许逸佳 男

基本信息

目前公司：上海蓥石汽车技术有限公司　目前职位：底盘部传动系统主管工程师　工作年限：7.5 年
手机：159-2134-7344　邮箱：pixia1023@126.com　年龄：30　婚姻状况：已婚

自我简介

- 加入新能源整车企业之后，主攻分布式驱动（前后双电机）的控制策略定义、控制逻辑和控制算法开发工作，同时负责传动系统（减速器/半轴/驱动桥）开发项目技术管理工作。
- 5 年半的合资整车厂研发中心工作经验，熟悉整车/零配件的项目开发和管理经验，对整车开发流程、团队管理、供应商管理、产品质量管理有较多经验。
- 有比较丰富的底盘及动力集成子系统从业经验，尤其是传动系统涵盖的零件（如半轴、驱动轴、分动器、后桥差速器和其他四驱系统涉及零件）从设计要求定义到车型上市的一整套工作经验。
- 具备较强的项目管理和跨文化沟通能力，具备带领全球团队运行传动系统设计开发的经验和能力，有多次赴美工作经历以及同德国/巴西/印度/墨西哥/韩国当地人员的合作经验。
- 与传动系统供应商（Global 和 Local 供应商）建立和维持着广泛的联系和交流，熟悉其在国内和总部的研发、应有、制造各方面实力。
- 拥有技术管理和人才培养的丰富经验。

工作经历

传动系统主管工程师　上海蓥石汽车技术有限公司|合资企业　2016/4-至今

- 负责公司纯电/混动整车项目传动系统（减速器/半轴/驱动桥）开发项目技术管理工作
- 负责相关领域技术标准制定审核，体系流程搭建，团队培养建设，发展战略规划等相关技术管理工作。
- 带领团队开展电子四驱样车前后轴扭矩分配控制方案及实施
- 带领团队开展电子四驱（分布式驱动）整车和子系统功能&性能定义，相关电子架构定义
- 带领团队开展电子四驱（分布式驱动）控制策略定义、控制逻辑和核心算法开发
- 带领团队开展电子四驱（分布式驱动）车辆动力学仿真（Simulink&Carsim 联合仿真）
- 负责传动系统紧固件的项目研发技术管理工作

传动系统工程师　泛亚汽车技术中心有限公司|合资企业　2010/6-2016/4

- Local/Global 项目传动系统（半轴）自主开发工作
- Global 项目传动系统（半轴/传动轴/分动箱/驱动桥等）应用工作
- 传动半轴 BF0（技术专家）工作
- 新项目投产专员(IRT)

主要项目经历

- **全球模块化小紧凑型乘用车平台 GXX（2014/04–2016/4）**

  项目职务：传动系统 Global Lead DRE

项目描述：GM 最新全球模块化平台，首个泛亚作为 GM 全球主导设计研发中心的项目。

项目成果：

- 通过优化整车性能匹配，吸收 Global 优秀设计方案和深挖国内供应链降本潜力，实现零件成本相比同类产品下降 15%以上。
- 主导泛亚半轴隔热罩设计方案击败 GME/GMK 的方案，不仅在 GXX 项目实施，而且在其他 GM 全球平台得以推广应用，在泛亚传动组为有史以来首个案例。
- 因项目巨大工作量，首次在部门内部提出智能化开发概念，主导开发传动系统智能化开发软件，目前已逐步投入使用，有效提高了设计开发效率。
- 自主编写传动半轴包络生成软件，超越 GM 软件功能和效率。

- **全民家轿第三代赛欧（2011/6-2015/10）**

项目职务：传动系统 DRE

项目描述：泛亚自主 Local 项目

项目成果：

- 通过优化设计，实现零件成本相比上一代下降 10%同时性能得以提升。
- 借此项目为泛亚梳理半轴设计开发流程，作为后续项目开发的 Guideline。
- 自主编写传动半轴角度计算软件，获得上海通用十佳微创新。

- **中型豪华 SUV 项目（2014/10-2016/4）**

项目职务：传动系统 DRE

项目描述：SGM 首款实现国产化的豪华 SUV 车型，搭载 GM 最新四驱架构（智能全路况 AWD）

项目成果：

- 在解决诸多路试问题过程中，提升了四驱系统各零部件的设计、开发、应用能力。
- 在 GM 支持下，初步掌握了四驱系统开发流程、设计要求、试验条目和 RDM 的国产化能力。

教育背景

- **2006.09-2010.06　　东华大学机械工程及其自动化学院　　机械电子工程　　工科学士**

语言技能

- 英语技能：　CET-6，具有良好的听说读写能力，能够胜任英语交流谈判。

获奖经历

- 蓥石- 2016 年度优秀员工奖
- 上海通用十佳微创新奖
- 泛亚-公司级成本优化金奖 1 次，银奖 3 次，铜奖 2 次
- 泛亚-公司级 Lesson Learn 三等奖
- 泛亚-部门级个人年度奖项 3 项（成本突破 2 次，创新进取 1 次）

