

Figure 2-2-7 Instantaneous NOx emissions (JE05 hot start mode: strong-oxidation catalyst)
Vehicle B

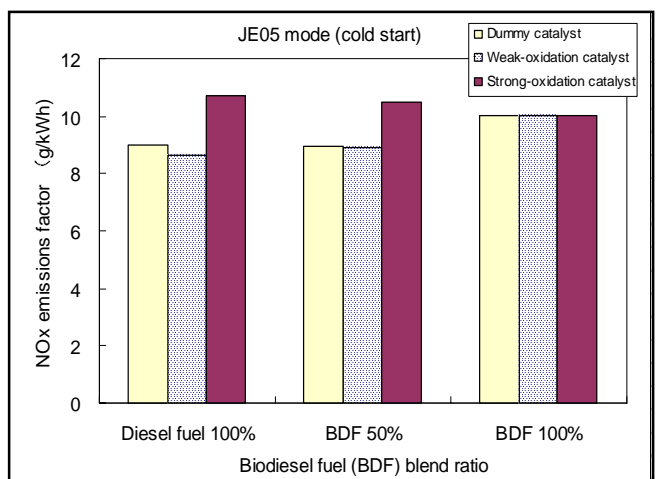
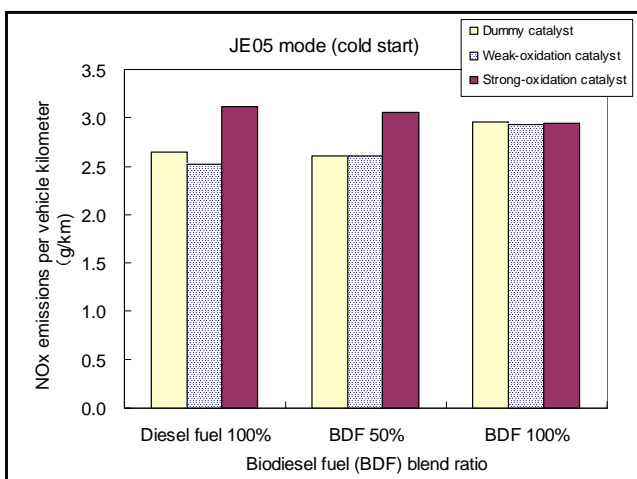
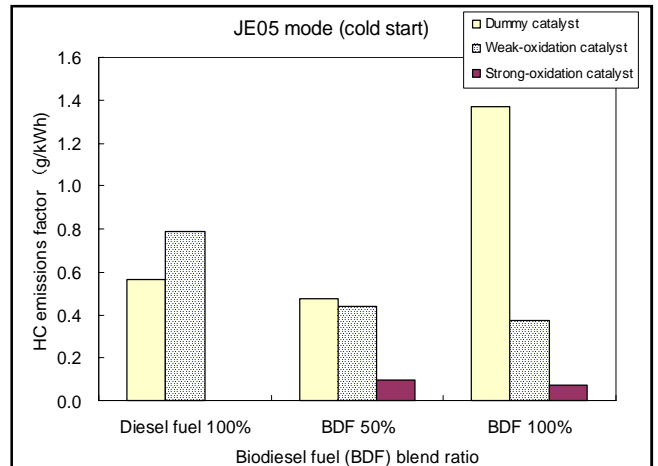
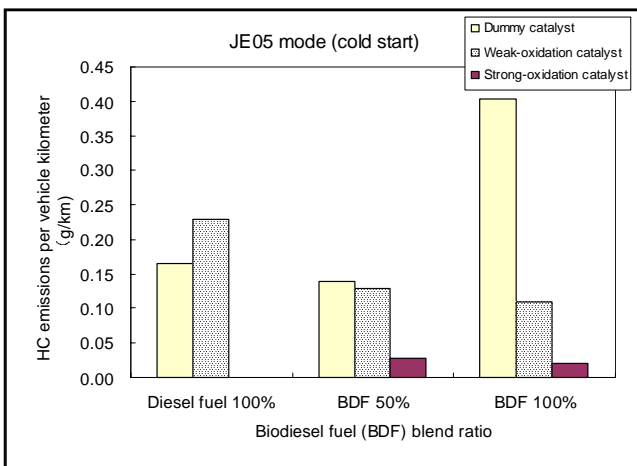
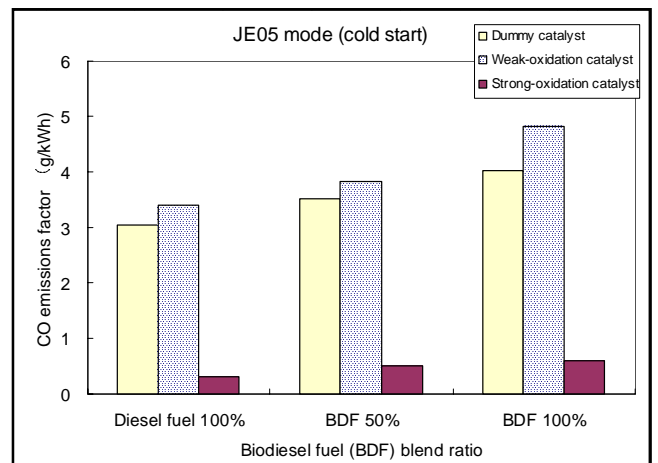
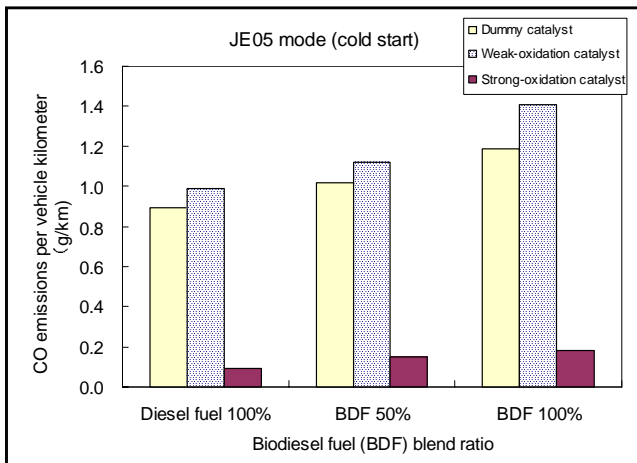


Figure 2-2-8 Interrelationship between BDF blend ratio and emitted CO, HC and NOx (JE05 cold start mode) Vehicle B

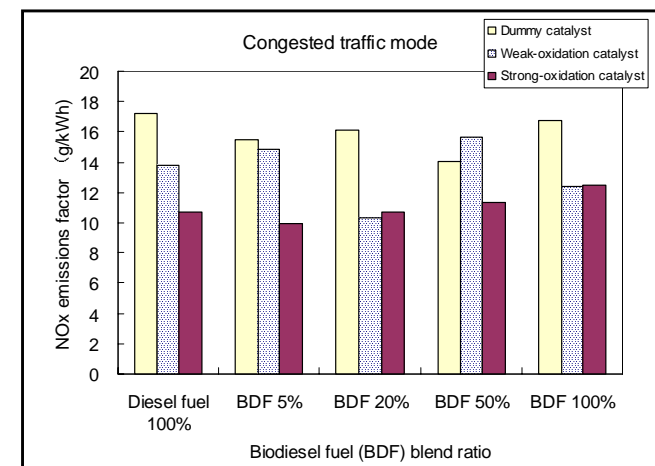
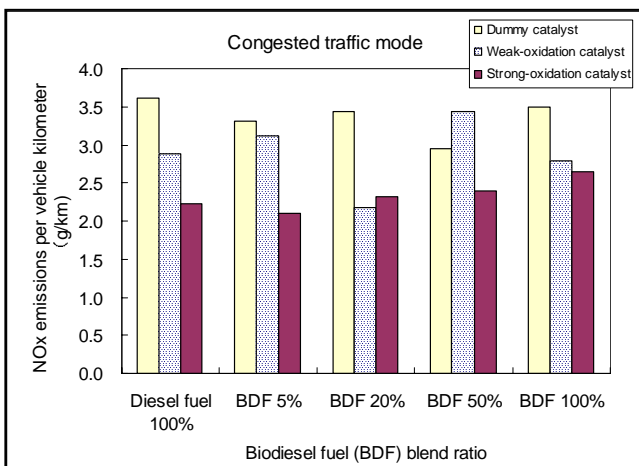
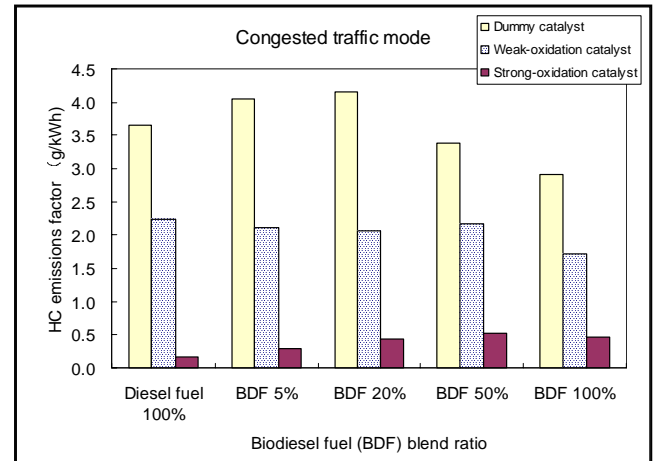
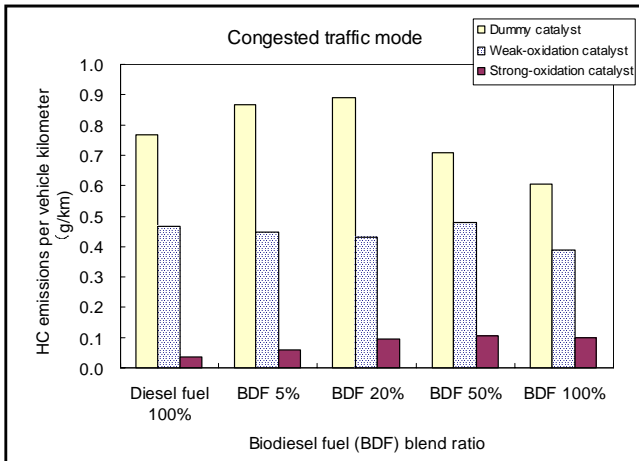
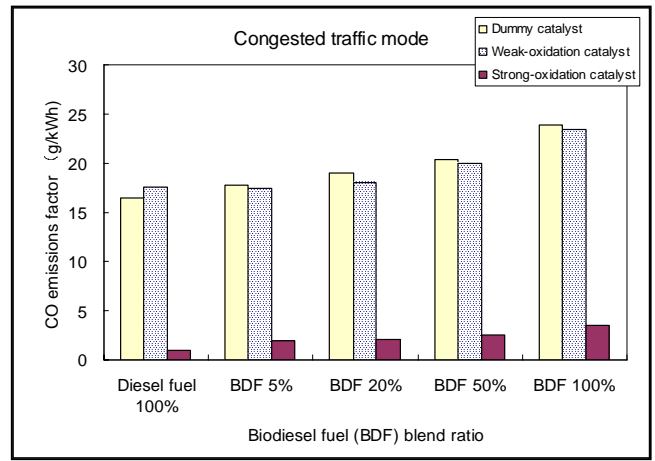
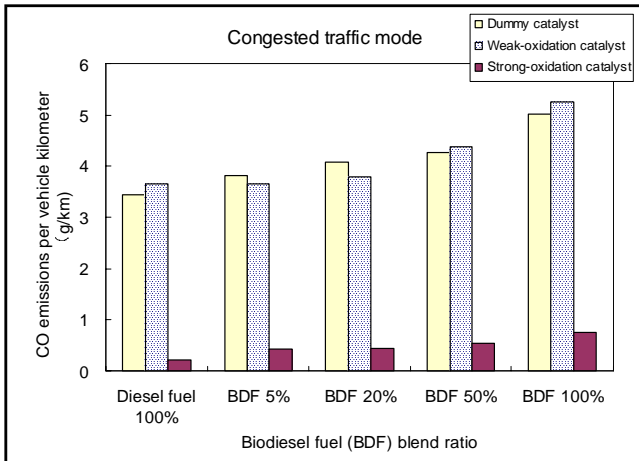


Figure 2-2-9 Interrelationship between BDF blend ratio and emitted CO, HC and NOx (congested traffic mode)
Vehicle B

