4292-020/520 – Level 2 Technical Award in Vehicle Technology

March 2018

Examiner Report
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Introduction

This document has been prepared by the Chief Examiner, it is designed to be used as a feedback tool, for centres to use in order to enhance teaching and preparation for assessment. It is advised that this document be referred to when preparing to teach and then again when candidates are preparing to sit examinations for City & Guilds Technical qualifications.

This report provides general commentary on candidate performance and highlights common themes in relation to the technical aspects explored within the assessment, giving areas of strengths and weakness demonstrated by the cohort of candidates who sat the March 2018 examination series. It will explain aspects which caused difficulty and potentially why the difficulties arose, whether it was caused by a lack of knowledge, poor examination technique or responses that failed to demonstrate the required depth of understanding.

The document provides commentary on the following assessment:
4292-020/520 Level 2 Technical Award in Vehicle Technology – Theory exam
Theory Exam - March 2018

Grade Boundaries and distribution

Assessment: 4292-020/520
Series: March 2018

Below identifies the final grade boundaries for this assessment, as agreed by the awarding panel:

<table>
<thead>
<tr>
<th>Total marks available</th>
<th>60</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pass mark</td>
<td>24</td>
</tr>
<tr>
<td>Merit mark</td>
<td>33</td>
</tr>
<tr>
<td>Distinction mark</td>
<td>42</td>
</tr>
</tbody>
</table>

There were no pass marks for this component.
Chief Examiner Commentary

General Comments on Candidate Performance

Assessment component: 4292-020/520

Series 1 (March)

The general standard of work presented in this first series of the theory exam was below expectations and no candidate achieved the recommended pass mark of 40%.

In many instances core knowledge was lacking and most marks were gained by candidates partially answering a limited number of questions.

The subject areas that demonstrated a weaker breadth and depth of knowledge included electrical principles, drive train layouts and their applications as well as chassis and engine and charging system component identification and purpose.

With regard to the extended question few candidates offered a sufficient comparison between different system types and the justification for their choices was limited. Not all candidates attempted the extended question with those that did only attaining the lower grade boundary marks.

Candidates frequently did not look to provide recommendations within their responses therefore they were unable to access higher marks. Candidates responded with a list of bullet points describing a process rather than discussing.