

Antonio Garca Martnez

List of Publications by Year in Descending Order

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The third column is the impact factor (IF) of the journal, and the fourth column is the number of citations of the article.

160
papers

3,770
citations

36
h-index

54
g-index

171
ext. papers

4,525
ext. citations

7
avg. IF

6.15
L-index

#	Paper	IF	Citations
160	Intelligent charge compression ignition combustion for range extender medium duty applications. <i>Renewable Energy</i> , 2022 , 187, 671-687	8.1	
159	Development of an empirical test method to quantify the ϕ -sensitivity of liquid fuels. <i>Energy Conversion and Management</i> , 2022 , 254, 115257	10.6	1
158	Pathways to achieve future CO ₂ emission reduction targets for bus transit networks. <i>Energy</i> , 2022 , 244, 123177	7.9	1
157	Parametric assessment of the effect of oxygenated low carbon fuels in a light-duty compression ignition engine. <i>Fuel Processing Technology</i> , 2022 , 229, 107199	7.2	0
156	Thermal runaway evaluation and thermal performance enhancement of a lithium-ion battery coupling cooling system and battery sub-models. <i>Applied Thermal Engineering</i> , 2022 , 202, 117884	5.8	5
155	Life cycle CO ₂ footprint reduction comparison of hybrid and electric buses for bus transit networks. <i>Applied Energy</i> , 2022 , 308, 118354	10.7	2
154	Influence of environmental conditions in the battery thermal runaway process of different chemistries: Thermodynamic and optical assessment. <i>International Journal of Heat and Mass Transfer</i> , 2022 , 184, 122381	4.9	1
153	Initiation and propagation of curved reaction front in solids: Insights into solid combustion and battery thermal runaway. <i>Combustion and Flame</i> , 2022 , 238, 111951	5.3	0
152	Optimization of low carbon fuels operation on a CI engine under a simplified driving cycle for transportation de-fossilization. <i>Fuel</i> , 2022 , 310, 122338	7.1	2
151	Energy assessment of an electrically heated catalyst in a hybrid RCCI truck. <i>Energy</i> , 2022 , 238, 121681	7.9	3
150	Energy sustainability in the transport sector using synthetic fuels in series hybrid trucks with RCCI dual-fuel engine. <i>Fuel</i> , 2022 , 308, 122024	7.1	2
149	Impact of low carbon fuels (LCF) on the fuel efficiency and NO _x emissions of a light-duty series hybrid commercial delivery vehicle. <i>Fuel</i> , 2022 , 321, 124035	7.1	1
148	Effect of a novel piston geometry on the combustion process of a light-duty compression ignition engine: An optical analysis. <i>Energy</i> , 2021 , 221, 119764	7.9	7
147	Combining in-cylinder pressure and 1D simulation tools to understand the combustion characteristics of natural gas in pre-chamber ignition systems for energy generation. <i>Energy Conversion and Management</i> , 2021 , 240, 114262	10.6	0
146	Methanol and OME _x as fuel candidates to fulfill the potential EURO VII emissions regulation under dual-mode dual-fuel combustion. <i>Fuel</i> , 2021 , 287, 119548	7.1	14
145	Soot reduction for cleaner Compression Ignition Engines through innovative bowl templates. <i>International Journal of Engine Research</i> , 2021 , 22, 2477-2491	2.7	4
144	High efficiency two stroke opposed piston engine for plug-in hybrid electric vehicle applications: Evaluation under homologation and real driving conditions. <i>Applied Energy</i> , 2021 , 282, 116078	10.7	11