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

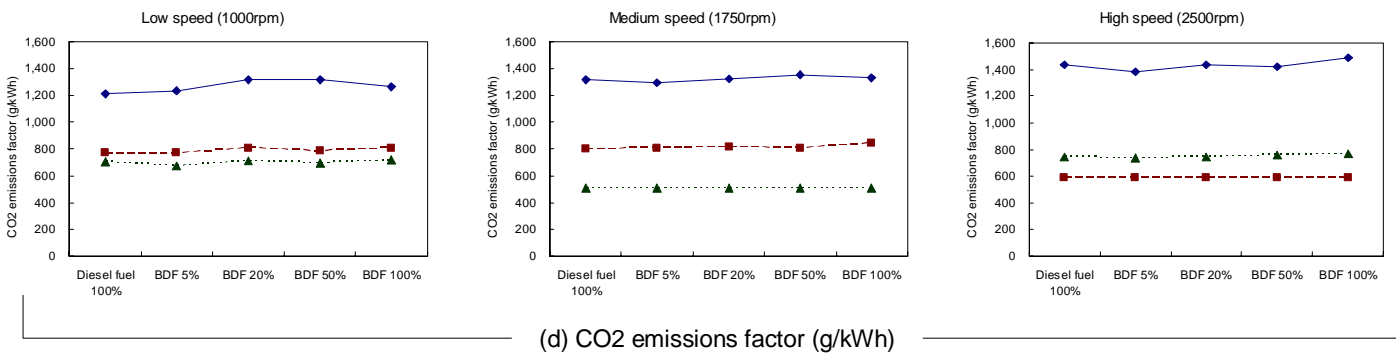
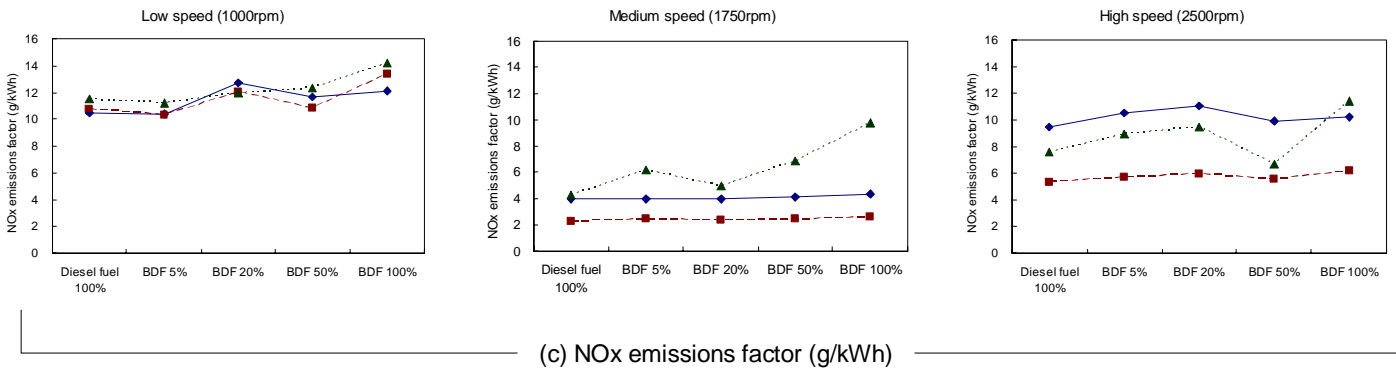
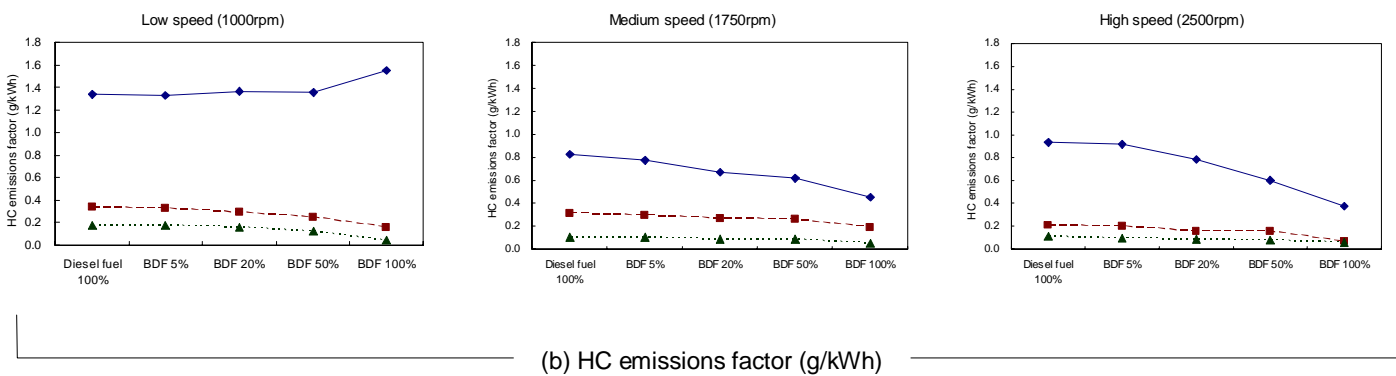
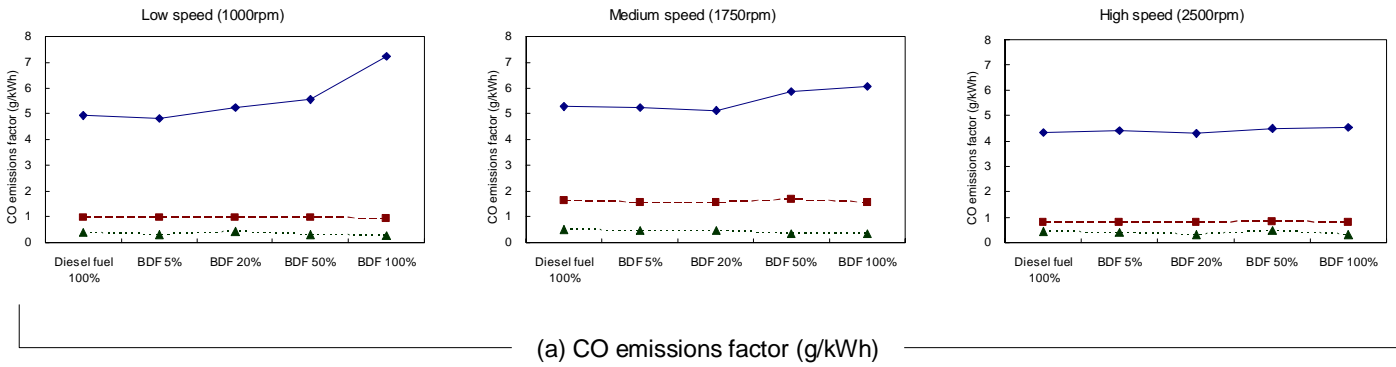
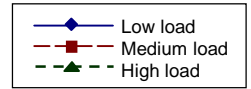
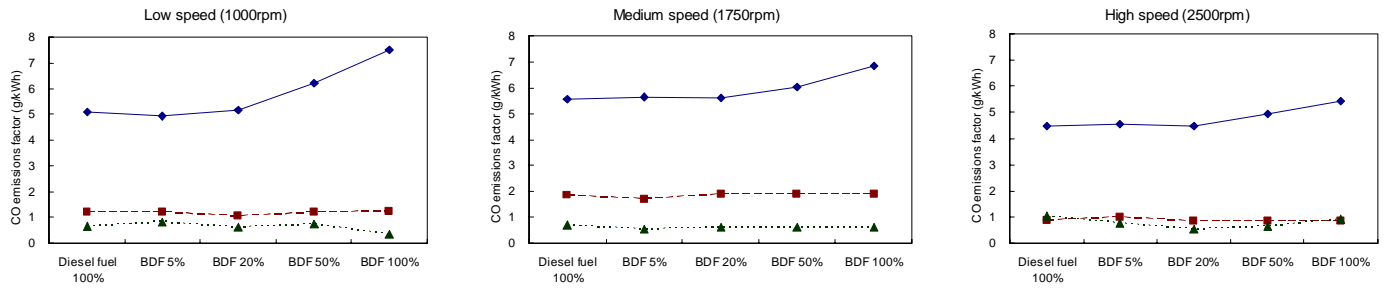
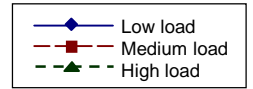
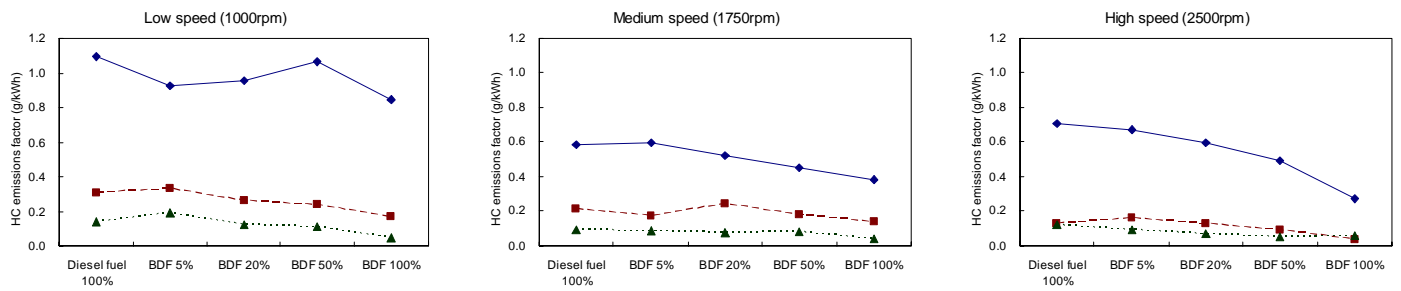


Figure 2-2-10 Interrelationship between BDF blend ratio and emissions factor of emitted CO, HC, NOx and CO2 (steady state mode: dummy catalyst) Vehicle B

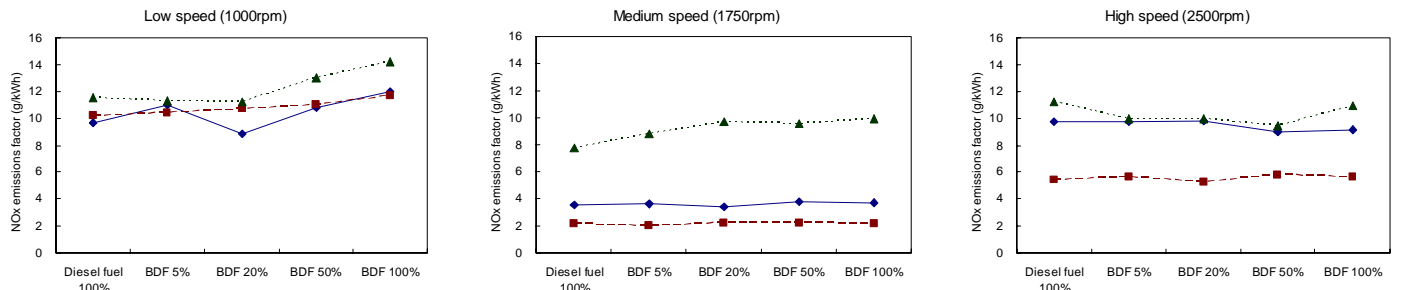
Note: 5%, 20%, 50%, and 100% are the proportions of biodiesel fuel (BDF) in the blend



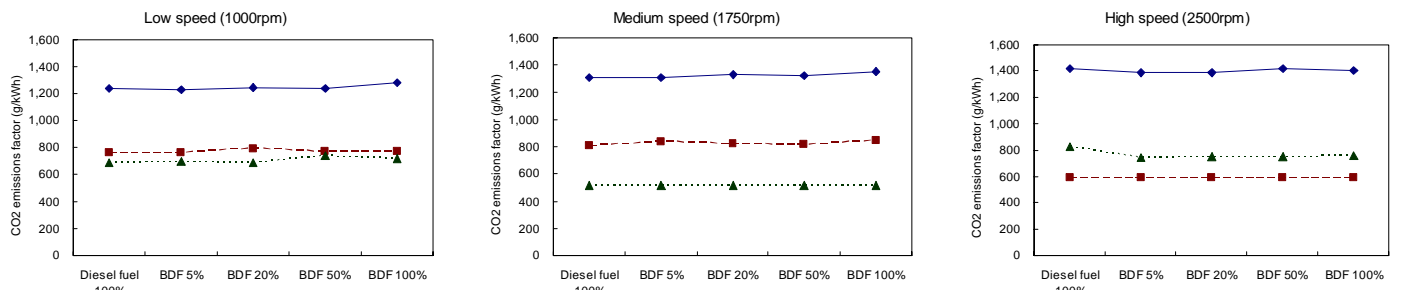
(a) CO emissions factor (g/kWh)



(b) HC emissions factor (g/kWh)



