

CURRICULUM VITAE

Brian Henderson MSc

Brian Henderson is the Managing Director of GBB (UK) Limited. He is a Master of Science.

He has been investigating road collisions for over 30 years.

His expertise has been acknowledged by the High Court for its 'research based and reasoned approach'.

He has been involved in collision research for over 15 years and is responsible for the instigation of the full time research department at GBB.

He reconstructs collisions of all types with a focus on;

Subtle Brain Injury

Low Velocity Impacts

Motorcycle Accidents

Full details of experience and qualifications are shown below;

- Master of Science (MSc by Research).
- 'Visiting Lecturer' at Sheffield Hallam University, Dept. of Biosciences. (2009 – 2015)
- 'Visiting Lecturer' at the University of Central Lancashire, School of Forensic and Investigative Science. (2009)
- University of Michigan – Certificate in Emerging Automotive Technologies (Oct 2015), [Subjects included Hybrid Vehicle Technology and Telematics] following a course of study and examination.
- Certificate of Digital Tachograph Data Training (Forensic analysis of digital tachograph data) May 2017.

- Trained in Accident Reconstruction Techniques and holds a Certificate in Forensic Accident Investigation awarded by the Institute of Traffic Accident Investigators following examination in the subject
- Received refresher training in Road Collision Investigation Techniques. (Feb. 2004 RoSPA approved)
- Received training in the subject of vehicle handling dynamics having successfully completed a course in Basic Vehicle Handling Dynamics at the Forensic Science Service Laboratory in London.
- Trained in the subject of vehicle crush damage analysis, having successfully completed both the Operators and Advanced 'AI Damage' crush damage analysis courses and being trained in the use of, and an authorised user of, the 'A.I. Damage' computer program.
- Trained in the use of, and an authorised user of, 'Relmo' 3D animation software for Accident Reconstruction.
- Involved in continuing research into road traffic accidents, particularly in relation to the resultant damage to motor vehicles, and movement of occupants in collisions. This includes the collection of personal data and attendance at, organisation of and involvement in, motor vehicle crash testing;

May 2002

Mar 2003

April 2005

June 2005

August 2009

June 2012 (dodgem cars)

November 2017

- Designed and commissioned a 'whiplash' simulator to provide on going data in relation to sudden velocity change in low speed collisions, and its effect upon the human body.

Author/joint author of the following papers;

Henderson. B, **CT2/2005/1 Report on a Full Size Crash Test**, 2006 (www.gbbuk.com/technical.asp)

Henderson. B **"Putting the 5mph Injury Threshold to the Test"** [Personal Injury Law Journal] September 2006. (www.gbbuk.com/technical.asp).

Henderson. B, Wade. R, Simpson. I, **"Deconstructing a Collision"** [Personal Injury Law Journal] March 2007. (www.gbbuk.com/technical.asp).

Henderson. B, Starks.I, Wade.R, Hall.M, **"Does the low back displace significantly in low velocity rear impact shunts?"** British Trauma Society Annual Conference 2007 (Paper 040)

Henderson. B, Starks.I, Wade.R, Hall.M, **"Is the threshold for injury in whiplash really a delta v of 3mph?"** British Trauma Society Annual Conference 2007 (Paper 041)

Also presented as **“Does whiplash occur in low velocity rear impact shunts? 10th Congress of the European Federation of National Associations of Orthopaedics and Traumatology – Vienna, June 2009.**

Henderson. B, Hoyes.P, Fidler.P, **“A study of human kinematic response to Low Speed ‘rear end’ impacts involving vehicles of largely differing masses” CT1-2009-1.** (Prepared for International Congress on Traffic Accident Investigation, Shanghai 2009) {Presented at conference by B.Henderson November 2009}

Henderson. B, Hoyes. P, **“A study of Extreme Partial Collisions” CT8/9-2009-1** (Published in ‘Impact’ [Journal of the Institute of Traffic Accident Investigators] September 2009.

Henderson. B, Hoyes. P, **“Putting the 3mph threshold to the test” CT2,5,6-2009-1** Prepared for Forensic Science Society Spring Conference April 2010

Hoyes. P, Henderson. B, **“A study and comparison of the effects of low speed change vehicle collisions on the human body”** Published in ‘Accident Analysis and Prevention’ Volume 51 (2013) 318-324

Henderson. B, Hoyes. P, Hall. M **“Measurement of vehicle height changes under maximum braking”** (Published in ‘Impact’ [Journal of the Institute of Traffic Accident Investigators] Spring 2014)

Henderson. B, Hoyes. P, Hall. M , **“A Study into the Propensity for Exhaust Gas Ingress into a Vehicle As a Result of Collision Damage”** International Journal of Vehicle Safety IJVS 2015 Vol 8 No 3.

- Organised and been involved in a series of sudden brake tests involving both single decked and double decked PSV’s (December 2005).
- The Managing Director of a firm of Consulting Automobile Engineers and Forensic Collision Investigators, having been in private practice since April 1994, and has investigated all types of road accident from minor damage only cases through to those resulting in fatalities.
- Examines motor vehicles in respect of consistency of alleged accident damage, component failure, handling defects, behaviour or performance.
- Continues to study the causes of motorcycle road accidents and has formulated technical papers.
- Trained in the use of, and operates, Vericom accelerometric equipment.
- Trained in the use of, and operates, a Topcon Electronic Total Station surveying system.
- Trained in the use and calibration of electro-magnetic and eddy current coating thickness equipment, and uses same on a frequent basis.
- Trained in plan drawing techniques.

- Trained in the use of the Civilcad computer drawing program.
- A Member of the Chartered Society of Forensic Sciences (MCSFS)
- A Full Member of the Institute of Traffic Accident Investigators. (MITAI)
- A Member of the Institute of Road Transport Engineers. (MIRTE)
- A Member of the Institute of the Motor Industry. (M.I.M.I.)
- On the UK Register of Expert Witnesses.
- In the Law Society Directory of Expert Witnesses and registered as a Single Joint Expert.
- Trained in the role of Single Joint Expert with Bond Solon in London.
- Experienced in giving evidence in the Criminal Court for either prosecution or defence, and in the Civil Court for either Claimant or Defendant, throughout the U.K.
- Given evidence in the High Court (requested by Claimant's lawyers) in a 'low velocity' argument case. The evidence was praised for its 'Research based and reasoned approach' and accepted in its entirety. [Williams v Jervis, 2008]
- A former police officer with 12½ years service, approximately 8 years of which were with Cumbria Constabulary Traffic Department policing both main roads and motorway.
- A fully qualified traffic patrol officer authorised by the Chief Constable to inspect and prohibit vehicles where necessary.
- The holder of police 'class 1' advanced certificate for car driving.
- The holder of police 'class 1' advanced certificate for motorcycling.
- Trained in motorcycle VIP escort duties having been part of the motorcycle escort team.
- Trained in the use of, and/or fully conversant with the operation of Vascar and radar/lidar speed detection equipment.
- Received training in relation to tachograph chart analysis (level 2).
- Received detailed training in tyre examination from both Michelin and former Dunlop tyre specialists.