143	Reactivity controlled compression ignition engine: Pathways towards commercial viability. <i>Applied Energy</i> , 2021 , 282, 116174	10.7	18
142	Effects of fuel injection parameters on premixed charge compression ignition combustion and emission characteristics in a medium-duty compression ignition diesel engine. <i>International Journal of Engine Research</i> , 2021 , 22, 443-455	2.7	11
141	Simultaneous high-speed spectroscopy and 2-color pyrometry analysis in an optical compression ignition engine fueled with OMEX-diesel blends. <i>Combustion and Flame</i> , 2021 , 230, 111437	5.3	2
140	Emissions reduction by using e-components in 48 V mild hybrid trucks under dual-mode dual-fuel combustion. <i>Applied Energy</i> , 2021 , 299, 117305	10.7	0
139	An optical investigation of thermal runaway phenomenon under thermal abuse conditions. <i>Energy Conversion and Management</i> , 2021 , 246, 114663	10.6	4
138	Computational optimization of the piston bowl geometry for the different combustion regimes of the dual-mode dual-fuel (DMDF) concept through an improved genetic algorithm. <i>Energy Conversion and Management</i> , 2021 , 246, 114658	10.6	5
137	Energy management optimization for a power-split hybrid in a dual-mode RCCI-CDC engine. <i>Applied Energy</i> , 2021 , 302, 117525	10.7	4
136	Evaluating OMEx combustion towards stoichiometric conditions in a compression ignition engine. <i>Fuel</i> , 2021 , 303, 121273	7.1	6
135	Impact of the hybrid electric architecture on the performance and emissions of a delivery truck with a dual-fuel RCCI engine. <i>Applied Energy</i> , 2021 , 301, 117494	10.7	4
134	Use of EGR e-pump for Dual-Mode Dual-Fuel engines in mild hybrid architectures. <i>Energy Conversion and Management</i> , 2021 , 247, 114701	10.6	1
133	Development of a fast-virtual CFR engine model and its use on autoignition studies. <i>Fuel Processing Technology</i> , 2021 , 224, 107031	7.2	2
132	OMEx-diesel blends as high reactivity fuel for ultra-low NOx and soot emissions in the dual-mode dual-fuel combustion strategy. <i>Fuel</i> , 2020 , 275, 117898	7.1	13
131	Clean and efficient dual-fuel combustion using OMEx as high reactivity fuel: Comparison to diesel-gasoline calibration. <i>Energy Conversion and Management</i> , 2020 , 216, 112953	10.6	18
130	Energy management strategies comparison for a parallel full hybrid electric vehicle using Reactivity Controlled Compression Ignition combustion. <i>Applied Energy</i> , 2020 , 272, 115191	10.7	14
129	Potential of using OMEx as substitute of diesel in the dual-fuel combustion mode to reduce the global CO2 emissions. <i>Transportation Engineering</i> , 2020 , 1, 100001	3	15
128	Combustion improvement and pollutants reduction with diesel-gasoline blends by means of a highly tunable laser plasma induced ignition system. <i>Journal of Cleaner Production</i> , 2020 , 271, 122499	10.3	4
127	Computational optimization of the dual-mode dual-fuel concept through genetic algorithm at different engine loads. <i>Energy Conversion and Management</i> , 2020 , 208, 112577	10.6	11
126	Potential of hybrid powertrains in a variable compression ratio downsized turbocharged VVA Spark Ignition engine. <i>Energy</i> , 2020 , 195, 117039	7.9	23