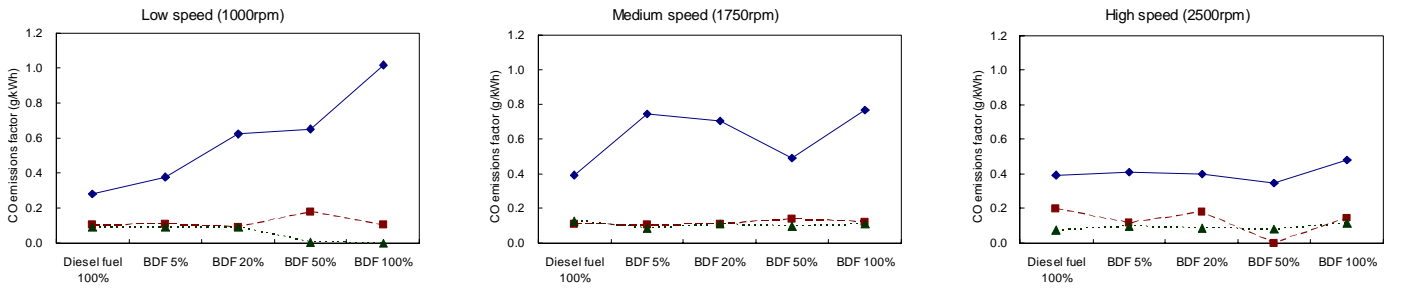
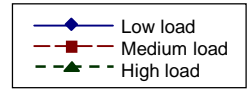
(c) NOx emissions factor (g/kWh)



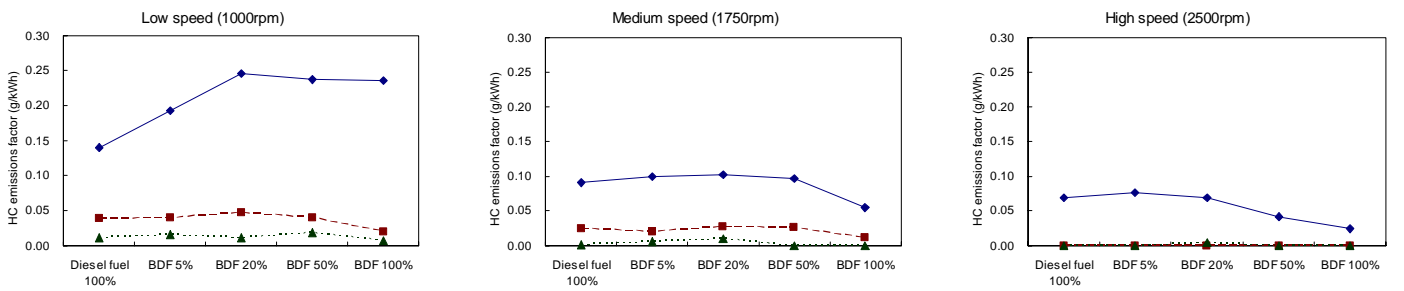
(d) CO2 emissions factor (g/kWh)

Figure 2-2-11 Interrelationship between BDF blend ratio and emissions factor of emitted CO, HC, NOx and CO2 (steady state mode: weak-oxidation catalyst)
Vehicle B

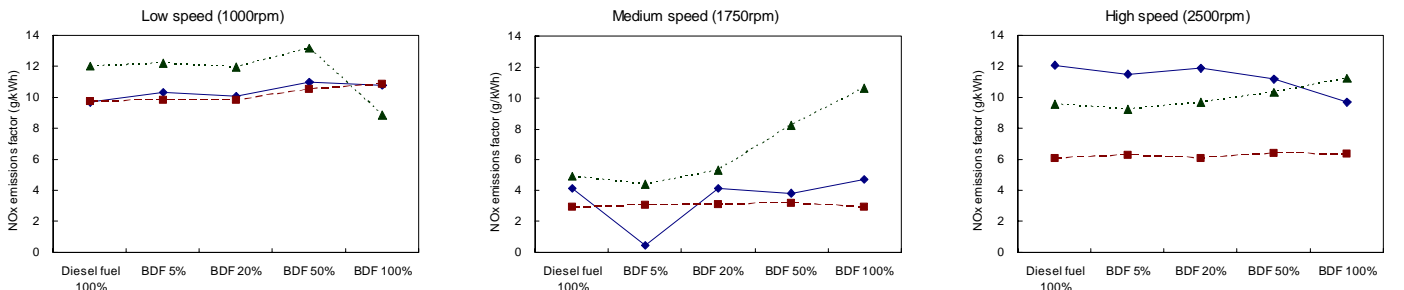
Note: 5%, 20%, 50%, and 100% are the proportions of biodiesel fuel (BDF) in the blend



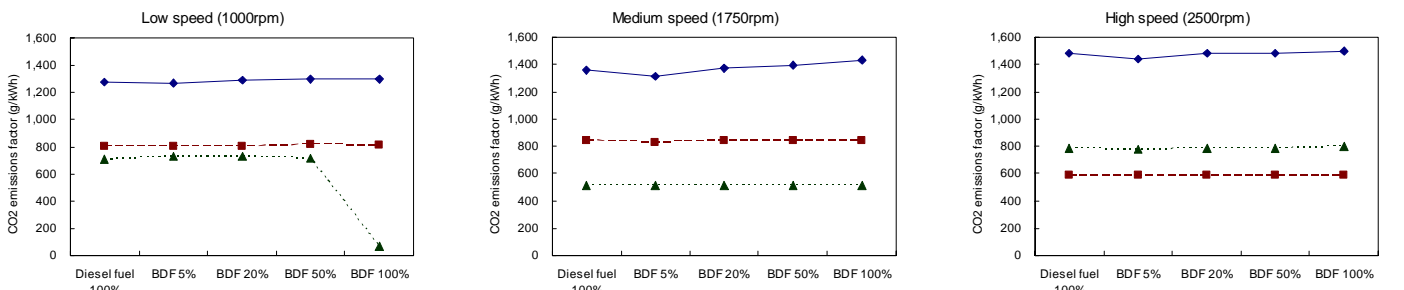
(a) CO emissions factor (g/kWh)



(b) HC emissions factor (g/kWh)



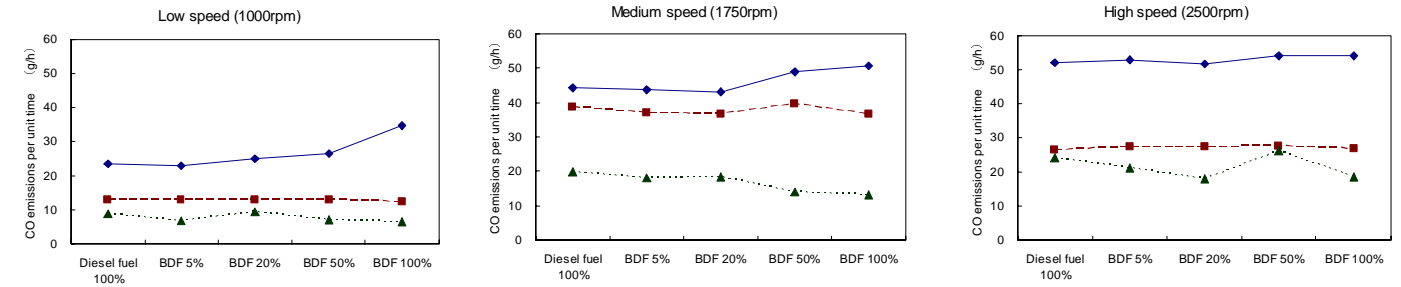
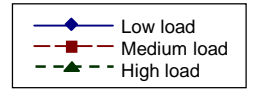
(c) NOx emissions factor (g/kWh)



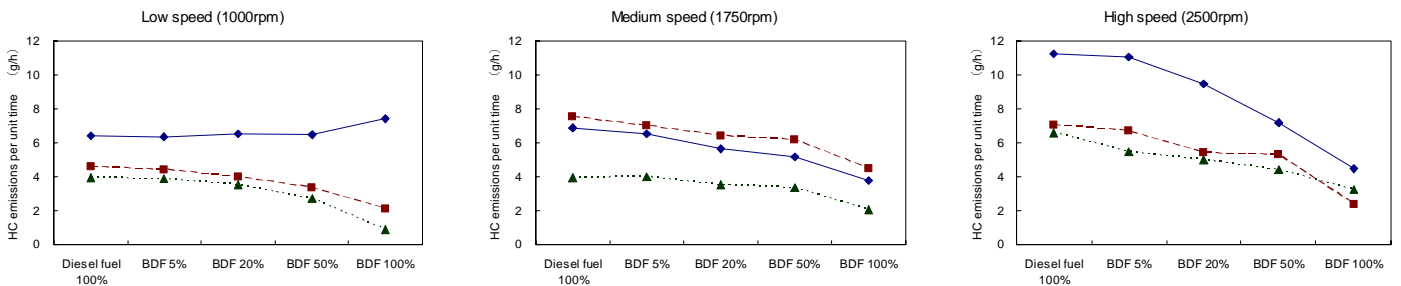
(d) CO2 emissions factor (g/kWh)

Figure 2-2-12 Interrelationship between BDF blend ratio and emissions factor of emitted CO, HC, NOx and CO2 (steady state mode: strong-oxidation catalyst)
Vehicle B

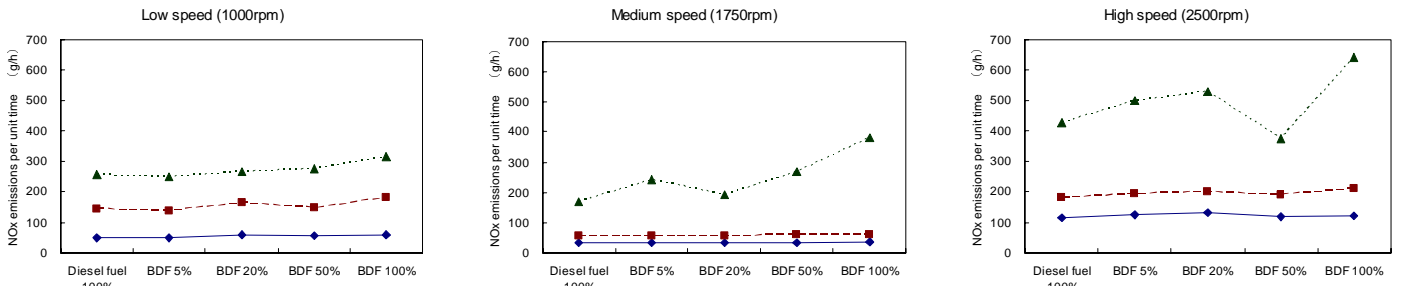
Note: 5%, 20%, 50%, and 100% are the proportions of biodiesel fuel (BDF) in the blend



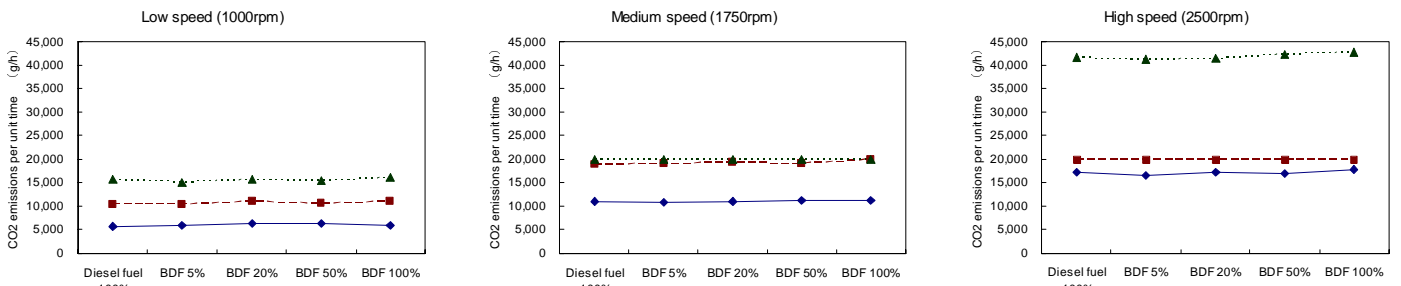
(a) CO emissions per unit time (g/h)



