

Ron Hartman

Senior Project Engineer at Caterpillar Inc.

Summary

I am a product development professional with extensive global engineering, program management, product planning and factory experience.. In my last position at Ford in Dearborn, MI where I was Medium Duty F650/F750 and Ranger Truck Product Engineering & Program Management Supervisor responsible for managing 3 mechanical engineers and 2 vehicle assembly suppliers, Magna-Steyr and International Truck handling engines, transmissions, drive shafts, axles, cooling, air intake, exhaust and urea systems for current and future model programs. In the first 3 years of my career I worked for King Radio and John Deere in Manufacturing and Plant Engineering. At Ford, in Product Planning developed/implemented Escort GT Feature Car that increased profits \$58 million. While at Ford in D&R, Vehicle and Program Management Engineering developed common global AWD strategy for car platforms and common North American 4X4 strategy for trucks. Total combined savings now exceed \$376 million. Specialties: Expertise include: - Mechanical Engineering, Powertrain & Vehicle - Driveline Global Strategic Planning - Resident Engineer, Powertrain - Technical Quality Engineering System Implementation - Vehicle Program Product Planning - Vehicle Engineering - Manufacturing Process Engineering

Experience

SR Engineering Specialist - Design at Caterpillar Inc.

July 2015 - Present (6 months)

Responsible for facilitation development of cab systems and components strategies and managing the implementation of these strategies into the NPI programs, lead development of cab workspace layouts that provide industry leading User Experience for machine operators, plan and coordinate NPI program cab concept design reviews, provide technical guidance for cab related regulatory compliance issues, liaison with Machine Research to maintain alignment, and provide technical leadership for various cab system initiatives as appropriate.

Team Leader, Cost Management at Caterpillar Inc.

March 2013 - June 2015 (2 years 4 months)

Lead team of drive line component engineers to implement material cost reductions. - Delivered over \$6.2 million in annual material piece cost reductions helping ACSD Division exceed their material cost reduction targets.

Team Leader, Design Engineering - U.S. & China at Caterpillar Inc

October 2010 - February 2013 (2 years 5 months)

Team Leader, Engineering Design on all transmissions to be manufactured in Xi'an, China. Leading all teams in the U.S. to support China. - Delivered Class 7 & 8 transmission program on time & on budget. - Develop and implemented \$2,233 piece cost reductions - Benchmarking and establishing the strategic planning for an all new transmission. - Leading the U.S. design engineering teams on next generation Class 7 transmission.

Product Engineering Supervisor at Ford Motor Company

December 2007 - August 2008 (9 months)

Managed \$33 million budget & powertrain engineering staff composed of three mechanical engineers and two vehicle design & manufacturing suppliers, Magna Steyr & International Truck. Responsible for launching the powertrains in 2009 F650/F750 & 2009 Ranger. Developing the powertrains to meet 2010 emissions regulatory requirements, including growth plan and pilot builds fore all new F650/F750. - Developed & implemented 2010 F650 /F750 Engineering and Supplier Requirements for two new diesel engines including all new urea emission systems, three automatic transmissions, three manual transmissions and four axles. - 3MIS YTD R/1000: F650/F750 = 175 (20% Imp) - 3MIS YTD CPU: F650/F750 = \$45 (10% Imp) - Material Cost Reductions, (MCR): F650/F750 = \$62.50 per unit - Launched 2009 Ranger achieving #1 compact pickup quality per J. D. Powers.

Driveline Strategic Planning Supervisor at Ford

January 2003 - November 2007 (4 years 11 months)

Led global Program Management Team, (PMT) of engineers and buyers that developed and implemented all new common global All-Wheel-Drive Systems for Ford, Volvo, Jaguar and Land Rover new car based platforms. Requiring global travel to Ford and supplier facilities. Led competitive vehicle drive evaluations and functional images. - \$73 million annual global savings starting '07 on AWD couplers thru VAVE & MCR. - \$254 million global savings for calendar years '02-'06 on car AWD Systems & reduced complexity 25% on PTUs & 50% on couplers thru VAVE & MCR. - \$49 million North American saavings for calendar years '03-'06 on truck transfer cases thru VAVE.

