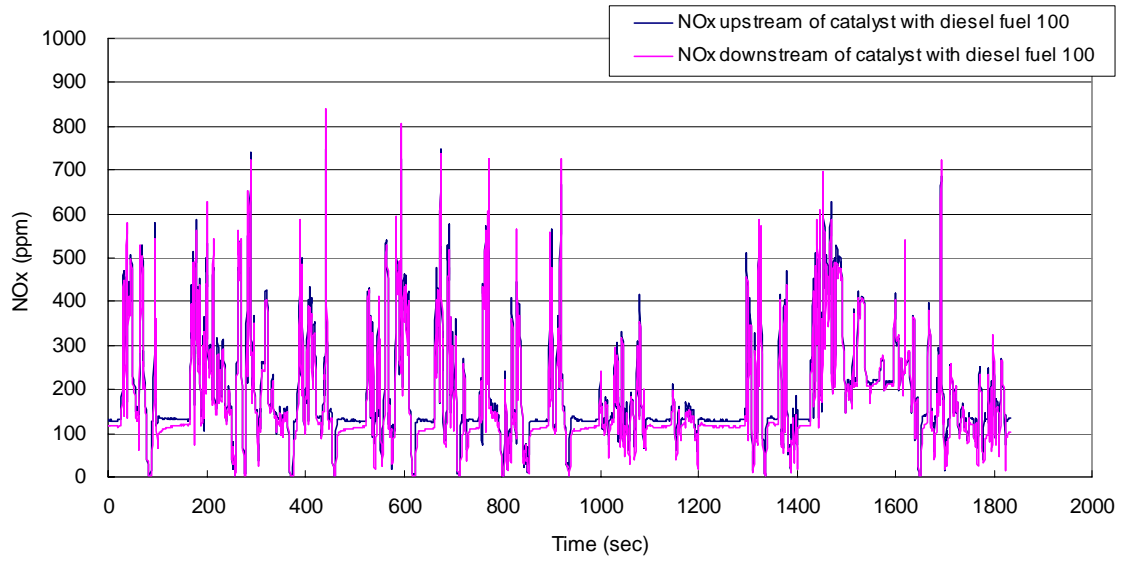


Figure 2-1-4 Instantaneous NOx emissions (JE05 hot start mode)
Vehicle A

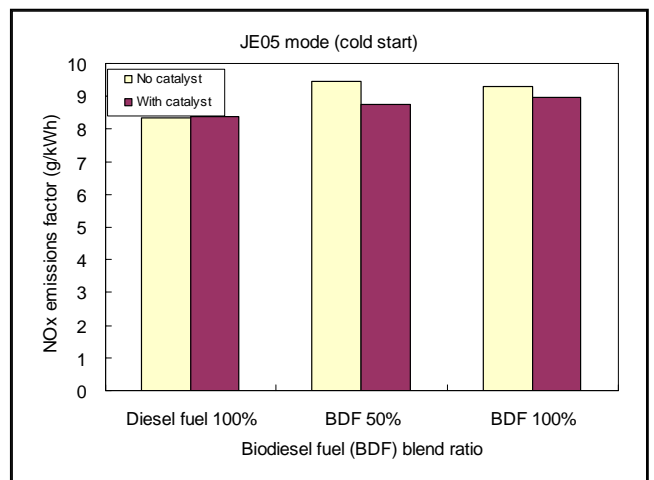
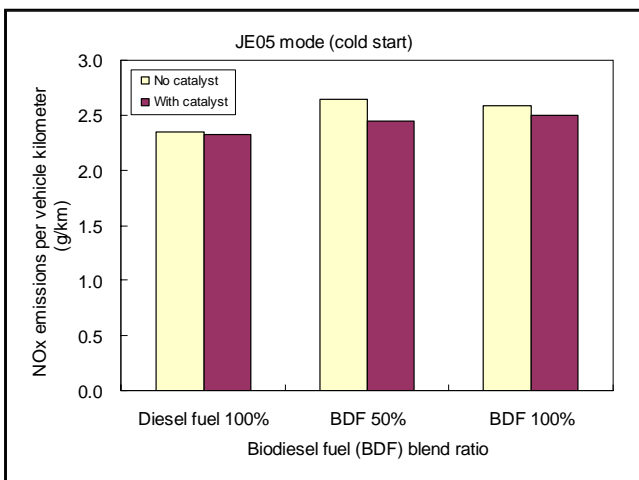
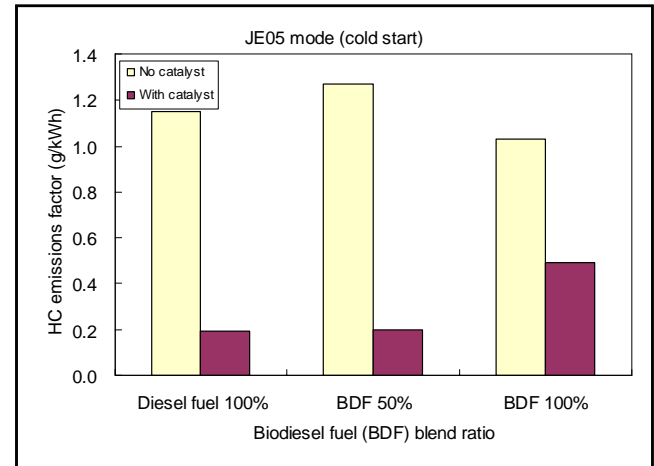
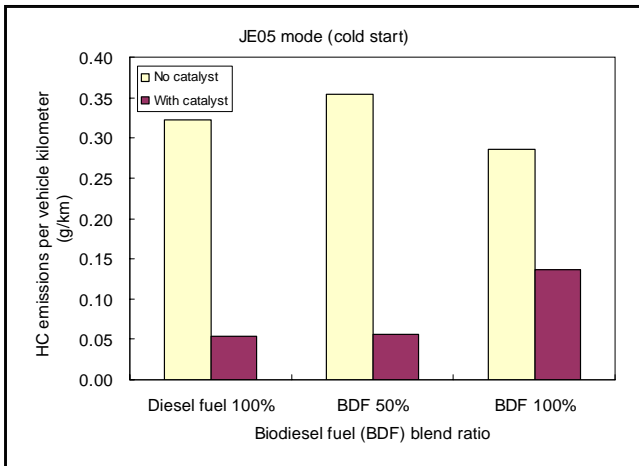
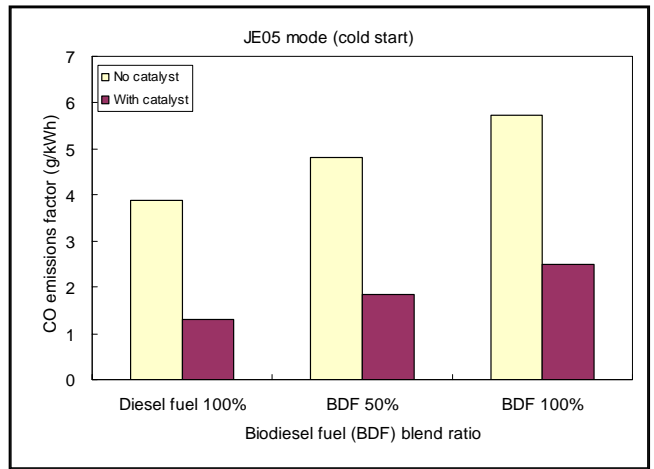
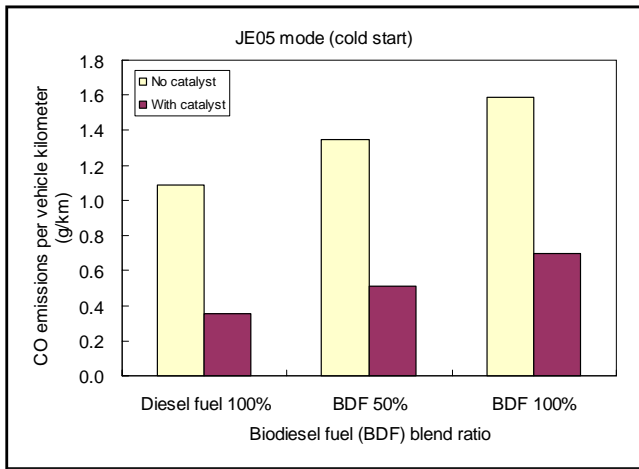


Figure 2-1-5 Interrelationship between BDF blend ratio and emitted CO, HC and NOx (JE05 cold start mode) Vehicle A

