

CAPASSO Giuseppe

Informazioni personali

Data di assunzione 12/05/2008 - 16 Anno(i) 4 Mese(i)

Nazionalità 1 Italie

Nazionalità 2

Career Overview

Career summary

My career at Fiat began in May 2008 within the Packaging on the Ducato 250 Euro 5 project (mechanical area), as a Design Specialist. □

In 2011 I held the position of Team Leader on DUCATO Europe and later on the New Panda until the end of 2012. □

In 2013 I choose to broaden my knowledge at the vehicle level by launching myself in bodywork packaging following the style of Panda cross. □

In August 2013 I leave for my first trip to "Turkey" in Tofas, to follow first the Doblo FL (bodywork area) and then the Fiat Tipo GPL (mechanical area) until October 2015. This experience has led me to have more knowledge of industrial processes (assembly, bodywork, etc.) and to better correlate the virtual with the physical. □

Upon returning from the trip, my work on LPG systems on 500x and Renegade continues until the end of May 2016. □

From June 2016 a new adventure begins for me, the Renegade Hybrid (Plug in), one of the first FCA vehicles to embrace the electric world, hitherto little known topic for our group. With a consolidated architecture and high voltage electrical components to be integrated on the vehicle together with the thermal parts, after considerable and great difficulties encountered, we have succeeded in the undertaking. □

From April 2018 I started working for Maserati, first on the AM Sport and then on the M189. On this project I worked mainly for the resolution of some installations considered critical by the platform, namely: □

- HV compressor installation; □
- Installation of the chillers and the refurbishment of the entire climate and cooling system; □
- Brake system layout on the entire dashboard wall; □
- Etc. □

From May 2020 and until the end of July 2022 I held the role of BCIW TL on 637 Amazon BEV and on X250 2021 BEV +, a very complex program for the number of variants, different systems and with a young team to work with. □

I worked very hard on three main topics: □

- 1) provide a robust and fast solution to wiring problems on the 637 due to overdue assembly checks; □
- 2) effective definition of the early wiring constraints before STEP0 / STEP A on X250 2024 BEV-MHEV-ICE; □
- 3) Formation of the young team (Tofas). □

From September 2022 I started a new challenge in BCI AINT which continues to this day. □

□
□

in particular I dealt with: □

□

xEV EVO MY 29 - □

- 12V battery impacts vs Seats + Benchmarking; □
- E-VAN impact analysis of charge port installation on right B-pillar (for pocket door versions) □
- Vis BOM definition; □
- Definition of the impacts relating to the movement of the windshield; □
- Definition of the volumes of the new Bezel cowl screen to improve performance relating to water drainage; □
- Impact analysis of style Hood cutting (for Hood mobile); □
- etc.

International experience: Yes

Management experience: Yes

Top 3 achievements

X250 MHEV Robust early analysis, before SYEP A, about wiring layout solution avoided unfeasible assembly/decking and risk on crash.

637 BEV Effective rear LV wiring piping under the floor to solve assembly issue, reduce costs, and common between the two different HVBS size (66kW, 110kW)

637 BEV PLE EE Issue resolution speed increased over 30% vs previous project, and short average time to find technical solution (2 days)

Carriera Professionale

Posizione(i) Attuale(i) Application Engineer_Lead

Direction / Unit ENG/BCI/PRPM/PRAI

Data nomina 16/01/2021 - 3 Anno(i) 8 Mese(i)

Superiore VERDE Luigi

Nazione Italia

Site AU FCA POMIGLIANO V.EX AER.