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



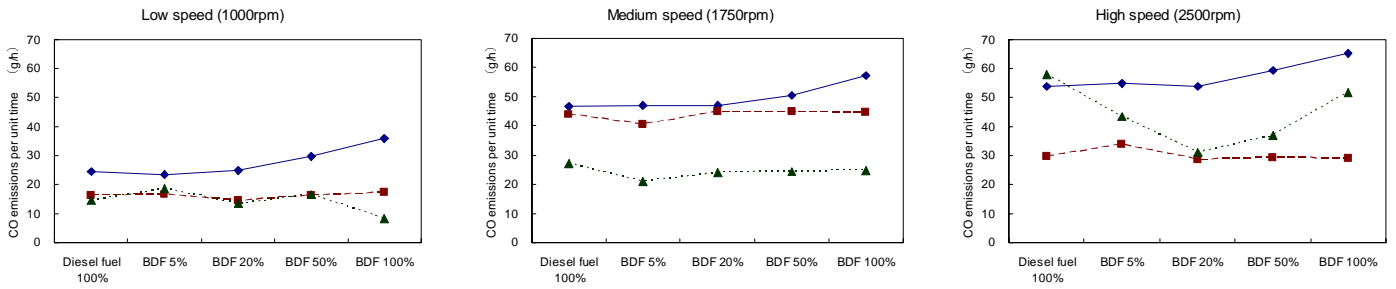
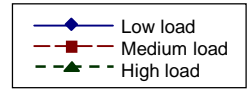
(c) NOx emissions per unit time (g/h)



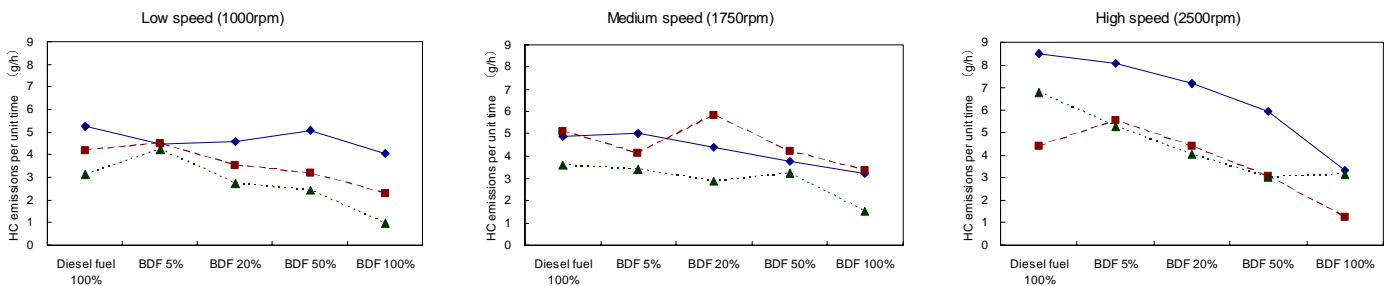
(d) CO2 emissions per unit time (g/h)

Figure 2-2-13 Interrelationship between BDF blend ratio and emissions per unit time of emitted CO, HC, NOx and CO2 (steady state mode: dummy catalyst) Vehicle B

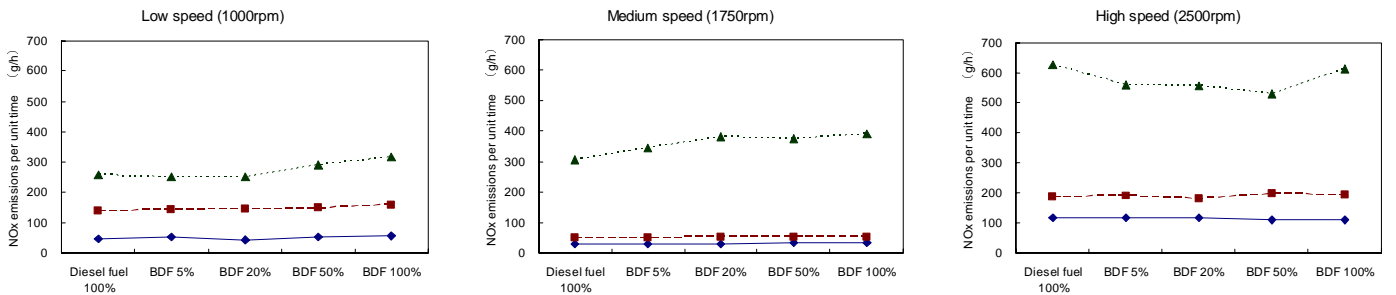
Note: 5%, 20%, 50%, and 100% are the proportions of biodiesel fuel (BDF) in the blend



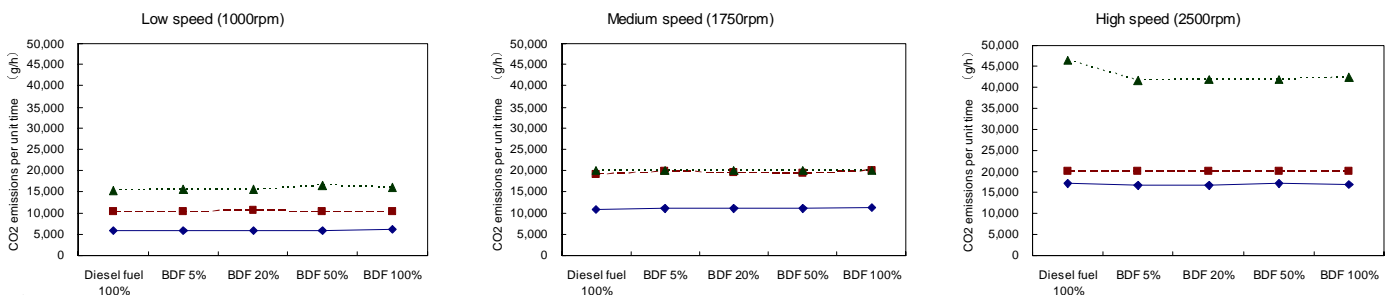
(a) CO emissions per unit time (g/h)



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



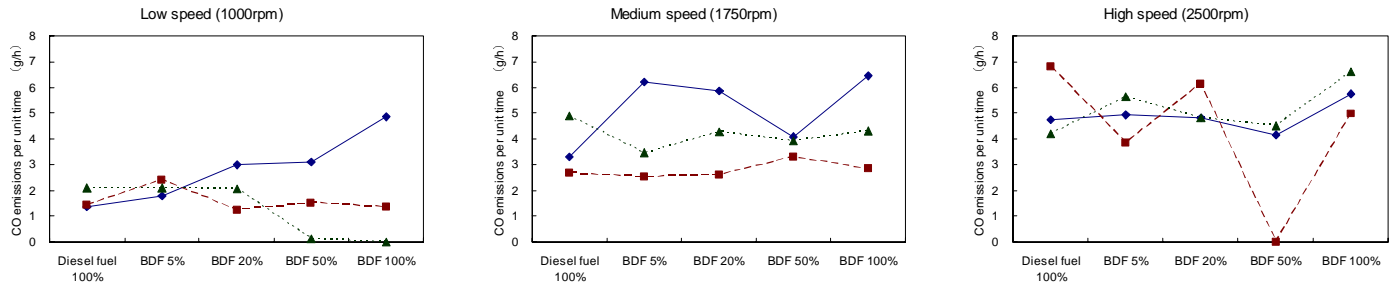
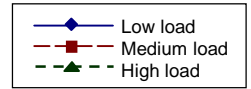
(c) NOx emissions per unit time (g/h)



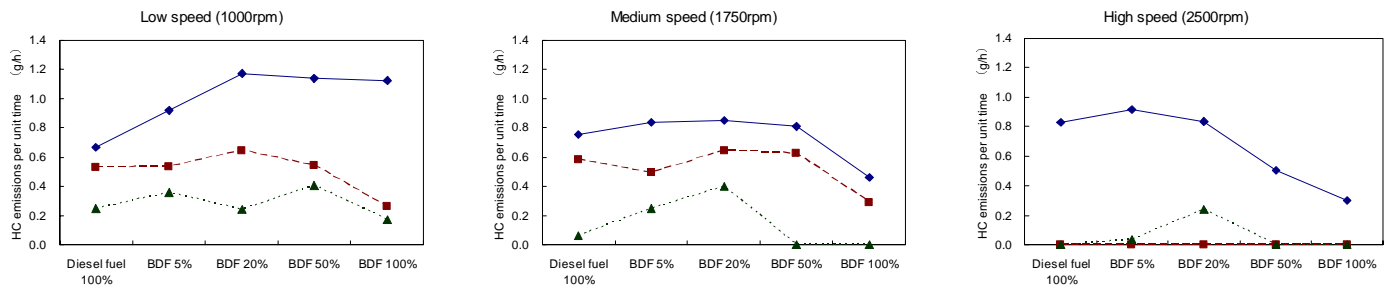
(d) CO2 emissions per unit time (g/h)

Figure 2-2-14 Interrelationship between BDF blend ratio and emissions per unit time of emitted CO, HC, NOx and CO2 (steady state mode: weak-oxidation catalyst)
Vehicle B

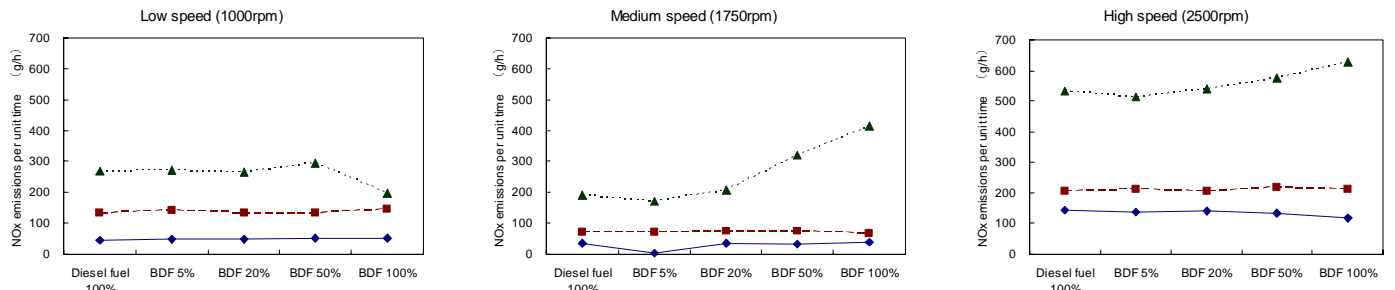
Note: 5%, 20%, 50%, and 100% are the proportions of biodiesel fuel (BDF) in the blend



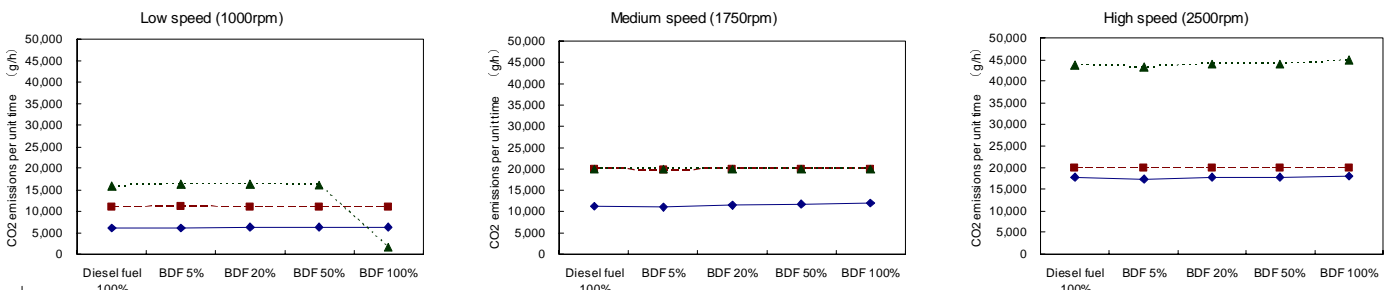
(a) CO emissions per unit time (g/h)



(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 2-2-15 Interrelationship between BDF blend ratio and emissions per unit time of emitted CO, HC, NOx and CO2 (steady state mode: strong-oxidation catalyst)
Vehicle B

