

Marc Schuck

Technical Project Manager · Interim Manager
Turnaround · Crisis Recovery ·
Automotive · Embedded Systems

Remote: 95-110 €/h; Onsite: plus Expenses
Immediately Available
worldwide· Remote & Onsite
+49 1520 1773322
marc@schuck-engineering.com



Technical Project Lead and Interim Manager with 25+ years of OEM and Tier-1 experience. Specialised in critical programmes where governance has failed, the OEM has already escalated — and decisive intervention is required.

Top 3 Crisis Cases

Project / Context	Problem	Intervention	Outcome
Joynext GmbH — OTA Audi, VW, Porsche, Bentley 2022–2025 AWS · UN R155/156	4 OEM customers without release tracking & binding gates; separate China prod server (~2M vehicles); no scheduling discipline for CRs; dysfunctional internal escalation culture.	Release & dependency tracking established; OTA gates enforced; 6-month team lead vacancy bridged; CVE patching managed; ~€1.7M Tier-2 volume (USA) negotiated; China prod server (~2M vehicles) structured UN R155/156-compliant.	Stabilised OTA software delivery. Closed CVEs on live systems. Central stakeholder interface to Audi China across APAC–EMEA delivery.
ZF Friedrichshafen — Inverter/EGS/MHEV/PHEV BMW 2020–2022 Embedded SW · Power Electronics & Transmission Control	Operating without visibility — fragmented accountabilities, obsolete schedule, no coherent governance. BMW task force already active.	Orchestrated governance from zero; engineered feature-to-milestone mapping between base development and BMW gates; enforced binding release governance; reported at CTO level . Delivered fact-based decision support for BMW task force.	Rescued programme from zero visibility; restored full delivery controllability; achieved SW release transparency for BMW; held all Quality Gate milestones.
Harman Becker — Daimler NTG5 S-Class / C-Class 2012–2014 ~400 staff · Offshore DE/UA/IN/CN	>10,000 open defect tickets under severe SOP pressure. Underperforming offshore teams (IN/UA/CN).	Introduced A/B/C defect classification plus an inflow/outflow reduction model. Replaced the offshore engineering service provider based on systematic performance evidence. Established a global 24-hour integration cycle. Formalised E/E problem management with offshore teams.	–85% tickets (>10K→~1,500, non-end-customer-relevant only); SOP launch on time ; sign-off at Daimler E2/VP level.

Additional Assignments (selection)— Programme, Software & Technical Project Management

Period	Company / Client	Outcome / Projects
2017–2020	Smiths Detection / Schiphol Airport	Rolled out 12 CT systems (~EUR 7M each) in live airport operation.
2015–2017	Continental / VW, Audi, Seat, Skoda	Steered ~200 staff in matrix; stabilised a critical SOP ramp-up.
2011–2012	ZF Lenksysteme (Bosch/ZF JV) / Daimler, AMG	Built project schedule with dependencies and release governance from scratch; negotiated ~EUR 1M CR volume.
2009–2010	Magna Electronics / Daimler	72 engineers, EUR 18.2M; developed new manufacturing process for single production site.
2008–2009	Panasonic Automotive (PASA) / Opel, GM	Led German site & OEM liaison; managed testing, reflashing and orderly wind-down.
2006–2006	PARAVAN / Rücker	Enforced requirements freeze against CEO resistance; successful turnaround.
2001–2006	Daimler AG, Mercedes Technology Center MTC (via Rücker GmbH)	Rain/light sensor · SDS voice control · infotainment updates.

Tech Stack & Methods

International project management (EU/USA/China) · AWS Cloud · CI/CD-based OTA/FOTA delivery · ASPICE L2 · ISO 26262 · UN R155/156 · Embedded SW/ECU · CAN/LIN/MOST/FlexRay · Jira · Confluence · MS Project · Scrum/Kanban · E/E project leadership · AI-Augmented Productivity (since 2025): ChatGPT · Claude · Copilot · Gemini · Perplexity

Education

MBA · Bradford/TiasNimbis (UK/NL)
State-certified Technician · Qualified Electrician

Languages

German — native
English — business fluent

Availability

Remote & Onsite · Worldwide ·
Immediately Available