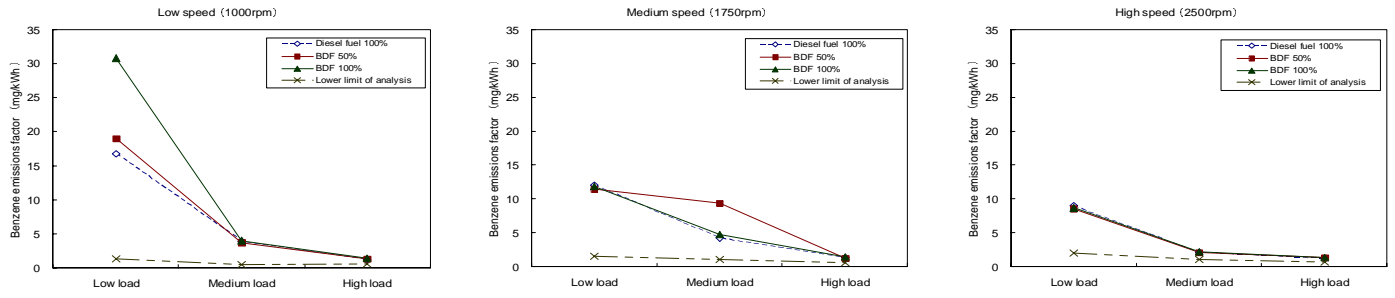
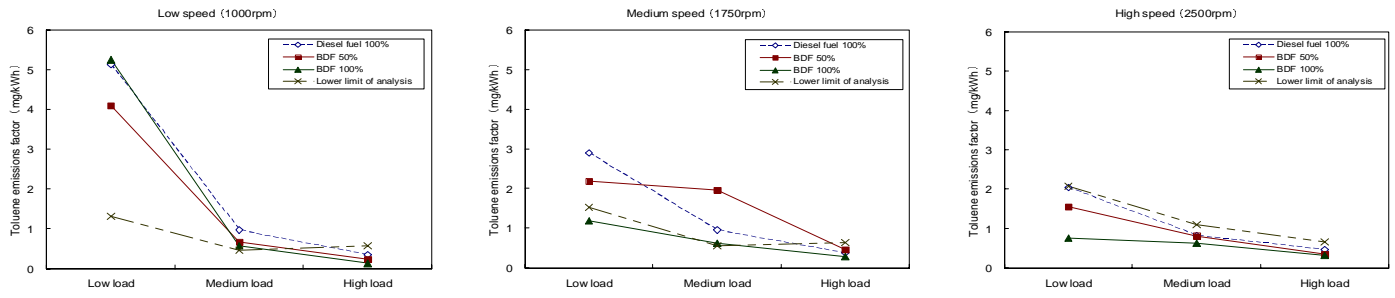


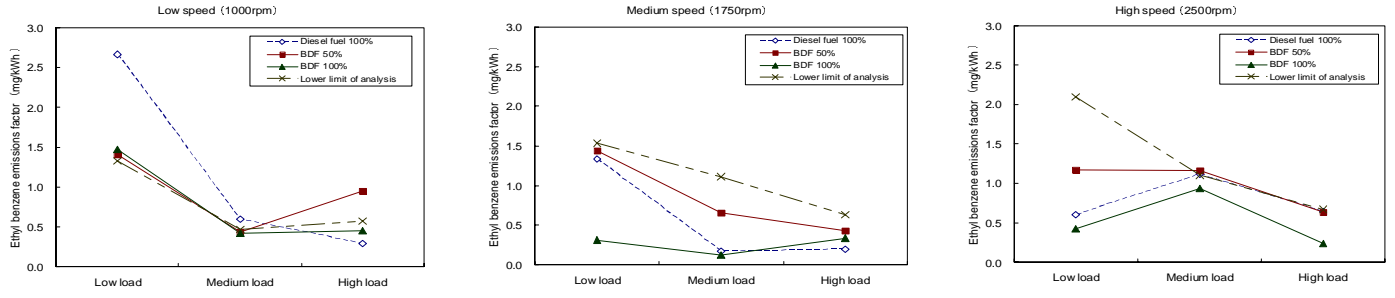
(a) 1,3-butadiene emissions factor (mg/kWh)



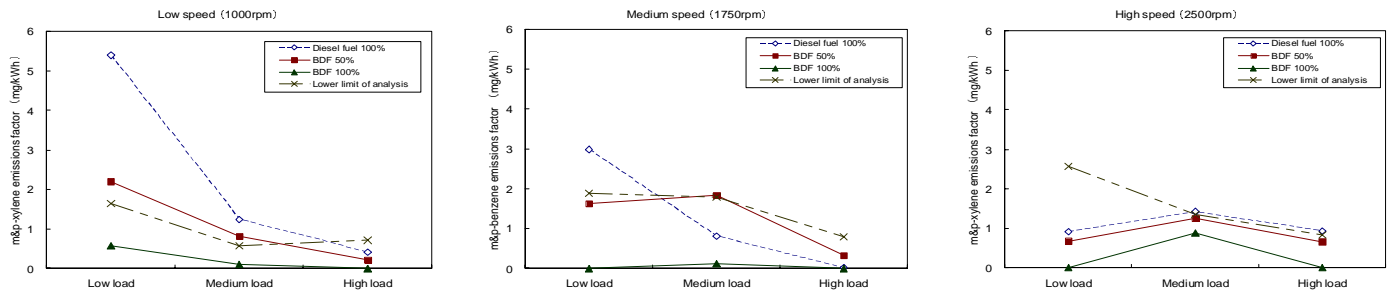
(b) Benzene emissions factor (mg/kWh)



(c) Toluene emissions factor (mg/kWh)

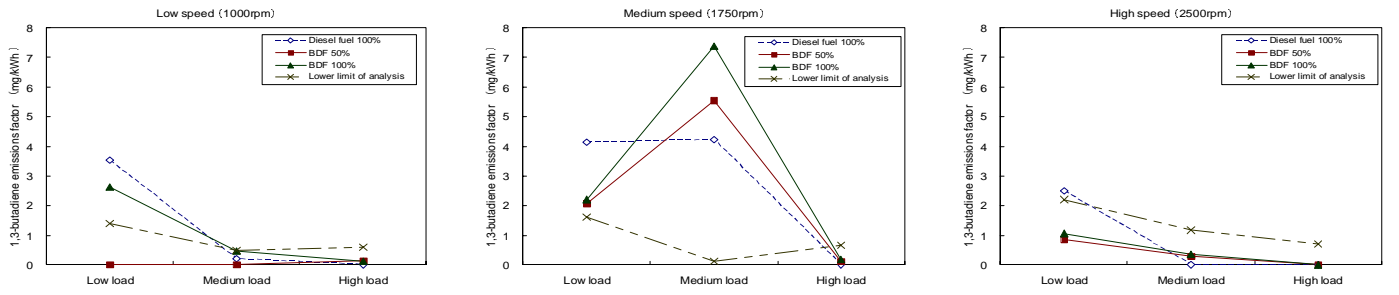


(d) Ethyl benzene emissions factor (mg/kWh)

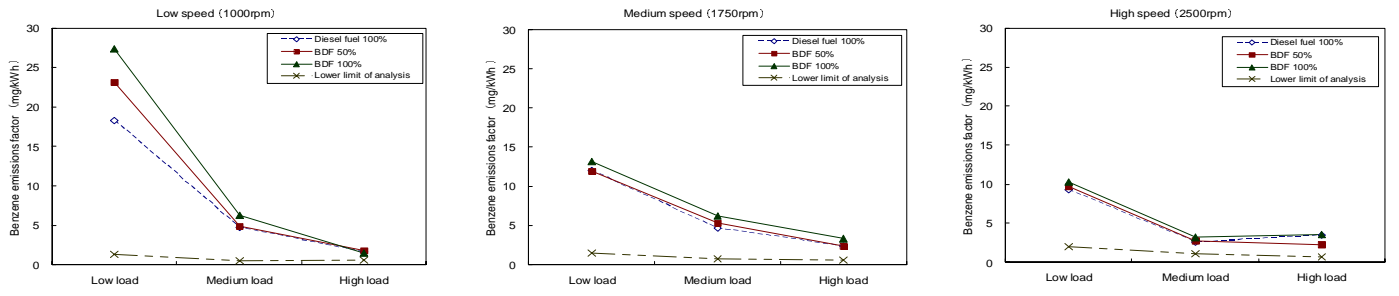


(e) m,p-xylene emissions factor (mg/kWh)

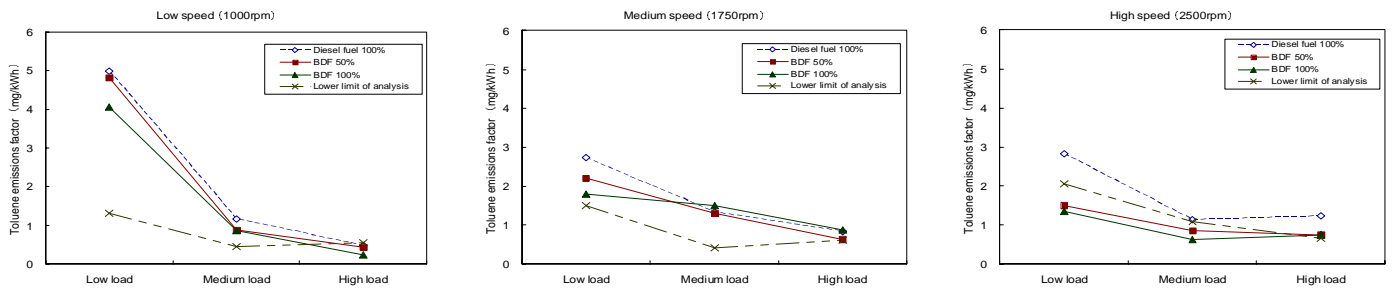
Figure 5-2-4 Interrelationship between BDF blend ratio and emissions factor for VOCs (steady state mode: dummy catalyst) Vehicle B