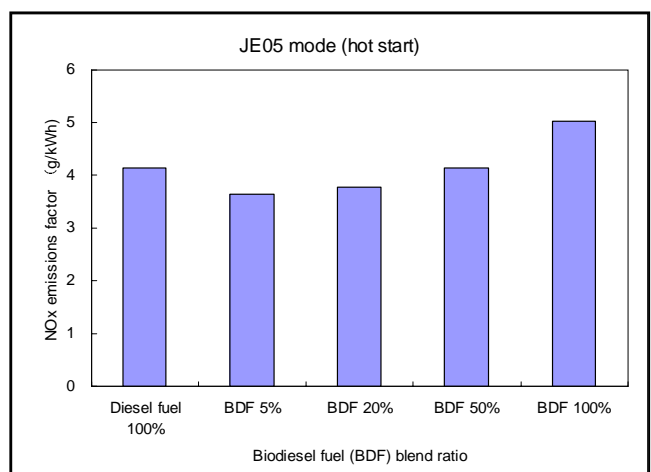
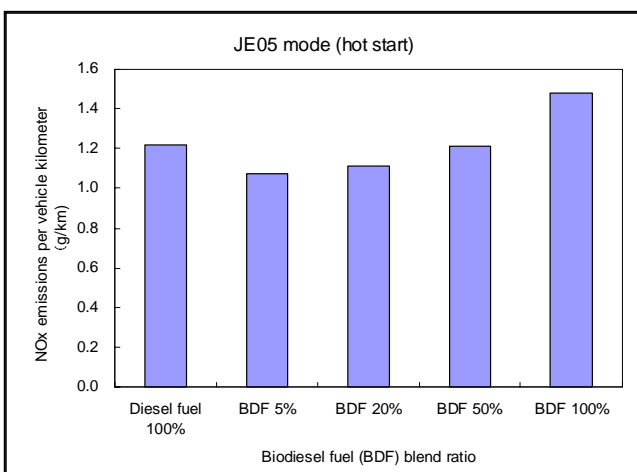
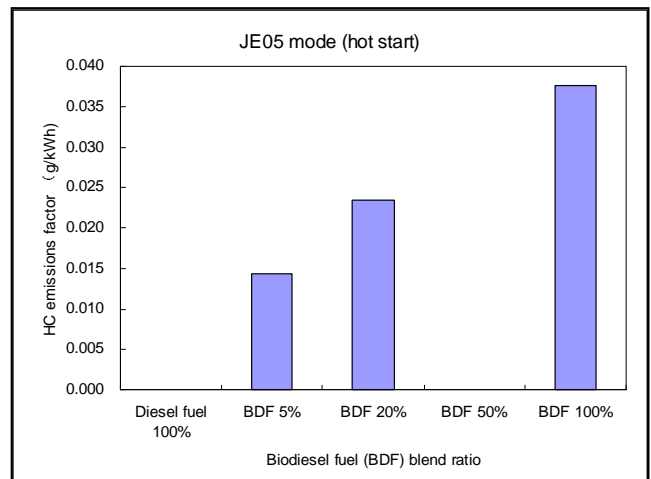
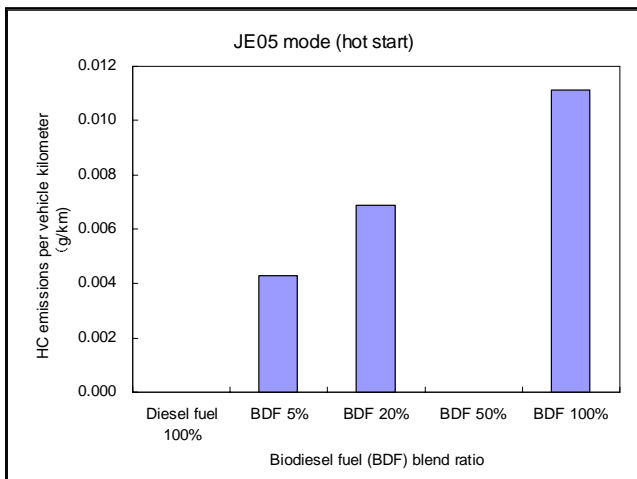
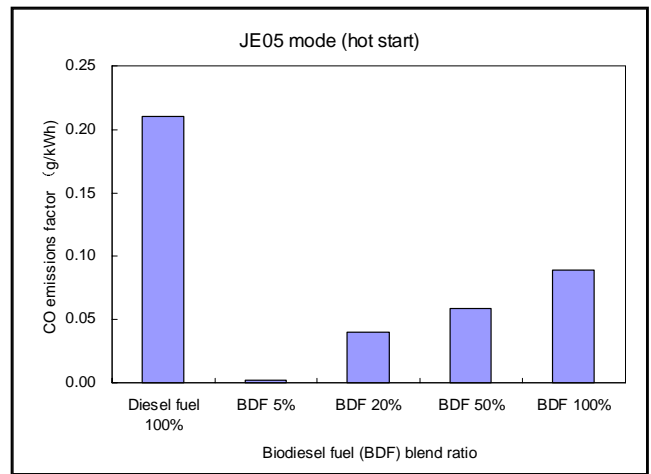
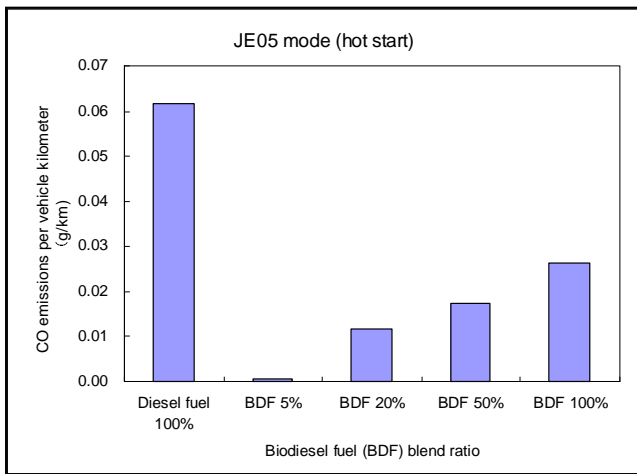


Figure 2-3-1 Interrelationship between BDF blend ratio and emitted CO, HC and NOx (JE05 hot start mode)
Vehicle C

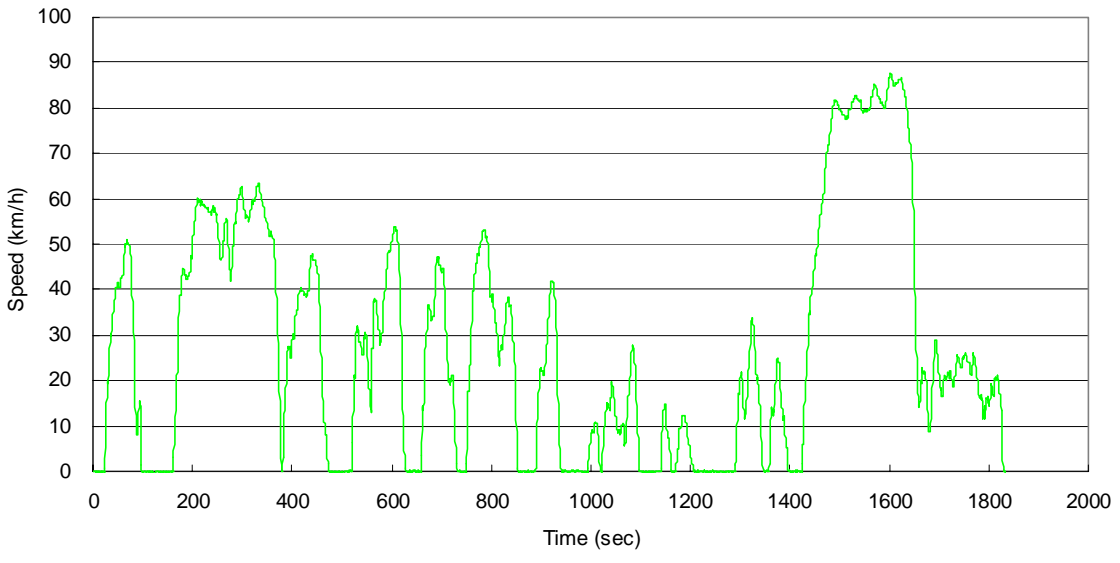
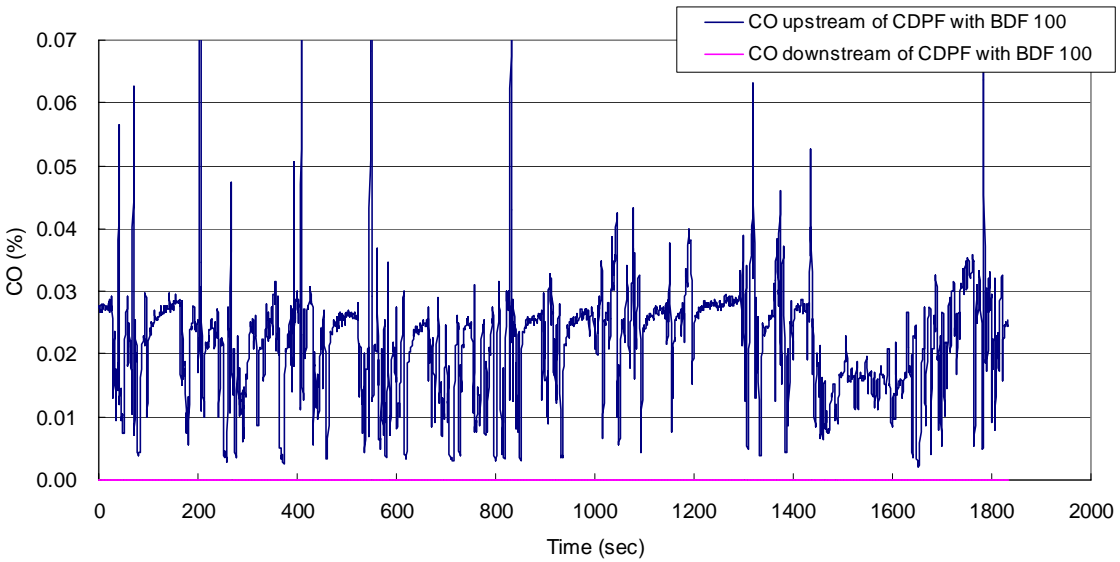
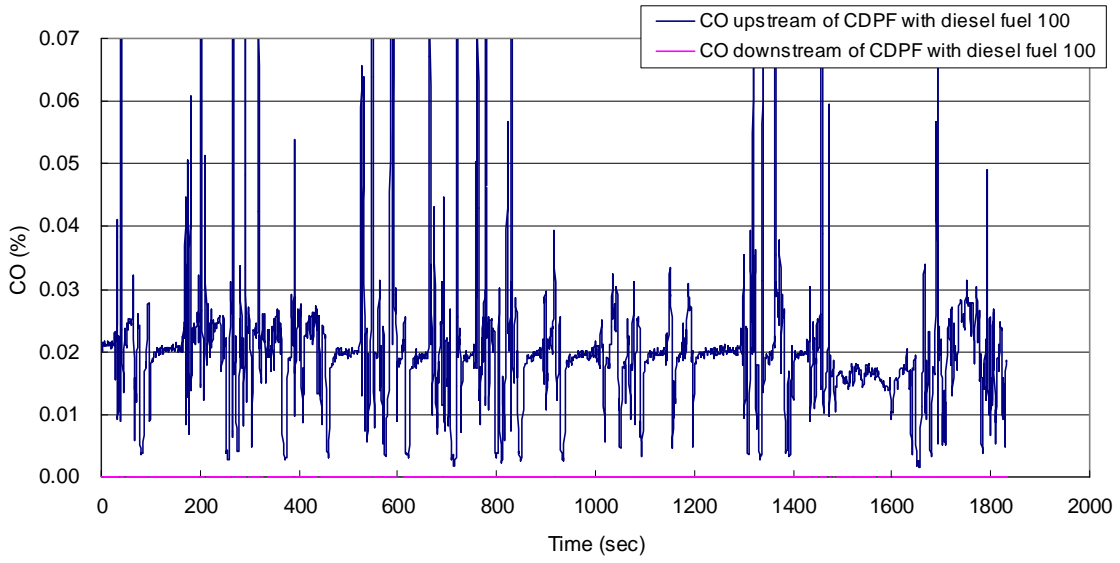