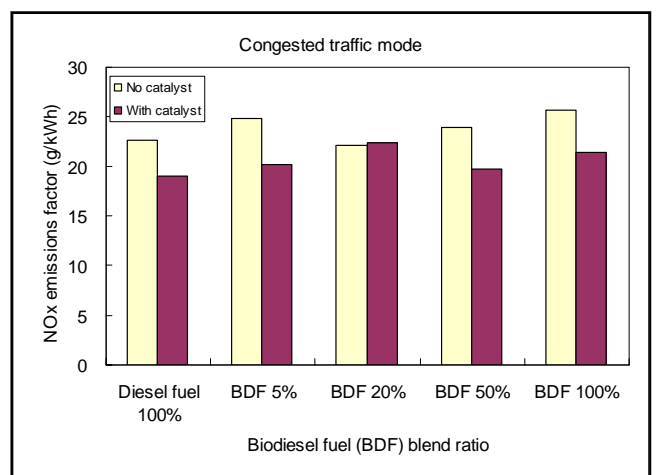
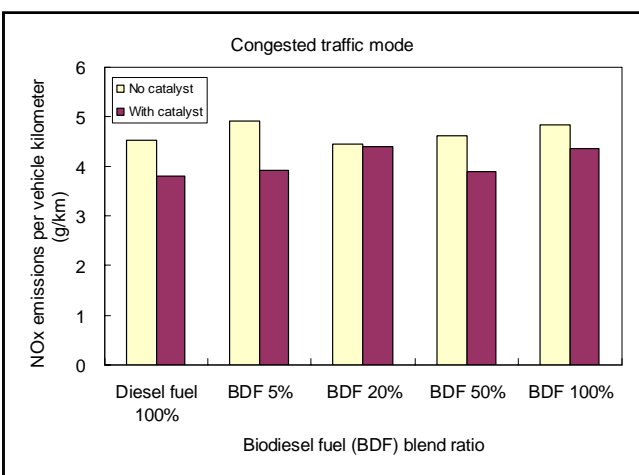
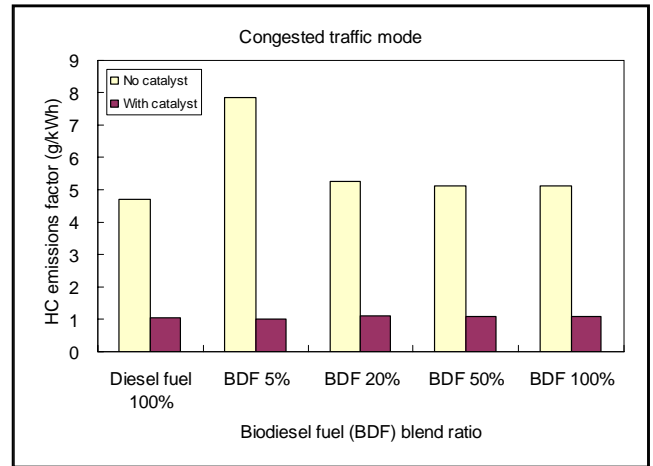
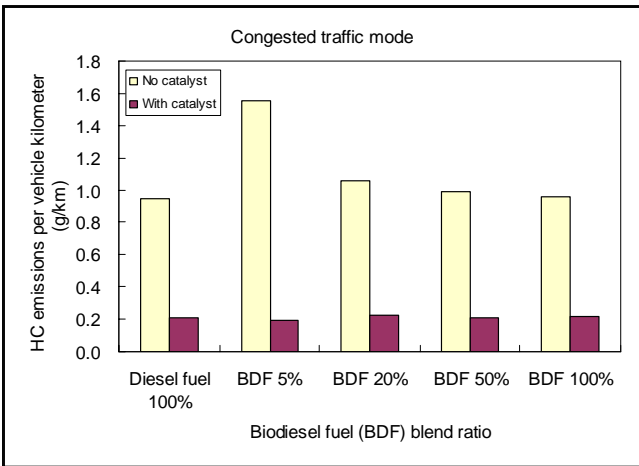
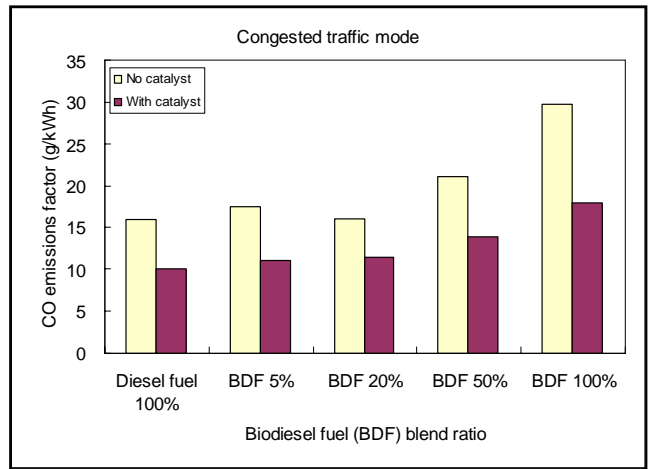
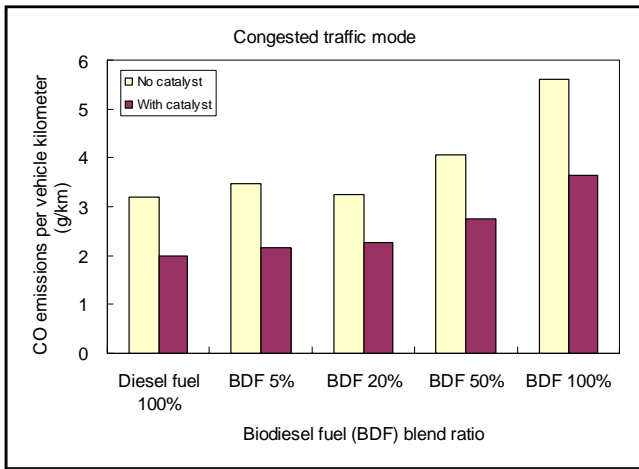
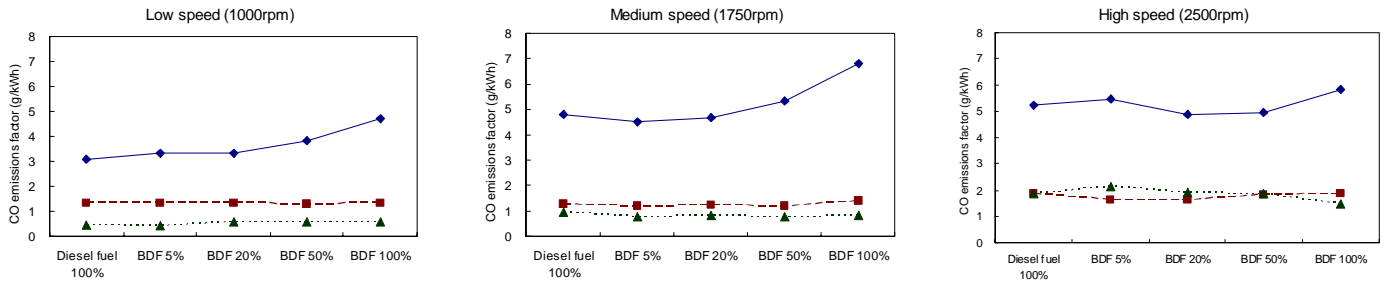
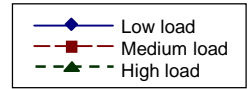
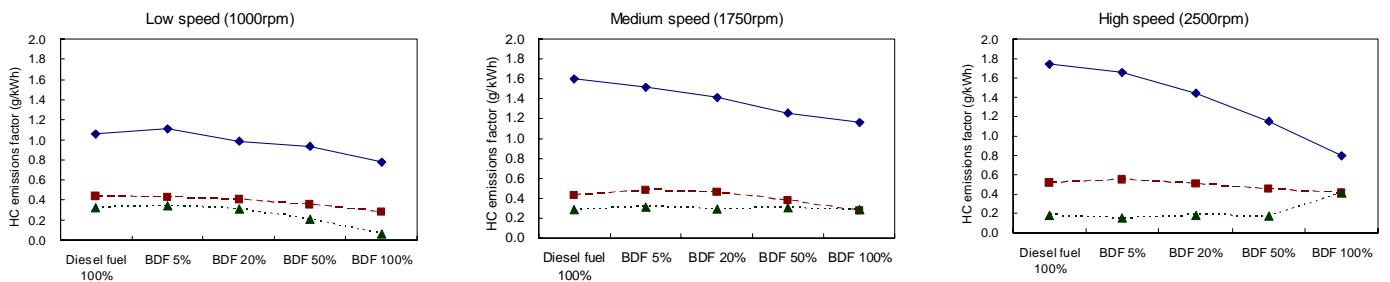


Figure 2-1-6 Interrelationship between BDF blend ratio and emitted CO, HC and NOx (congested traffic mode)
Vehicle A

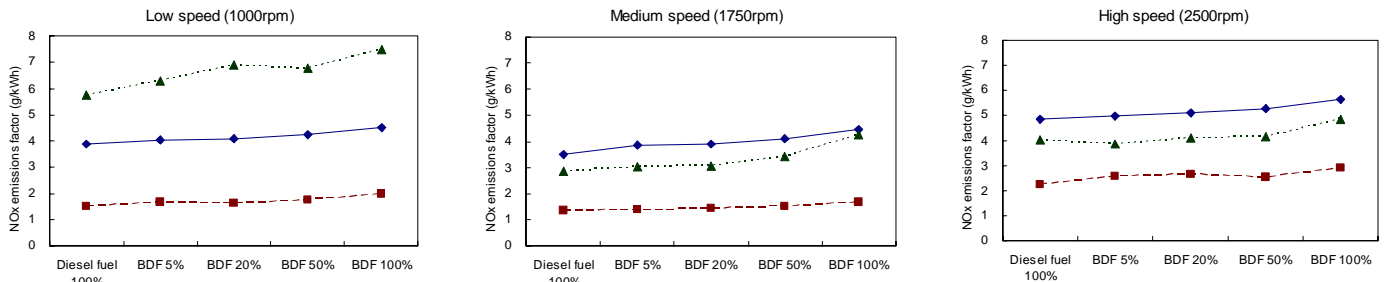
Note: 5%, 20%, 50%, and 100% are the proportions of biodiesel fuel (BDF) in the blend



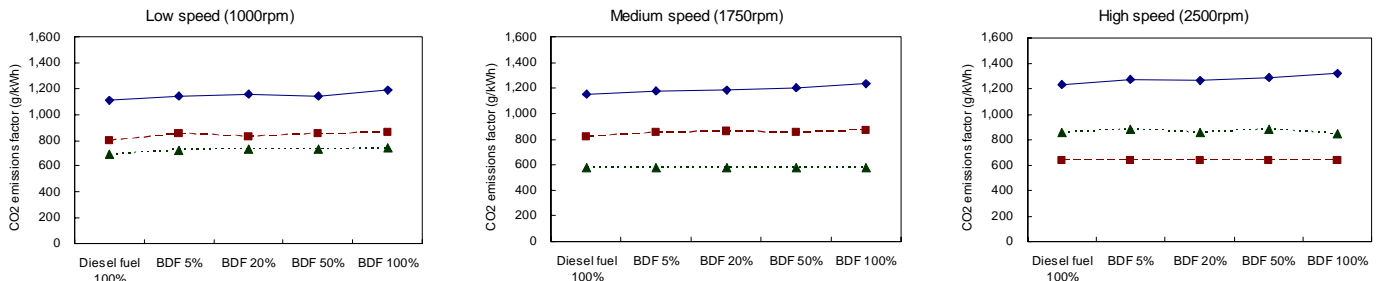
(a) CO emissions factor (g/kWh)