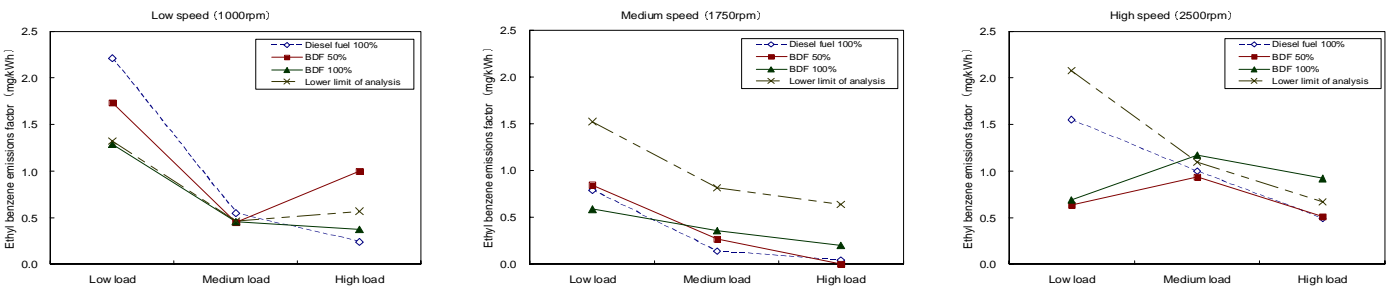
(a) 1,3-butadiene emissions factor (mg/kWh)



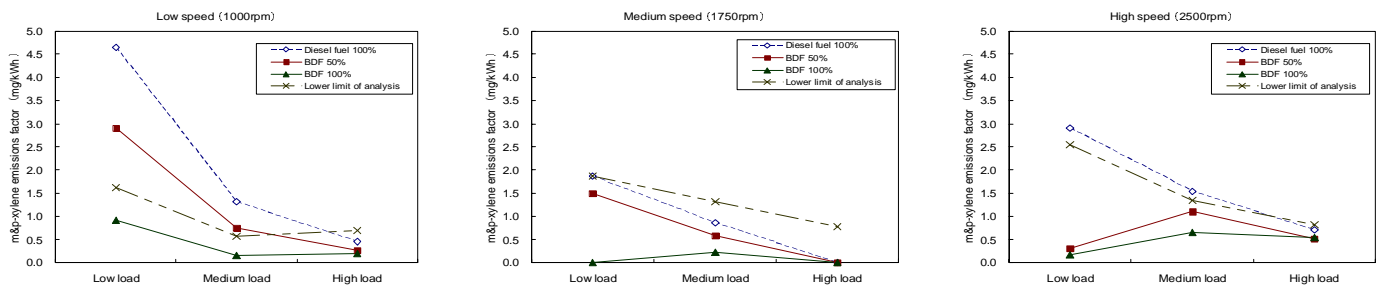
(b) Benzene emissions factor (mg/kWh)



(c) Toluene emissions factor (mg/kWh)

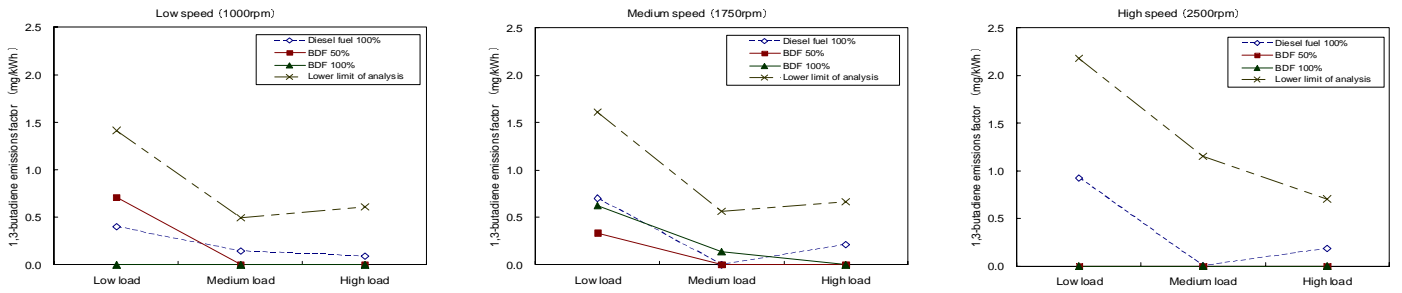


(d) Ethyl benzene emissions factor (mg/kWh)

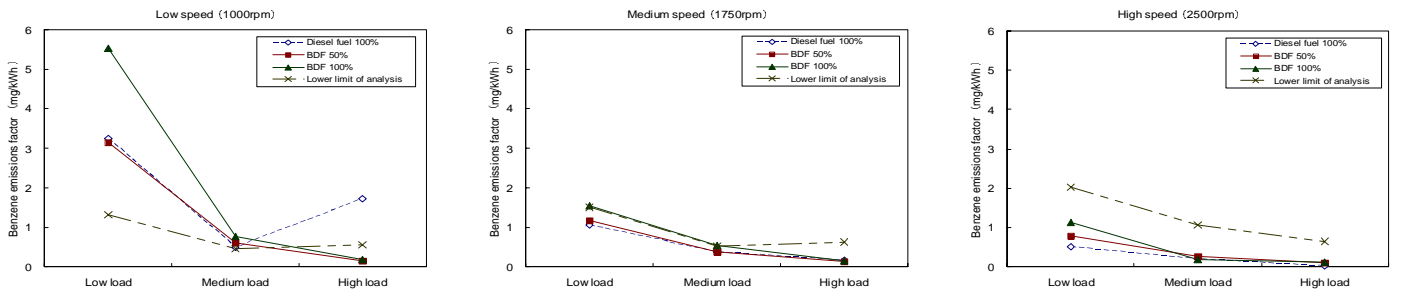


(e) m,p-xylene emissions factor (mg/kWh)

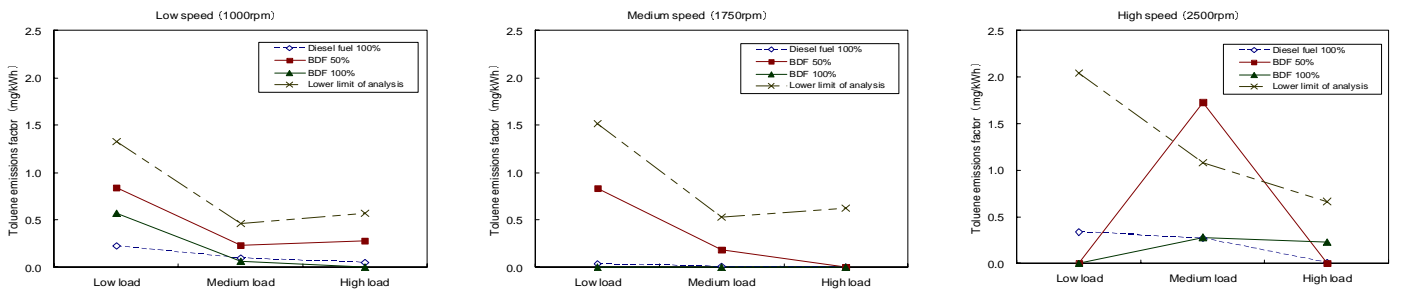
Figure 5-2-5 Interrelationship between BDF blend ratio and emissions factor for VOCs (steady state mode: weak-oxidation catalyst) Vehicle B



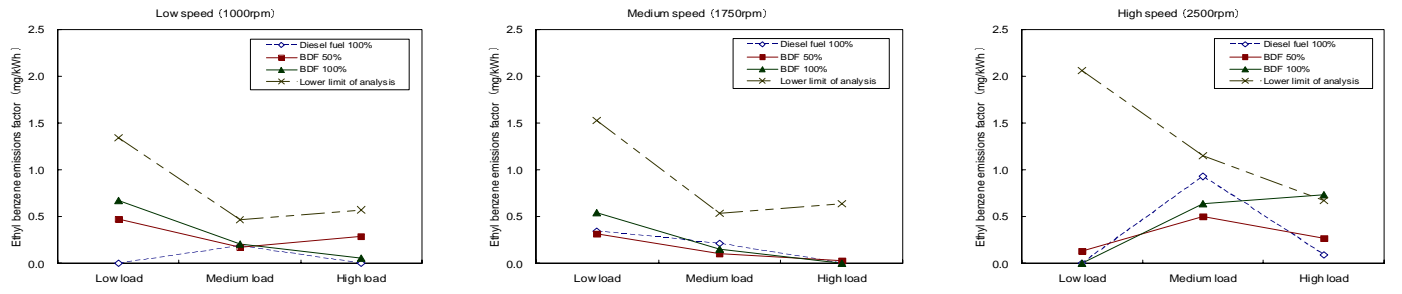
(a) 1,3-butadiene emissions factor (mg/kWh)



