



INVESTIGATION | ENGINEERING | RESEARCH

CURRICULUM VITAE

MALCOLM SLADDEN

A.A.E., M.I.M.I., M.I.R.T.E., M.S.O.E., M.Inst. A.E.A., M.F.I.E.A.

PROFESSIONAL PROFILE

Mr Malcolm Sladden is a Consultant Automotive Engineer employed by GBB. Following his early career in the motor industry he has been employed as an independent engineering expert for fifteen years, a staff engineer with a major insurer for five years and an accident investigator for three years.

He is widely experienced in determining the consistency and compatibility of crash damage sustained by vehicles which are reported to have collided with one another, and the effect of the transferral of energy of such impacts.

Mr Sladden has given evidence in court for civil proceedings working with many major UK solicitors and insurance companies.

Mr Sladden's expertise covers collision investigation, damage cost assessment, vehicle valuations, assessment of diminution in value, and fire investigation.

Mr Sladden routinely physically examines vehicles and assesses the damage sustained and considers the consistency of the damage with the laws of physics and the incident circumstances.

As an accident investigator employed by Loughborough University's Institute for Consumer Ergonomics, Mr Sladden has been involved in the assessment of the causes of vehicle occupant and pedestrian injuries in a research project sponsored by the Transport and Road Research Laboratory and major motor manufacturers.

In his judgement of Claim No. 9CL07637 His Honour Judge Seys-Llewellyn QC stated when comparing engineering experts, 'Mr Sladden was rather more precise and / or analytical in his expression.'

His Honour Deputy District Judge Scott, when considering Claim No.9MA14661, stated of Mr Sladden, 'He was pressed firmly, appropriately and with, if I may say, a certain degree of vigour by Mr Boora (barrister), who left, literally, no stone unturned on behalf of his client. Mr Sladden was not to be moved on a number of factors. More impressive than that was the fact that where Mr Sladden felt that he had to acknowledge a possibility (if not a probability), he was prepared to acknowledge that. That certainly gave the appearance of balance in the expert evidence that came before this court. It is for those reasons that I am content to accept the expert evidence given by Mr Sladden'.

ACADEMIC CREDENTIALS AND PROFESSIONAL AFFILIATIONS

Qualification	Location	Date
Diploma in Automotive Engineering Management	Stevenson College Edinburgh	1986 - 1989
Member of the Institute of the Motor Industry		1989
Member of the Institute of Road Transport Engineers		1989



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Advanced Automotive Engineer
(A.A.E.)

2014



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SPECIALISED QUALIFICATIONS

Qualification	Location	Date
Member of the Institute of Automotive Engineer Assessors		1994
Thatcham Estimating Methods	The Motor Insurance Repair Research Centre, Thatcham	1993
Audatex Estimating	The Motor Insurance Repair Research Centre	2003
RAC Engineer Accreditation	The Motor Insurance Repair Research Centre, Thatcham	2002
Car Body Alignment	The Motor Insurance Repair Research Centre, Thatcham	2004
Paint and Plastics Repairs	The Motor Insurance Repair Research Centre, Thatcham	2005
Paint Update	The Motor Insurance Repair Research Centre, Thatcham	2005
City and Guilds Certificate in Information Technology	New College Hucknall	2002
Fire Investigation	Park Lodge International Ltd	2010

EXPERIENCE AND EMPLOYMENT

Position	Location	Date
Assistant Service Manager	G D Armstrong Motor Engineers	1987 to 1989
Workshop Controller	Central Motors Ford Dealership	1989 to 1990
Accident Investigator	Institute for Consumer Ergonomics, Loughborough University	1990 to 1992
Automotive Engineer Assessor	Banwell and Associates Ltd	1992 to 2003
Staff Motor Engineer	Churchill (RBS Insurance)	2003 to 2008
Consultant Automotive Engineer and Forensic Collision Investigator	Banwells Ltd / GBB (UK) Ltd	2008 to present