(b) HC emissions factor (g/kWh)



(c) NOx emissions factor (g/kWh)



(d) CO2 emissions factor (g/kWh)

Figure 2-1-7 Interrelationship between BDF blend ratio and emissions factor of emitted CO, HC, NOx and CO2 (steady state mode: no catalyst)
Vehicle A

Note: 5%, 20%, 50%, and 100% are the proportions of biodiesel fuel (BDF) in the blend

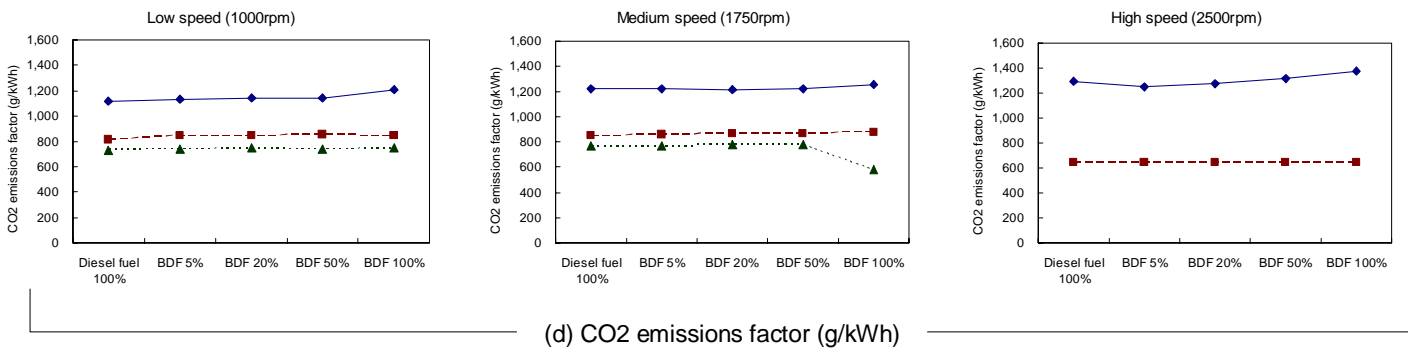
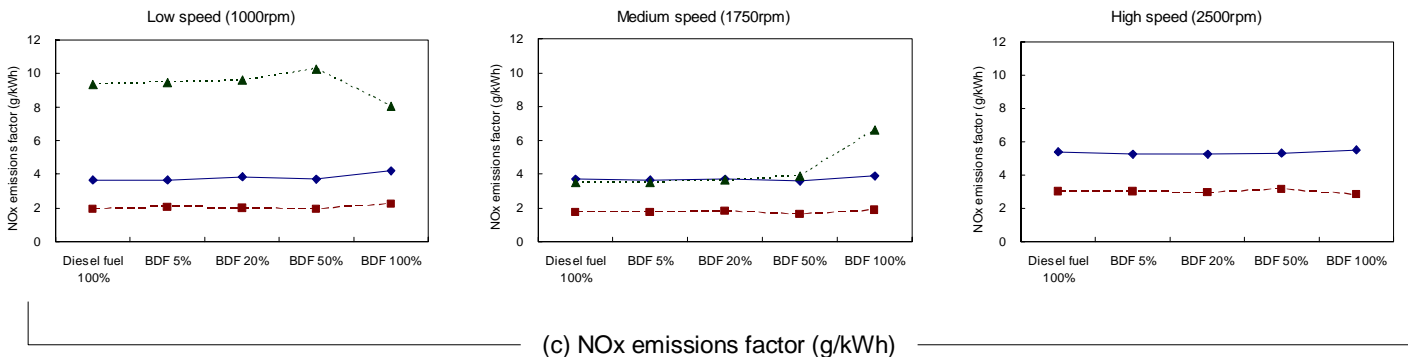
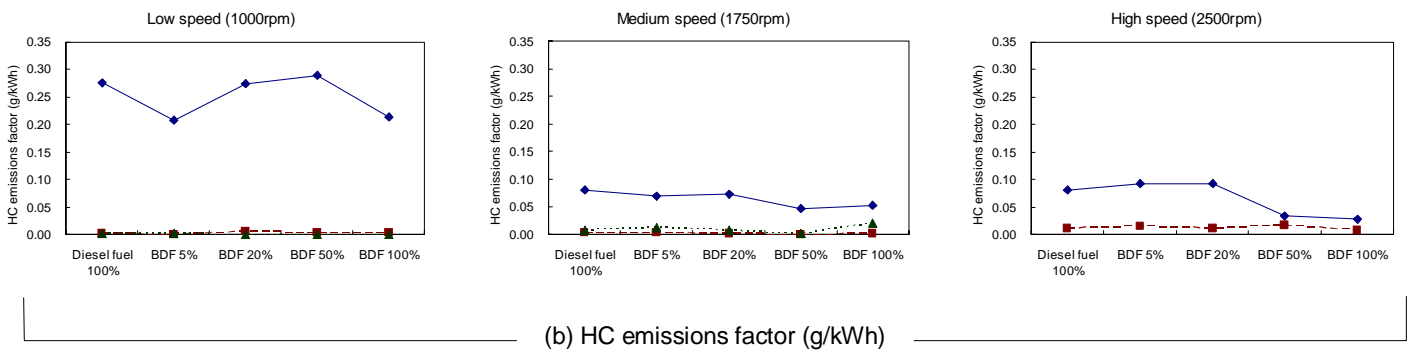
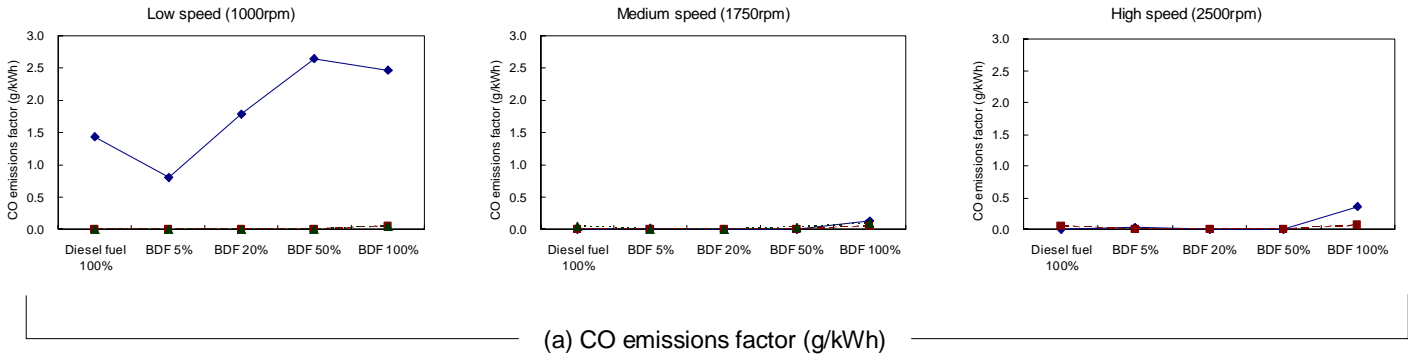
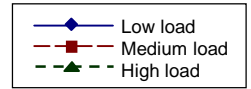
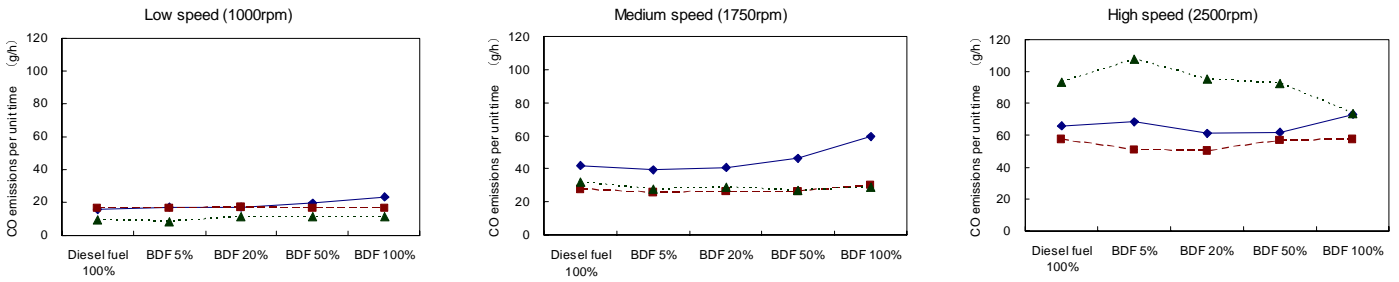
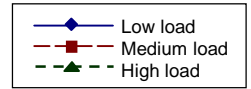
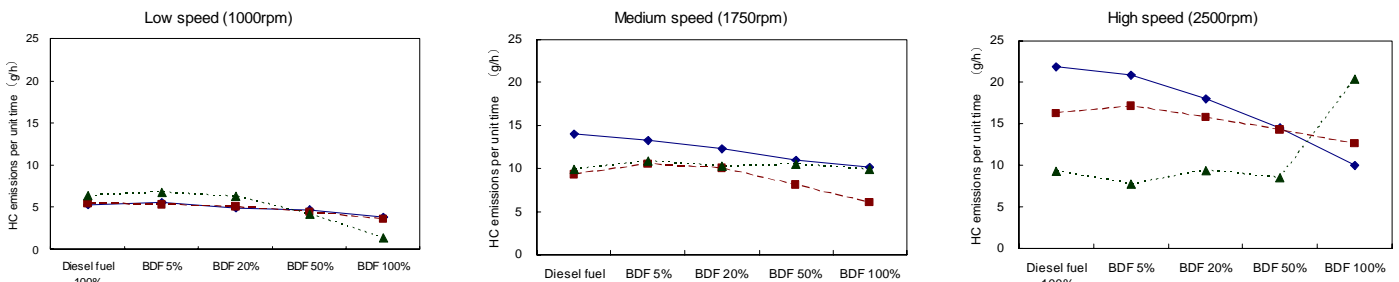


