STELLANTIS

LONARDO, Pierino

Personal Information

Date hired 01/12/2000 - 24 Year(s) 3 Month(s) **Nationality 1** Italy
Nationality 2

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Career Overview

Career summary

Working on Automated manual transmission, from 2002 to 2003, with one colleague of mine, I've developed a way to calibrate the gearbox synchro phase. Starting from that procedure no more reliability problem has occurred. From 2003 to 2005, on AR 159 2.2 with M20/32 gearbox, I've invented a way to instrument the CSC (Coaxial Slave Cylinder) and correlate the actuator position with the actual clutch position. Without this it would have been impossible to realize a reliable clutch control.

During the 2012 as "Quality referent" for Calibration and Application engineering, using the Microsoft SharePoint technology (no costs for the company) I've created a semi automated system to track all the official documents delivered by the department (LevIII, QGx, Test Report). We've received for this two "Best practice" awards during the ISO-TS 16949 audit (performed by external company).

In 2013 I've created an internal web portal (for Calibration and Application department) still today in use (this is the link: https://collab.fpt.fcagroup.com/sites/CalAppEng/default.aspx) to officially track all the documents produced by the department (Application LevIII, Quality Gates delivery, Test reports, Fleet data)

In 2015 as EMEA fleet technical reference, I've set up a proof of concept, with an US company, to fully manage all data from fleet (never done before in EMEA). Still today is the best practise for fleet data management (even if the major part of the users use it at max 20% of it's potential).

In 2017 I've moved myself an my family from Pomigliano to Modena su support Alfa Romeo DS team to launch Giulia and Stelvio with 2.2 DS engine.

In 2019 when DS projects have been stopped, I've accepted to pass in Vehicle area to help Maserati VIRs (Vehicles Integration Responsible) to manage the WECo system (WLTC Engineering data Collector). With my supporto on WECo, no more "vehicle registration" problems have never occurred.

2021, the Maserati Grecale ICE Chief Engineer, asked me to coordinate the ECUs software update for all the development vehicles in use. More or less 500 vehicles, 40 ECUs per vehicle, a new software release for each of them every two weeks... I've created an on line tool with Excel that has became a reference for all the departments to understand if the software on their vehicles was or not significant for their activities. This on line tool was needful also for people involved into the software update process: a super reliable tool to understand for each ECU on each veh the right software to load.

End 2021 PFDI/EMAT, in which I've followed the M182 BEV performance, assuring timing and target achievement. During this period in EMAT, I've also proposed and created a portal to track and to make available for all (under specific permissions), the documents produced by the dept. This portal is still alive and fully used.

In 2023 I've decided to pass in SWX (OP4C/TPS) where I take care of Budget and Supplier management for SE and Maserati.

International experience: Yes

Management experience: Yes

Top 3 achievments

2017, as application coordinator for AR Giulia/Stelvio 2.2 DS projects, I've managed all the related Application LevIII documents, vehicles logistic, budget, reports.

2019, in Maserati there were lots of problem to register new vehicles, because the system to calculate the individual CO_2 values was not properly under control from the projects VIRs. The Maserati Chief Engineer Lead asked me to give support to all of them to take under control the process. After two months I was able to fully manage it. Starting from that point, no one more registration problem has been occurred.

2021, the Maserati Grecale ICE Chief Engineer, asked me to coordinate the ECUs software update for all the development vehicles in use. More or less 500 vehicles, 40 ECUs per vehicle, a new software release for each of them every two weeks... I've created an on line tool with Excel that has became a reference for all the departments to understand if the software on their vehicles was or not significant for their activites. This on line tool was needful also for people involved into the software update process: a super reliable tool to understand for each ECU on each veh the right software to load.

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Career history

Current Position	Budget Management	**Appointed date**	01/09/2024 - 0 Year(s) 6 Month(s)
Direction / Unit	PDT/SWX/OP4C/TPS	**Manager N+1**	FISCHER, Peter
Country	Italie	**Site**	AU FCA ITALY MODENA VL.MENOTTI
Description			