Description BCI Advanced integration TL on xEV MY 29 EVO

Esperienza Lavorativa

Data di inizio	Data di termine	Posizione Famiglia professionale / Professione Description	Country
01/09/2022	31/12/2023	Application Engineer_Lead / In attesa xEV EVO MY 29 - ☐ - 12V battery impacts vs Seats + Benchmarking; ☐ - E-VAN impact analysis of charge port installation on right B-pillar (for pocket door versions) ☐ - Vis BOM definition; ☐ - Definition of the impacts relating to the movement of the windshield; ☐ - Definition of the volumes of the new Bezel cowl screen to improve performance relating to water drainage; ☐ - Impact analysis of style Hood cutting (for Hood mobile); ☐ - etc.	
01/06/2022	31/08/2022	Application Engineer_Lead BCIW TL on 637 Amazon BEV and on X250 2021 BEV ☐ Risultati: ☐ - 637 BEV Effective rear LV wiring piping under the floor to solve assembly issue, reduce costs, and common between the two different HVBS size (66kW, 110kW) ☐ -637 BEV PLE EE Issue resolution speed increased over 30% vs previous project, and short average time to find technical solution (2 days) ☐ -X250 MHEV Robust early analysis, before SYEP A, about wiring layout solution avoided unfeasible assembly/decking and risk on crash.	
01/01/2022	15/01/2021	Application Engineer_Lead en attente / EN ATTENTE BCIW TL on 637 Amazon BEV and on X250 2021 BEV ☐ Risultati: ☐ - 637 BEV Effective rear LV wiring piping under the floor to solve assembly issue, reduce costs, and common between the two different HVBS size (66kW, 110kW) ☐ -637 BEV PLE EE Issue resolution speed increased over 30% vs previous project, and short average time to find technical solution (2 days) ☐ -X250 MHEV Robust early analysis, before SYEP A, about wiring layout solution avoided unfeasible assembly/decking and risk on crash.	Italie
16/01/2021	31/01/2022	STAFF EMPLOYEE en attente / EN ATTENTE BCIW TL on 637 Amazon BEV and on X250 2021 BEV ☐ Risultati: ☐ - 637 BEV Effective rear LV wiring piping under the floor to solve assembly issue, reduce costs, and common between the two different HVBS size (66kW, 110kW) ☐ -637 BEV PLE EE Issue resolution speed increased over 30% vs previous project, and short average time to find technical solution (2 days) ☐ -X250 MHEV Robust early analysis, before SYEP A, about wiring layout solution avoided unfeasible assembly/decking and risk on crash.	Italie
16/01/2021	31/12/2021	STAFF EMPLOYEE en attente / EN ATTENTE	Italie

		BCIW TL on 637 Amazon BEV and on X250 2021 BEV ☐ Risultati: ☐ - 637 BEV Effective rear LV wiring piping under the floor to solve assembly issue, reduce costs, and common between the two different HVBS size (66kW, 110kW)☐ -637 BEV PLE EE Issue resolution speed increased over 30% vs previous project, and short average time to find technical solution (2 days)☐ -X250 MHEV Robust early analysis, before SYEP A, about wiring layout solution avoided unfeasible assembly/decking and risk on crash.
16/01/2021	31/12/2021	STAFF EMPLOYEE Italie en attente / EN ATTENTE BCIW TL on 637 Amazon BEV and on X250 2021 BEV ☐ Risultati: ☐ - 637 BEV Effective rear LV wiring piping under the floor to solve assembly issue, reduce costs, and common between the two different HVBS size (66kW, 110kW)☐ -637 BEV PLE EE Issue resolution speed increased over 30% vs previous project, and short average time to find technical solution (2 days)☐ -X250 MHEV Robust early analysis, before SYEP A, about wiring layout solution avoided unfeasible assembly/decking and risk on crash.
15/01/2021	31/12/2021	Application Engineer_Lead Italie en attente / EN ATTENTE BCIW TL on 637 Amazon BEV and on X250 2021 BEV ☐ Risultati: ☐ - 637 BEV Effective rear LV wiring piping under the floor to solve assembly issue, reduce costs, and common between the two different HVBS size (66kW, 110kW)☐ -637 BEV PLE EE Issue resolution speed increased over 30% vs previous project, and short average time to find technical solution (2 days)☐ -X250 MHEV Robust early analysis, before SYEP A, about wiring layout solution avoided unfeasible assembly/decking and risk on crash.
15/06/2020	31/05/2022	Application Engineer_Lead BCIW TL on 637 Amazon BEV and on X250 2021 BEV ☐ Risultati: ☐ - 637 BEV Effective rear LV wiring piping under the floor to solve assembly issue, reduce costs, and common between the two different HVBS size (66kW, 110kW)☐ -637 BEV PLE EE Issue resolution speed increased over 30% vs previous project, and short average time to find technical solution (2 days)☐ -X250 MHEV Robust early analysis, before SYEP A, about wiring layout solution avoided unfeasible assembly/decking and risk on crash.
01/05/2020	14/06/2020	Application Engineer Lead
01/12/2018	30/04/2020	First among peers BCIW per il progetto 637 BEV GEN1 + 637 BEV GEN2 + Amazon Features Pocket door250 BEV GSX - GDX PACKAGING M189
01/04/2018	30/11/2018	Archittettura BEV PACKAGING AM SPORT
01/06/2016	31/03/2018	PACKAGING AM SPORTMeccanica BEV PACKAGING 334/520 HYBRID