Figure 2-1-8 Interrelationship between BDF blend ratio and emissions factor of emitted CO, HC, NOx and CO2 (steady state mode: with catalyst)
Vehicle A

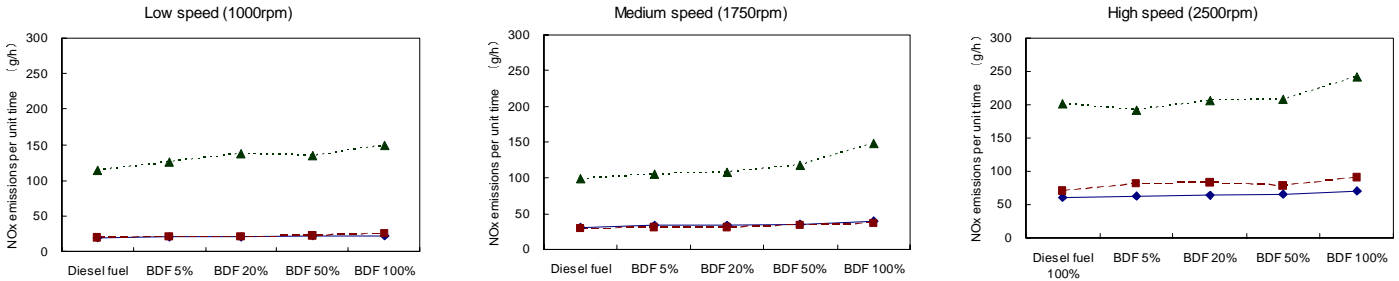
Note: 5%, 20%, 50%, and 100% are the proportions of biodiesel fuel (BDF) in the blend



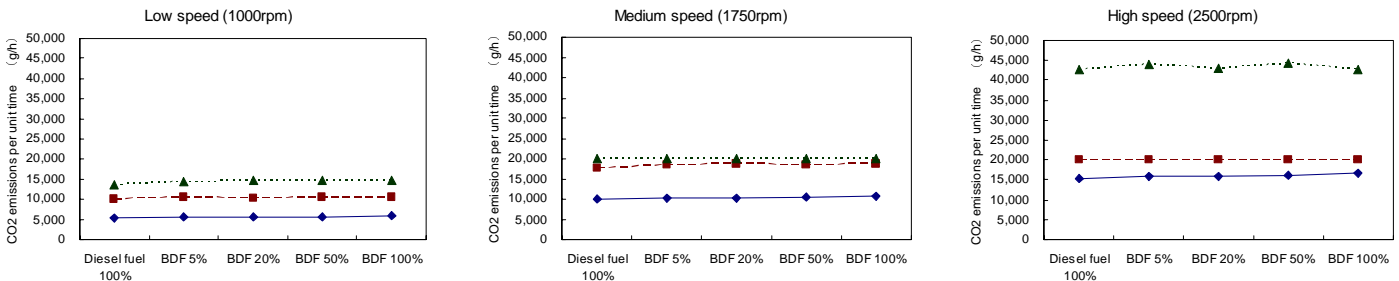
(a) CO emissions per unit time (g/h)



(b) HC emissions per unit time (g/h)



(c) NOx emissions per unit time (g/h)



(d) CO2 emissions per unit time (g/h)

Figure 2-1-9 Interrelationship between BDF blend ratio and emissions per unit time of emitted CO, HC, NOx and CO2 (steady state mode: no catalyst)
Vehicle A

Note: 5%, 20%, 50%, and 100% are the proportions of biodiesel fuel (BDF) in the blend

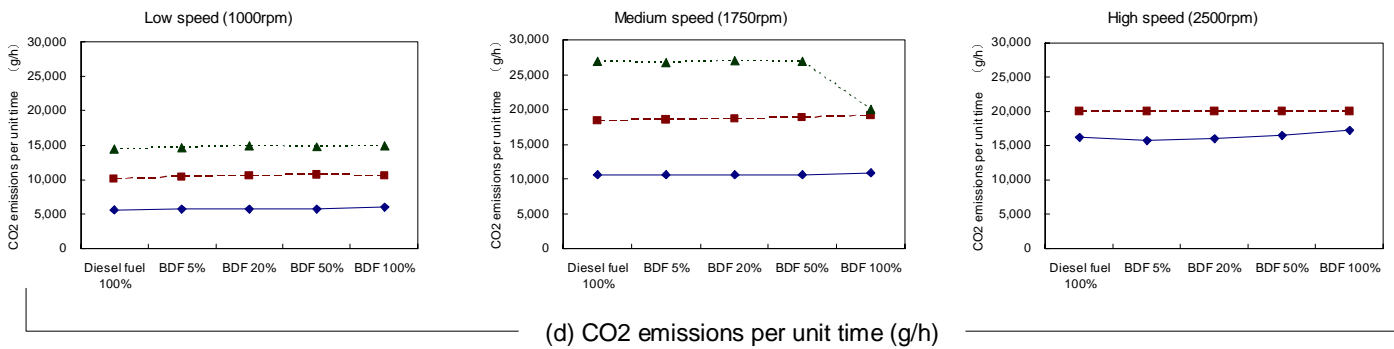
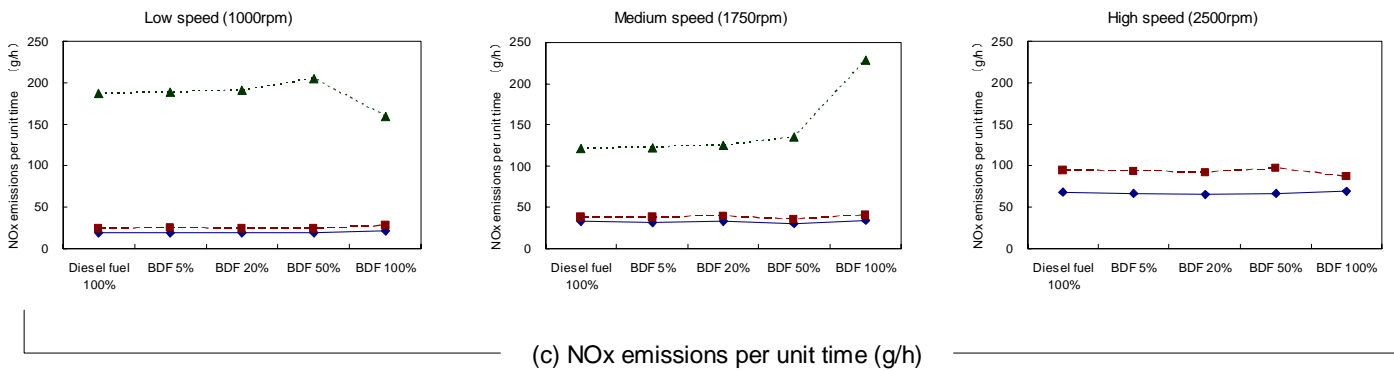
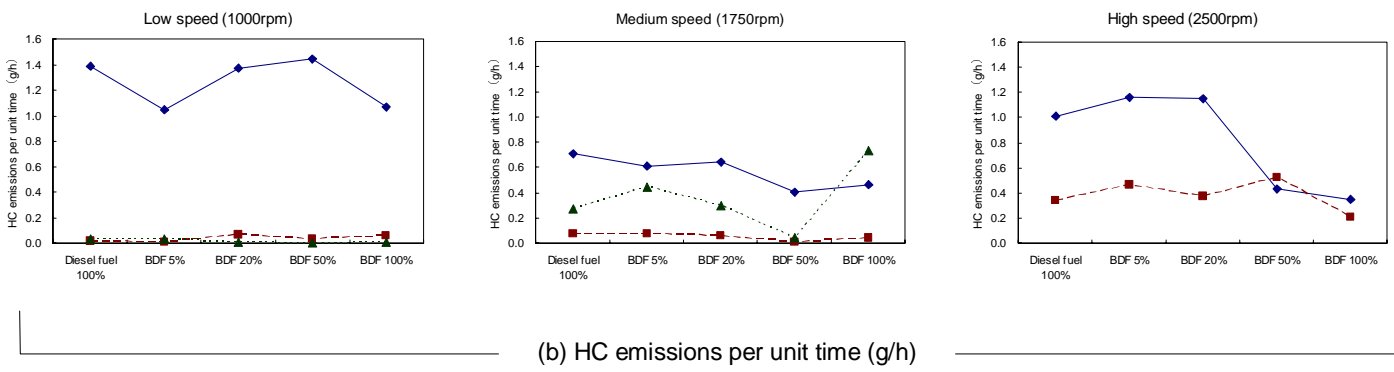
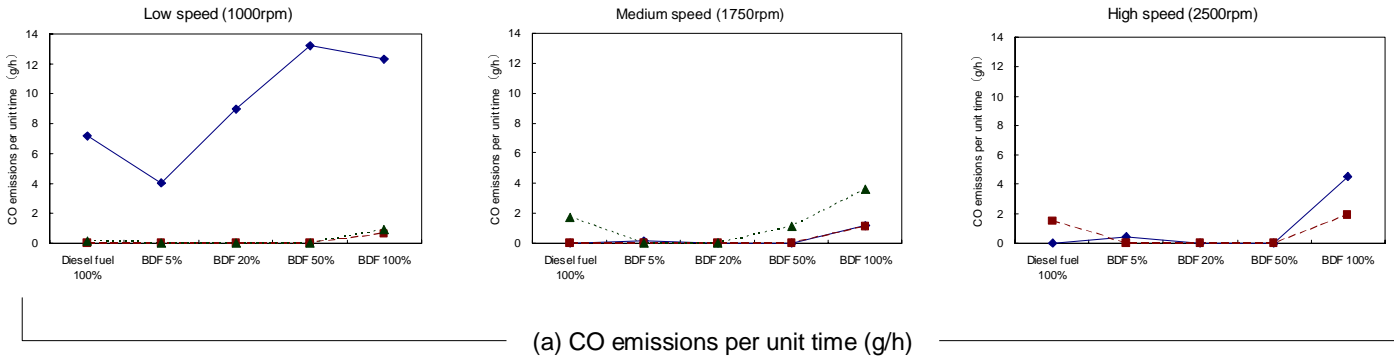
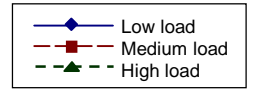