Work History

Start date	End date	Position Job family / Profession Description	Country
01/10/2023		**Trasformation Perfomance and Strategies** en attente / EN ATTENTE	Italie
		Into the OP4C (Operations for Customers) dept, TPS (Transformation, Performance, Synergies), I take care of Budget and Supplier management for SE and Maserati. I create reports and tools for de management, I analyze Connectivity Supplier Contract to guarantee inter regional coherence, I create PRs (Purchasing Requisition) and Goods received on SAP. I've created lot of Excel tools (mainly based on complexed Pivot Table) to analyze SAP raw data, to monitor PRs Workflow, PO creation. amounts coherence etc.	
01/06/2022	30/09/2023	**Project Performance Engineer**	
		I've followed the M182 BEV performance, assuring timing and target achievement. During this period in EMAT, I've also proposed and created a portal to track and to make available for all (under specific permissions), the documents produced by the dept. This portal is still alive and fully used.	
16/01/2021	30/09/2023	**Vehicle Integration Resposible** en attente / N/A	
		The Maserati Grecale ICE Chief Engineer, asked me to coordinate the ECUs software update for all the development vehicles in use. More or less 500 vehicles, 40 ECUs per vehicle, a new software release for each of them every two weeks... I've created an on line tool with Excel that has became a reference for all the departments to understand if the software on their vehicles was or not significant for their activities. This on line tool was needful also for people involved into the software update process: a super reliable tool to understand for each ECU on each veh the right software to load.	
01/06/2019	31/05/2022	**Vehicle Integration Responsible**	
		- Support the definition of the CO_2 End-to-End governance process and development of ICT tools (WECo)- Provide Directional estimates of VDE (Mass, Rolling, Cx, Af) for all LRP applications- Lead the VTS (Vehicle Technical Specifications) target definition process concerning VDE and off-cycle credits for all LRP models in the main markets	
01/09/2017	31/05/2019	**Application management**	

Accountable for: Study Request answers, Application plans definition, Testing objects request, Testing objects responsible (vehicles), Share with Calibration Managers the externals engineering requests (if necessary), Application plans execution responsible to respect obj: timing, costs, KPI - Projects reporting to CE / IM / Management, Application STD development and updating department support. For the fleet data management, I've introduced the use of Qualifier (Controltec web application) and managed all the VDRs (vehicle data recorder) needed for the Alfa Romeo EU6d fleet vehicles. I've provided to all my colleagues the necessary support to set-up alerts, manage events, create user based process on "DataLab" (Qualifier sub area specifically designed to analyze fleet data) for unusual analysis.Using the Qualifier reports and customized Excel tools (VBA programming), I've personally updated, each day, the fleet status on the AlfaRomeoMaserati SharePoint.Ownership and management on GOPSI of all vehicles associated to Application activities

| 01/02/2017 | 31/08/2017 | **Application Coordinator** |

To improve information sharing beetwen departments, I've setted up an Application and Calibration SharePoint (https://collab.intra.fcagroup.com/sites/ArMa_PD_PwtDS_App). With this SP all the team members have had the possibility to consult the application plans, knowing exactly the date plan each time they need to know it, and using the Alerts they has been informed automatically, each time a mofification has been decided. Using this SP we've also started: 1. "real time" collaboration with colleagues from FCA (VM Motori, Torino Sangone, Torino Mirafiori. Only colleagues present in "Bolla" of course) to share tecnichal information about the calibration status or issues. 2. Management documentation maintenance, updating and storage3. Fleets monitoring with Qualifier (Controltec) high integration, in terms of vehicles planned / running, mileage, emissions result, hardware upgrade status, fleets Open Points.4. To track, manage, update the status/activities of all the vehicles in charge of Application department (using a DB I've created with Excel)The SharePoint is, and has been, really usefull to reduce the e-mail "spamming", giving in a certified way, the possibility to access directly to the information needed.To improve the efficiency and robustness of the emissions data management, I've modified/created Excel tools, provided to the team members, to:1. collect automatically (VBA program) in the same format, emissions data from different laboratories (VM Motori, Torino Sangone, Ciro Menotti, AVL, Dekra, Bosmal)2. to graphically analyze them with the possibility to compare till to six different tests.3. to create uniplot data table with always the same naming even starting from data provided by different test laboratories (different name for same information).

| 01/02/2016 | 31/01/2017 | **Calibration and Application Engineering - Staff Support** |

ACCOUNTABLE FOR: 1. Calibration and Application Engineering official web portal management http://fpt.fg.local/sites/CalAppEng/2. Quality ISO coordinator for Calibration and Application Engineering department5. Calibration and Application engineering Director support for: -Roll-out + Workload -Bdg -Training plans - Vacancy plans -Externals purchasing requests coordination -STD Documentation

| 01/01/2014 | 31/01/2016 | **Calibration and Application management** |

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ACCOUNTABLE FOR: 1. Calibration and Application official web portal managementhttp://fpt.fg.local/sites/CalAppEng/2. Quality ISO coordinator for Calibration and Application departmentBest practice 2014/2015 at the internal audit for the way we've created to trace the department official documents (LevIII, QGx, Test Reports).Part of the "Application LevIII standards review" team (FPW.PEM064/G1).Partecipation to the Global Reliability Harmonization process and leader of the "RRD09 - OBD Event Based Reliability & In-Use Monitor Performance Ratio"3. Central data fleet managementObtained by the use of a dedicated Sharepoint opened in late 2012.Hundreds of vehicle monitored, no one has accumulated with old calibration, all emissions, DTCs, IUPR tracked and available for the team in real time.EMEA technical interface about the new interregional data fleet management supplier (Controltec).4. Resident coordinationBDGT analisys, RdA, SS, OdA, RTV5. Calibration and Application engineering Director support for Bdg / Workload management

