

# MTZ Articles Under Scrutiny

Dear Reader,

I had a learning experience of a very special kind at the Polytec GmbH Roadshow in Walddbronn last week. I was talking to the guest speaker from "KIT", who expressed his regrets that he wasn't able to publish articles so frequently in ATZ and MTZ. The reason he gave was that, unfortunately, it did not offer any "publication points". Scholars and scientists rely on these points – together with a magazine's high Impact Factor (IF) – when it comes to receiving research funding, for example from the German Research Foundation (DFG).

In the same way that I was not aware that the German University of Karlsruhe now calls itself KIT, the guest speaker was equally unaware that, as of Issue No. 4, 2008, ATZ and MTZ are refereed journals.

The "Karlsruhe Institute of Technology" (KIT) has been the official name of this elite university since 22 February 2008. KIT was created by the amalgamation of the State-owned University of Karlsruhe (TH) and the federally funded Forschungszentrum Karlsruhe. The combined Institute has a total of 7,500 employees and an annual budget of some 600 million euros.

In the ATZ/MTZ Peer Review Process, all articles submitted by scientific authors are scrutinised by experts. Our aim with this seal of approval is to further enhance the high level of ATZ and MTZ both nationally and internationally. It will at last fulfil the wish that has long been expressed by scholars and scientists to be able to publish articles in the field of automotive technology in refereed publications. We were helped in this by the WKM. The "Wissenschaftliche Gesellschaft für Kraftfahrzeug- und Motorentechnik" supports the magazines ATZ and MTZ in the introduction and execution of the peer review process.

The first result can be seen in the article by the TU Darmstadt and University of Erlangen on page 48. In my capacity as Research Editor, I will be more than happy to receive your comments and suggestions.

Kind regards,



Dipl.-Ing. Michael Reichenbach  
Wiesbaden, 25 February 2008



Dipl.-Ing. Michael Reichenbach  
Vice Editor-in-Chief

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Zusammenarbeit mit der STG,  
Schiffbautechnischen Gesellschaft e. V.,  
Hamburg, auf dem Gebiet der  
Schiffsantriebe durch Verbrennungs-  
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