



## DAVID LISKE, CPE, ACTAR



### Summary of Professional Experience

- ❑ Founding Principal Associate of LISKE Forensic Professionals, accredited Accident Investigation and Reconstruction corporations in the U.S. and Canada.
- ❑ Conducted over 2000 technical accident investigations and reconstructions.
- ❑ Qualified to testify in both U.S. and Canada.
- ❑ Full accreditation as a Traffic Accident Reconstructionist [ACTAR 738].
- ❑ Specialized training and certification in Crash Data Retrieval [CDR] Systems.
- ❑ Specialized training in Heavy Trucking Accident Investigations.
- ❑ Specialized training in Highway Vehicle Event Data Recorders.
- ❑ Licensed Commercial Motor Vehicle Operator.
- ❑ Specialized training in Commercial Vehicle Braking Systems plus Air Brake Endorsement.
- ❑ Specialized training in Transportation of Dangerous Goods.
- ❑ Specialized training in Load Securement.
- ❑ Specialized training in Defensive Driving.
- ❑ Specialized training and Certification in Lift Truck Operation and Safety.
- ❑ Specialized training in Low Speed Collision Analysis.
- ❑ Specialized training in Seatbelt Investigations.

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Accident Reconstruction - Biomechanics - Human Factors Forensics - EDR/ECM Data Retrieval - Trucking  
Investigations - Forensic Vehicle Examinations - Product - Property & Premise  
\*\*New York - New Jersey - Pennsylvania - Connecticut - Ontario, Canada\*\*

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- ❑ Specialized training in Biomechanics of Injury.
- ❑ Specialized training in Air Bag Systems.
- ❑ Specialized training in Advances in Side Impact Test Methodologies and Occupant Protection.
- ❑ Specialized training in Occupant and Vehicle Kinematics in Rollovers.
- ❑ Specialized training in Injuries, Anatomy, Biomechanics and Federal Regulations.
- ❑ Specialized training in Investigating Bus and Train Collisions.
- ❑ Specialized training in Motorcycle Accident Reconstruction.
- ❑ Specialized training in System Safety Engineering and Management, University of Washington.
- ❑ Certified Professional Ergonomist [N.017] specializing in Human Factors Forensics.
- ❑ Senior Engineer, System Safety and Human Factors Engineering, Sierra Research Technologies, Buffalo, New York, 1990-1996.
- ❑ Senior Human Factors Engineer, General Dynamics, Fort Worth, Texas, 1986-1990.

## Education

- ❑ Bachelor of Arts Degree ( Kinesiology), University of Western Ontario, 1983.
- ❑ Masters of Arts Degree (Kinesiology), University of Western Ontario, 1985.
- ❑ Graduate work in Ph.D Program (Kinesiology), University of Waterloo, 1986.
- ❑ Full accreditation as a Traffic Accident Reconstructionist [ACTAR 738].
- ❑ Certified Professional Ergonomist [N.017] specializing in Human Factors Forensics.
- ❑ Truck Training Schools Association of Ontario [TTSAO] Diploma

## PC-Crash Vehicle Reconstruction and Simulation Program/User

- Simultaneous simulation of up to 2 vehicles (PC-Crash 2D) or 32 vehicles (PC-Crash 3D), with up to five axles per vehicle.
- Interface to Specs (North American), ADAC, Vyskocil, DSD (European and Japanese), and KBA vehicle databases.
- 2D or 3D kinetic calculation model.
- Front/rear brake force distribution model plus ABS braking model.

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- ESP (Electronic Stability Program) model.
- Specification of driver reaction, accelerating, braking, steering and other parameters in the form of sequences.
- Individual damaged wheel steering and repositioning at any time.
- Steering can also be specified with kinematic and kinetic (default mode) vehicle paths, with various kinetic steering model options.
- Definition of different road elevations, slopes and friction coefficients in specific polygonal areas.
- Impact model by Kudlich-Slibar, based on conservation of linear and angular momentum, with “full” and “sliding” impacts possible.
- Specification of impact elasticity with restitution or separation velocity.
- 2D or 3D impact model, with unlimited number of impacts.
- Automatic calculation of secondary impacts.
- Collision optimizer, for the automatic determination of impact speeds and seven other impact parameters, based on rest and/or intermediate vehicle positions.
- Crash backwards calculation, using post-impact velocities and either momentum or crush energy to determine pre-impact speeds.
- Kinematic calculation of post-impact velocities, based on up to six post-impact positions and braking levels for each vehicle.
- Automatic kinematic calculation of accident avoidance.
- Automatic kinetic calculation of accident avoidance, with either gradual decrease of speed or increase of braking level until impact is avoided.
- Kinematic calculation model for pedestrian accidents.
- Various diagrams for velocities, accelerations, wheel forces, etc.
- Printout of report of input/output values, including all collision and trajectory parameters.
- Detailed vehicle shapes can be specified using DXF files, with change of shape at impact possible.
- Scene DXF and VMRL drawings and/or bitmaps can be imported into the simulation.
- Integrated drawing program for drawing/modifying scene drawings and vehicle DXF shapes, with 256 layers, extrude feature, and tool for constructing intersections and roads.
- Calculation of rollovers and vaults.
- Choice of two tire models (Linear or TM-Easy).
- Calculation of acceleration due to engine power and air resistance with up to 16 transmission ratios and the ability to gear down when going up grades.
- Calculation of the effects of wind and air resistance, including downforce and uplift.
- Simulation and collision analysis of trailers (steered, non-steered, semi-trailer), with multiple trailers per tow vehicle possible.
- Trailer steering model (based on articulation angle). Trailer separation models (based on hitch force or vehicle position).
- CRASH 3 impact model with interface to NHTSA vehicle database.
- Multibody pedestrian, motorcycle, bicycle and occupant models.
- Simulation of movable load using multibody model.
- Stiffness-based ellipsoidal crash/rollover simulation model.
- Stiffness-based mesh crash/rollover simulation model.

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## Professional Memberships

- ❑ National Association of Professional Accident Reconstruction Specialists
- ❑ Canadian Association of Technical Accident Investigators & Reconstructualists
- ❑ New York Statewide Traffic Accident Reconstruction Society
- ❑ American Society of Safety Engineers (ASSE)
- ❑ Society of Automotive Engineers (SAE)
- ❑ ASSE Safety Consultants Group
- ❑ ASSE Safety Engineering Group
- ❑ ASSE Construction Group
- ❑ ASSE Risk/Management Group
- ❑ National Human Factors Society (NHFS)
- ❑ NHFS Forensic Professionals
- ❑ NHFS Safety Technical Group
- ❑ NHFS Surface Transportation Technical Group
- ❑ NHFS Consumer Products Technical Group
- ❑ NHFS Industrial Ergonomics