



**BRADLEY E HEINRICHS**  
**PRINCIPAL, SENIOR ENGINEER**  
**TRANSPORTATION GROUP**

MSc, Mechanical Engineering, 1996  
BASc, Engineering Physics (with Honors),  
1994  
Registered Professional Engineer

Brad Heinrichs joined MEA in 1997 and became a Principal in 2003. He has conducted hundreds of technical investigations, primarily for motor vehicle collision reconstruction cases. The collisions investigated have included passenger and commercial vehicles, motorcycles, bicycles, pedestrians, and animals.

Before coming to MEA, Mr. Heinrichs developed instrumentation for nuclear reactor safety research, and developed and patented a controller for industrial robots.

**Areas of Specialization**

- Vehicle dynamics and simulation
- Tire friction
- Low speed impacts
- Occupant dynamics
- Probability analysis
- Research

**Professional Affiliations**

MEA staff are members of various professional organizations. A current listing can be found on our website [www.meaforensic.com](http://www.meaforensic.com).

**Recent Publications**

Mr. Heinrichs is integrally involved in the majority of the research performed at MEA. Recent projects have focused on occupant dynamics, crash test dummy validation, bumper and bumper component performance in low speed collisions, and tire friction.

Wilkinson CC, Lawrence JM, Heinrichs BE, King DJ (2005). The accuracy and sensitivity of 2003 and 2004 General Motors event data recorders in low-speed barrier and vehicle collisions (2005-01-1190). In: Accident reconstruction (SP-1930). Warrendale, PA: Society of Automotive Engineers.

Siegmund GP, Chimich DD, Heinrichs BE, DeMarco AL, Brault JR (2005). Occupant responses to moderate frontal impacts vary with seat belt slack and anchor location. Traffic Injury Prevention, 6(1), pp. 38-43.

Siegmund GP, Heinrichs BE, Chimich DD, DeMarco AL, Brault JR (2005). The effect of collision pulse properties on six proposed whiplash injury criteria. Accident Analysis and Prevention, 37(2), pp. 275-285.

Heinrichs BE, Allin BD, Bowler JJ, Siegmund GP (2003). Vehicle speed affects both the pre-skid braking kinematics and the average tire/roadway friction. Accident Analysis and Prevention, online doi: 10.1016/j.aap.2003.08.002.

**Contact:** [brad.heinrichs@meaforensic.com](mailto:brad.heinrichs@meaforensic.com)