Figure 2-1-10 Interrelationship between BDF blend ratio and emissions per unit time of emitted CO, HC, NOx and CO2 (steady state mode: with catalyst) Vehicle A

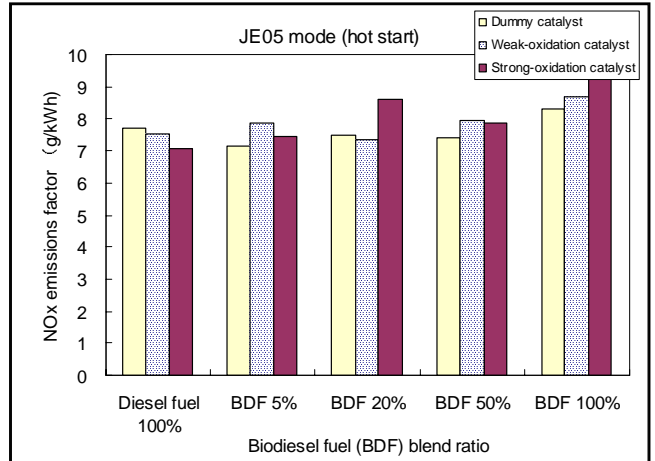
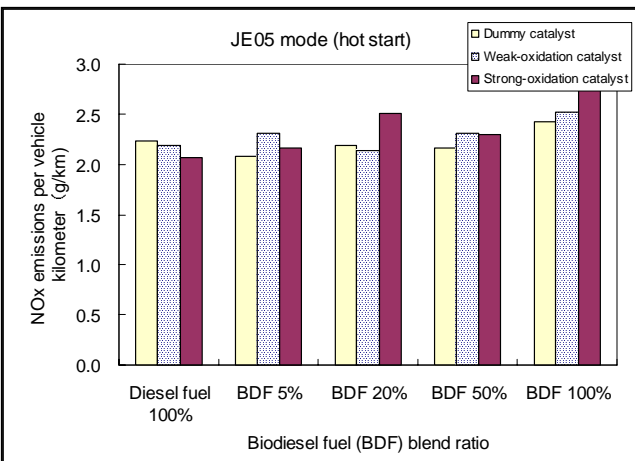
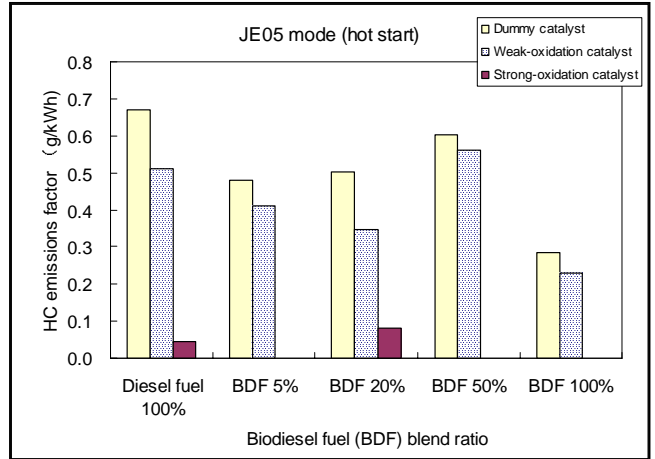
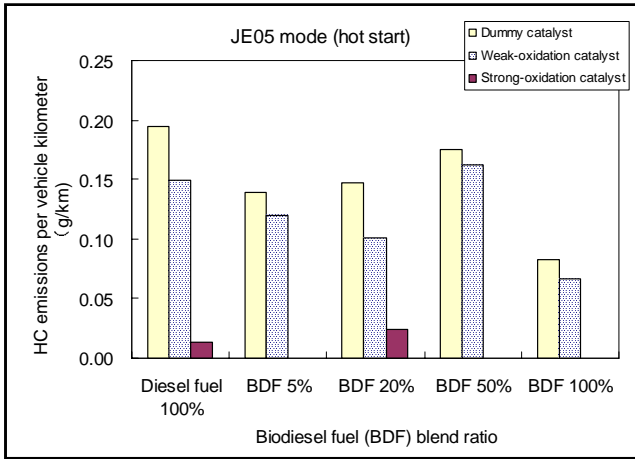
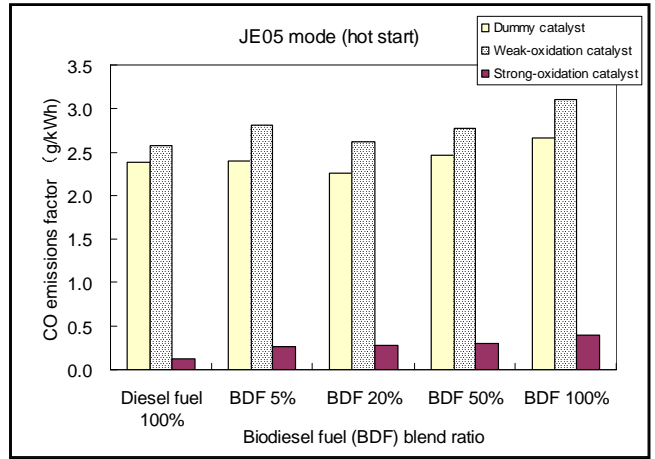
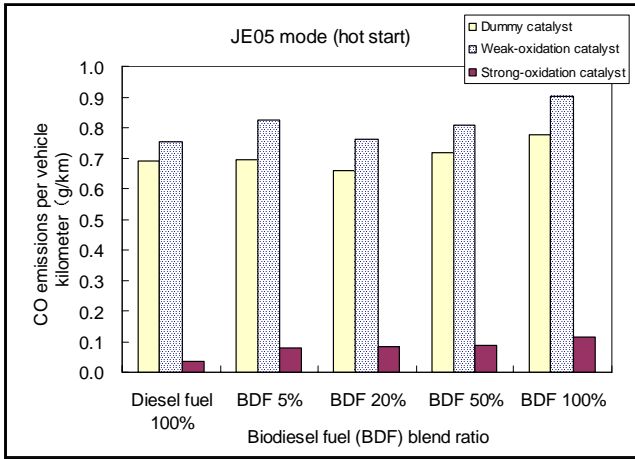


Figure 2-2-1 Interrelationship between BDF blend ratio and emitted CO, HC and NOx (JE05 hot start mode) Vehicle B

