

Curriculum Vitae (CV)

Name Anders Pettersson
Year of birth 510427



Education Oct. 1971-Mars 1972 Business economics course
Aug 1967-June 1971 4 years Technical High school, Mjölby, Linköping
Electrical and telecommunications engineering

Courses 1995, 2004 EMC course, BT Kalmar
2003 Six Sigma Analyst 1, BT Kalmar
1995 Projectutbildning (Project education), Västerås, Effectus group
1995 UGL – (training in team-building and leadership), Skogsfors
1994 Mobile data communication, STF Ingenjörutbildning AB, Stockholm Globen
1993 Railway Signaling and control system, University of Birmingham
1990 Tillförlitlighetsteknik (Reliability technique), Sveriges Mekanförbund, Stockholm

Language Swedish & English

Military Service July 1973-June 1974 Repair man for high/low voltage power supply, Gullspångs Kraft, Mariestad

History of Positions Sept. 2006 - Kalmar Engineering Network Infotainment AB
Aug. 1980- Aug. 2006 Bombardier Transportation, Kalmar
April 1972-July 1980 Sv. Telemekanik AB, Flen (nowadays: Schneider Electric)

Reference of work

Sept. 2006 - **Kalmar Engineering Network Infotainment AB**

Join KEN as a part-owner of KEN Infotainment AB.

Reference projects:

Oct. 2006 – Dec. 2006

Company related work and some electrical engineering work for small projects.

Jan. 2007 – July 2010 Bombardier Transportation, Västerås

Electrical cabling and installation engineering for Regina VTA-3 trains until end of 2007. Also working with engineering support for 2 month at production plant in Hennigsdorf, Germany for this project.

January to July 2008 I was working with Electrical cabling and installation engineering for Driver's Cab, in DM2, a Dehli Metro project.

From Aug. 2008 until July 2010 I was working with Electrical cabling and installation engineering for Regina SJ, a 4 car trainset. Also working with engineering support half of the time last 6 month at production plant in Görlitz and Hennigsdorf, Germany.

Oct. 2010 – Bombardier Transportation, Strømmen, Norway

Working as System responsible for PIS, PA, Fire detection, On Board Repeater, Inductive loop and WLAN. Coaches, type 5 for NSB (Norwegian State Railway)

April 2011 – Bombardier Transportation Service, Västerås

Crash-repair X2000 and Regina, methods, production and engineering Bidwork -

Aug. 1980- Aug. 2006

Bombardier Transportation (BT) (former: Adtranz, Kalmar Verkstad AB)

In Aug. 1980 I was employed by former Kalmar Verkstad AB as an engineer for electric engineering for railway coaches. 1983 I was appointed Manager for electric engineering. Then in 1990 I changed from Manager to system specialist.

Reference projects:

X2000, 1985 - 1993

1985 the design of the Swedish high speed train X2000 started. I was responsible for the electric engineering of the vehicle for interior systems and engineering for all electric installation. Also the electric-mechanical design was in my scope. I was system responsible for PIS (passenger information system) and train radio. There were a lot of contacts with the end costumer and sub suppliers. In the beginning of the delivery phase I took part in the commissioning and tests of different systems like: exterior doors, HVAC, lighting, PIS, train radio, couplers, power supply. I also worked with documentation and education.

C20, Stockholm Metro, 1994 - 1997

1994 we started with C20, Stockholm Metro. Also in this project I was responsible for the electric engineering of the vehicle for interior systems and engineering for all electric installation. Also electric-mechanical design was in my scope. In this project I also was system responsible for PIS (passenger information system) and Train radio. There were a lot of contacts with the end costumer and sub suppliers. There were contacts also with Swedish authorities

for safety regarding electric installation. In the beginning of the delivery phase there was a lot of commissioning and tests of different systems as exterior doors, HVAC, lighting, couplers, and power supply. I also worked with documentation and education.

X2000-China, 1997 - 1998

Autumn 1997 there was one X2000 build for delivery to China. I was responsible for the electric engineering and installation. I also took part in some commissioning in China in 1998.

OTU, 1998 - 1999

I was working with test instructions for the production phase for the OTU (Oeresund trains). I also made engineering for test equipments.

BM2, Bucharest Metro, 1999 - 2000

I was responsible for electric integration for a Metro car BM2 for Bucharest, Rumania. System and production Integration of different systems like Doors, HVAC, couplers, lighting and Driver's desk. Clarify all interfaces for power supply, hardwired signalling, computer communications and all functionality between the specific system and other train systems. I was also responsible for the electric-mechanic interface of the specific system to the train.

Different projects, 2001 - 2005

2001-July 2005 I was working with different follow-up works for different projects. Member of Task force groups for troubleshooting for different systems.

Work with additional orders for existing projects. Mostly I was working with doors, HVAC, lighting, PIS and video system. I was also involved in work with doors for driverless trains for a short period. From 2004 I was responsible for CCTV (video system) for C20, Stockholm Metro.

First half of 2005 I was system responsible for lighting for EMU-CHE, Regina trains for China.

EMU – CHE, 2005 - 2006

From Aug. 2005 until Aug. 2006 I've been working in Qingdao, China for a Chinese train builder (Bombardier owned company). I was a member of a ToT-team (transfer of technology) for Regina Trains for the China market. These trains will be in operation in the Guangzhou and Hong Kong area from 2007. My job was to supervise the electric engineering, both from system and production side.

- Transfer of "engineering principles", how to do engineering for these types of trains.
- Transfer of "principle design" for different systems made in Sweden to the "detail design"-phase at the Chinese train builder.
- Take part in the choice of components, material, production methods, and tools.
- Assist with circuit diagram review.
- Take part in testing of different systems at the sub-suppliers factory.
- Take part in inspection of different equipments as electric lockers, light fittings, motors and specific components.
- Take part in inspection of installation in the train for cabling and different equipments.

1972-1980 **Svenska Telemekanik AB, Flen (nowadays: Schneider Electric)**

Aug. 1974 until July 1980 I was working with electric engineering and smaller mechanical engineering for different control equipments for manufacturing industry. I was also working as a service engineer.

April 1972 until June 1973 I was working as a draftsman for electric and mechanical engineering. There was small and medium size of different control equipments for manufacturing industry.

Summary

A summary of the areas where I have high experience and knowledge which I have acquired in my profession during the years are:

*A lot of contacts with the end customers
Contacts with subcontractors, more and more foreign suppliers
Drive questions against other systems
Insist on decisions, make decisions, and carry through
Work in different constellations of groups and project forms
Principle and detailed design, System Engineering
Testing, commissioning, analyse, faultfinding, troubleshooting,
Documentation and education*

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