		PACKAGING 334/520 HYBRID Contributo per la scelta e lo sviluppo dell'architettura: Sviluppato il concetto della nuova Batteria e il nuovo serbatoio per ovviare ai road block legati alla fattibilità del Serbatoio. Sviluppato un nuovo componente che integrava il CHARGER e il DC - DC installato di fianco alla ruota di scorta, tale componente è risultato trasversalizzabile su 5 modelli ed ha permesso di installare la ruota di scorta, componente indispensabile per il proseguimento del progetto visto che è indispensabile per le versioni TH. ARCHITETTURA: STEP A, STEP B, STEP C, in corso lo STEP 3
29/02/2016	31/05/2016	RIFERIMENTO TECNICO PACKAGING MECCANICA 334\520 GPL
		RIFERIMENTO TECNICO PACKAGING MECCANICA 334\520 GPL Installato come prima installazione sul progetto 334 e 520 il motore 1.4 TJET 120 cv con tutta la componentistica per renderlo versione GPL. Sviluppato tutta la componentistica in tempi brevissimi e ottimi risultati.
19/10/2015	29/02/2016	RIFERIMENTO TECNICO PACKAGING MECCANICA 949 - 500x GPL
		RIFERIMENTO TECNICO PACKAGING MECCANICA 949 - 500x GPL
01/07/2014	15/10/2015	RIFERIMENTO TECNICO PACKAGING MECCANICA 356 TJET BZ - GPL
		RIFERIMENTO TECNICO PACKAGING MECCANICA - 356 HB\SW TJET BZ - GPL
01/08/2013	21/01/2014	RIFERIMENTO TECNICO PACKAGING CARROZZERIA 636 USA \ 263 FL
		RIFERIMENTO TECNICO PACKAGING CARROZZERIA 636 USA \ 263 FL
16/09/2012	31/07/2013	RIFERIMENTO TECNICO PACKAGING CARROZZERIA 139 CROSS
		RIFERIMENTO TECNICO PACKAGING CARROZZERIA 139 CROSS
01/02/2012	15/09/2012	TL PACKAGING MECCANICA PROG. 139
		TL PACKAGING MECCANICA PROGETTO 139 --> SECONDI LANCI
15/06/2011	01/02/2012	TL PACKAGING MECCANICA PROG. 250
		TL PACKAGING MECCANICA PROGETTO 250 E6 EUROPA TL PACKAGING MECCANICA PROGETTO 250 E5 LATAM
01/01/2011	15/06/2011	Designer Specialist - PROGETTO 250 EURO 5
		PROGETTO 250 EURO 5
01/01/2009	31/12/2010	Designer Specialist-VA&I - PROGETTO 250 E5
		Designer Specialist-VA&I - PROGETTO 250 E5
13/10/2008	31/12/2008	Designer Specialist - 325 - Assistibilità
		Designer Specialist - 325 - Assistibilità

Formazione e lingue

Istruzione

Data di ottenimento	Titolo di Studio Istituto	Diploma	Specializzazione Nazione
04/07/2007	High School Diploma I.T.I.S MARIE CURIE, via argine, 902		Other ITALIA

Conoscenze Linguistiche

Lingua	Livello Conoscenza Linguistica	Esperienze
English	Intermediate	
Italian	MT	

TOEIC / Altre certificazioni

Certificato	Lingua	Data di rilascio	Punteggio
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Giuseppe Capasso