Stefano Golini earned his Master degree in Mechanical Engineering from the University of Rome "La Sapienza" in 1990. During the following five years, he went on to pursue his PhD from the same University, and then received two scholarships from CNR. His studies focused on modeling of various aspects of phenomena occurring in internal combustion engines: from 3D study of flame front propagation in spark-ignition engines and fuel evaporation and impingement in diesel engines, to 1D modeling of an innovative injection system for diesel engines. He authored or co-authored a dozen scientific papers. In 1995 he joined ENI group, where he was involved in an innovative project aimed at developing a submarine underwater extraction system for deep waters, thus gaining an extensive experience of the oil&gas industry.

He moved to the Fiat Group in 1998, at CRF and he was immediately stuck in the NG world and he is still there after almost 20 years. At the beginning he dealt with components, suach as pressure regulators, but in 2000 he moved to the test bench where he took care of the development and homologation of the EUIV version of the Cursor 8 engine in 2003. From 2003 to 2008 he also participated to further applications of the Cursor 8 NG engine, such as its use with "hythane" (80% methane, 20% hydrogen) or the development and testing of the engine with MultiAir system.

In 2008 he moved to FPT Industrial, where he became Assistant Chief Engineer for all NG engines (F1C, NEF and Cursor). In this position he was the program manager responsible of the technical aspects of each engine variant, therefore constantly in contact with other Depts to define and solve problems connected to engine development, before SOP, as well as quality problems encountered by the final user in everyday use, during engine's current production.

In 2014 Stefano left the frantic world of Product Engineering to take care of pre-development projects, becoming FPT responsible of European-funded projects such as GASTone and HDGas.

He is currently responsible of NG engines in the Research & Technology Dept.