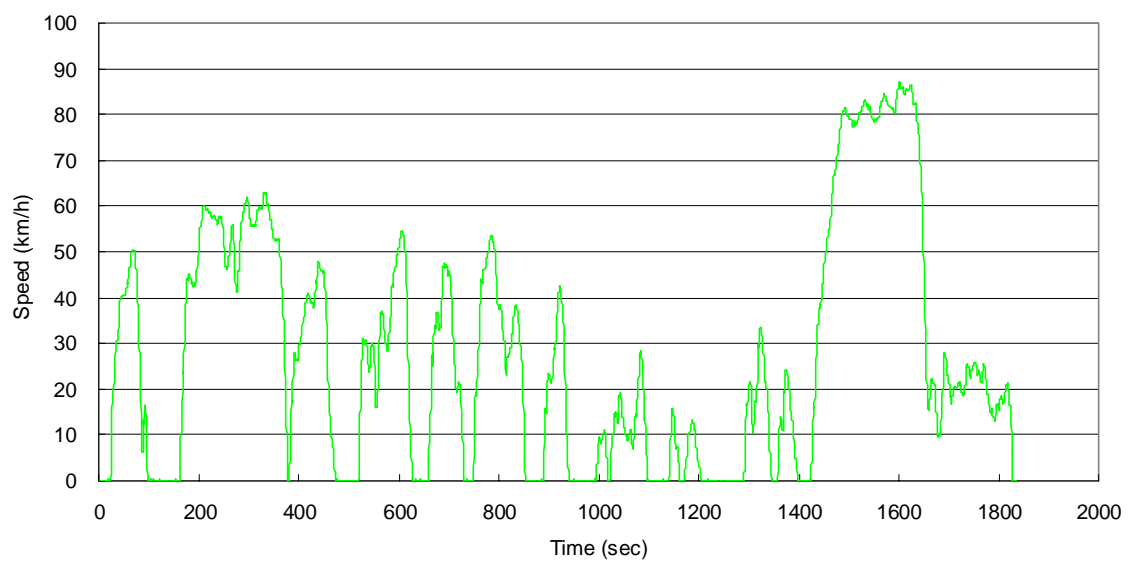
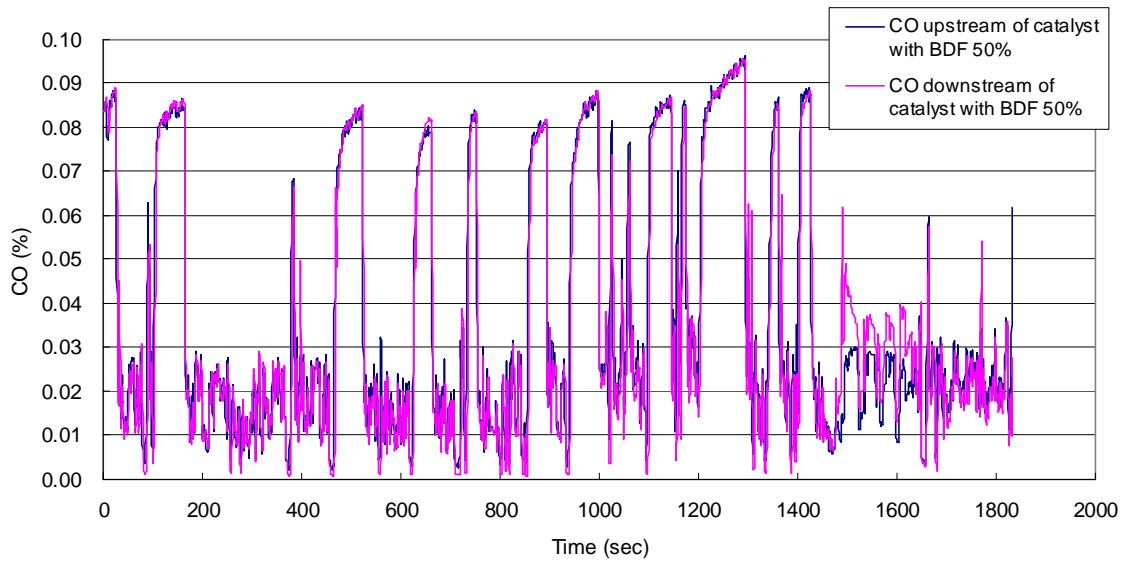
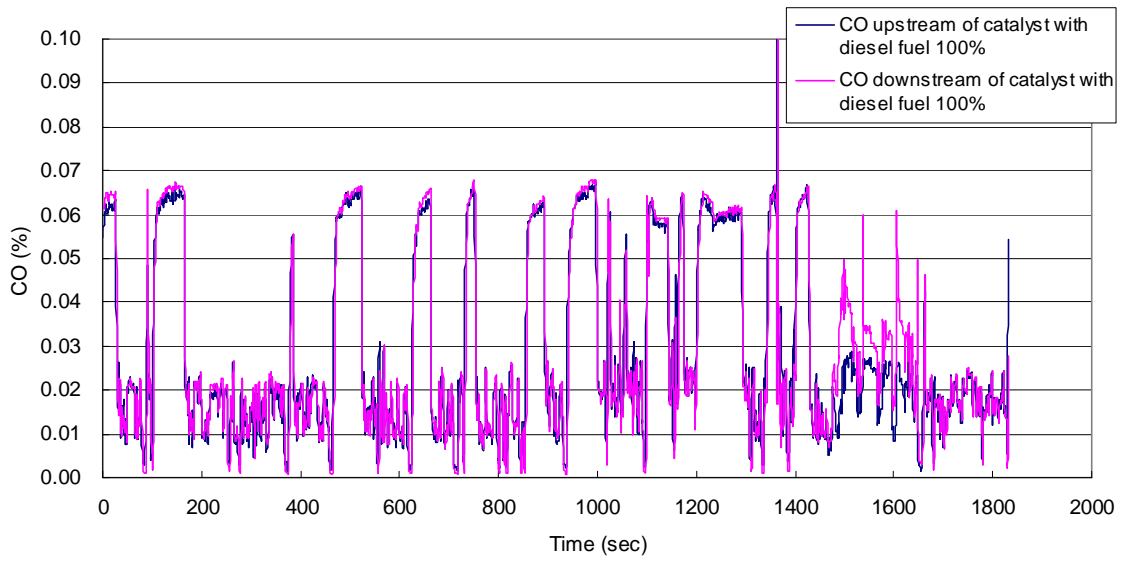


Figure 2-2-2 Instantaneous CO emissions (JE05 hot start mode: weak-oxidation catalyst) Vehicle B

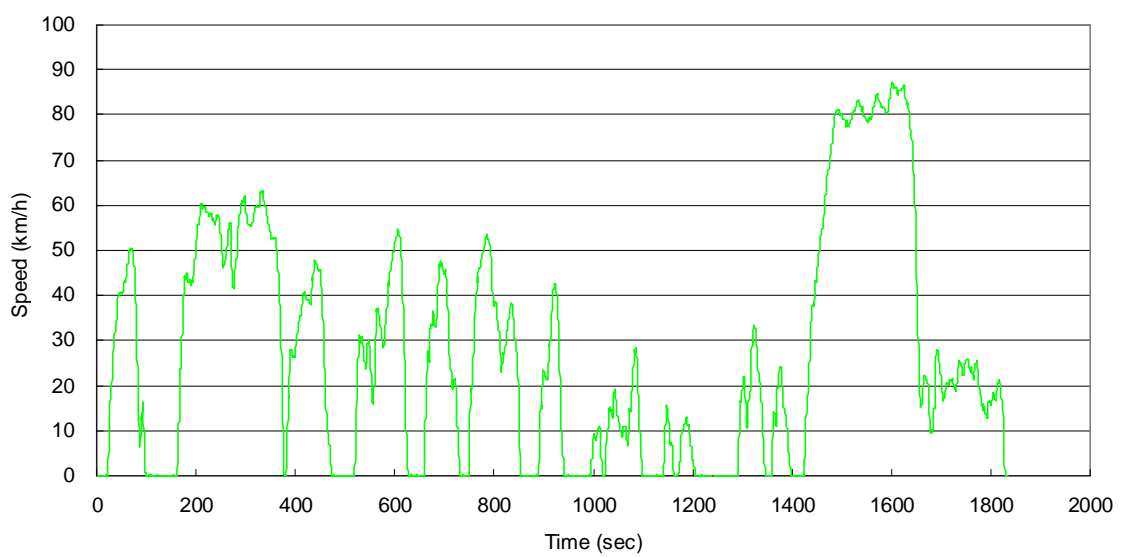
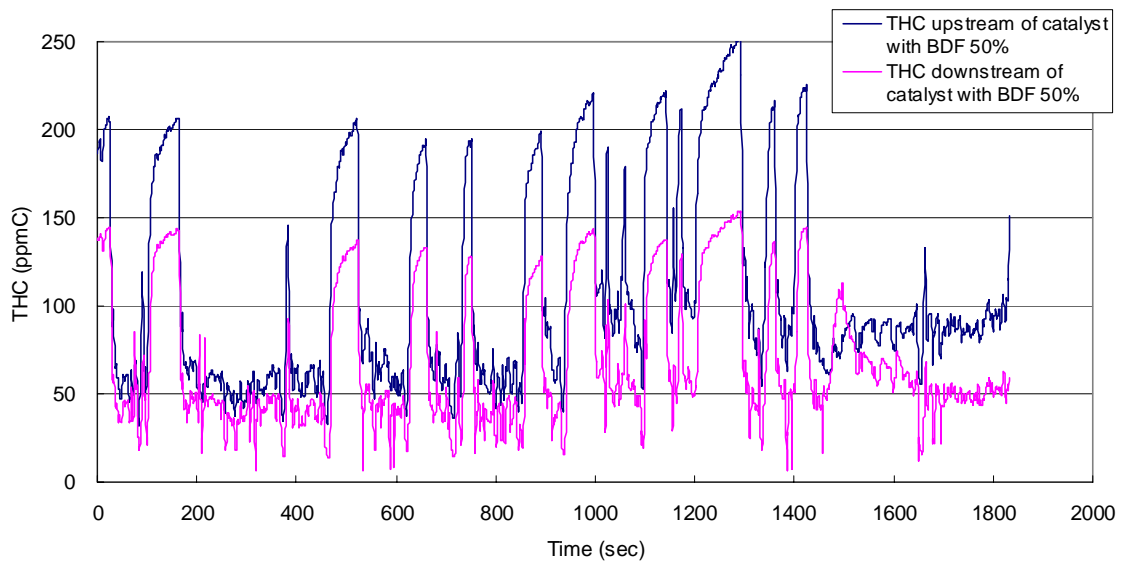
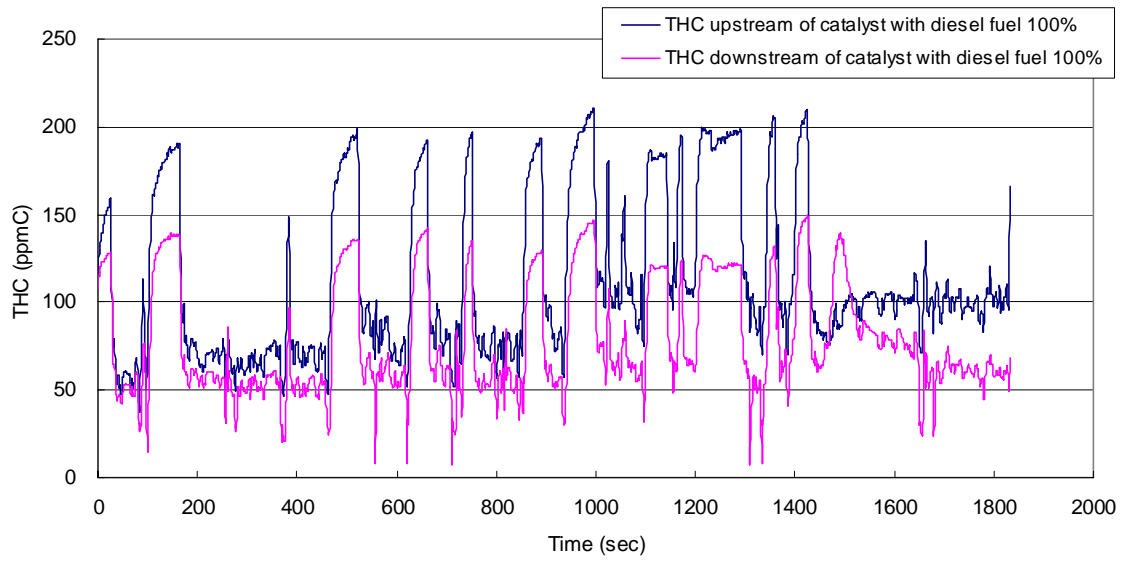


