https://rle-futuremotiv.com/job/lead-body-electronics-controls-system-engineer-3-2-2-2-2/

EE Chassis System Engineer – (Braking Control, Suspension Control, Steering, TPMS, EPB)

Hiring organization
FutureMotiv

Employment Type
Full-time

Beginning of employment
ASAP

Job Location
The American Barns, Banbury Road, CV35 0AE, Warwickshire, United Kingdom

Date posted
15 October 2021

Valid through
28.02.2022

Description

The Candidate must have automotive industry experience and an understanding of automotive industry requirements and standards. We are looking for a hands-on engineer, who will embrace the company's cultural and professional business environment and will work directly with our customers and with the suppliers involved in developing and releasing low voltage body system / component designs for Electrical and Electronic (EE) vehicle systems.

Responsibilities

The responsibilities of this position will include, but not be limited to:

• Work with customer requirements/requests and deliver engineering solutions.

• Perform EE Chassis system design solutions to achieve customer requirements. Chassis system includes the Braking Control, Steering Control, Suspension Control, Electronic Park Brake, TPMS.

• Perform electrical system bench / vehicle tests and provide analysis on issues found.

• Work out solutions to engineering issues within the FutureMotiv EE team and report to the customer as required.

• Working closely with vehicle Chassis team to ensure electro-mechanical performance meets the vehicle attributes

• Co-ordinate validation and calibration activity with internal Chassis team and Chassis system supplier.

• Technical Documentation. To be responsible for generating all technical documentation necessary to deliver the system and align with
the gateway processes. This includes – but is not limited to – technical specifications, DFMEA worksheets, functional safety work products, design validation plan (DVP), testing standards and software specifications. It is expected that the DRE be capable of autonomously driving requirements as required with minimal support
required day-to-day outside of sign-off.

• Deliverable and Task Tracking. The DRE is expected to track all open tasks within a project plan and open issues list (likely shared with
external partners and reviewed as part of regular project meetings). This plan should clearly demonstrate the required tasks to completion as well as provide a clear status of the system/component live. The DRE should establish the requirements for future gateways and manage the deliverables within the plan to achieve "Green" status with evidence at the appropriate events.
The DRE will have experience managing external suppliers and managing system/component plans which detail the various phases of a successful program delivery.

• Responsibility for BoM Part/System Maintenance. To be responsible for the structure and associated parts (including correct coding and part data) to establish a BoM which reflects the required maturity throughout the program.
Ideally, the DRE will have demonstrated previous ownership of parts managed inside an OEM/Tier 1 part maintenance structure.

• Software Definition and Requirements Capture. The DRE is responsible for defining and capturing the software requirements within a specified toolchain (e.g.

Jama) and overseeing the supplier product development to deliver software against the planned vehicle platform releases.
It is expected that the DRE shall understand the software life-cycle and have hands-on experience developing automotive modules with complex software requirements within an OEM or Tier 1 application.
Further it is expected that the Body System DRE shall be fully familiar with the definition and animation of body, door, window, locking, alarm system specifications. Additionally, the Body system DRE shall be fully familiar with the specification and creation of the above body system test suites. The definition of test specifications
mapped back to requirements and the methodical (preferably automated) execution of these test specifications.
• Tier 1 Supplier Management. It is expected that the DRE will be required to engage directly with third party Tier 1 suppliers to take responsibility for the systems allocated to them. As such, it is a core requirement that the DRE shall be confident communicators on all technical topics and able to directly engage with third parties as a representative of FutureMotiv and its customers.

Qualifications

Personal attributes:

• Strong hands-on, “can do” EE engineering skills.
• Ability to learn fast and to quickly pick up new skills and engineering concepts.
• Ability to follow tasks provided by engineering leads.
• Ability to effectively operate and communicate in a multi-cultural environment.
• Excellent organization and prioritization skills.
• Excellent verbal and written communication skills.
• Ability to report to senior management and report accurate information in a clear and concise manner.

Technical attributes:

• Minimum 3 years of experience in automotive EE systems/component engineering, development & testing working on body electrical systems control modules.
• Bachelor’s Degree in Electrical / Electronic Engineering (or related professional accreditation).
• Familiarity with automotive (OEM) specifications and standards including manufacturing processes.
• Background in electrical design and/or software implementation
• Knowledge of EE Chassis System as defined above, defining the requirements, managing the supplier for software development, performing validation
• Making engineering decisions on selecting the correct product for the vehicle program.
• Planning validation activity and executing testing on HIL, Lab-car, Vehicle and occasionally traveling to various test tracks.
• Closely working with EE network team, cross-functional and other system module owners
• Hands-on experience working with the vehicle, lab equipment and creating the purpose build harness if necessary
• Familiar with Engineering Diagnostic Tools.
• Knowledge of Vector Canoe / Canalyser; Analysis of CAN, LIN, Ethernet communication busses.
• Perform safety management activities to relevant standards during all project phases including preliminary hazard analysis, S/DFMEA, qualitative and quantitative fault tree analysis, safety goal generation.
• Proven experience and exposure of ISO26262
• Ensure effective communication, containment, and action plans with regards to quality-related issues.

• Support effective root cause analysis and permanent corrective actions are implemented for quality issues.
• Good working knowledge of all low-voltage electrical systems within a vehicle platform would be advantageous