Yijia Xu **Male**

Personal Information

Current Company: Shanghai Eastone Auto Co.; **Current Title:** Driveline Staff Engineer
Years of Working: 7.5 **Mobile:** 159-2134-7344 **Email:** pixia1023@126.com
Age: 30 **Marital Status:** Married

Self Introduction

- After joining new energy OEM, I Mainly focus on Distributed Drive's control strategy definition, control logic and algorithm research. Also, I'm responsible for driveline including reducer, halfshaft, drive axle's vehicle project development and technical management.
- I have 5.5 years' work experience in global OEM's R&D center. I'm familiar with vehicle, subsystem and components' project development and technical management, have numerous experience in vehicle develop process, team work, supplier management and product quality control.
- I have numerous experience in chassis and powertrain integration subsystem engineering, especially in driveline components like halfshaft, propshaft, power transfer unit, rear drive module and other all wheel drive system related component. I grasped a whole process work experience from design requirement input to vehicle launch to market with driveline.
- I grasped wonderful capacity in project management and intercultural communication. I'm able to lead team which scatter around the world to run driveline design and development. I have several work experience which travelled to United States and work together with engineers from Germany, Brazil, India, Mexico and South Korea.
- I'd built and kept touch with driveline components local and global suppliers. I'm familiar with their domestic and headquarter's capacity in research, application, manufacture and so on.
- I have sufficient experience in technology management and freshman training.

Work Experience

Driveline Staff Engineer

Shanghai Eastone Automotive Co.; 2016/4-Now

- Responsible for BEV and HEV driveline development and technical management including reducer, halfshaft and drive axle.
- Responsible for driveline technical standard verify, system process set up, team build and future growing strategy plan.
- Lead team to develop and build Electric AWD (Distributed Drive with four wheels) demo vehicle.
- Lead team to identify EE architecture, vehicle and subsystem performance for Electric AWD (Distributed Drive with four wheels) vehicle.
- Lead team to identify control strategy, control logic and core algorithm for Electric AWD (Distributed Drive with four wheels).
- Lead team to simulate vehicle dynamic performance by Simulink and Carsim for Distributed Drive Control.
- Responsible for driveline fastener development and technical management like halfshaft nut.

Driveline Engineer

Pan Asia Technical Automotive Center Co.; 2010/6-2016/4

- Local and Global Vehicle Project's driveline (Halfshaft) self engineering development
- Global Vehicle Project's driveline (Halfshaft/Propshaft/PTU/RUM/…) engineering application

- Halfshaft BFO(Technical Expert)
- New Vehicle Launch Engineer

Project Experience

- **Global Small and Compact Modular Passenger Vehicle Platform GXX Project（2014/04–2016/4）**

  Project Title: Driveline Global Lead DRE
  Project Description: GM's latest global modular platform, the first global platform that PATAC lead to develop.
  Project Gain:
  - Through vehicle performance match optimization, absorbing GM's outstanding design proposals and digging deeply in domestic supplier chain, realized cost down than 15% compare to similar product.
  - Lead PATAC's halfshaft heat shield proposal defeat GME and GMK's. This proposal will not only be applied in GXX project, also will be applied in other GM Global Platform projects, this is the first time for PATAC Driveline.
  - Due to tremendous workload, raised the concept of intelligent development as the first one inside department. Then I lead to develop driveline intelligent development software. It had been used in projects and increased efficiency of development greatly.
  - Self developed halfshaft envelopment generate software, it exceeded GM software's function and efficiency.

- **New Generation A0 Sedan（2011/6-2015/10）**

  Project Title: Driveline DRE
  Project Description: PATAC's self develop local project
  Project Gain:
  - Realized component 10% cost down compare to previous generation by design optimization.
  - Teased halfshaft develop process by this project, treated it as Guideline for follower project.
  - Self developed halfshaft angle calculation software, achieved SGM Ten Best Micro Innovation Award.

- **Mide Size Luxury SUV Project（2014/10-2016/4）**

  Project Title: Driveline Application DRE
  Project Description: SGM's first localization luxury SUV which carried GM's latest all wheel drive architecture (Intelligent Full Road AWD).
  Project Gain:
  - Promoted capacity in AWD system and components' design, development, validation and application through resolve a large number of road test issues
  - Preliminarily grasped AWD system's develop process, design requirement , validation items and RDM localization capacity.

Educational Experience

- **2006.09-2010.06 Donghua University Mechatronic Engineering Bachelor**

Language

- **English Capacity:** CET-6, Good at listening, speaking, reading and writing in English, be competent communication and negotiation in English.

Award History

- Eastone – Company Level 2016 Year Excellent Employee Award
- SGM Ten Best Micro Innovation Award
- PATAC – Company Level Cost Optimization Golden Award – once, Silver Award – thrice, Bronze Award - twice.
- PATAC – Company Level Lesson Learn Third Prize
- PATAC – Department Level Annual Personal Award – thrice