Figure 2-3-2 Instantaneous CO emissions (JE05 hot start mode)
Vehicle C

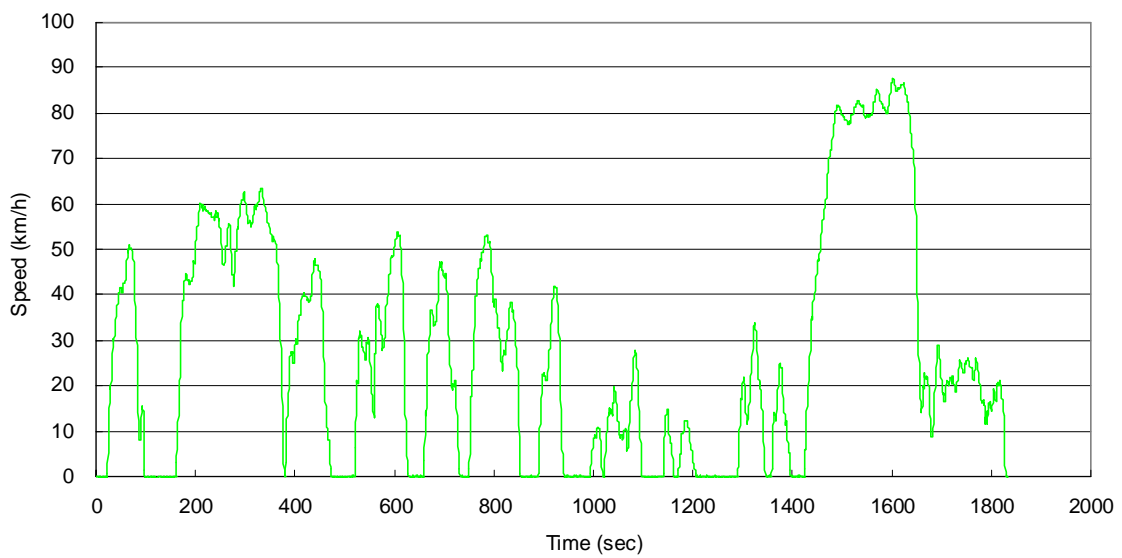
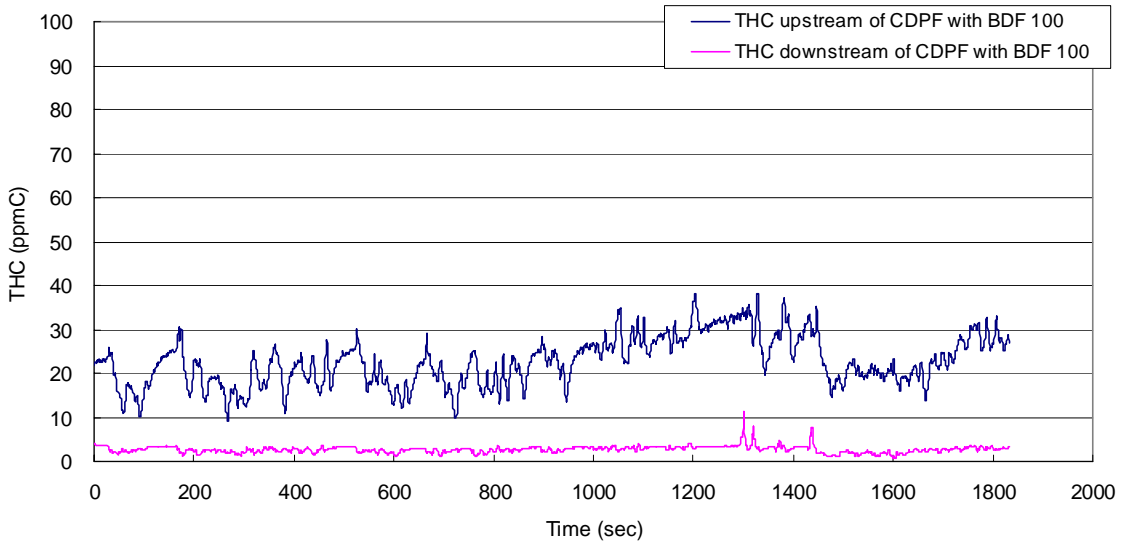
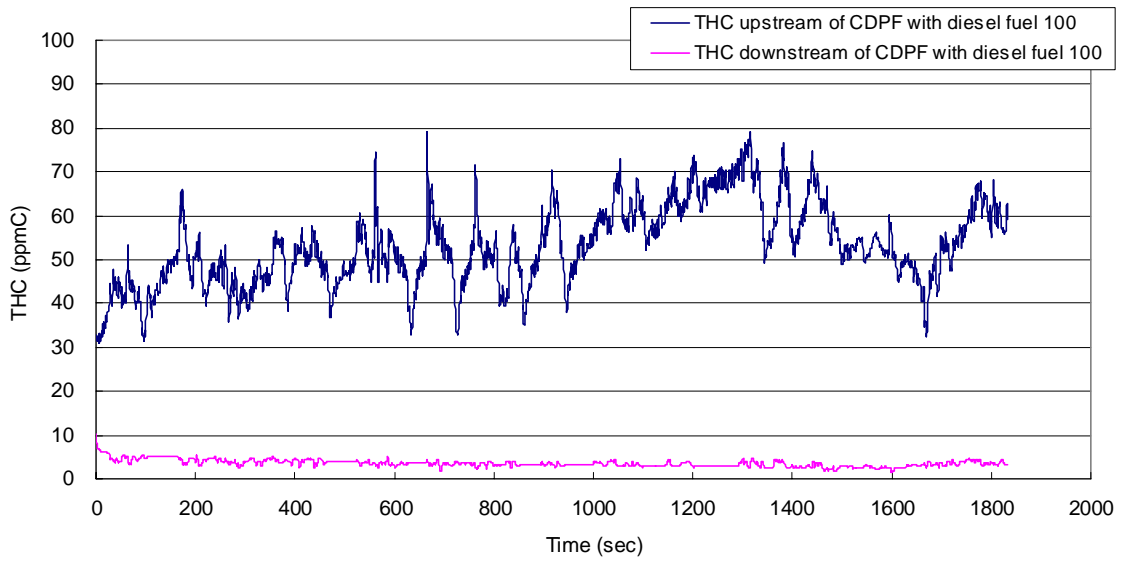


Figure 2-3-3 Instantaneous THC emissions (JE05 hot start mode)
Vehicle C

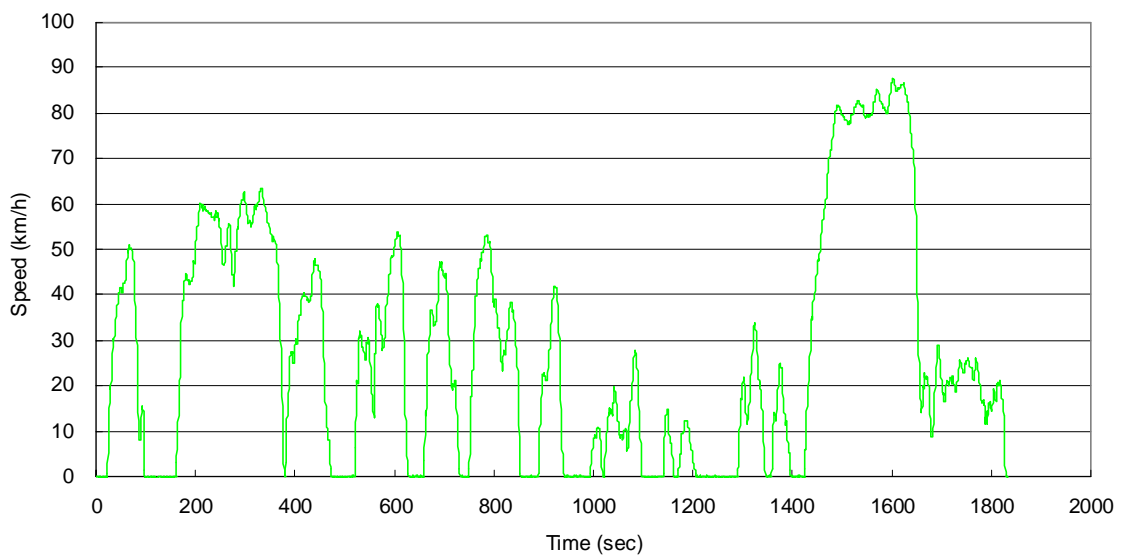
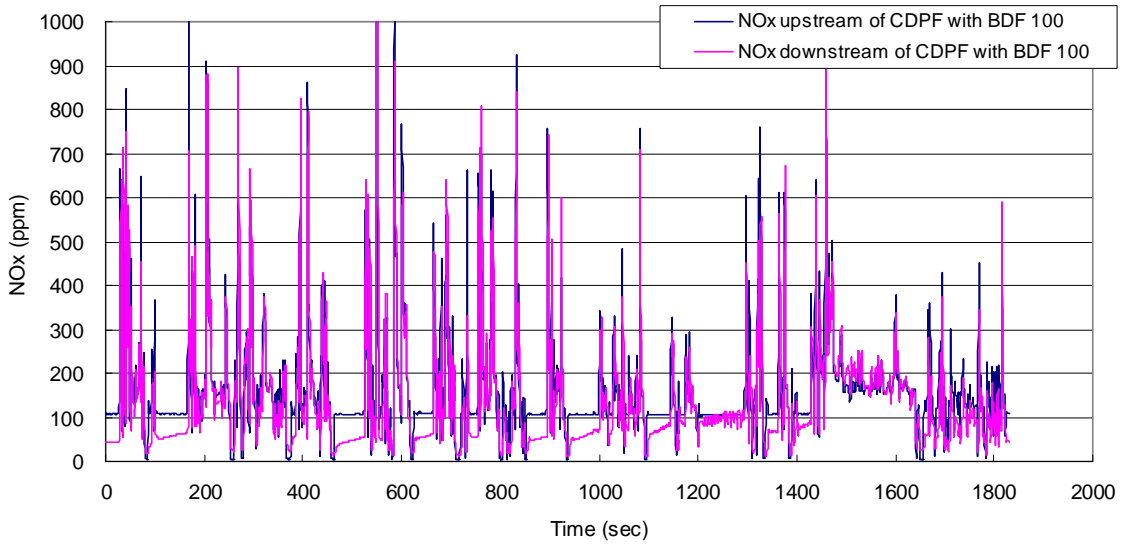
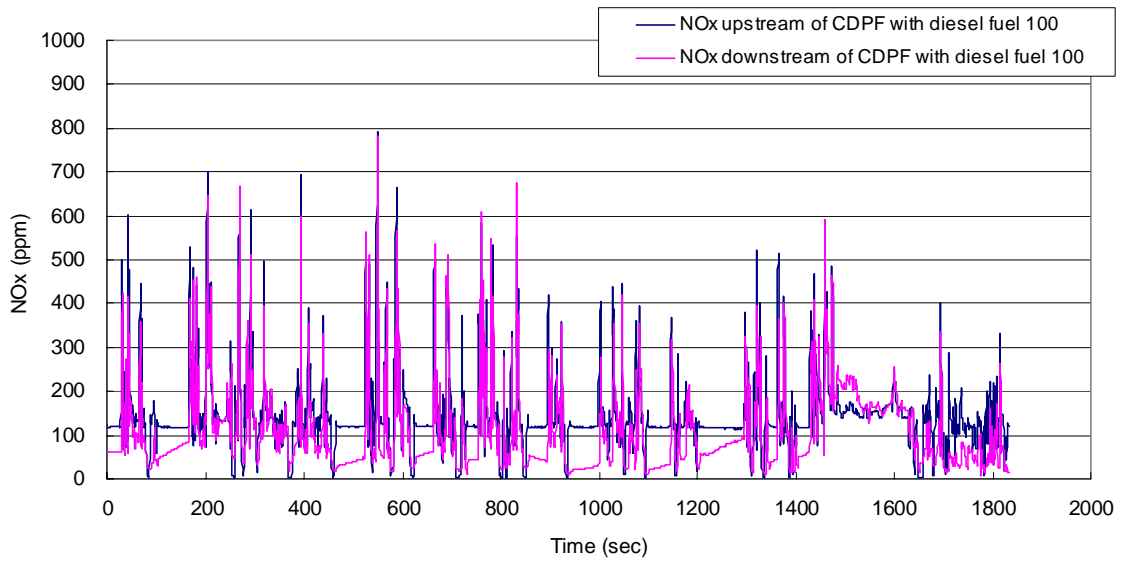