Figure 2-2-3 Instantaneous THC emissions (JE05 hot start mode: weak-oxidation catalyst)
Vehicle B

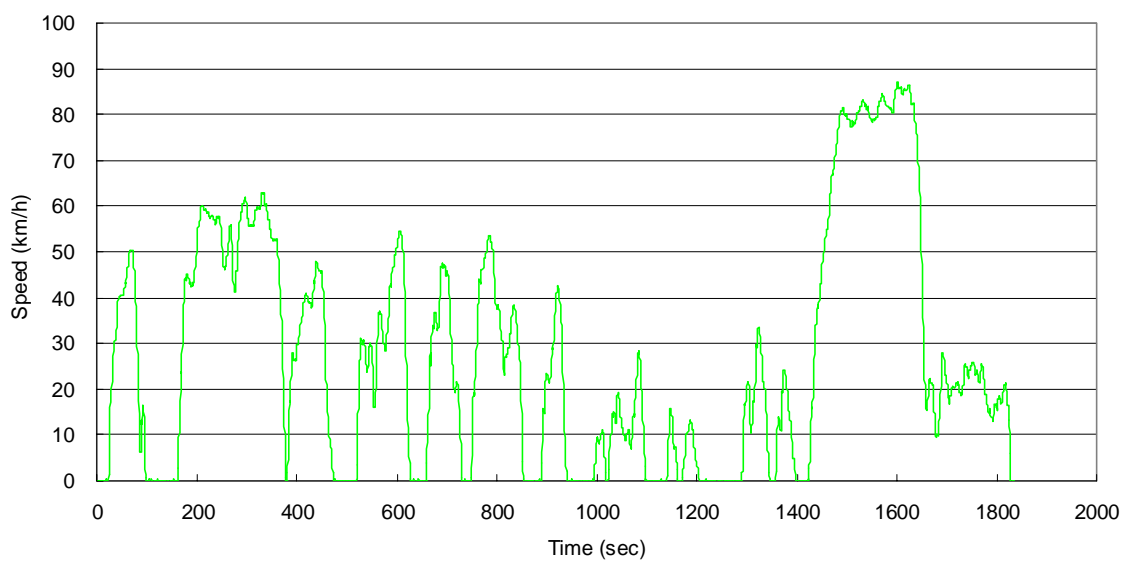
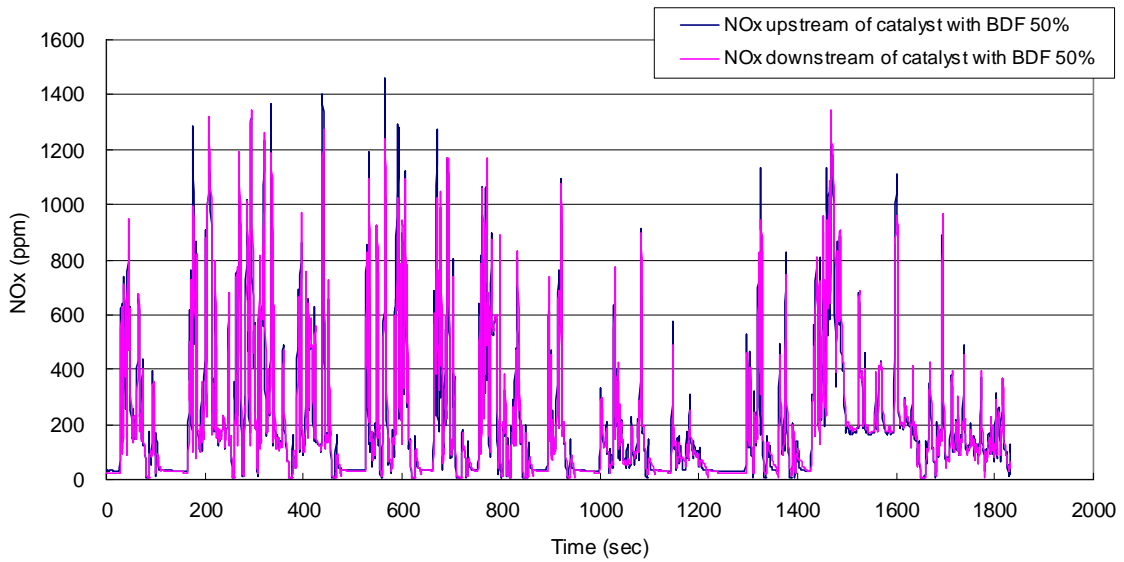
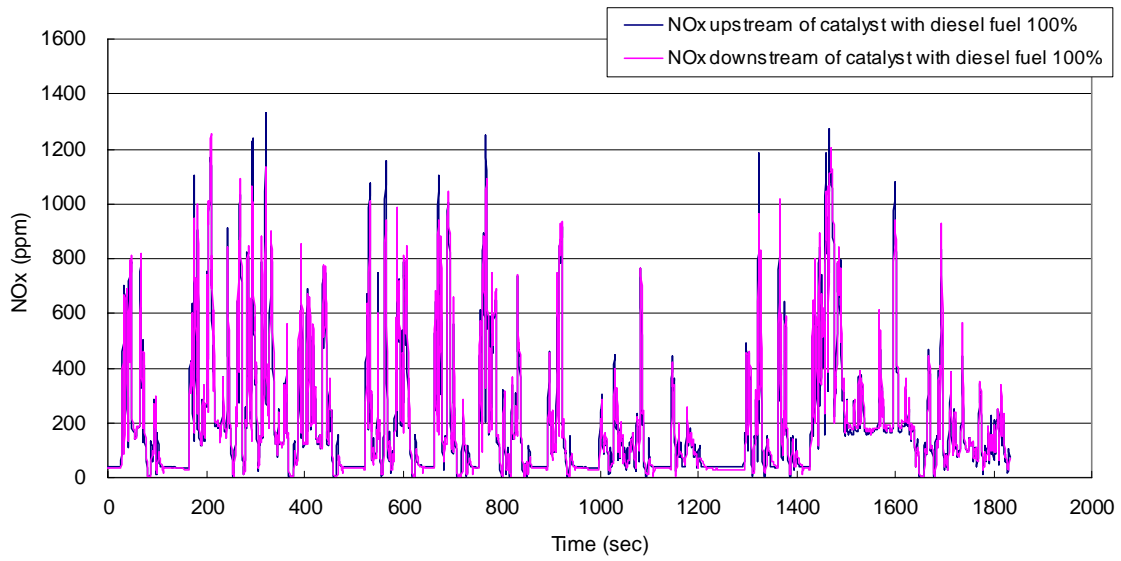


Figure 2-2-4 Instantaneous NOx emissions (JE05 hot start mode: weak-oxidation catalyst)
 Vehicle B