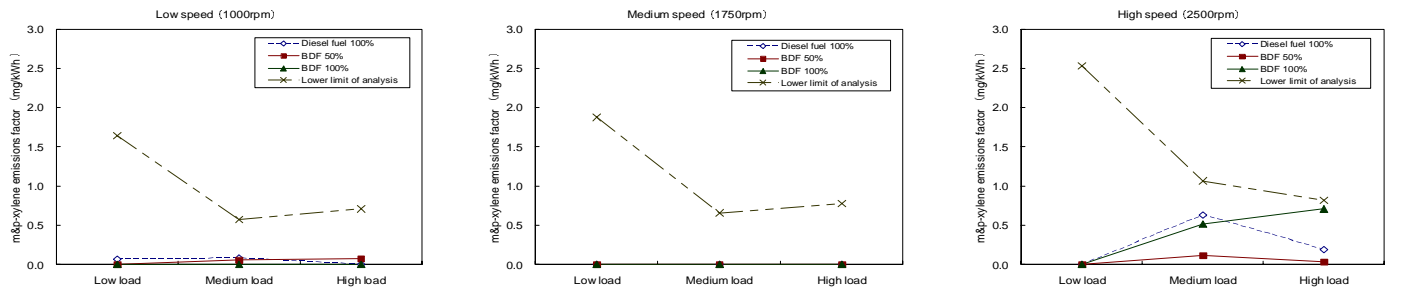
(b) Benzene emissions factor (mg/kWh)



(c) Toluene emissions factor (mg/kWh)

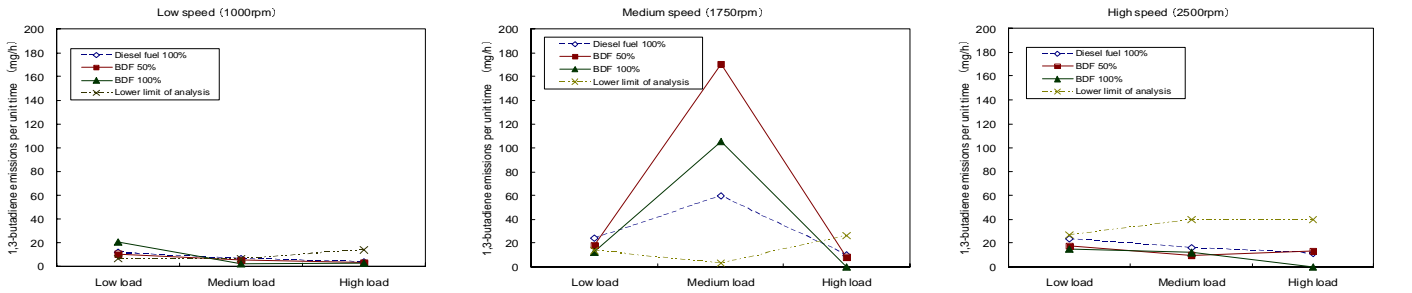


(d) Ethyl benzene emissions factor (mg/kWh)

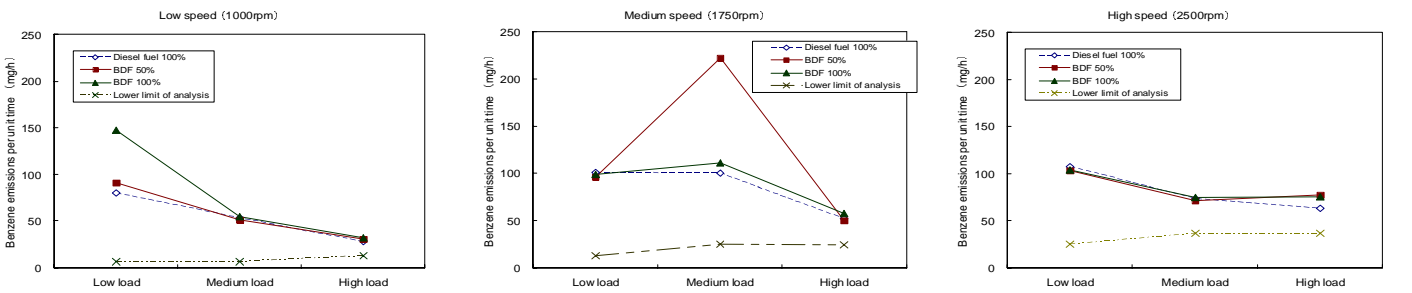


(e) m,p-xylene emissions factor (mg/kWh)

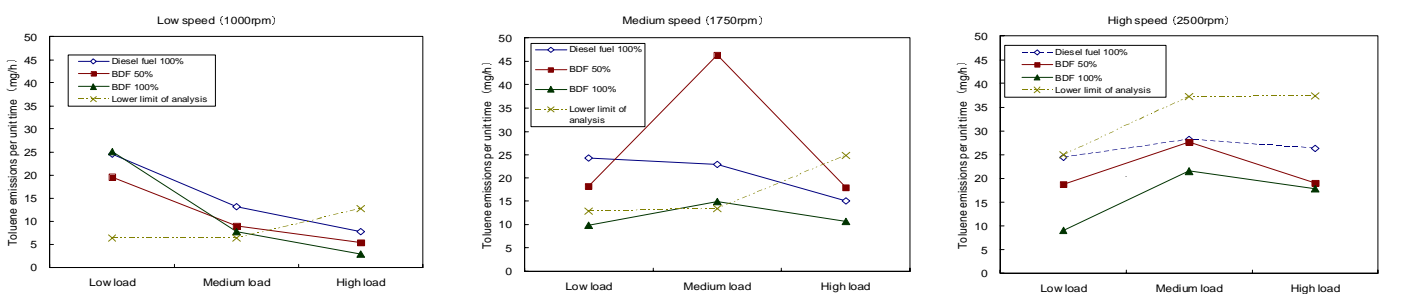
Figure 5-2-6 Interrelationship between BDF blend ratio and emissions factor for VOCs (steady state mode: strong-oxidation catalyst) Vehicle B



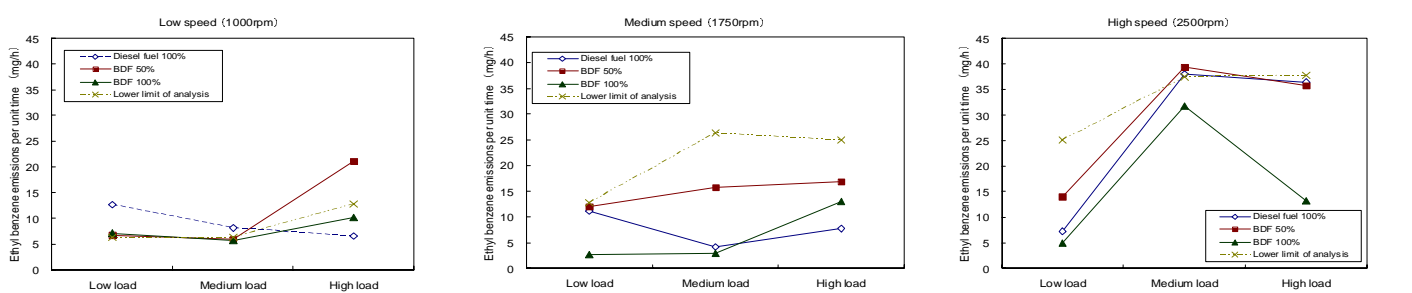
(a) 1,3-butadiene emissions per unit time (mg/h)



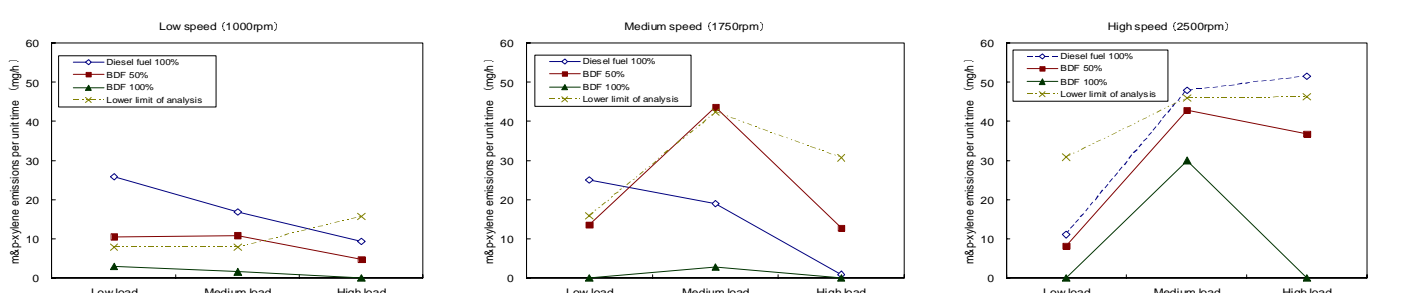
(b) Benzene emissions per unit time (mg/h)



(c) Toluene emissions per unit time (mg/h)

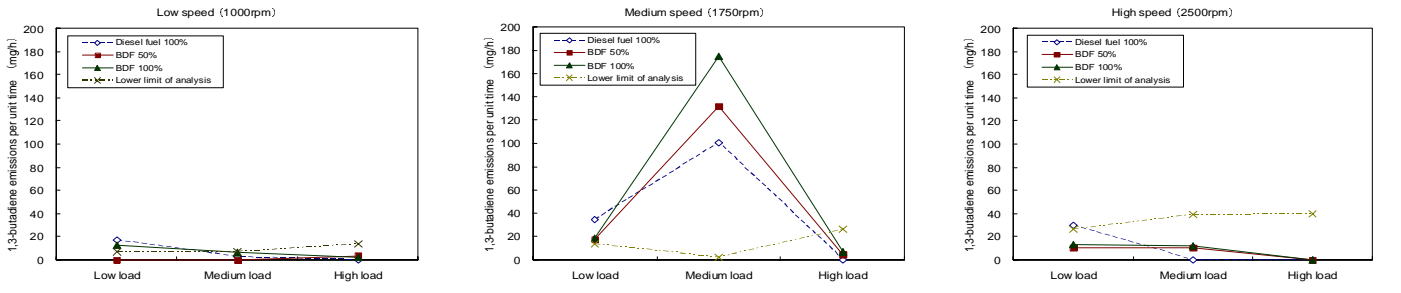


(d) Ethyl benzene emissions per unit time (mg/h)

