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演題名	Study on RDE test using small passenger car 2nd Report: Effect of the time between engine start and running on the exhaust emissions
発表者	○Qu Yiqi※, Yavuz Akdag(Usak University), Jia Haolin※, Wei Jiagi※, Yoshiharu Abe(Honda R&D), <u>Akira Kato</u>
内容	<p>The fuel efficiency and emissions of automobiles are determined according to the methods specified for each country or region. For example, in Japan, the indoor chassis is adjusted to the driving mode such as JC08 mode or WLTC (Worldwide-harmonized Light vehicles Test Cycle) mode. Each country's laws require that dynamometers (hereinafter referred to as CDs) be used to measure emissions such as CO, HC, and NOx to comply with regulation values, and the regulation standards are becoming stricter year by year. RDE regulations have just begun in the EU in 2017, and there are many issues to be solved. One of the reasons is that in addition to urban roads, suburban roads, and highways that are assumed by RDE regulations on actual roads, there are various road environments such as uphill roads and highlands. The running speed due to the difference also varies greatly. In addition, the temperature of the outside air during driving also greatly affects the CO2 and exhaust emissions, so there is a deviation from the mode test. In this study, we report the results of using a passenger car-mounted emission analyzer, PEMS (Portable Emissions Measurement System), to measure the emission of automobiles. In the first report, the effect of soak temperature on exhaust gas was investigated.</p> <p>This report is a result of performing measurement while changing the first idle time at each soak temperature. This research was supported by KEIRIN.</p>
関連画像	