Figure 2-3-4 Instantaneous NOx emissions (JE05 hot start mode)
 Vehicle C

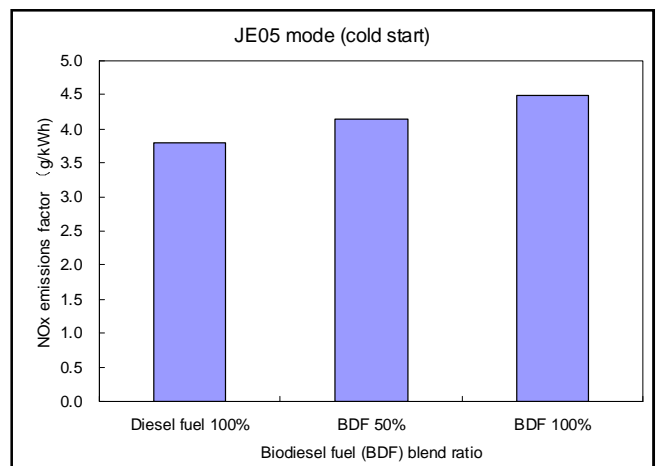
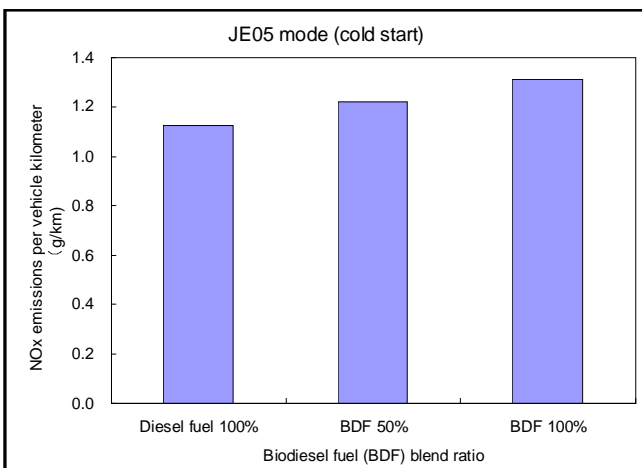
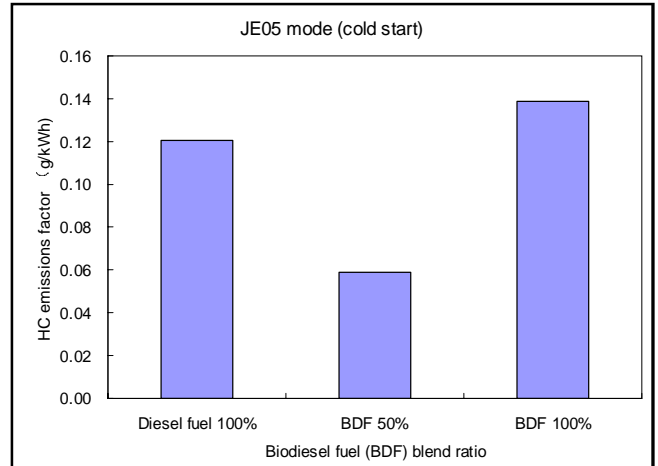
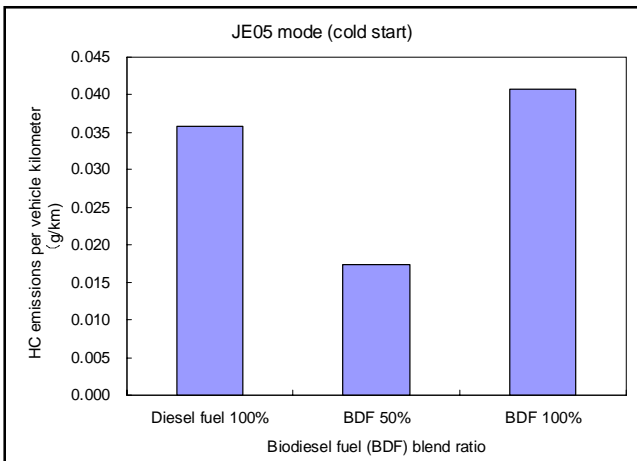
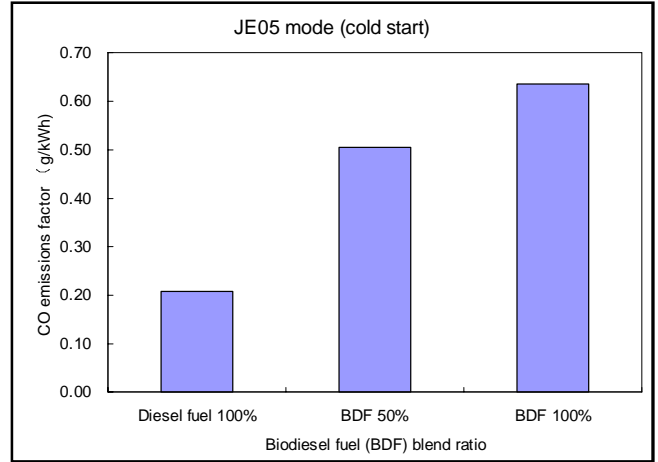
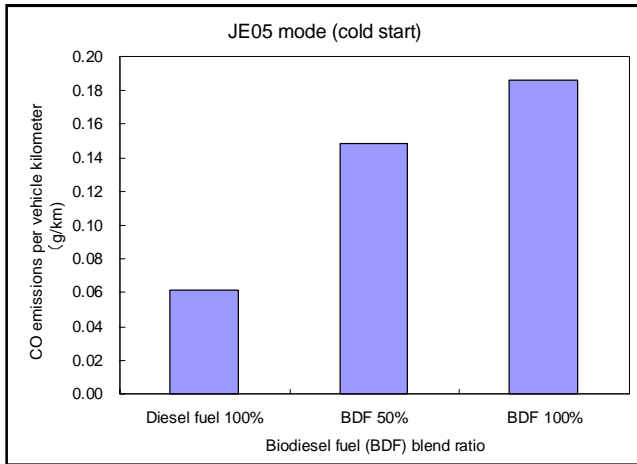


Figure 2-3-5 Interrelationship between BDF blend ratio and emitted CO, HC and NOx (JE05 cold start mode)
Vehicle C

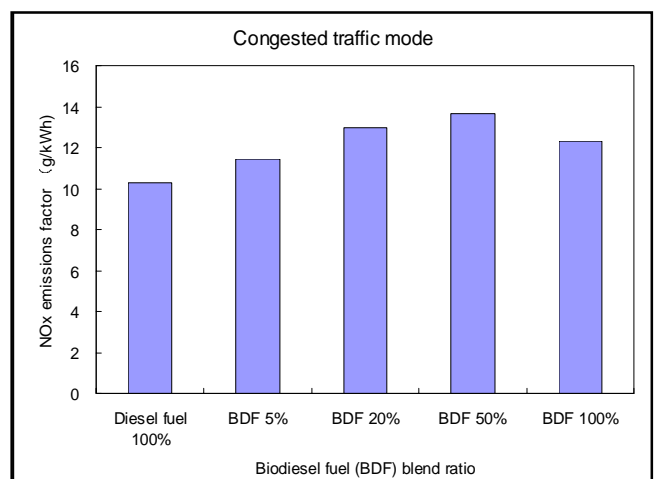
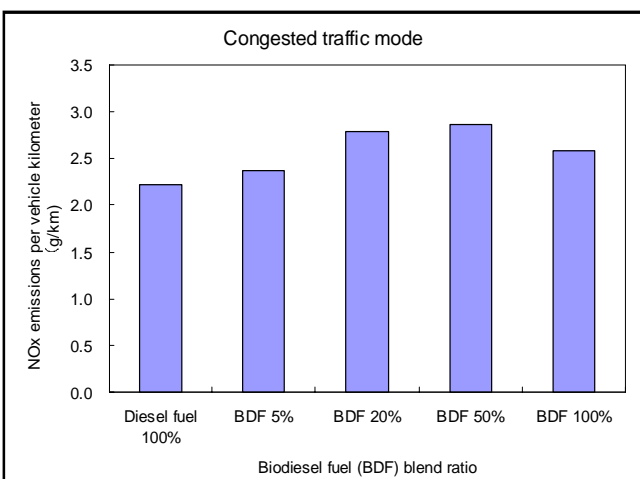
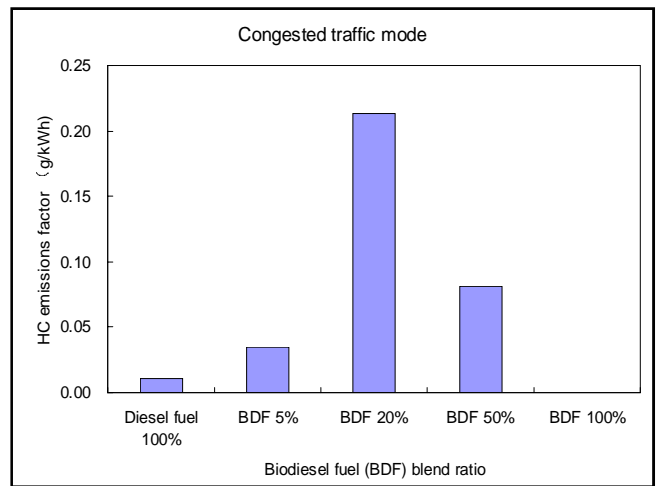
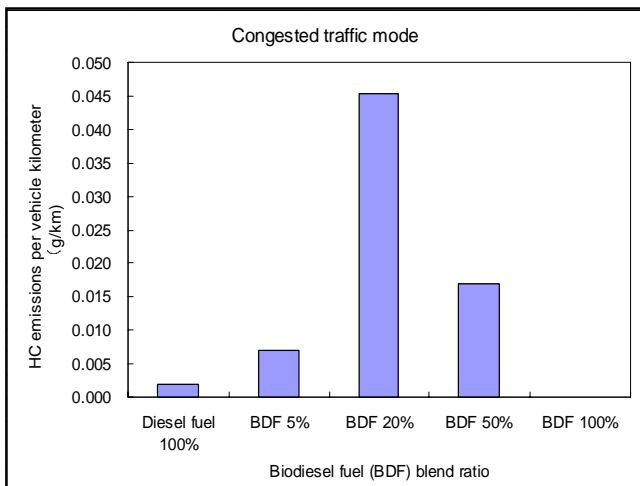
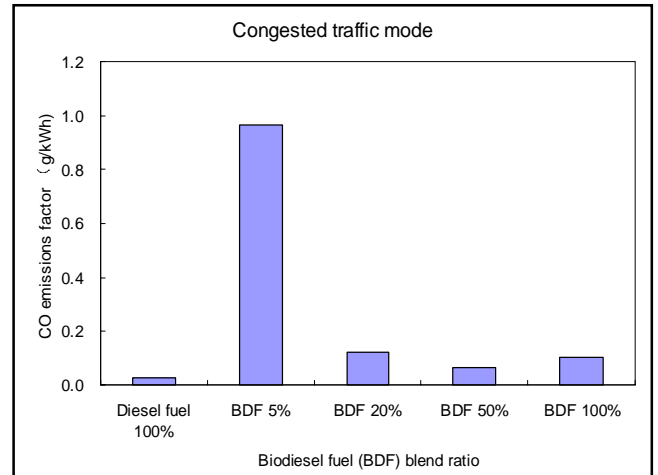
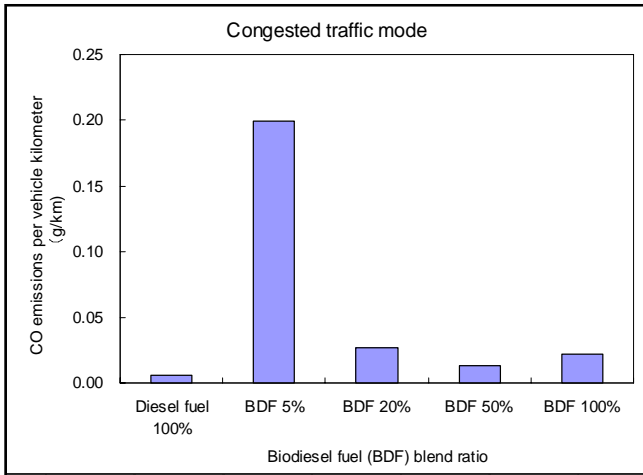


Figure 2-3-6 Interrelationship between BDF blend ratio and emitted CO, HC and NOx (congested traffic mode)
Vehicle C

