

Why I Publish Here

A commenter on a website¹ discussing sudden acceleration has mentioned that any papers that are not published in a peer-reviewed journal should be discounted because the independent peer-review process is the best approach to get close to the truth.

I have considered publishing in a peer-reviewed journal like the *SAE International Journal of Passenger Cars - Electronic and Electrical Systems* or the *IEEE Transactions on Vehicular Technology*, but publishing in a peer-reviewed journal is expensive for the author (around several hundred dollars) and requires each reader to pay for the paper before seeing it (around \$30), which prevents most interested parties from ever reading the paper. Also, the paper cannot be put on the internet and the author must sign an agreement to not use the same material in another paper. Even worse, it is difficult for an interested reader to find the paper with an internet search because refereed journal papers are not widely found using Google or other search engines. They can be found only after a very determined search of the engineering literature, which yields only a short abstract. This all means that publishing in a peer-reviewed journal is the best way of burying a paper from public attention.

This assumes the best case that the paper is actually approved for publication. Often, a paper on a controversial topic, as is the case with sudden acceleration, will either be denied publication or be required to undergo drastic modification in order to be published. The reason often given is that the material is only speculation, and that no experimental evidence is provided to show that the material actually applies to real-world vehicles. Such testing imposes a financial burden on the author which, in the case of automobiles, is impossible to overcome. We must remember that the referees are employed by the auto industry and have a vested interest in refusing to approve a paper that is critical of the industry, and especially their employer. If they approve a paper critical of the auto industry without strong evidence, then their fellow employees may hold them up to ridicule, and their employer may consider it as a negative factor in future performance ratings.

By publishing on this site, my papers are available to anyone who wants to read them. And anyone is free to comment on them or to write their own paper which proves them wrong. This is the first creative step in a dialog to find the truth.

By the way, the author was not paid to write these papers. He has no involvement or financial interest in the automotive industry, no involvement or financial interest in automobile-related litigation as an expert witness, and no financial interest in consumer advocacy or writing about consumer affairs. He has no axe to grind with any automotive company, and has owned three Toyota vehicles, which he considers to have been excellent vehicles that exceeded his expectations for high quality. His sole interest is to be objective in finding the root cause of sudden acceleration.

¹ [steve626 at http://www.rav4world.com/forums/96-4-3-general/149849-unintended-acelleration-skeptics-read-2.html](http://www.rav4world.com/forums/96-4-3-general/149849-unintended-acelleration-skeptics-read-2.html)