125	Potential of a two-stage variable compression ratio downsized spark ignition engine for passenger cars under different driving conditions. <i>Energy Conversion and Management</i> , 2020 , 203, 112251	10.6	8
124	Potential of bio-ethanol in different advanced combustion modes for hybrid passenger vehicles. <i>Renewable Energy</i> , 2020 , 150, 58-77	8.1	22
123	An optical investigation of Fischer-Tropsch diesel and Oxymethylene dimethyl ether impact on combustion process for CI engines. <i>Applied Energy</i> , 2020 , 260, 114238	10.7	15
122	Assessment of a complete truck operating under dual-mode dual-fuel combustion in real life applications: Performance and emissions analysis. <i>Applied Energy</i> , 2020 , 279, 115729	10.7	10
121	A chemical kinetics based investigation on laminar burning velocity and knock occurrence in a spark-ignition engine fueled with ethanol/water blends. <i>Fuel</i> , 2020 , 280, 118587	7.1	9
120	Exploration of suitable injector configuration for dual-mode dual-fuel engine with diesel and OME _x as high reactivity fuels. <i>Fuel</i> , 2020 , 280, 118670	7.1	11
119	Dual fuel combustion and hybrid electric powertrains as potential solution to achieve 2025 emissions targets in medium duty trucks sector. <i>Energy Conversion and Management</i> , 2020 , 224, 113320	10.6	26
118	Emissions reduction from passenger cars with RCCI plug-in hybrid electric vehicle technology. <i>Applied Thermal Engineering</i> , 2020 , 164, 114430	5.8	35
117	Experimental study of influence of Liquefied Petroleum Gas addition in Hydrotreated Vegetable Oil fuel on ignition delay, flame lift off length and soot emission under diesel-like conditions. <i>Fuel</i> , 2020 , 260, 116377	7.1	12
116	Assessment on the consequences of injection strategies on combustion process and particle size distributions in Euro VI medium-duty diesel engine. <i>International Journal of Engine Research</i> , 2020 , 21, 683-697	2.7	10
115	Experimental Study of the Influence of Gasoline/Diesel Blends on the Combustion Process and Soot Formation under Diesel Engine-Like Conditions. <i>Energy & Fuels</i> , 2020 , 34, 5589-5598	4.1	1
114	Effectiveness of hybrid powertrains to reduce the fuel consumption and NO _x emissions of a Euro 6d-temp diesel engine under real-life driving conditions. <i>Energy Conversion and Management</i> , 2019 , 199, 111987	10.6	35
113	Evaluation of a stratified prechamber ignition concept for vehicular applications in real world and standardized driving cycles. <i>Applied Energy</i> , 2019 , 254, 113691	10.7	21
112	Octane number influence on combustion and performance parameters in a Dual-Mode Dual-Fuel engine. <i>Fuel</i> , 2019 , 258, 116140	7.1	5
111	Performance of a diesel oxidation catalyst under diesel-gasoline reactivity controlled compression ignition combustion conditions. <i>Energy Conversion and Management</i> , 2019 , 196, 18-31	10.6	19
110	Development of a soot radiation model for diesel flames. <i>Applied Thermal Engineering</i> , 2019 , 157, 113719	9.8	2
109	Analysis of a series hybrid vehicle concept that combines low temperature combustion and biofuels as power source. <i>Results in Engineering</i> , 2019 , 1, 100001	3.3	8
108	Teaching combustion thermochemistry with an interactive Matlab application. <i>Computer Applications in Engineering Education</i> , 2019 , 27, 642-652	1.6	1

107	Optimization of the parallel and mild hybrid vehicle platforms operating under conventional and advanced combustion modes. <i>Energy Conversion and Management</i> , 2019 , 190, 73-90	10.6	45
106	Performance of a conventional diesel aftertreatment system used in a medium-duty multi-cylinder dual-mode dual-fuel engine. <i>Energy Conversion and Management</i> , 2019 , 184, 327-337	10.6	28
105	Application of a zero-dimensional model to assess the effect of swirl on indicated efficiency. <i>International Journal of Engine Research</i> , 2019 , 20, 837-848	2.7	3
104	Optical study on characteristics of non-reacting and reacting diesel spray with different strategies of split injection. <i>International Journal of Engine Research</i> , 2019 , 20, 606-623	2.7	18
103	Potential of e-Fischer Tropsch diesel and oxymethyl-ether (OMeX) as fuels for the dual-mode dual-fuel concept. <i>Applied Energy</i> , 2019 , 253, 113622	10.7	22
102	Application of a one-dimensional spray model to teach diffusion flame fundamentals for engineering students. <i>Computer Applications in Engineering Education</i> , 2019 , 27, 1202-1216	1.6	0
101	Fuel sensitivity effects on dual-mode dual-fuel combustion operation for different octane numbers. <i>Energy Conversion and Management</i> , 2019 , 201, 112137	10.6	12
100	In-flame soot quantification of diesel sprays under sooting/non-sooting critical conditions in an optical engine. <i>Applied Thermal Engineering</i> , 2019 , 149, 1-10	5.8	24
99	Performance and emissions of a series hybrid vehicle powered by a gasoline partially premixed combustion engine. <i>Applied Thermal Engineering</i> , 2019 , 150, 564-575	5.8	17
98	Miller cycle for improved efficiency, load range and emissions in a heavy-duty engine running under reactivity controlled compression ignition combustion. <i>Applied Thermal Engineering</i> , 2018 , 136, 161-168	5.8	27
97	Benefits of E85 versus gasoline as low reactivity fuel for an automotive diesel engine operating in reactivity controlled compression ignition combustion mode. <i>Energy Conversion and Management</i> , 2018 , 159, 85-95	10.6	37
96	Exploring the limits of the reactivity controlled compression ignition combustion concept in a light-duty diesel engine and the influence of the direct-injected fuel properties. <i>Energy Conversion and Management</i> , 2018 , 157, 277-287	10.6	43
95	Influence of spatial and temporal distribution of Turbulent Kinetic Energy on heat transfer coefficient in a light duty CI engine operating with Partially Premixed Combustion. <i>Applied Thermal Engineering</i> , 2018 , 129, 31-40	5.8	8
94	Influence of Direct-Injected Fuel Properties on Performance and Emissions from a Light-Duty Diesel Engine Running Under RCCI Combustion Mode 2018 ,		3
93	Experimental investigation on RCCI heat transfer in a light-duty diesel engine with different fuels: Comparison versus conventional diesel combustion. <i>Applied Thermal Engineering</i> , 2018 , 144, 424-436	5.8	41
92	Redesign and Characterization of a Single-Cylinder Optical Research Engine to Allow Full Optical Access and Fast Cleaning during Combustion Studies. <i>Experimental Techniques</i> , 2018 , 42, 55-68	1.4	3
91	Potential of RCCI Series Hybrid Vehicle Architecture to Meet the Future CO2 Targets with Low Engine-Out Emissions. <i>Applied Sciences (Switzerland)</i> , 2018 , 8, 1472	2.6	19
90	Potential of 1-octanol and di-n-butyl ether (DNBE) to improve the performance and reduce the emissions of a direct injected compression ignition diesel engine. <i>Energy Conversion and Management</i> , 2018 , 177, 563-571	10.6	18

