4292-21 Level 2 Technical Certificate in Automotive

March 2019

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 2019 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- 022/522 Level 2 Automotive- Theory exam.
Theory Exam – March 2019

Grade Boundaries and distribution

Assessment: 4292- 022/522
Series: March 2019

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

<table>
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<th>Total marks available</th>
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<td>Pass mark</td>
<td>27</td>
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<td>Merit mark</td>
<td>36</td>
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<td>Distinction mark</td>
<td>46</td>
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The graph below shows the distribution of grades and pass rates for this assessment;
Chief Examiner Commentary

General Comments on Candidate Performance

Assessment component: 4292-022/522

Series 1 (March)

This was generally a well-answered paper, with most candidates attempting all questions. Only a minority of candidates missed some questions, and there were some well-detailed answers, which showed a good general understanding and knowledge of the subject areas in the qualification. Overall candidates demonstrated a good range of knowledge.

The importance of the command verb in the question remains an issue for a number of candidates. Centres should prepare candidates, so that they are aware of the relevance of the command verb and what it means when answering question. Knowing the command verb and what this is asking will allow candidates acquire more marks throughout the paper.

Candidates did not read the whole question carefully, thus preventing candidates from accessing some of the available marks.

There were some spelling and grammar errors, however some answers were well constructed making it easy to follow what the candidates were explaining. The majority of candidates used American spelling for technical terms, and not the correct English term. Marks were not deducted for this on this paper, however candidates must be aware that there is a difference between English and American terms.

It was evident that motorcycle and heavy vehicles had been covered; some of the candidates demonstrated a good understanding of the steering and suspension components on these vehicles. However, the majority only scored a few extra marks than in previous papers.

Candidates were asked to explain the two different types of wheel balancing; the majority of candidates understood Dynamic, but did not fully understand Static.

Candidates answered questions on health and safety well, in addition to working on high voltage circuits. The responses to contracts in the work place were well thought out, and there was also good knowledge shown on electrical systems and ABS.

There were some variations between candidate performance, with some providing a good level of detail, showing knowledge and understanding. However some candidates only gave a minor amount of information, therefore not reading the question and not allocating sufficient time to read all questions carefully in order to understand where they were going with their answers, eg when asking for the operation of a component in an engine, they were answering with why it was fitted.

The extended response question had well-written answers from some candidates, showing a good depth of knowledge. There were some well-structured answers which had a natural flow and followed a logical thought process making it easy to read and follow. There were also some good answers and detail on repairing the puncture, and most had mentioned health and safety and the removal and refitting of a tyre. Some candidates mentioned the replacing of the tyre, this was not asked in the question, and therefore it is important that candidates do read what the question is asking to achieve more marks. Some candidates embraced the extended response question, and used it to showcase their understanding and this was evident in the marks they achieved. However, some candidates only provided a limited amount of information, and a small number did not attempt to answer it.
The March 2019 series had a lower pass rate (62%) than that of March 2018 (86%). There was a marked improvement in candidate’s responses to on the following areas: motorcycles, hybrid and safety, than in the March 2018 paper. The March 2019 is overall comparable in standard to the March 2018 paper. There were no problematic questions, and no exclusions from this assessment.