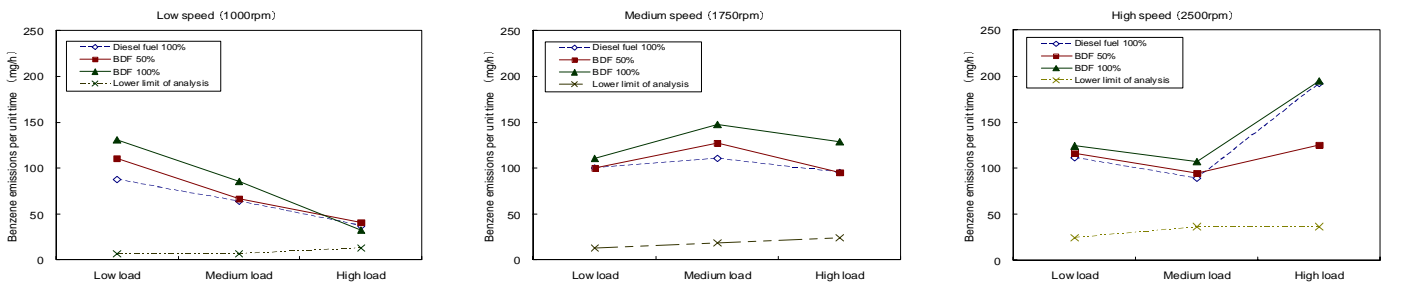


(e) m,p-xylene emissions per unit time (mg/h)

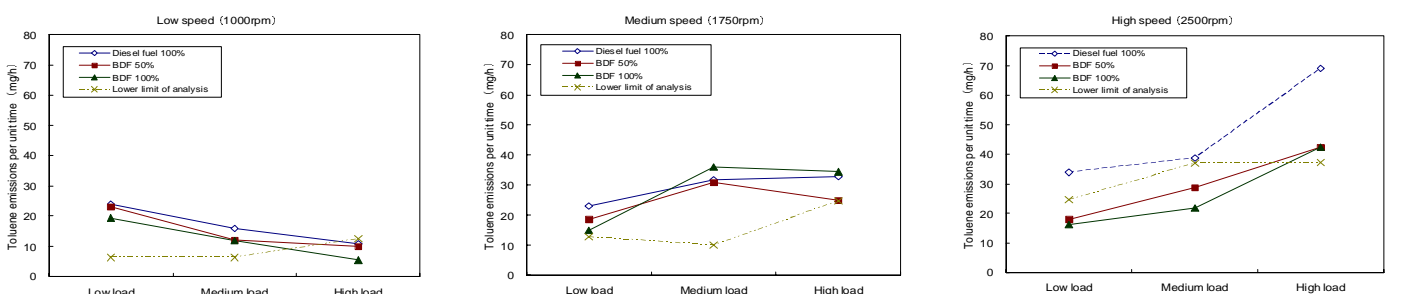
Figure 5-2-7 Interrelationship between BDF blend ratio and emissions per unit time of VOCs (steady state mode: dummy catalyst) Vehicle B



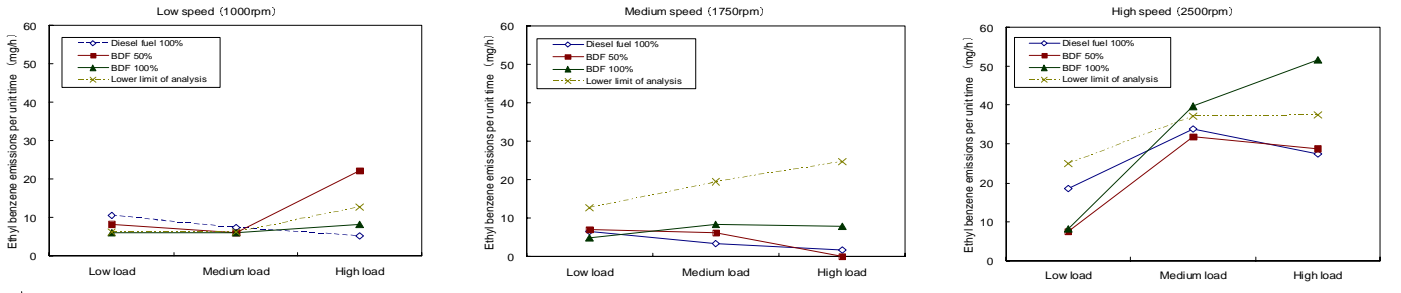
(a) 1,3-butadiene emissions per unit time (mg/h)



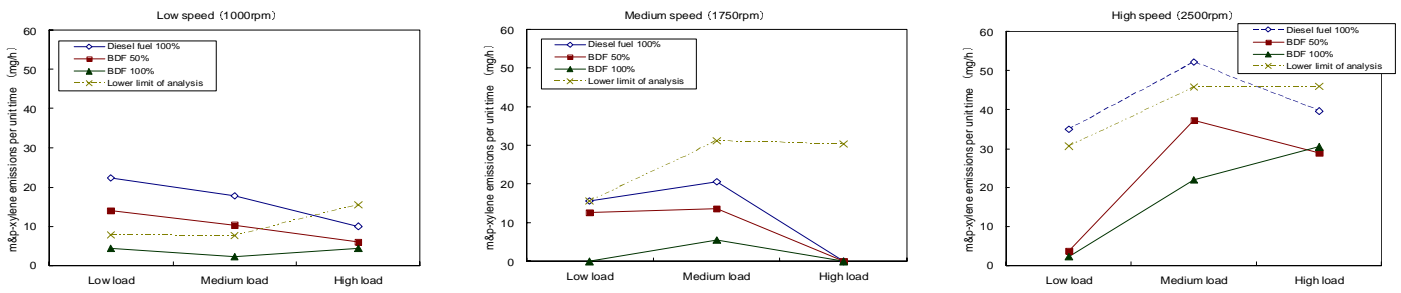
(b) Benzene emissions per unit time (mg/h)



(c) Toluene emissions per unit time (mg/h)

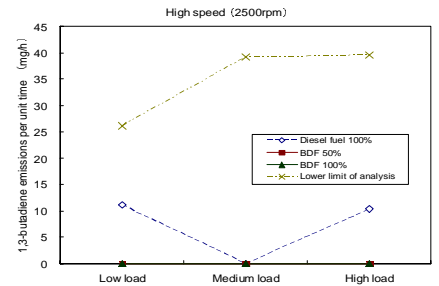
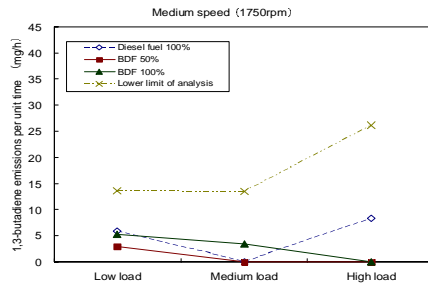
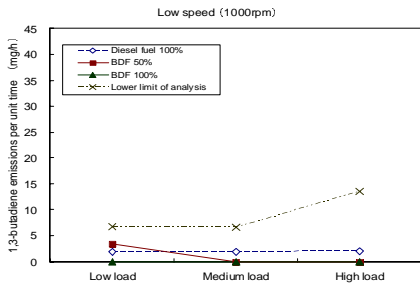


(d) Ethyl benzene emissions per unit time (mg/h)

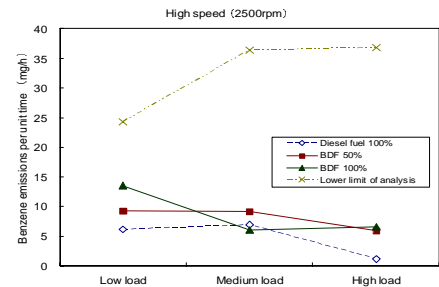
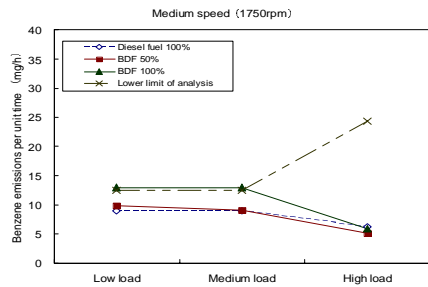
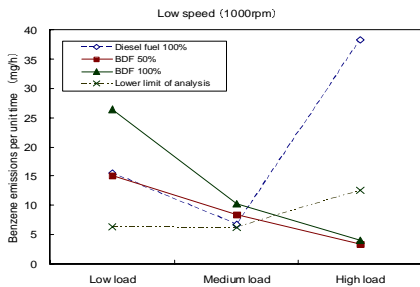


(e) m,p-xylene emissions per unit time (mg/h)

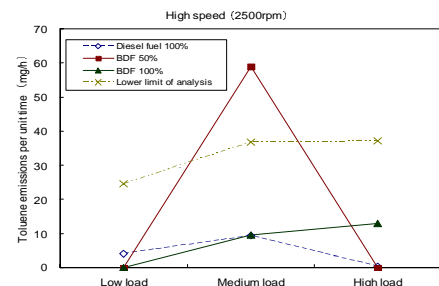
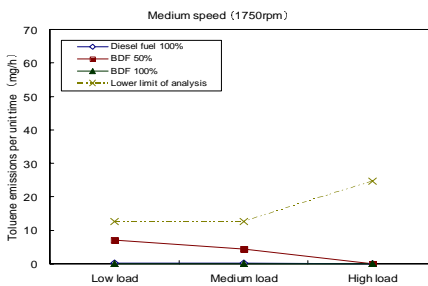
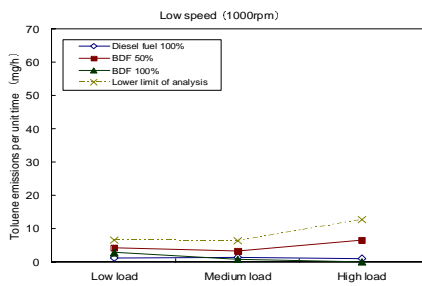
Figure 5-2-8 Interrelationship between BDF blend ratio and emissions per unit time of VOCs (steady state mode: weak-oxidation catalyst) Vehicle B



