Curriculum Vitae

Scott Graham

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# BACKGROUND

A target driven automotive engineer with over 13 years experience in EDS & Electrical engineering, covering a multitude of areas including Power Distribution, Fusing, Grounding, DVP Planning and Testing, Project Coordination and Management, Prototype Build Support, Manual Reworking of Harnesses and Launch Support in the Harness and Vehicle assembly plants.

During my employment in EDS Engineering I have become competent in the use of: MS Office and Diagnostic Tools as well as OEM specific business tools eg: Digital Buck, Visplus, SPEED, WERS, VITAL, AIMS, ETRS and Maxim.

I have had experience with CAN Diagnostic and Central Car Configuration software. I am also trained in the use of CATIA V5.

I’m currently working towards achieving Chartered status with the IMechE.

## EDUCATION

*1998-2000* HND in Automotive Engineering with Management.

*1996-1998* HNC in Motor Vehicle Management and Engineering.

*1994-1998* NVQ levels 1, 2, 3 & 4 in Motor Vehicle Repair.

* 1. BTEC ONC in Motor Vehicle repair.
  2. Various in-house courses run by the Metropolitan Police Training Centre and Manufacturers courses.

*1993-1994* City & Guilds part 1in Motor Vehicle Aspects.

## EMPLOYMENT

*2008- EDS & Electrical Engineer, McLaren Automotive Ltd.*

*Present*

Responsible for the design, engineering, and management of an all-new bespoke EDS Architecture to suit the unique structure of the MP4-12C; the use of light weight materials being of paramount importance. This involves working closely with our Wiring, Fusebox and other sub-system suppliers to set, monitor and achieve Engineering, Timing, Cost and Weight targets in line with program directives.

Within the role I am responsible for the design of the Power Distribution / Fusing and Ground strategy, as well as Connector / Terminal selection to utilize, where possible, common components therefore reducing the investment and tooling costs and providing a lower piece price.

Develop and maintain DVP & FMEA with input from supplier and McLaren in-house testing.

Support all prototype build phases, using manufacturing experience to support the build engineers and feedback issues to the rest of the Electrical team.

I also report non EDS Electrical design activity to the Exec Team at project milestones and gateways.

Participate in cross functional design reviews and support other function groups who’s systems have an electrical interface.

*2001- EDS Design Engineer, Emerging Markets Development. Siemens-VDO Automotive / SY*

*2008 Systems Technologies GMBH.*

Starting as Liaison Engineer for the C195 Ford IKON China program I enjoyed a good working relationship with colleagues in Dunton and overseas in Germany, India and China. Responsibilities in the role included: Engineering design changes within cost targets whilst ensuring that the customers' requirements are met, DVP planning, testing and sign-off and reworking harnesses for early prototype vehicles. During CP builds in India and China up to and including Job-1 I became lead launch engineer, representing Siemens VDO / SY Systems as a single-point-of-contact for the customer Ford Motor Company.

After C195 I began work on Fiesta ST150 and DV6 in-cycle programs, and the Fusion India program. I had the responsibility of EDS Systems Engineering and Launch Engineer for the CP build phase in Aveley, and HTFB and Job 1 in India.

Once the above programs had been successfully launched I became Systems / Liaison engineer for the 2005 Ka Extension program. In this role I became the main customer contact for EDS engineering. I was also responsible for the EDS System architecture and the DVP Sign Off testing.

In late 2005 I began working in a larger team on the fourth generation Fiesta program as EDS systems engineer.

Main tasks in this project were the design of prototype level Electrical Test boards, Fusing and Ground architecture. In 2007 I was based in the Ford plant in Cologne, co-ordinating the CP builds, and carrying out end-of-line sign-off.

In Early 2008 I became responsible for EDS development of DSG transmission and Stage 5 Diesel implementation in the new Fiesta.

*1999-2001 Wire Harness Design Engineer. Lear Automotive UK and Cologne, Germany.*

Responsible for the Planning, Routing and System Architecture of the Interior Wiring for the C212 Ford Focus MPV program at Ford, Dunton before it was cancelled. I then moved back to Cologne to pick-up work on the new C214 program.

Whilst in Cologne I was responsible for the Gasoline and Diesel engine wiring as well as early level prototypes that Ford were building and evaluating at the time.

*1998-1999 Wire Harness Design Engineer. EDS Yazaki GMBH. Cologne, Germany.*

Upon joining the CD132 program my responsibilities were to take over the design of the Head Liner and Seat Harness's, working alongside engineers from Johnson Controls and Lear. I was also responsible for the co-ordination of Installation Sketches.

I was responsible for co-ordinating and scheduling the reworking of harnesses as per vehicle sequence and representing the EDS team during vehicle sign-off at the CP build phase in Aveley, Essex,

*1994-1998 Apprentice Motor Vehicle Technician. Metropolitan Police Service.*

Starting with basic training and understating of automotive systems, including theory and practical examinations.

Servicing and Repairing the MPS varied and ever changing fleet including undercover surveillance and covert vehicles.

Prepare new vehicles from the OEM factory and equip them for service, including: Light bars, Radios, Sirens, TV & Vascar units and all associated wiring for these systems.

#### **Leisure Interests**

Away from work I enjoy socialising, reading, cycling and am a keen Motor Racing fan. I go to Brands Hatch quite often to watch the racing and occasionally participate in 100cc karting events.

#### **References:**

James Mahoney. Priciple Electrical Engineer. McLaren Automotive.