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Emission Control Science and Technology

Editors-in-Chief: M. Masoudi; A. Konstandopoulos

- ▶ **The only forum devoted solely to Emission Control Science and Technology.**
- ▶ **Competing publications are either in a different area [catalysis or environmental science] or are not peer-reviewed.**
- ▶ **Balanced mixture of rapid communications, research papers, and review articles.**
- ▶ **Broad appeal: market includes industry, government, and academia.**

Emission Control Science and Technology is a forum for publication of the latest research on control of emissions from mobile and stationary sources. Papers are also welcome on various aspects of development and technology. The investigation may be experimental, theoretical, or computational.

Articles must survive rigorous peer review before they are considered for publication. Examples of topics that may appear in the journal include:

- Emission control in mobile (road, land, sea, air) and stationary (e.g. power generation, industrial processes) applications.
- Materials for and formulations of novel substrates and catalysts, such as those used in Diesel Oxidation Catalyst (DOC), Three Way Catalysts (TWC), Diesel Particulate Filters (DPF), Selective Catalytic Reduction (SCR), Lean NOx Trap (LNT), combined catalysts (e.g. DPF+SCR or DPF+LNT in one substrate), slip catalysts, or reformer catalysts.
- Performance of emission control system components such as sensors, injectors for fuel and reducing species, exhaust inserts and mixers, etc.
- Effects of operational parameters (e.g. flow, temperature, species concentration) and design approaches (sizing, layout, insulation, etc) on regulated and unregulated emissions and emission control system efficiency and performance.
- Basic and applied research on specific components (e.g. nanoparticles, N₂O and other non-regulated pollutants) of emissions and their mitigation.

System considerations such as engine-out to tailpipe efficiency, optimization, PGM management, and formation of secondary species.

- Engines, combustion, fuels, or lubricants as they would affect emission reduction technologies or post combustion processes.

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