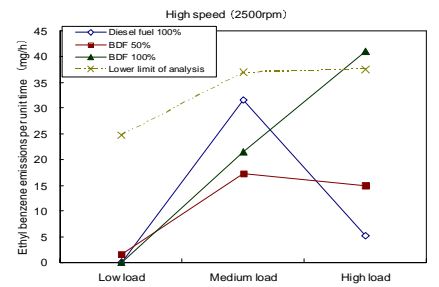
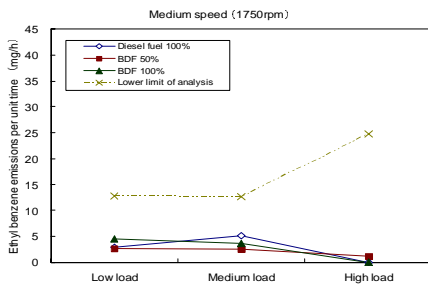
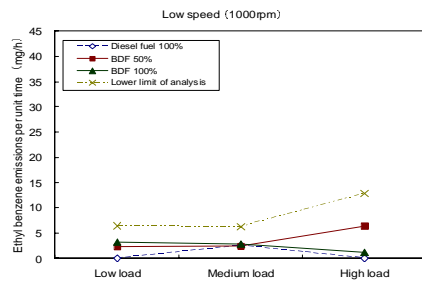
(a) 1,3-butadiene emissions per unit time (mg/h)



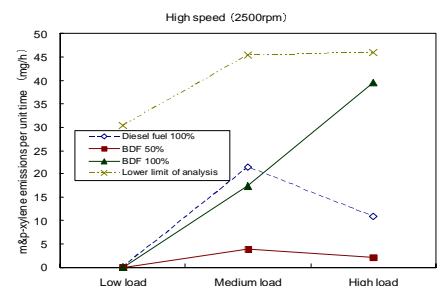
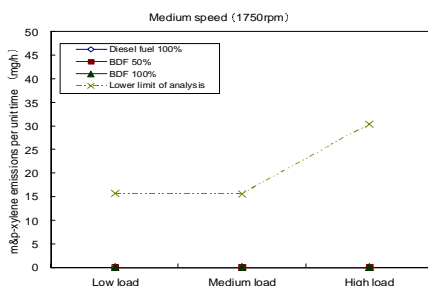
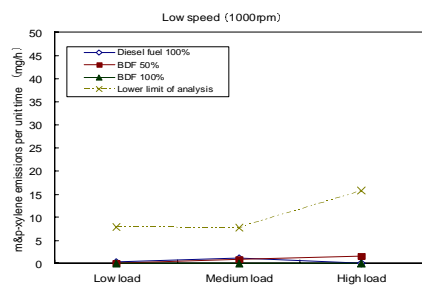
(b) Benzene emissions per unit time (mg/h)



(c) Toluene emissions per unit time (mg/h)



(d) Ethyl benzene emissions per unit time (mg/h)



(e) m,p-xylene emissions per unit time (mg/h)

Figure 5-2-9 Interrelationship between BDF blend ratio and emissions per unit time of VOCs (steady state mode: strong-oxidation catalyst) Vehicle B

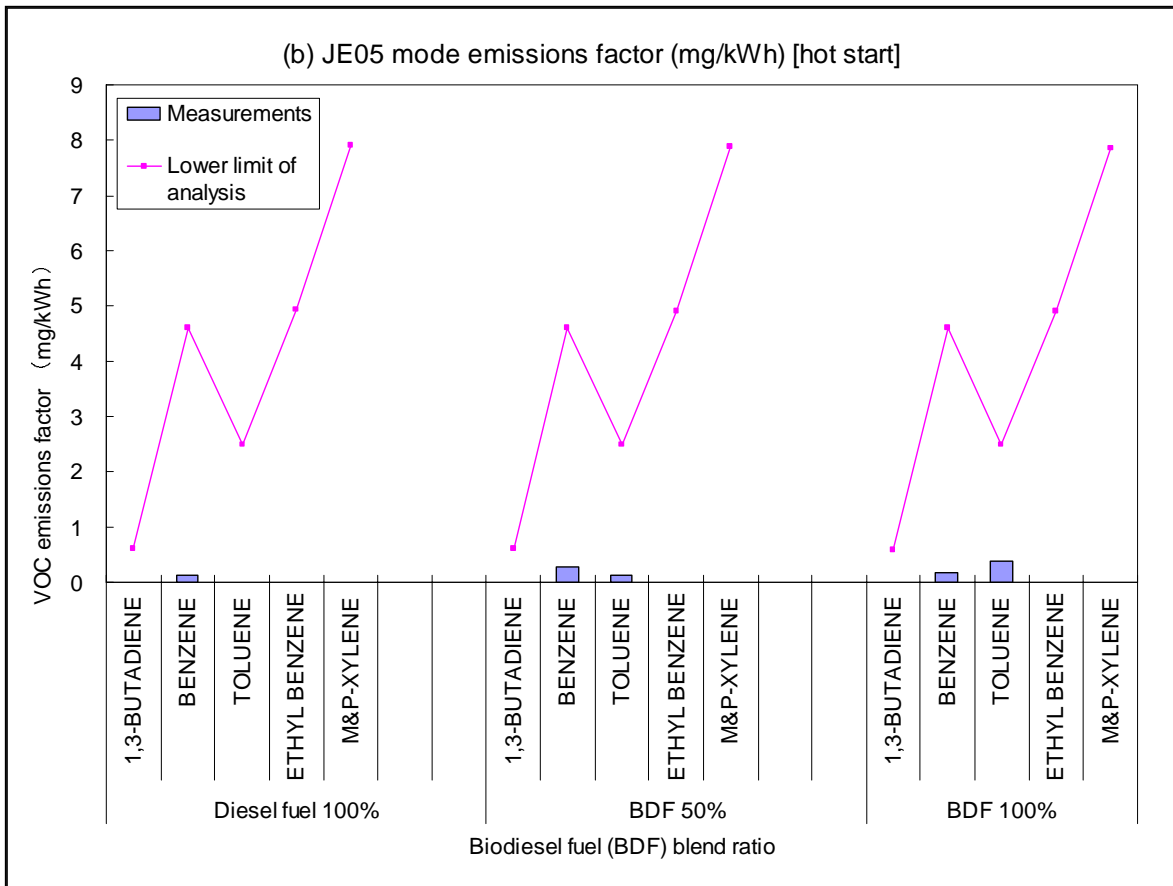
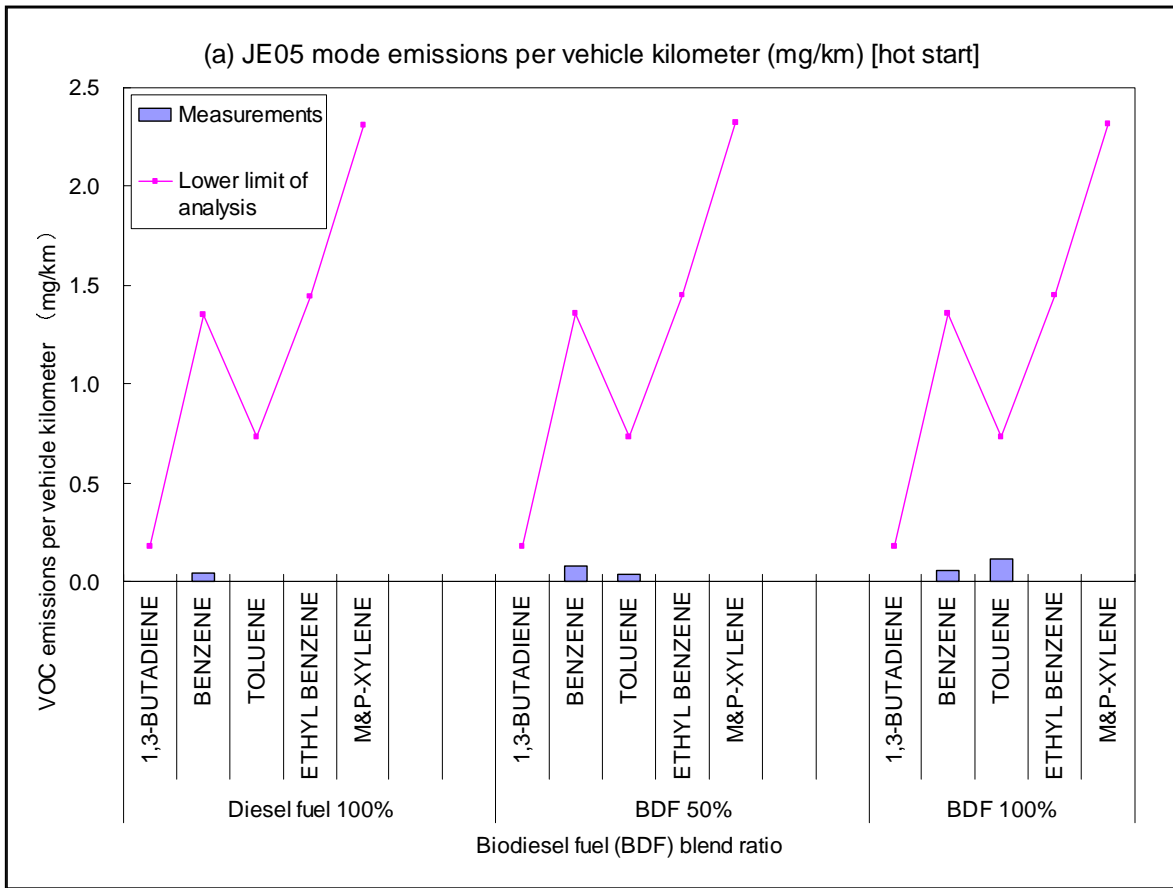