01/07/2013	31/12/2013	**EU6 Fleet program, Quality and ISO**

For EU6 Fleet program, we've monitored hundreds of vehicle. No one has accumulated with old calibration, all emissions, DTCs, IUPR tracked and available for the team in real time.All done using the Microsoft SharePoint technology.As "Quality referent" for Calibration and Application engineering, I've created a semi automated system to track all the official documents delivered by the department (LevIII, QGx, Test Report).

01/02/2012	30/07/2013	**Validation & Fleet Senior Specialist**

Projects: all Gasoline Engines developed in Pomigliano Technical Centre (SGE, 1.2 e 1.4 Fire Evo and MultiAir). Owner with my team of:1. EOBD (European On Board Diagnosis) calibration. 2. "software and calibration" validation. 3. All fleets monitoring4. First level diagnosis of all anomalies coming from fleets

03/11/2008	31/01/2012	**FIRE engines Application**

Fine tuning methodologies both for Inca and CDO software tools.Managing problems about large scale production stuffs.Powertrain systems validation.Project Management (ISO TS)Development timing plan definition (Level III)System SpecificationBill Of Material managementStudy Request analysisPurchasing Request management

31/03/2008	31/10/2008	**System manager for Diesel control engine (1.6, 1.9 and 2.0cc)**

Project management (ISO TS) Development timing plan definition (level III) and diffusion within DS-Controls System specification Bill of material management Coordination of diesel controls activities (hw, componets, function development, vehicle i/f, diagnosis) Assistant Chief Engineer's reference for controls Main interface to the Engine Management System Supplier Meetings for EMS development (Internal development meeting, System Meeting, HW&SW Specification Reviews) Study Request analysis Management of "SW maintenance process" Purchasing Request management

01/02/2007	14/03/2008	**Responsabile delle applicazioni cambio robotizzato per FPT**

C-series gearbox & commercial vehicle (5 people) M-series gearbox (4 people) Plant support (for start of production - 3 people) Vehicle testing (monitoring of validation plans - 2 people)

30/06/2003	17/01/2007	**Responsabile sperimentazinone e messa a punto cambi robotizzati**

Il mio team ha dato contributo significativo alla sperimentazione e messa a punto dei cambi M20-32 MTA montati su Opel Astra 1.3 SDE, Fiat Grande Punto 1.3 SDE, AR 159 2.2 e dei cambi C-514 MTA montati su Panda 1.2 8v, Grande Punto 1.4 8v, progetto 312 1.4 8v e 1.4 16v. Abbiamo definito insieme a personale FTP una metodologia di sperimentazione per i componenti BASE che ha comportato un significativo miglioramento dell'affidabilità dei sincronizzatori dei cambi MTA.

01/08/2002	30/06/2003	**Sperimentazione cambi robotizzati**

Insieme ad un altro collega abbiamo cominciato a formare un gruppo di lavoro la cui utilità nella messa a punto delle trasmissioni robotizzate è stata riconosciuta non solo da FPT ma anche dal fornitore MM. Il gruppo oggi conta 8 persone.

01/11/2001	01/07/2002	**Responsabile del benchmarking delle vetture della concorrenza.**

01/05/2001	31/10/2001	**Sperimentazione e map del cambio C-530 MTA su Fiat Stilo Abarth**

In qualità di resident presso lo stabilimento di Cassino per conto della sperimentazione veicolo di Fiat Auto, questa esperienza è stata fondamentale per cominciare a capire le problematiche varie legate alle tempistiche della produzione di massa.

01/02/2000	30/04/2001	**Responsabile dell'allestimento, della strumentazione e delle prove**

Reverse engineering su strategie di cambio marcia / variazione del rapporto di trasmissione su vettura Audi A6 Tiptronic, su Volkswagen lupo 3L cvt e su Nissan Primera CVT.

Education and languages

Education

Completion date	Education level Institution	Diploma	Speciality Country
23/07/1999	Graduate/Master Degr Università degli studi di Napoli "Federico II"		Engineering ITALY
15/07/1990	High School Diploma Liceo scientifico "Roccadaspide"		Other ITALY

Languages

Language	Proficiency	Practical experience
English	Advanced	
French	Beginner	
Italian	MT	

TOEIC / Others certificates

Certificate	Language	Completed on	Score