Special Issue

New Catalysts and Catalytic Technologies for Diesel Soot Emission Reduction

Message from the Guest Editors

Diesel engines are attractive thanks to their good performance in terms of fuel consumption, drivability, power output and efficiency. Nevertheless, in the last few years, increasing restrictions have been imposed to particulate emissions, concerning both mass (PM) and number (PN). Different technologies have been proposed to meet emissions standards, and the wall-flow Diesel particulate filter (DPF) is currently the most common after-treatment system used to trap PM from exhaust gases. However, this process involves oxidation of the filtered PM at a high temperature through after- and post-fuel injection strategies, which results in an increase of fuel consumption and may lead to physical damages of the filter in the long-term. This Special Issue is focused on “New Catalysts and Catalytic Technologies for Diesel Soot Emission Reduction”, with the aim to present the most recent and innovative scientific results in this field. In particular, research papers related to the formulation of specific catalysts to be used in the development of catalytic DPFs, as well as innovative regeneration technologies, are welcome to this Special Issue.

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Deadline for manuscript submissions

closed (31 December 2021)

Catalysts

an Open Access Journal by MDPI

Impact Factor 4.0
CiteScore 7.6

mdpi.com/si/28449

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