Senior Mechanical Engineer at Ford Motor Company

January 2001 - December 2002 (2 years)

Design and released first focal transmission mount at Ford, new engine mounts and off engine brackets, managed \$2.8 million budget and led Program Management Team for new 2003 Explorer. - Successfully signed Supplier Target Agreement reducing CPU by 22% (\$14.70), reducing R/1000 by 18% (81) & reducing TGW by 13% (366) while saving \$817,776 in tooling cost. - Completed DFMEA & DVP&R Test Plan on time & met all APQP dates - status Green. - Implemented Geometric Dimensioning & Tolerance revisions to System Design Specs.

Resident Powertrain Engineering Supervisor at Ford Motor Company

January 1997 - December 2000 (4 years)

Managed \$40 million annual budget & powertrain engineering staff of three mechanical engineers responsible for four assembly plants, (Edison, NJ, St. Paul, MN, Louisville, KY and Buenos Aires, Argentina). - Led Quality Reviews reducing TGW & R/1000 by 10% & total system \$106 CPU = \$37 million. - Led all design changes resolving quality issues, improve cost & assembly plant issues on engines, transmissions, transfer cases, drive shafts, axles, cooling systems, exhaust systems, & engine mounts. - Co- led semi-annual VAVE & MCR teams at all (3) U.S. assembly plants. - Member of Hybrid Ranger Truck Launch Team.

Technical Quality Specialist Engineer at Ford Motor Company

January 1995 - December 1996 (2 years)

Led global team of seven proving ground & test lab supervisors and three Belgian Oracle software engineers with \$2 million budget that created and implemented the first (and current) corporate wide Global Common Durability Process And Information System for testing, incident & concerns, testing measurements & track management. Providing managers and engineers all information from any computer.

Product Planning Supervisor at Ford Motor Company

January 1989 - December 1994 (6 years)

Wrote complete Product Direction Letters for two different programs, one of which was an electric / hybrid car; interfacing with 30 Lockheed Aerospace Engineers for Board of Director Program Approval. Led Program Management Teams (PMTs) on EV motor, dual battery & climate controls. Led weekly Styling Studio Meetings including Styling, Marketing and Program Management Departments. - Developed and built 110 plug-in electric vehicles with 100 mile range on single charge. - \$58 million increase in profits by developing/implementing Premium-Priced Escort GT Feature Car. - Led cost reductions team on new vehicle program - interior trim, seats, & electrical systems reducing piece cost \$847 per vehicle - Earned Ford Customer-Driven Quality Award - Steering Committee Member for Hybrid Electric Vehicle Challenge, sponsored by Ford, United States Department of Energy and SAE

Mechanical Engineer at Ford Motor Company

January 1987 - December 1988 (2 years)

Responsible for vehicle integration of small car climate controls, electrical systems and engine cooling including hot and cold weather proto-type testing. - \$2 MM annual savings - designed steering column race assembly & eliminated rattle. - Led design to increase the new 6mm condenser from 580 to 610mm resulting in Best in Class A/C interior cooling for Tempo/Topaz. - Verified pierce nut on seatbelt track was not required though design & crash film reviews. The savings was \$1.55 piece cost & \$693,000 tooling for Escort/Tempo.

Manufacturing Engineer at Ford Motor Company

June 1976 - December 1986 (10 years 7 months)

Designed / implemented / ordered machinery; all new manufacturing processes on three all new automatic transmission programs with budgets of \$12.4 million - AXOD, \$10.5 million - 4R100 & \$2.8 million -

C5. - Designed 12 part component computer tolerance charts for E4OD Automatic Transmission: Front Pump, Case, Extension Housing, Forward Carrier, Reverse Carrier, 4X2 & 4X4 Output Shafts, Intermediate Brake Drum, Center Support, Forward Clutch Cylinder, Inner Race and Input Shaft. - Identified, wrote, and resolved 149 Product Design feasibility issues on E4OD Auto Trans Design. - Designed/developed/implemented new E4OD pump support process with less than 50% of machines in program initial plan. Resultant labor savings of 4.0 minutes over prior original plan. - Purchased \$12 MM of equipment & launched the AXOD Auto Trans. Driven Sprocket Support. - Designed/purchased/implemented innovative application for lasers published in national magazine. - Solely conducted a transmission study & changed ES Test Specs. which reduced manufacturing plant's final test stand rejects from 5.7% to 3.6%, resulting in \$226,000 cost savings/year.