Figure 5-3-1 Interrelationship between BDF blend ratio and emissions of VOCs (JE05 hot start mode)
Vehicle C

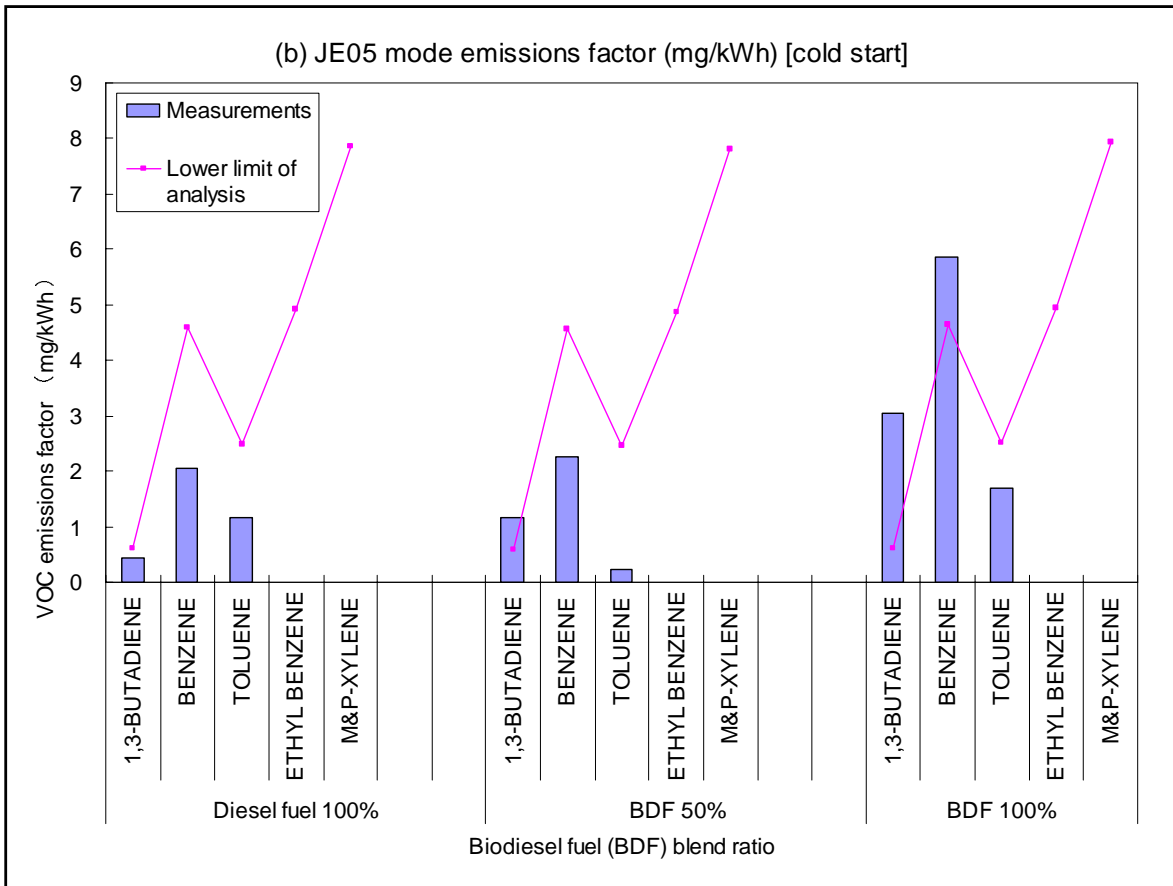
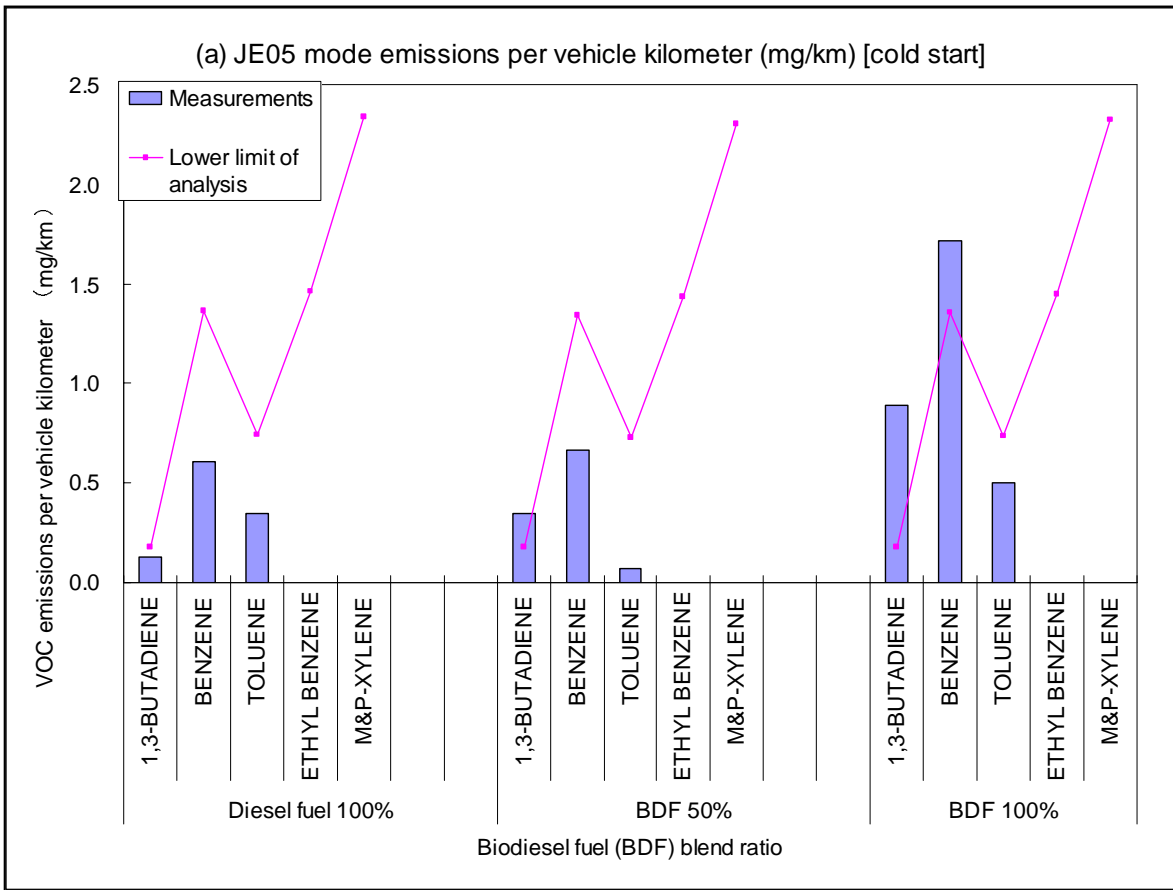


Figure 5-3-2 Interrelationship between BDF blend ratio and emissions of VOCs (JE05 cold start mode)
Vehicle C

