

Peter Etherington

Career History

I started a motor vehicle technician apprenticeship at an independent garage in 1980 and completed five years training in 1985. The training was a mix of practical and theoretical. The theoretical aspect of my training was completed at college on a day release and evening class basis.

In 1985 after completing examinations I was awarded a Higher National Certificate in Automotive Engineering. In the same year I attended training courses and became an authorised MOT vehicle examiner

I then worked in an independent motor vehicle repair workshop until 1990. My duties included the repair and maintenance of all types of motor vehicles. Fault diagnosis and rectification and assessment and purchase of equipment were also my responsibility. I was responsible for the safety and training of apprentices. I also prepared vehicles for sale and valued part exchanged vehicles.

In 1988 I was awarded Membership of the Motor Industry (MIMI) and also I was awarded Associate Membership of the Institute of Road Transport Engineers. I am now a member of the Institute of Road Transport Engineers (MIRTE) and the Society of Operations Engineers. (MSOE)

During 1988 and 1990 I attended evening Classes and studied for the entrance examinations for the Institute of Automotive Engineer Assessors. Subjects covered included vehicle collision reconstruction and investigation, principles of insurance, motor body estimating, law, and other related topics. I passed all the entrance examinations in 1991 and I was awarded Associate membership of the Inst. AEA in 1992. I am now a Member of the Inst. AEA.

In 1990 I started working for George Parkinson Ltd Consulting Engineers and Assessors in Blackburn. I received training from my superiors in the assessment and practices of an automotive assessor.

Over the years my duties have broadened and I have gained extensive experience in the following disciplines:

- Vehicle and plant damage assessments.

- Negotiation of economical repair costs and correct repair methods
- Consideration of different repair method options and assessment of correct methods of repair.
- Vehicle valuation dispute resolution.
- Historical vehicle valuations from documents
- Vehicle asset valuation for 'proceeds of crime' and probate cases
- Credit hire timescale and necessity disputes.
- Assessment of reasonable period of time for vehicle repairs to be completed.
- Investigation of reported delays in repairs being completed
- Feasibility and quantum of temporary repairs to collision damaged vehicles.
- Analysis of impact damage to motor vehicles and investigation of compatibility of damage between two or more vehicles.
- Identification of unrelated collision damage.
- Identification of deliberately inflicted damage.
- Comparison of vehicle damage profiles with reported collision scenarios, identifying damage not consistent with the collision circumstances.
- Analysis of repair estimates, engineer's reports, collision repair invoices, and photographic evidence of vehicle damage to confirm damage compatibility and with reported collision circumstances.
- Location of similar vehicles to obtain profile and component measurement data for use in damage comparison exercises.
- Comparison of different types of vehicle damage with reported road surface defects.
- Investigation of suspected motor related insurance fraud for insurers and solicitors.
- Inspection of repaired vehicles where disputes arise over the quality of repairs carried out.
- Assessment of vehicle condition and roadworthiness.
- Dispute resolution regarding vehicle satisfactory quality in relation to the "Sale of Goods Act"
- Assessment and costs of additional transport requirements as a result of personal injury or special needs.
- Investigation into the condition of private hire vehicles and public service vehicles where injuries have occurred while passengers are being carried.
- Criminal prosecution evidence analysis.
- Attendance at Civil and Criminal courts to give expert testimony.
- Experienced Single Joint Expert instructed by Claimant and Defendant solicitors

In 1997 I was awarded “Engineering Technician” status from the Engineering Council and I also applied for and received listing in the “UK Register of Expert Witnesses”

I have completed a training programme operated by Cardiff University Law School and Bond Solon Legal Training and I was awarded “The Certificate of Expert Witness Accreditation” in September 2003.

I continue to attend Training Courses and Conferences operated by Bond Solon Legal Training and Thatcham Training Centre. The latest one I attended was the Bond Solon Expert Witness conference in London in November 2016 which includes the annual legal update on issues relevant to experts.

I am on the Institute of the Motor Industry (IMI) professional register. IMI members on the professional register are required to keep their skills and knowledge up to date through continuing professional development. My CPD is recorded on the online system operated by the IMI. It is checked by the IMI every three years to ensure my CPD is up to date and relevant. This was last checked in April 2016.

My instructing principals include insurance companies, claims management companies, public bodies, private companies, vehicle repair garages, vehicle retail garages, vehicle finance companies, trading standards departments, bus companies, claimant and defendant solicitors, Lancashire Police Authority, Greater Manchester Police, Lancashire County Council, and members of the public.

The split between instructions received from claimant, defendant and single joint expert is shown below.

- Claimant 53%
- Defendant 42%
- SJE 5%

The above split is based on instructions received between 01/07/15 and 30/06/16

I am an experienced Single Joint Expert and I am fully aware of my responsibilities and obligations to the Court when acting in the role as a SJE.