Mechanical Engineer at John Deere

June 1974 - August 1975 (1 year 3 months)

In the Management Development Program, (STP).

Industrial Engineer at King Radio Corporation

June 1973 - August 1973 (3 months)

Internship from University of Missouri

Skills & Expertise

Powertrain

Vehicles

Manufacturing Management

Product Engineering

Automotive

Product Planning

Resident Engineering

Engineering

Six Sigma

Manufacturing Engineering

Vehicle Engineering

Manufacturing

Mechanical Engineering

APQP

Product Design

DFMEA

GD&T

Manufacturing Operations Management

FMEA

Product Development

Engineering Management

Root Cause Analysis

Program Management
Value Stream Mapping
Industrial Engineering
PPAP
Kaizen
DMAIC
Continuous Improvement
Lean Manufacturing
SPC
Automotive Engineering
5S
Supplier Quality
Components
Parts
Injection Molding
Design for Manufacturing
TS16949
Process Engineering
Quality Management
Catia
Design of Experiments
Machining
Pro Engineer
Geometric Dimensioning & Tolerancing
CATIA

Education

University of Missouri-Columbia

MBA, Finance & Management, 1974 - 1976

Activities and Societies: Delta Sigma Pi, Vice President

University of Missouri-Columbia

BS, Industrial Engineering, 1970 - 1974

Activities and Societies: Knight of St. Patrick President of AIIE at Mizzou

Honors and Awards

Ford Customer Driven Quality Award Caterpillar Certified Six Sigma Greenbelt

Interests

Downhill skiing World travel Sailboats

Organizations

Knights of Columbus

March 2015 to Present

Volunteer Experience

Coach at Special Olympics

October 2010 - Present (5 years 3 months)

Ron Hartman

Senior Project Engineer at Caterpillar Inc.



5 people have recommended Ron

"I highly recommend Ron. He is not only very competent technically , but also very capable in the business arena as well. He successfully led the negotiations with an overseas supplier of a major powertrain subsystem to increase the capacity of the plant. The negotiations included the plant manager and all parts of the plant team (labor, manufacturing, supply, plant engineering, etc)."

— **Keith T.**, managed Ron indirectly at Ford

"I had the pleasure to work with Ron Hartman on a Ford medium truck project that involved significant powertrain enhancements. Ron was energetic in seeking low cost solutions, and in addressing issues quickly so that the project could meet an aggressive time schedule."

— **Bill B.**, was with another company when working with Ron at Ford

"Ron is a consummate team player who not only finishes his assignments on time, with quality, but readily assists other in the group when needed. He is a very positive moral influence in our group. Additionally, his technical expertise is a resource that is frequently drawn upon by co-worker."

— **Raynard B.**, worked directly with Ron at Ford

"I have known Mr. Hartman for over 20 years. Mr. Hartman worked for me as a Product Planner on a new vehicle program. Mr. Hartman was very motivated and hard working. He continually worked to identify new ways of doing business and challenge the organization. Mr. Hartman had excellent communication skills. His analysis was always complete and insightful. Mr. Hartman was a self starter and someone the team could always rely on. He worked well in the team environment."

— **Dave B.**, managed Ron at Ford Motor Company

"Ron Hartman is a talented, energetic and extremely intelligent business manager. He organized and motivated his team to achieve outstanding level of performance and deliver Ford vehicle powertrain programs on a global cost competitive level (allowing us to sell powertrains to Mazda and other global manufacturers), It was a great pleasure working with Ron, he was someone you could really depend on to get a tough job done right. I highly recommend Ron for business manager."

— **Paul L.**, worked directly with Ron at Ford Motor Company

Contact Ron on LinkedIn