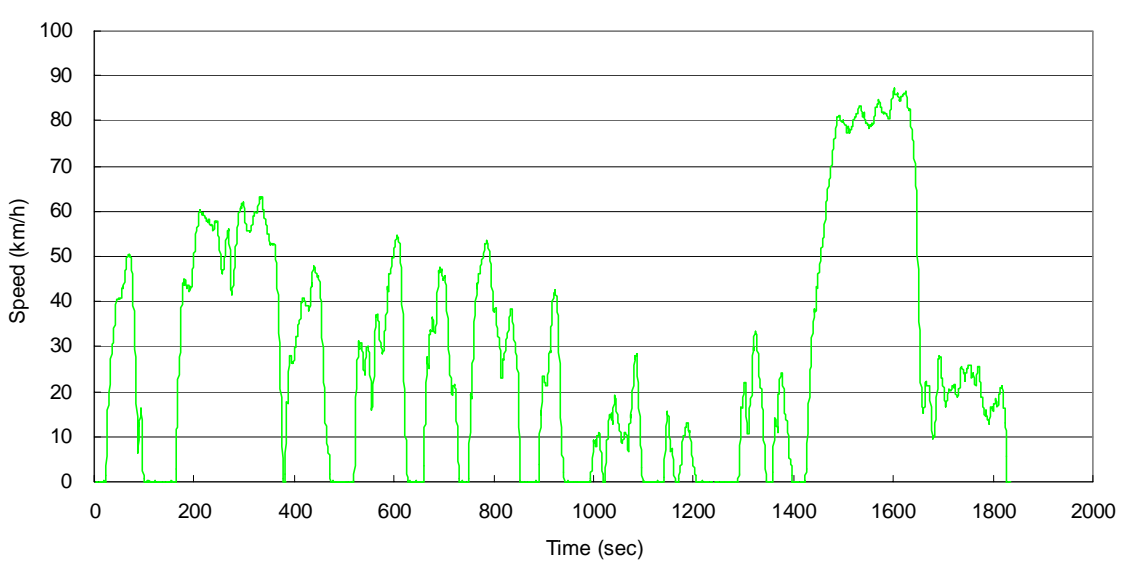
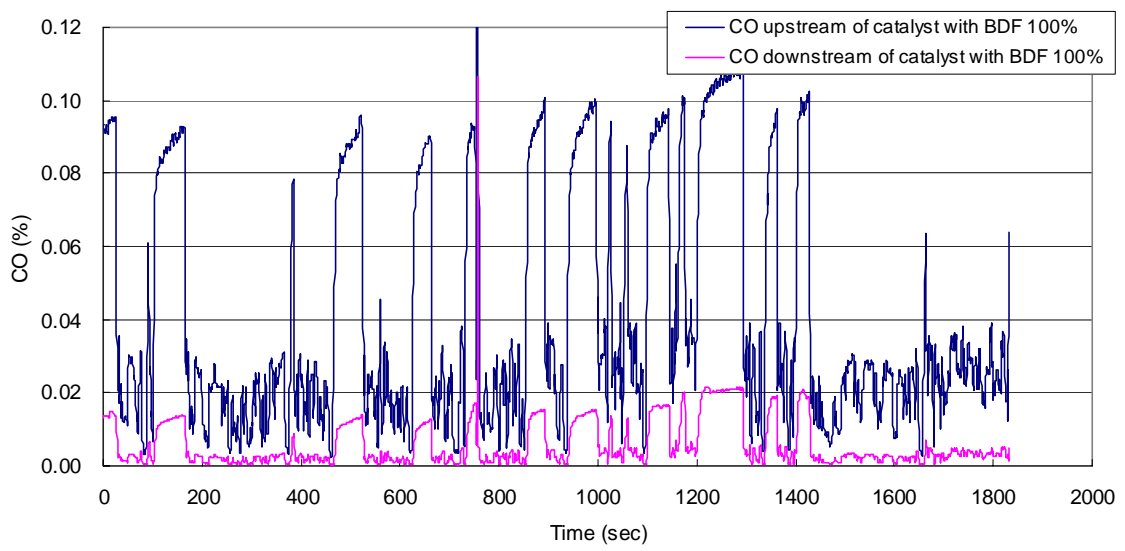
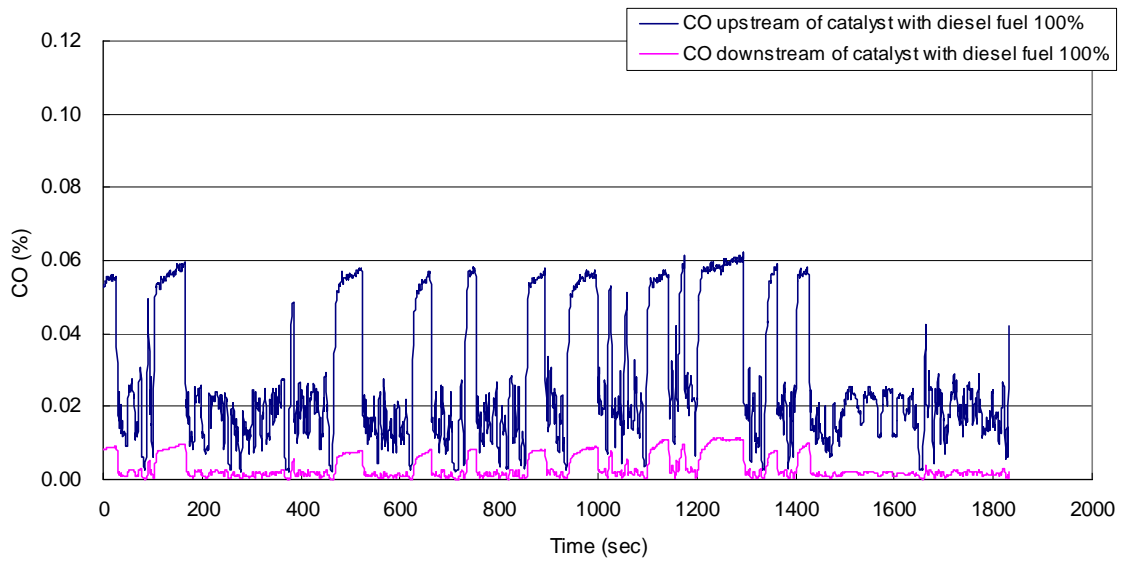


Figure 2-2-5 Instantaneous CO emissions (JE05 hot start mode: strong-oxidation catalyst) Vehicle B

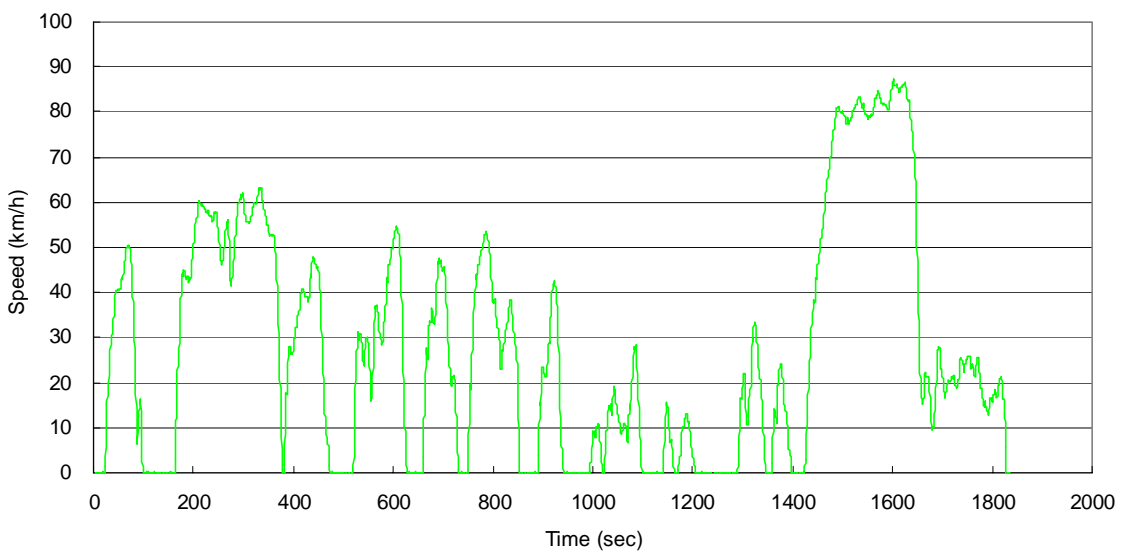
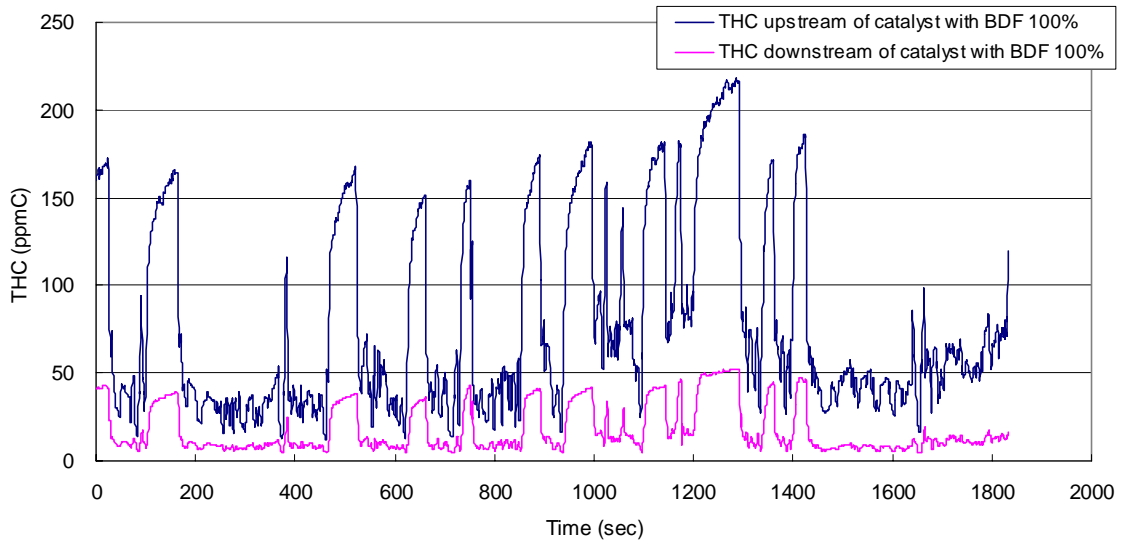
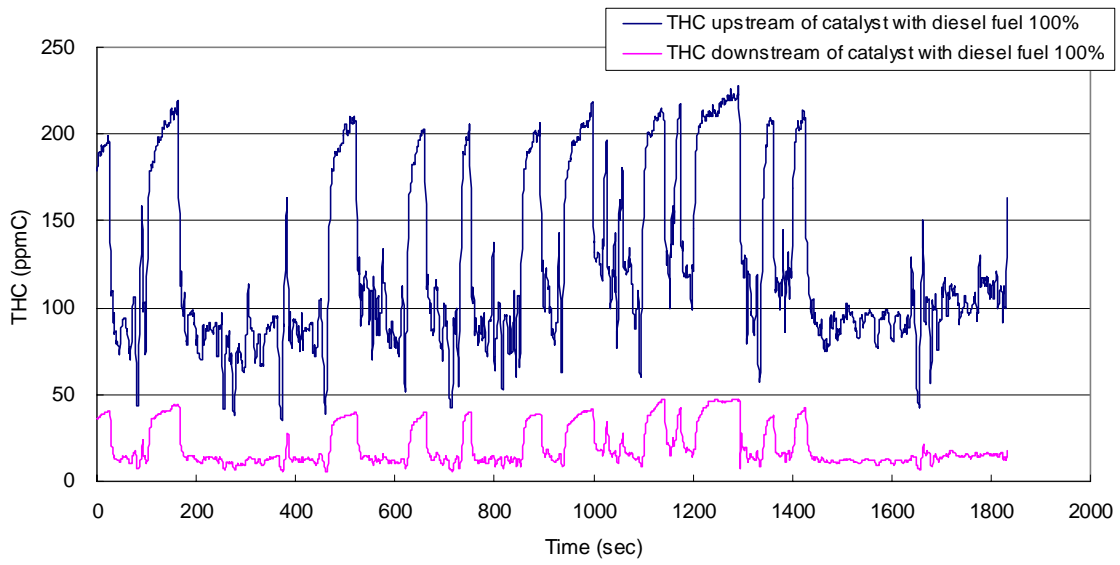


Figure 2-2-6 Instantaneous THC emissions (JE05 hot start mode: strong-oxidation catalyst)
Vehicle B