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The public health risks posed by automotive particulate emissions are well known. Such particles are sufficiently small to reach the deepest regions of the lungs; and moreover act as carriers for many potentially toxic substances. Historically, diesel engines have been singled out in this regard, but recent research shows the need to consider particulate emissions from gasoline engines as well. Already implicated in more than one respiratory disease, the strongest evidence in recent times points to particle-mediated cardiovascular disorders (strokes and heart attacks). Accordingly, legislation limiting particulate emissions is becoming increasingly stringent, placing great pressure on the automotive industry to produce cleaner vehicles - pressure only heightened by the ever-increasing number of cars on our roads. Particulate Emissions from Vehicles addresses a field of increased international interest and research activity; discusses the impact of new legislation globally on the automotive industry; and explains new ways of measuring particle size, number and composition that are currently under development. The expert analysis and summary of the state-of-the-art, which encompasses the key areas of combustion performance, measurement techniques and toxicology, will appeal to R&D practitioners and engineers working in the automotive industry and related mechanical fields, as well as postgraduate students and researchers of engine technology, air pollution and life/ environmental science. The public health aspects will also appeal to the biomedical research community.

Vols. 30-54 (1932-46) issued in 2 separately paged sections: General editorial section and a Transactions section. Beginning in 1947, the Transactions section is continued as SAE quarterly transactions.

An examination of the greening of the automotive industry by the path dependence of countries and carmakers' trajectories. Three sources of path dependency can be detected: business models, consumer attitudes, and policy regulations. The automobile is changing and the race towards alternative driving systems has started!

A comprehensive evaluation of the basic theory for acoustics, noise and vibration control together with fundamentals of how this theoretical material can be applied to real world problems in the control of noise and vibration in aircraft, appliances, buildings, industry, and vehicles. The basic theory is presented in elementary form and only of sufficient complication necessary to solve real practical problems. Unnecessary advanced theoretical approaches are not included. In addition to the fundamental material discussed, chapters are included on human hearing and response to noise and vibration, acoustics and vibration transducers, instrumentation, noise and vibration measurements, and practical discussions concerning: community noise and vibration, interior and exterior noise of aircraft, road and rail vehicles, machinery noise and vibration sources, noise and vibration in rapid transit rail vehicles, automobiles, trucks, off road vehicles, and ships. In addition, extensive up to date useful references are included at the end of each chapter for further reading. The book concludes with a glossary on acoustics, noise and vibration

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