89	Experimental investigation on the efficiency of a diesel oxidation catalyst in a medium-duty multi-cylinder RCCI engine. <i>Energy Conversion and Management</i> , 2018 , 176, 1-10	10.6	20
88	Sizing a conventional diesel oxidation catalyst to be used for RCCI combustion under real driving conditions. <i>Applied Thermal Engineering</i> , 2018 , 140, 62-72	5.8	20
87	Fuel consumption and engine-out emissions estimations of a light-duty engine running in dual-mode RCCI/CDC with different fuels and driving cycles. <i>Energy</i> , 2018 , 157, 19-30	7.9	46
86	Implementation of two color method to investigate late cycle soot oxidation process in a CI engine under low load conditions. <i>Applied Thermal Engineering</i> , 2017 , 113, 878-890	5.8	20
85	Study on LTC for light duty engines [Part 2] Spray enhancements. <i>Fuel</i> , 2017 , 193, 206-219	7.1	5
84	Achieving clean and efficient engine operation up to full load by combining optimized RCCI and dual-fuel diesel-gasoline combustion strategies. <i>Energy Conversion and Management</i> , 2017 , 136, 142-151	10.6	99
83	Evaluating the reactivity controlled compression ignition operating range limits in a high-compression ratio medium-duty diesel engine fueled with biodiesel and ethanol. <i>International Journal of Engine Research</i> , 2017 , 18, 66-80	2.7	34
82	An investigation on the particulate number and size distributions over the whole engine map from an optimized combustion strategy combining RCCI and dual-fuel diesel-gasoline. <i>Energy Conversion and Management</i> , 2017 , 140, 98-108	10.6	55
81	Gaseous emissions and particle size distribution of dual-mode dual-fuel diesel-gasoline concept from low to full load. <i>Applied Thermal Engineering</i> , 2017 , 120, 138-149	5.8	45
80	Effect of laser induced plasma ignition timing and location on Diesel spray combustion. <i>Energy Conversion and Management</i> , 2017 , 133, 41-55	10.6	24
79	Investigation of late-cycle soot oxidation using laser extinction and in-cylinder gas sampling at varying inlet oxygen concentrations in diesel engines. <i>Fuel</i> , 2017 , 193, 308-314	7.1	17
78	Influence of the number of injections on piston heat rejection under low temperature combustion conditions in an optical compression-ignition engine. <i>Energy Conversion and Management</i> , 2017 , 153, 335-345	10.6	7
77	Soot Characterization of Diesel/Gasoline Blends Injected through a Single Injection System in CI engines 2017 ,		3
76	Evaluating the emissions and performance of two dual-mode RCCI combustion strategies under the World Harmonized Vehicle Cycle (WHVC). <i>Energy Conversion and Management</i> , 2017 , 149, 263-274	10.6	46
75	Impact of diesel pilot distribution on the ignition process of a dual fuel medium speed marine engine. <i>Energy Conversion and Management</i> , 2017 , 149, 192-205	10.6	51
74	Analysis of the potential of a new automotive two-stroke gasoline engine able to operate in spark ignition and controlled autoignition combustion modes. <i>Applied Thermal Engineering</i> , 2017 , 126, 834-847	5.8	8
73	Optimal heat release shaping in a reactivity controlled compression ignition (RCCI) engine. <i>Control Theory and Technology</i> , 2017 , 15, 117-128	1	7
72	Swirl ratio and post injection strategies to improve late cycle diffusion combustion in a light-duty diesel engine. <i>Applied Thermal Engineering</i> , 2017 , 123, 365-376	5.8	25

