Curriculum Vitae

Scott Graham

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# BACKGROUND

Starting with an Metropolitan Police Service Apprenticeship as Vehicle Technician; for which I was awarded ‘Apprentice of the Year’, I gained a lot of experience on a multitude of vehicle types, makes and disciplines, whilst attending college to obtain an ONC, HNC, then HND in Automotive Engineering with Management.

Since completion of the Apprenticeship I have worked for three Tier-1 suppliers to Ford Motor Company, gaining a wealth of Automotive EDS & Electrical experience to which I was able to utilise as EDS Engineer, then Project Leader at McLaren Automotive.

I have become competent in the use of: MS Office as well as OEM specific business tools. I have chaired PMST meetings, attended PMT and T&D meetings and have had experience with CAN Diagnostic and Central Car Configuration software. I am also trained in the use of CATIA V5.

## 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 Training Courses by the Metropolitan Police Training Centre and OEM’s

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

I’m currently working towards Chartered Engineer Status with the IMechE & IET, and also a member of the IMI

## EMPLOYMENT

*2014 – Present: EDS Project Engineer - Delphi Automotive Systems (Contracting through Ltd Co.)*

EDS Project engineer for multiple Engine Harness programs; I’m the interface between Delphi Automotive Systems and their customers; Ford Motor Company, and PSA.

Lead the technical and system level changes, and, working with the 3D CAD engineer, ensure changes are captured and discussed with customer prior to approval.

Responsible for EFDVS and FMEA based sign off for other Engine EDS as well as my own.

*2008-2013: Lead EDS Engineer and Project Leader - McLaren Automotive Ltd.*

The purpose of this role was to design and engineer 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 involved working closely with our Wiring, Fuse box and other sub-system suppliers to monitor and achieve Engineering, Timing, Cost and Weight targets in line with program directives.

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

In 2013 I was Project Leader for the 650S program, a diverse role taking responsibility for the preparation and presentation of KPI and associated material for Executive level review, co-ordinating the activities of other areas of the Electrical team, whilst engineering the EDS changes.

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

*2008 Systems Technologies GMBH.*

Starting as Liaison Engineer for the 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.

In 2004 I started work on 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 was responsible for EDS engineering of DSG transmission and Stage 5 Diesel 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**

Cars and Motorsport are my passion and my reason for joining this industry and I’m also very keen on Local History having read many books on the subject. I also enjoy researching and reading about other forms of transport and the associated engineering whether it be Steam Locomotive, Concorde or anything in between.

A family man these days I love spending quality time with my daughters, especially days out in the open.

#### **References:**

James Mahoney. Principle Electrical Engineer. McLaren Automotive.