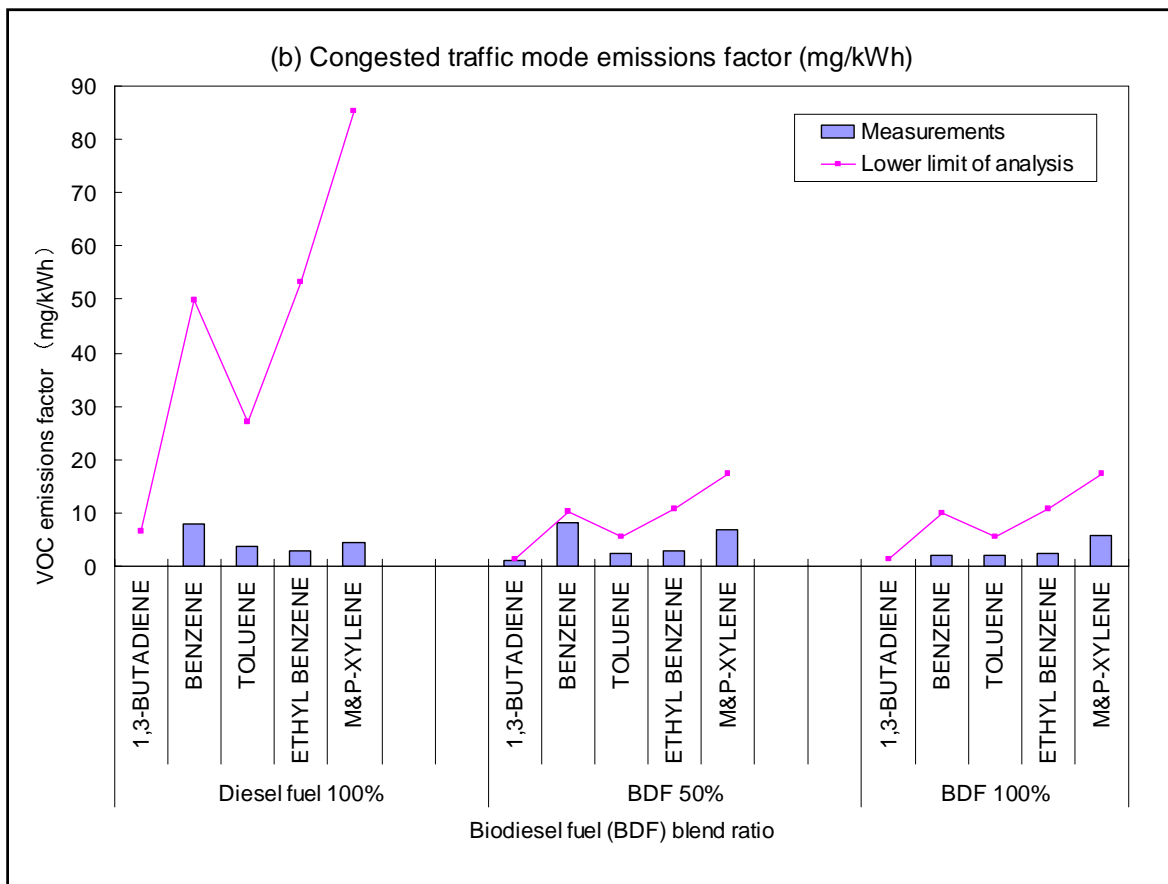
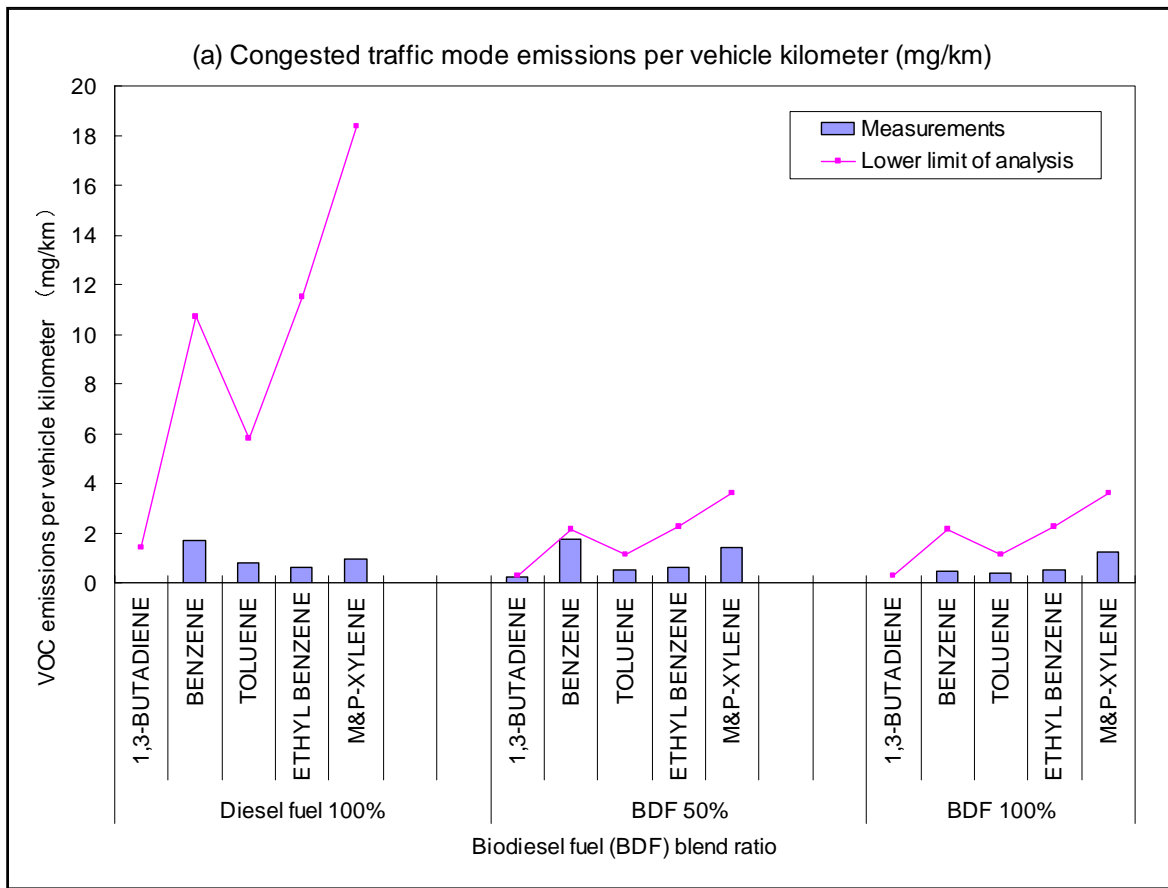
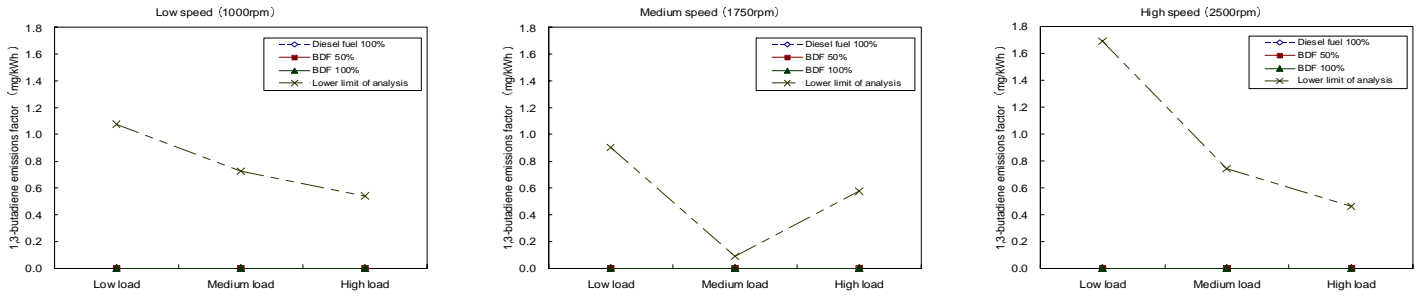
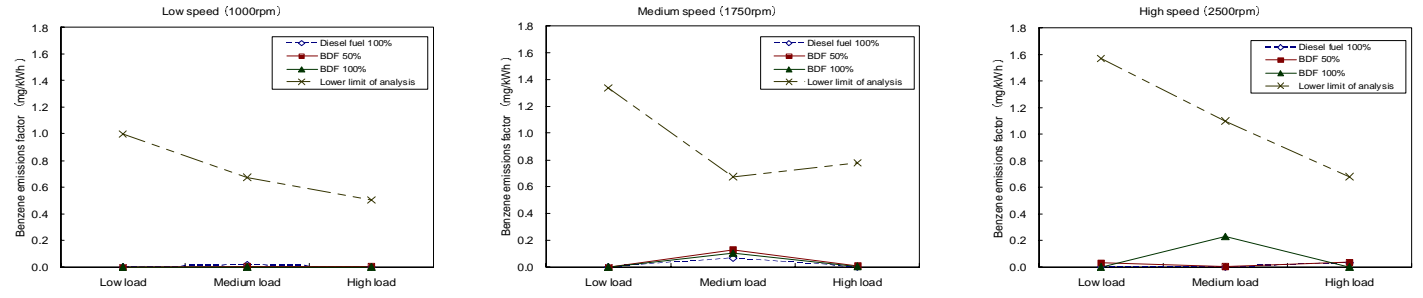


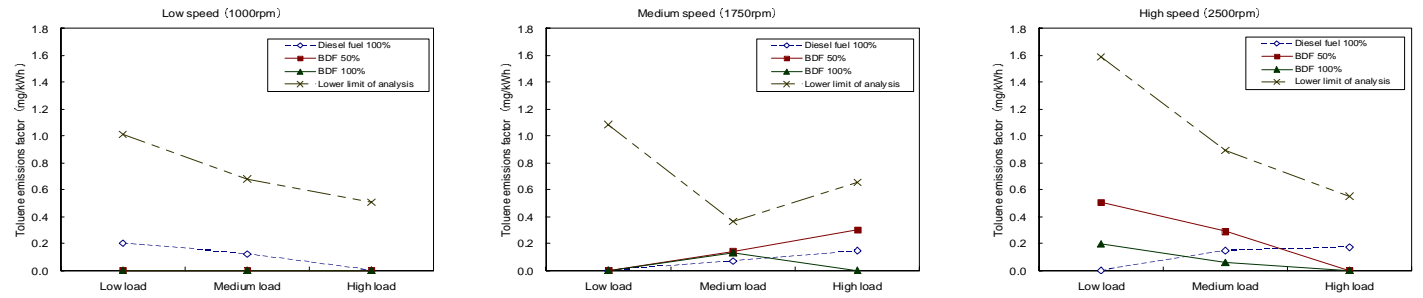
Figure 5-3-3 Interrelationship between BDF blend ratio and emissions of VOCs (congested traffic mode)
Vehicle C