71	Impact of swirl on in-cylinder heat transfer in a light-duty diesel engine. <i>Energy</i> , 2017 , 119, 1010-1023	7.9	23
70	Study of Air Flow Interaction with Pilot Injections in a Diesel Engine by Means of PIV Measurements. <i>SAE International Journal of Engines</i> , 2017 , 10, 740-751	2.4	5
69	A Combination of Swirl Ratio and Injection Strategy to Increase Engine Efficiency. <i>SAE International Journal of Engines</i> , 2017 , 10, 1204-1216	2.4	15
68	Particulates Size Distribution of Reactivity Controlled Compression Ignition (RCCI) on a Medium-Duty Engine Fueled with Diesel and Gasoline at Different Engine Speeds. <i>SAE International Journal of Engines</i> , 2017 , 10, 2382-2391	2.4	7
67	Characterization of Spray Evaporation and Mixing Using Blends of Commercial Gasoline and Diesel Fuels in Engine-Like Conditions 2017 ,		6
66	An Experimental Study on Diesel Spray Injection into a Non-Quiescent Chamber. <i>SAE International Journal of Fuels and Lubricants</i> , 2017 , 10, 394-406	1.8	8
65	Dual-Fuel Combustion for Future Clean and Efficient Compression Ignition Engines. <i>Applied Sciences (Switzerland)</i> , 2017 , 7, 36	2.6	38
64	A RCCI operational limits assessment in a medium duty compression ignition engine using an adapted compression ratio. <i>Energy Conversion and Management</i> , 2016 , 126, 497-508	10.6	55
63	Thermal analysis of a light-duty CI engine operating with diesel-gasoline dual-fuel combustion mode. <i>Energy</i> , 2016 , 115, 1305-1319	7.9	13
62	An assessment of the dual-mode reactivity controlled compression ignition/conventional diesel combustion capabilities in a EURO VI medium-duty diesel engine fueled with an intermediate ethanol-gasoline blend and biodiesel. <i>Energy Conversion and Management</i> , 2016 , 123, 381-391	10.6	54
61	Application of optical diagnostics to the quantification of soot in n-alkane flames under diesel conditions. <i>Combustion and Flame</i> , 2016 , 164, 212-223	5.3	24
60	Effects of piston bowl geometry on Reactivity Controlled Compression Ignition heat transfer and combustion losses at different engine loads. <i>Energy</i> , 2016 , 98, 64-77	7.9	64
59	Influence of fuel properties on fundamental spray characteristics and soot emissions using different tailor-made fuels from biomass. <i>Energy Conversion and Management</i> , 2016 , 108, 243-254	10.6	42
58	Characterization of In-Cylinder Soot Oxidation Using Two-Color Pyrometry in a Production Light-Duty Diesel Engine 2016 ,		8
57	Evaluation of EGR Effect on the Global Energy Balance of a High Speed DI Diesel Engine 2016 ,		4
56	Laser induced plasma methodology for ignition control in direct injection sprays. <i>Energy Conversion and Management</i> , 2016 , 120, 144-156	10.6	10
55	Effects of low reactivity fuel characteristics and blending ratio on low load RCCI (reactivity controlled compression ignition) performance and emissions in a heavy-duty diesel engine. <i>Energy</i> , 2015 , 90, 1261-1271	7.9	103
54	An experimental investigation on the influence of piston bowl geometry on RCCI performance and emissions in a heavy-duty engine. <i>Energy Conversion and Management</i> , 2015 , 103, 1019-1030	10.6	58