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

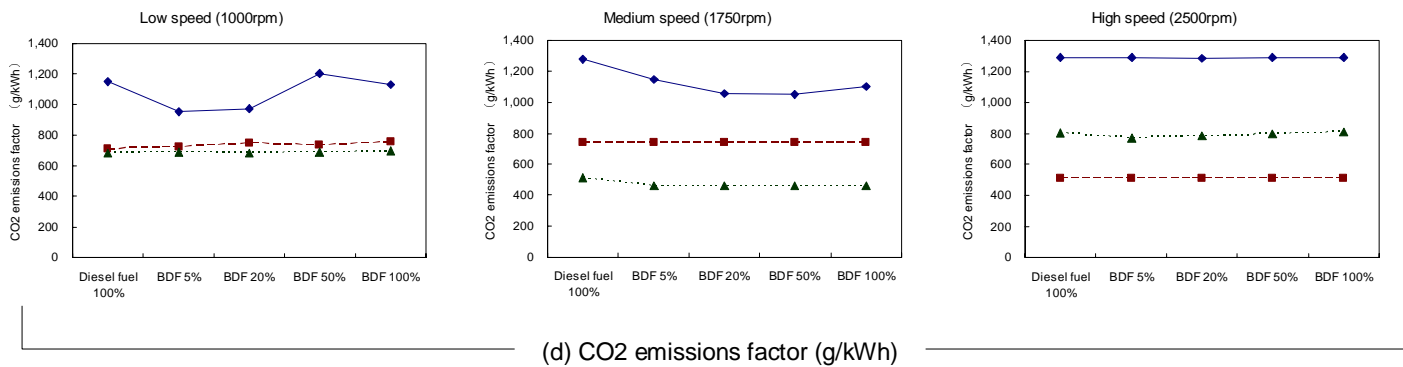
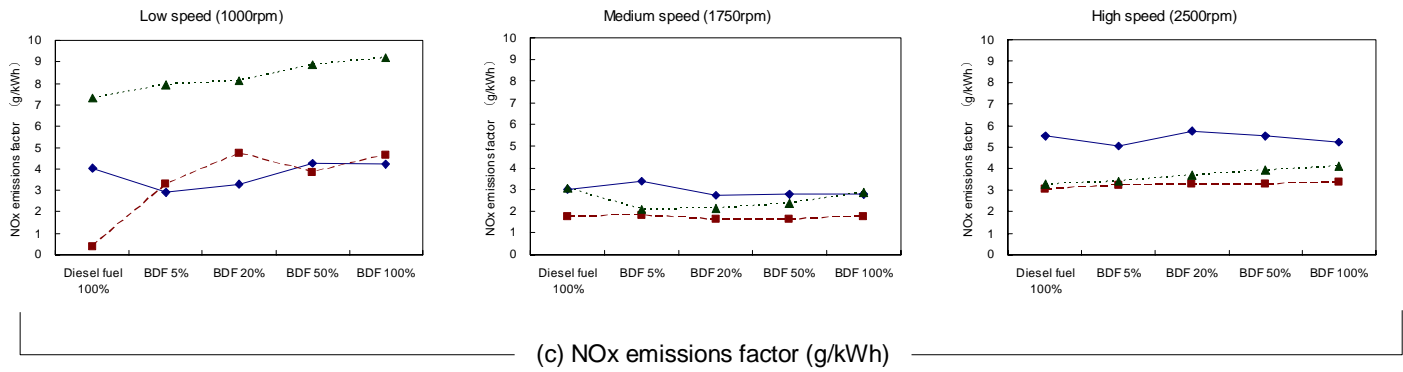
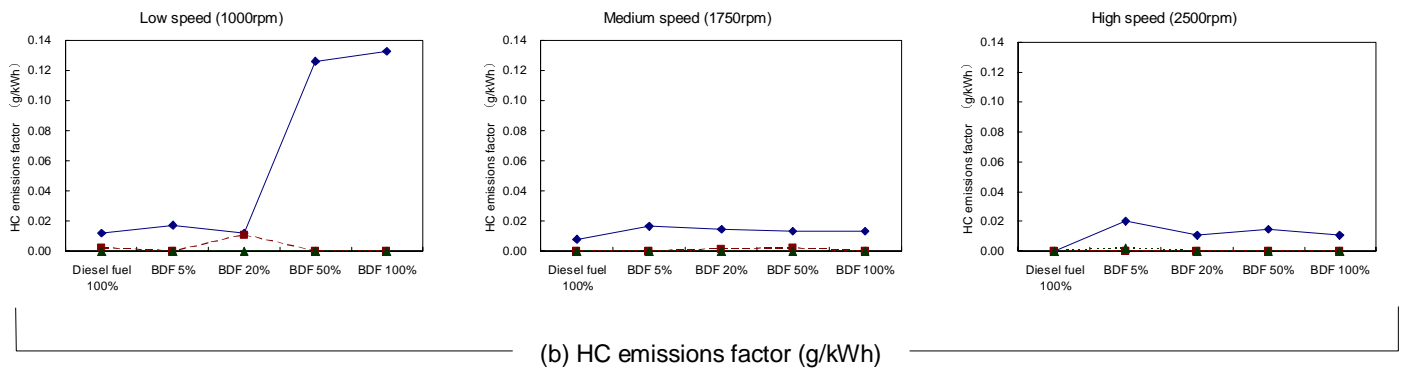
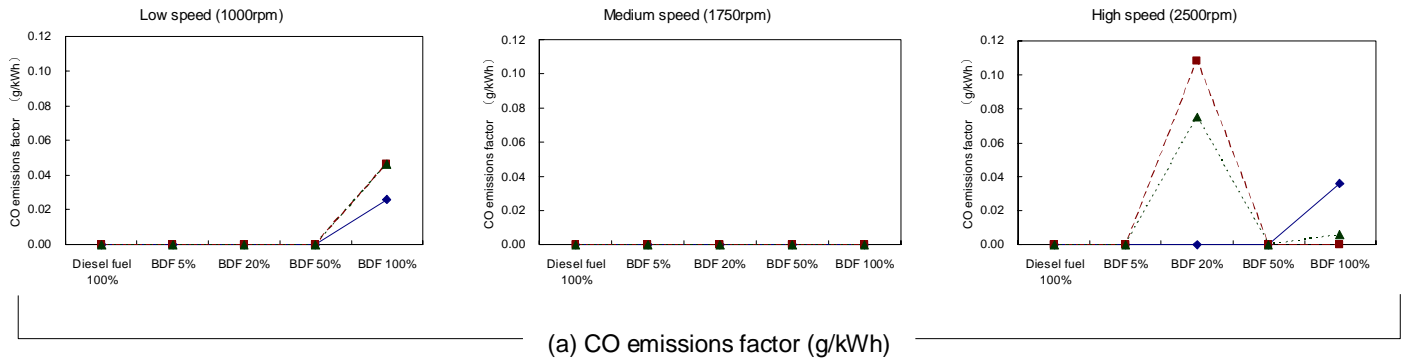
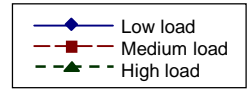


Figure 2-3-7 Interrelationship between BDF blend ratio and emissions factor of emitted CO, HC, NOx and CO2 (steady state mode)
Vehicle C

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

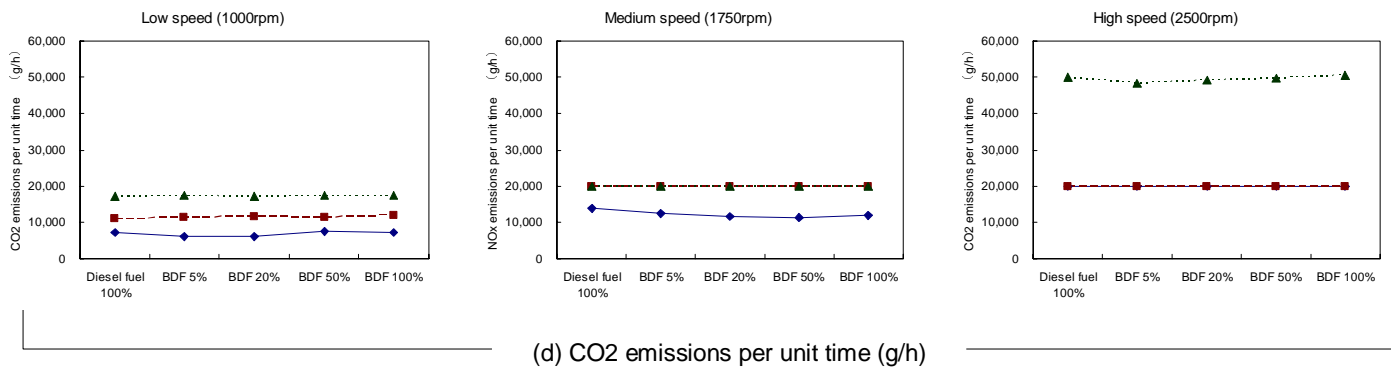
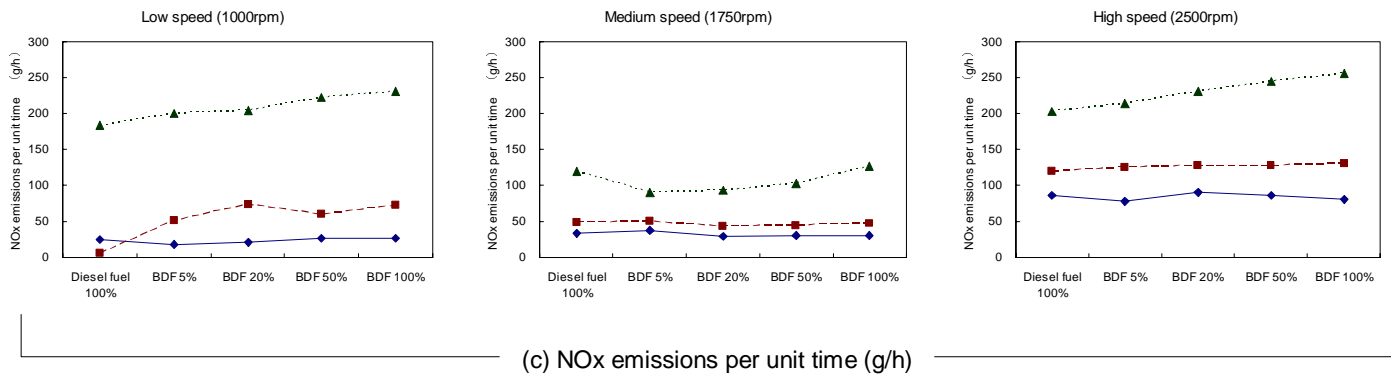
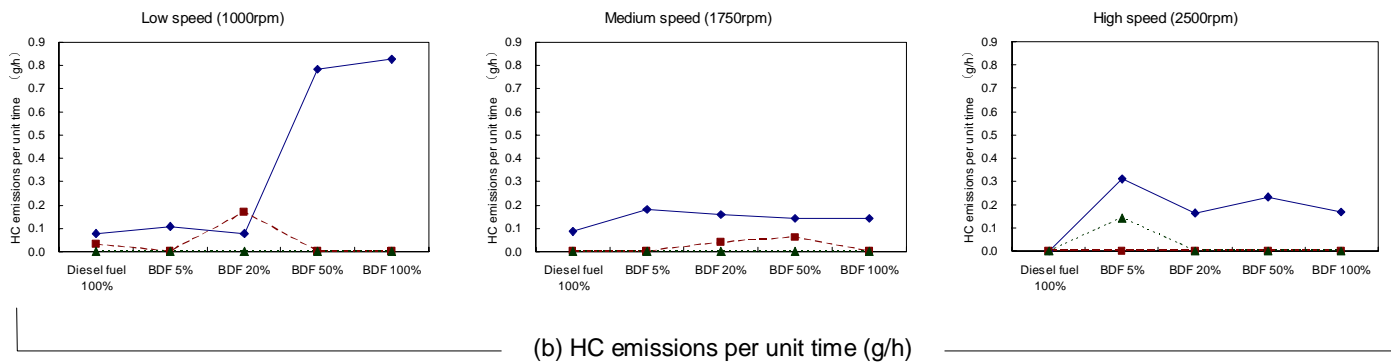
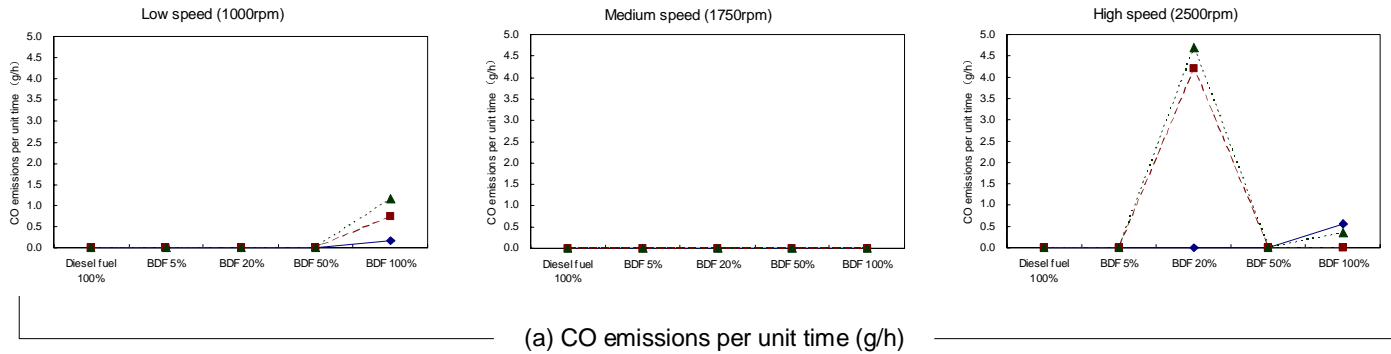
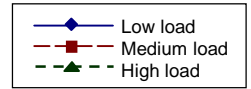


Figure 2-3-8 Interrelationship between BDF blend ratio and emissions per unit time of emitted CO, HC, NOx and CO2 (steady state mode)
Vehicle C