CRASH ENGINEER
VEHICLE ACCIDENT RECONSTRUCTION CONSULTING

Efrain Navarro, ACTAR

Mr. Navarro is an accredited accident reconstructionist and has experience in providing investigation and analysis of passenger vehicle, commercial trucking and motorcycle collisions. He has conducted vehicle and site inspections, digital mapping of collision sites, vehicle scanning, drone aerial photography and imaging of passenger vehicle Event Data Recorders (EDR). He is a Certified Crash Data Retrieval (CDR) Technician and experienced in performing downloads of heavy trucks (ECM). He has experience utilizing mathematical models and preparing computer simulations to model vehicular collisions. He prepares professional reports and presents expert witness testimony.

EDUCATION

The University of Texas at San Antonio
BS Mechanical Engineering 2016

LICENSING AND ACCREDITATION

Accreditation Commission for Traffic Accident Reconstruction
ACTAR No. 3344

PROFESSIONAL MEMBERSHIPS

Remote Pilot Certified by the Federal Aviation Administration
FAA No. 4224354

Society of Automotive Engineers
SAE No. 6144561069

SPECIALIZED COURSEWORK AND CONFERENCES

- *Event Data Recorder (EDR) Summit*,
  Crash Data Group Inc., 3/2019

- *Vehicle Dynamics for Passenger Cars and Light Trucks*
  Society of Automotive Engineers International, 11/2018

- *Fundamentals of Automotive All-Wheel Drive Systems*
  Society of Automotive Engineers International, 11/2018

- *Driver Distraction from Electronic Devices: Insights and Implications*
  Society of Automotive Engineers International, 10/2018

- *Delta-V and Barrier Equivalent Speed (BEV) Seminar*
  J. Eftekhar & Associates, 01/2018

- *Traffic Crash Reconstruction I*
  Northwestern University Center for Public Safety, 10/2017

- *Collinear and Angular Momentum Seminar*
  J. Eftekhar & Associates, 08/2017

- *Traffic Crash Investigation I*
  Northwestern University Center for Public Safety, 7/2016

- *Crash Data Retrieval (CDR) Technician Level 2 Course (8 hrs.)*
  Bosch / Collision Safety Institute, 12/2016

- *Crash Data Retrieval (CDR) Technician Level 1 Course (8 hrs.)*
  Bosch / Collision Safety Institute, 12/2016

- *Data Mining Evidence from Car and Truck – Chapter 8*
  J. Eftekhar & Associates, State Bar of Texas, 11/2018

CAREER ENGAGEMENTS

01/19 – Present

Crash Engineer*, L.L.C.,* San Antonio, Texas

Engineer II: Provide investigation and analysis of passenger vehicle, heavy truck, motorcycle, bicycle and pedestrian collisions. Conduct vehicle and site inspections, digital mapping of collision sites and imaging of passenger vehicle Event Data Recorders (EDR). Utilize mathematical models and prepare computer simulations and animations to model and visualize vehicular collisions. Prepare professional reports and present expert witness testimony.

05/16-01/19

J. Eftekhar & Associates, San Antonio, Texas

Project Engineer: Responsibilities include, but not limited to, accident investigation and reconstruction, analysis and research of vehicles and vehicle systems, product designs, machine designs, premises accidents, and standards and codes relevant to these areas. In addition, planning and implementing nondestructive and destructive product/component testing. Work products include research, analysis, consulting, expert report preparation, and render civil and criminal testimony.

05/10-05/16

Nimitz Middle School, San Antonio, Texas

Advance Mathematics Instructor – Avid (College Readiness Program): Responsibilities included instruction and preparation in advanced Mathematics; assisted students individually or in small groups to improve their math skills. Additionally, developed tutoring resources, monitored mathematical progress, identified areas of improvement, and prepared students for examination.

RESEARCH PROJECTS

University of Texas – San Antonio

Senior Design Project: Low Speed Bumper Testing. Designed, analyzed, and built an apparatus (sled) to enable a variety of bumper systems to be mounted and engage in a full-frontal impact. Bumper configuration was documented along with forces encountered during impact. The goal achieved was to quantify the energy involved in a low speed impact classified as low severity that does not "wake-up" the Airbag Control Module to record data.