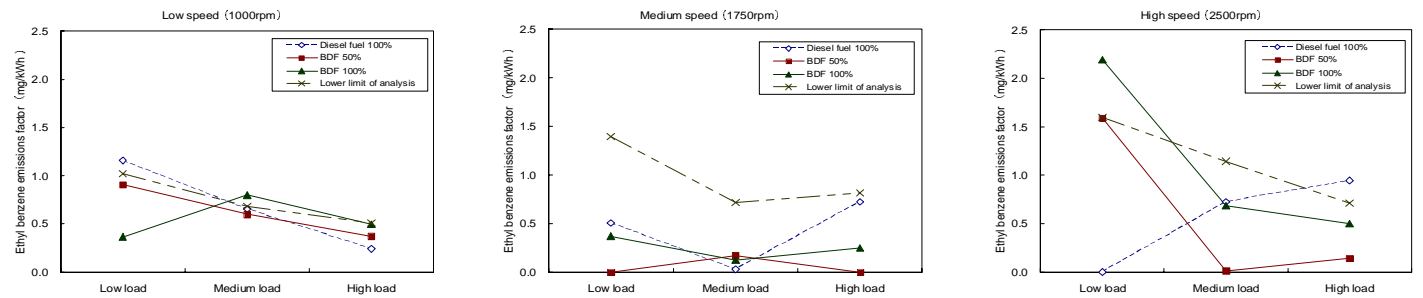
(a) 1,3-butadiene emissions factor (mg/kWh)



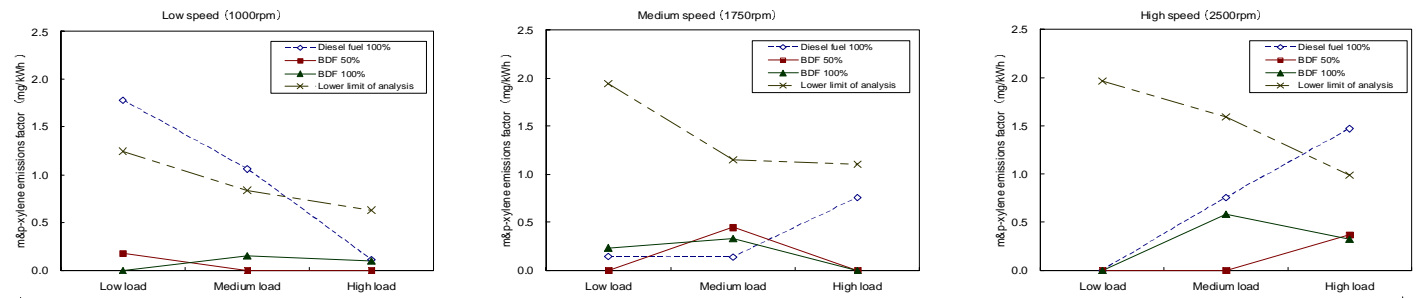
(b) Benzene emissions factor (mg/kWh)



(c) Toluene emissions factor (mg/kWh)

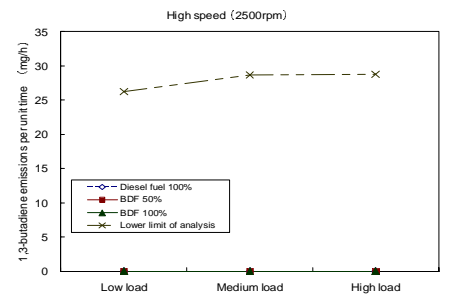
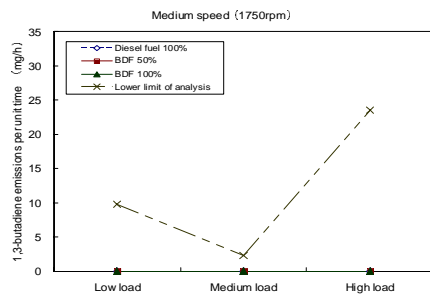
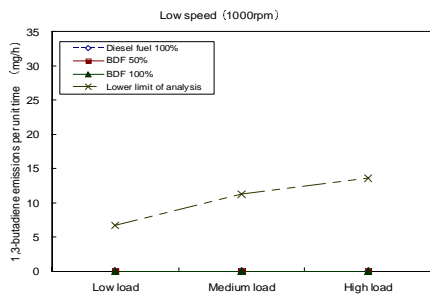


(d) Ethyl benzene emissions factor (mg/kWh)

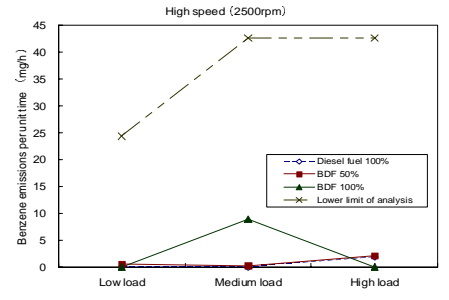
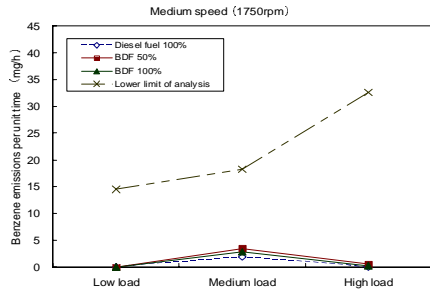
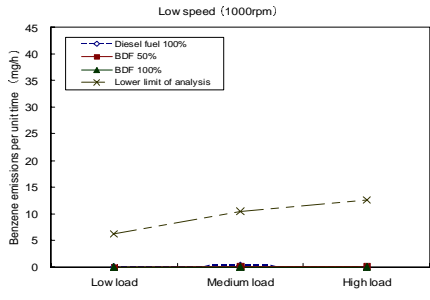


(e) m,p-xylene emissions factor (mg/kWh)

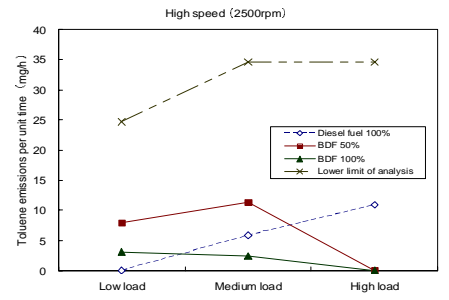
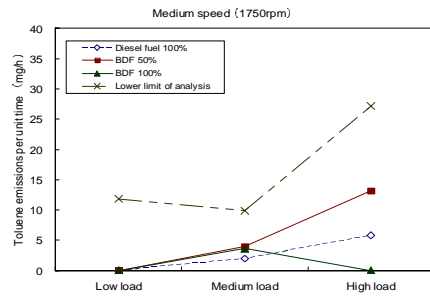
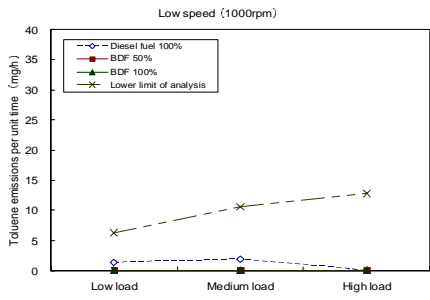
Figure 5-3-4 Interrelationship between BDF blend ratio and emissions factor for VOCs (steady state mode) Vehicle C



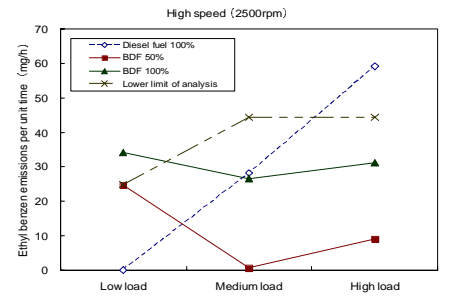
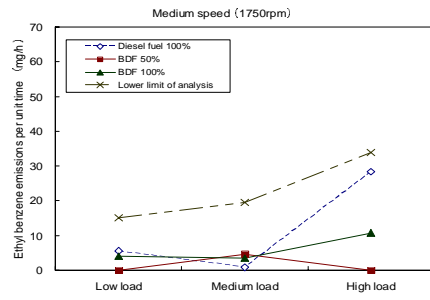
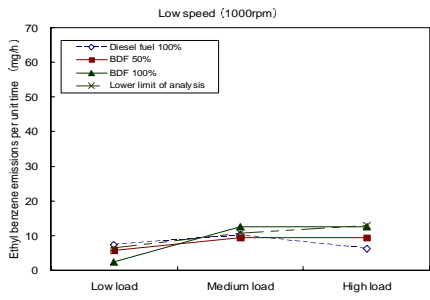
(a) 1,3-butadiene emissions per unit time (mg/h)



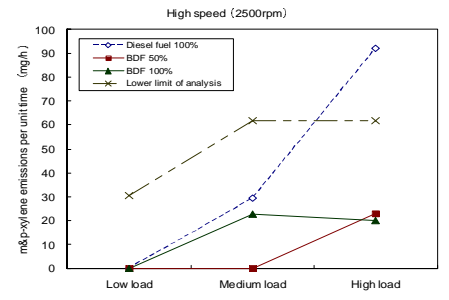
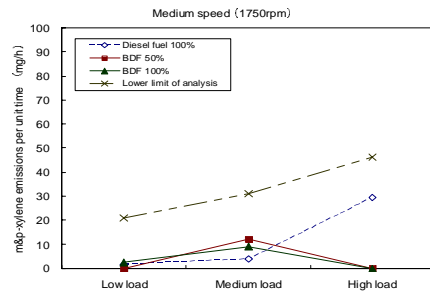
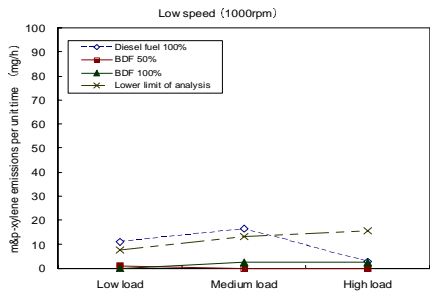
(b) Benzene emissions per unit time (mg/h)



(c) Toluene emissions per unit time (mg/h)



(d) Ethyl benzene emissions per unit time (mg/h)



(e) m,p-xylene emissions per unit time (mg/h)

Figure 5-3-5 Interrelationship between BDF blend ratio and emissions per unit time of VOCs (steady state mode) Vehicle C