53	Effects of direct injection timing and blending ratio on RCCI combustion with different low reactivity fuels. <i>Energy Conversion and Management</i> , 2015 , 99, 193-209	10.6	122
52	The potential of RCCI concept to meet EURO VI NOx limitation and ultra-low soot emissions in a heavy-duty engine over the whole engine map. <i>Fuel</i> , 2015 , 159, 952-961	7.1	98
51	In-cylinder soot radiation heat transfer in direct-injection diesel engines. <i>Energy Conversion and Management</i> , 2015 , 106, 414-427	10.6	27
50	Experimental and Theoretical Analysis of the Energy Balance in a DI Diesel Engine 2015 ,		7
49	An Investigation of Radiation Heat Transfer in a Light-Duty Diesel Engine. <i>SAE International Journal of Engines</i> , 2015 , 8, 2199-2212	2.4	8
48	Operating range extension of RCCI combustion concept from low to full load in a heavy-duty engine. <i>Applied Energy</i> , 2015 , 143, 211-227	10.7	79
47	Performance and engine-out emissions evaluation of the double injection strategy applied to the gasoline partially premixed compression ignition spark assisted combustion concept. <i>Applied Energy</i> , 2014 , 134, 90-101	10.7	78
46	An investigation on RCCI combustion in a heavy duty diesel engine using in-cylinder blending of diesel and gasoline fuels. <i>Applied Thermal Engineering</i> , 2014 , 63, 66-76	5.8	118
45	Conceptual model description of the double injection strategy applied to the gasoline partially premixed compression ignition combustion concept with spark assistance. <i>Applied Energy</i> , 2014 , 129, 1-9	10.7	48
44	Gasoline effects on spray characteristics, mixing and auto-ignition processes in a CI engine under Partially Premixed Combustion conditions. <i>Applied Thermal Engineering</i> , 2014 , 70, 996-1006	5.8	38
43	Impact of Spark Assistance and Multiple Injections on Gasoline PPC Light Load. <i>SAE International Journal of Engines</i> , 2014 , 7, 1875-1887	2.4	14
42	The role of the in-cylinder gas temperature and oxygen concentration over low load reactivity controlled compression ignition combustion efficiency. <i>Energy</i> , 2014 , 78, 854-868	7.9	82
41	A New Methodology to Evaluate Engine Ignition Systems in High Density Conditions. <i>Experimental Techniques</i> , 2014 , 38, 17-28	1.4	2
40	A spectroscopy study of gasoline partially premixed compression ignition spark assisted combustion. <i>Applied Energy</i> , 2013 , 104, 568-575	10.7	41
39	Investigation of the ignition and combustion processes of a dual-fuel spray under diesel-like conditions using computational fluid dynamics (CFD) modeling. <i>Mathematical and Computer Modelling</i> , 2013 , 57, 1897-1906		16
38	An investigation of partially premixed compression ignition combustion using gasoline and spark assistance. <i>Applied Thermal Engineering</i> , 2013 , 52, 468-477	5.8	68
37	Sensitivity of combustion noise and NOx and soot emissions to pilot injection in PCCI Diesel engines. <i>Applied Energy</i> , 2013 , 104, 149-157	10.7	130
36	Evaluation of Emissions and Performances from Partially Premixed Compression Ignition Combustion using Gasoline and Spark Assistance 2013 ,		12

