

Antonio Paolo Carlucci - Elenco delle pubblicazioni

Capitoli di libro

A. P. Carlucci, A. Ficarella, D. Laforgia, L. Strafella, *Design and Calibration Strategies for Improving HCCI Combustion in Dual-Fuel Diesel–Methane Engines*, in “Natural Gas Engines for Transportation and Power Generation”, (2019) Springer Nature Singapore Pte Ltd. (Editors: Kalyan Kumar Srinivasan, Avinash Kumar Agarwal, Sundar Rajan Krishnan and Vincenzo Mulone), pp. 267-296. ISSN 2522-8366 ISSN 2522-8374 (electronic) Energy, Environment, and Sustainability ISBN 978-981-13-3306-4 ISBN 978-981-13-3307-1 (eBook) (<https://doi.org/10.1007/978-981-13-3307-1>)

A. P. Carlucci, B. Chehroudi, A. Ficarella, D. Laforgia, L. Strafella, *Potential Application of Photo-thermal Volumetric Ignition of Carbon Nanotubes in Internal Combustion Engines*, in “Carbon Nanotubes - Recent Progress”, (2018) InTechOpen (Editors: Mohammed Muzibur Rahman and Abdullah Mohamed Asiri), pp. 307-329. ISBN 978-1-78923-052-9; 978-1-78923-053-6

Paolo Carlucci, *Turbocharging Systems Development for Aircraft Propulsion*, in “Turbochargers and Turbocharging: Advancements, Applications and Research”, (2017) Nova Publisher (Editor: Evangelos G. Giakoumis), pp. 221-270. ISBN: 978-153612255-8; 978-153612239-8

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1. L. Bartolucci, A.P. Carlucci, S. Cordiner, A. Ficarella, D. Laforgia, V. Mulone, V. Rocco, L. Strafella: “Dual-Fuel injection fundamentals: experimental-numerical analysis into a constant-volume vessel”, Proceedings di ATI 2018 – 73rd Conference of the ATI Engineering Association, Pisa, 12-14 September 2018; **Energy Procedia** 148 (2018) 18-25 (DOI: 10.1016/j.egypro.2018.08.014) ISSN: 1876-6102.
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Brevetti

“Unità e metodo per la riduzione catalitica selettiva dei gas di scarico di un motore diesel”, Maria Giodice, Maria Rosaria Gaballo, Michele Calò, Antonio Arvizzigno (BOSCH CVIT/EAR-A2), Antonio Paolo Carlucci (UNILE-DII CREA)

Riassunto: Un'unità di riduzione catalitica per i gas di scarico di un motore diesel ha un dispositivo di elettronebulizzazione e un dispositivo di controllo configurato per monitorare dati proveniente dal motore diesel e per comandare l'afflusso di un prodotto azotato al dispositivo di elettronebulizzazione.

Dopo essere stato selezionato e giudicato idoneo dall'ufficio brevetti interno di Robert Bosch GmbH, il brevetto è ora registrato presso l'Ufficio Italiano Brevetti e Marchi (Italian patent application No. MI2008A001415).