

Dear Hiring Manager,

3 January 2022

I was excited to see the opening in Chehalis for Braun. I write this letter for application to the engineer or mechanical design position.

A large portion of my current assignment involves manipulation of MS Word Excel and PowerPoint files. Email communications and scheduling are done via Outlook.

As you can see from my resume, I have experience in several different areas of the mechanical engineering realm, and the positions I have held included collaboration and reviews with cross functional teams, both internal and external, to ensure my designs met criteria and were achievable for manufacture, production and service.

All my work experience has been team based, and I have successfully communicated, via closed conference room, impromptu meeting, email and phone/video calls, with a range of audiences, including upper management through the business and production professionals.

I am currently working a contract IPT lead engineer position and am located in California.

However, my home address is Tumwater, and my girlfriend lives in Napavine, so would be easy commuting distance to your facility.

I hope I have piqued your interest in my skills and abilities, and I would like to be considered for an interview at Braun Northwest.

Regards,

James

Background/history:

My career began in the USMC as a UHF radio and computer technician and has consisted almost entirely of design engineering using Pro/e & CREO. The time I spent serving as a US Marine taught me the foundational skills of teamwork, integrity, ingenuity, creativity, perseverance and dedication, and my 12+ years of engineering has honed these skills.

During my time at Cummins, I developed most of the external engine components on both the QSK19-M and QSK60-M engines, including sheet metal, machining and weldments of aluminum and steel for all manner of bracketry and shields, cast aluminum and iron housings,

and steel piping/tube, as well as flexible hose. My designs are still in current production and can be viewed on the Cummins website for the 19-liter marine engine. Best component views can be found on the installation diagrams for the QSK19-M and QSK60-M.

This was all from concept to production, in support of their emission reduction initiative. These designs had to traverse the standardized gates of the production review and acceptance program adopted by Cummins. This included successful vendor selection, concept review, FEA (both static and dynamic), development review, DFMEA, production review, and final review before release to production, along with other internal requirements. I was responsible for the preliminary detail print creation of all these designs, in accordance with ANSI Y14.5.

The CAD tool I used for much of my work has been Pro/e [now CREO 5], with the attached FEA module, Mechanica [now Simulate]. I also have experience with AutoCAD, Rhino, and SolidWorks. At Cummins I learned Windchill to manage the CAD data files, and at most of my other positions used some database management software, such as Teamcenter or Citrix.

During my time at IMI Precision, as lead design engineer, and with support from my cross functional team, I successfully designed a pneumatic turbo control unit, using CREO 2.0 & Simulate, for a diesel engine. The unit consisted of a die cast aluminum solenoid housing and lid, and an injection molded sandwich plate, containing over molded contacts, for the electric signal transmission. I was again responsible for the preliminary detail print creation of these designs, in accordance with the GD&T standard, as well as sign-off of the final production prints.