35	An Experimental Investigation of Diesel-Gasoline Blends Effects in a Direct-Injection Compression-Ignition Engine Operating in PCCI Conditions 2013 ,		18
34	Effects of Cavitation in Common-Rail Diesel Nozzles on the Soot Formation Process 2013 ,		4
33	Experimental Evaluation of the Best Approach for Diesel Spray Images Segmentation. <i>Experimental Techniques</i> , 2012 , 36, 26-34	1.4	30
32	Combination of Visualization Techniques for the Analysis of Evaporating Diesel Sprays. <i>Energy & Fuels</i> , 2012 , 26, 5481-5490	4.1	14
31	Hydraulic Behavior and Spray Characteristics of a Common Rail Diesel Injection System Using Gasoline Fuel 2012 ,		9
30	Performance Evaluation and Components Behavior of Light Duty Diesel Engine after 300 Hours Test Fuelled with Pure Biodiesel: Effects on Reliability and Durability 2012 ,		1
29	An experimental study of gasoline effects on injection rate, momentum flux and spray characteristics using a common rail diesel injection system. <i>Fuel</i> , 2012 , 97, 390-399	7.1	60
28	HD Diesel engine equipped with a bottoming Rankine cycle as a waste heat recovery system. Part 2: Evaluation of alternative solutions. <i>Applied Thermal Engineering</i> , 2012 , 36, 279-287	5.8	40
27	HD Diesel engine equipped with a bottoming Rankine cycle as a waste heat recovery system. Part 1: Study and analysis of the waste heat energy. <i>Applied Thermal Engineering</i> , 2012 , 36, 269-278	5.8	159
26	Flow regime effects over non-cavitating diesel injection nozzles. <i>Proceedings of the Institution of Mechanical Engineers, Part D: Journal of Automobile Engineering</i> , 2012 , 226, 133-144	1.4	22
25	An Investigation of Particle Size Distributions with Post Injection in DI Diesel Engines 2011 ,		8
24	An Investigation on Mixing and Auto-ignition using Diesel and Gasoline in a Direct-Injection Compression-Ignition Engine Operating in PCCI Combustion Conditions. <i>SAE International Journal of Engines</i> , 2011 , 4, 2590-2602	2.4	27
23	A complete 0D thermodynamic predictive model for direct injection diesel engines. <i>Applied Energy</i> , 2011 , 88, 4632-4641	10.7	129
22	The role of in-cylinder gas density and oxygen concentration on late spray mixing and soot oxidation processes. <i>Energy</i> , 2011 , 36, 1599-1611	7.9	26
21	The role of detailed chemical kinetics on CFD diesel spray ignition and combustion modelling. <i>Mathematical and Computer Modelling</i> , 2011 , 54, 1706-1719		54
20	A Comprehensive Study of Particle Size Distributions with the Use of PostInjection Strategies in DI Diesel Engines. <i>Aerosol Science and Technology</i> , 2011 , 45, 1161-1175	3.4	11
19	A Numerical Investigation on Combustion Characteristics with the use of Post Injection in DI Diesel Engines 2010 ,		15
18	Comprehensive study of biodiesel fuel for HSDI engines in conventional and low temperature combustion conditions. <i>Renewable Energy</i> , 2010 , 35, 368-378	8.1	24

17	Analysis of the Potential of Biodiesel as an Alternative Fuel for Current and Future HSDI Engines 2009 ,		3
16	Experimental Study of Biodiesel Blends Effects on Diesel Injection Processes. <i>Energy & Fuels</i> , 2009 , 23, 3227-3235	4-1	56
15	Partially Premixed Combustion in a Diesel Engine Induced by a Pilot Injection at the Low-pressure Top Dead Center. <i>Energy & Fuels</i> , 2009 , 23, 2891-2902	4-1	9
14	Insights on postinjection-associated soot emissions in direct injection diesel engines. <i>Combustion and Flame</i> , 2008 , 154, 448-461	5-3	53
13	ADVANCED METHODOLOGY FOR IMPROVING TESTING EFFICIENCY IN A SINGLE-CYLINDER RESEARCH DIESEL ENGINE. <i>Experimental Techniques</i> , 2008 , 32, 41-47	1-4	19
12	A Comprehensive Study of Diesel Combustion and Emissions with Post-injection 2007 ,		60
11	Influence of Injection Timing on Equivalence Ratio Stratification of Methanol and Isooctane in a Heavy-Duty Compression Ignition Engine		1
10	Evaluating the Efficiency of a Conventional Diesel Oxidation Catalyst for Dual-Fuel RCCI Diesel-Gasoline Combustion		4
9	An Experimental Investigation on Spray Mixing and Combustion Characteristics for Spray C/D Nozzles in a Constant Pressure Vessel		7
8	Dual-Fuel Ethanol-Diesel Technology Applied in Mild and Full Hybrid Powertrains		2
7	Impact of Multiple Injection Strategies on Performance and Emissions of Methanol PPC under Low Load Operation		3
6	Infrared/Visible Optical Diagnostics of RCCI Combustion with Dieseline in a Compression Ignition Engine		3
5	Experimental and Numerical Assessment of Active Pre-chamber Ignition in Heavy Duty Natural Gas Stationary Engine		5
4	Combined CFD - PIV Methodology for the Characterization of Air Flow in a Diesel Engine		1
3	CO ₂ Well-to-Wheel Abatement with Plug-In Hybrid Electric Vehicles Running under Low Temperature Combustion Mode with Green Fuels. <i>SAE International Journal of Advances and Current Practices in Mobility</i> , 3 , 731-743	1	0
2	Numerical analysis of kinetic mechanisms for battery thermal runaway prediction in lithium-ion batteries. <i>International Journal of Engine Research</i> , 146808742110299	2-7	4
1	OMEx Fuel and RCCI Combustion to Reach Engine-Out Emissions Beyond the Current EURO VI Legislation		2