

# **4292-030/530 – Level 3 Automotive Industry – Theory Exam**

**March 2020**

## **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 2020** examination series. It will explain aspects which caused difficulty and potentially why the difficulties arose, whether it was caused by a lack of knowledge, incorrect examination technique or responses that failed to demonstrate the required depth of understanding.

The document provides commentary on the following assessment;  
**4292-030/530 Level 3 Automotive Industry – Theory Exam.**

# Theory Exam – March 2020

## Grade Boundaries and distribution

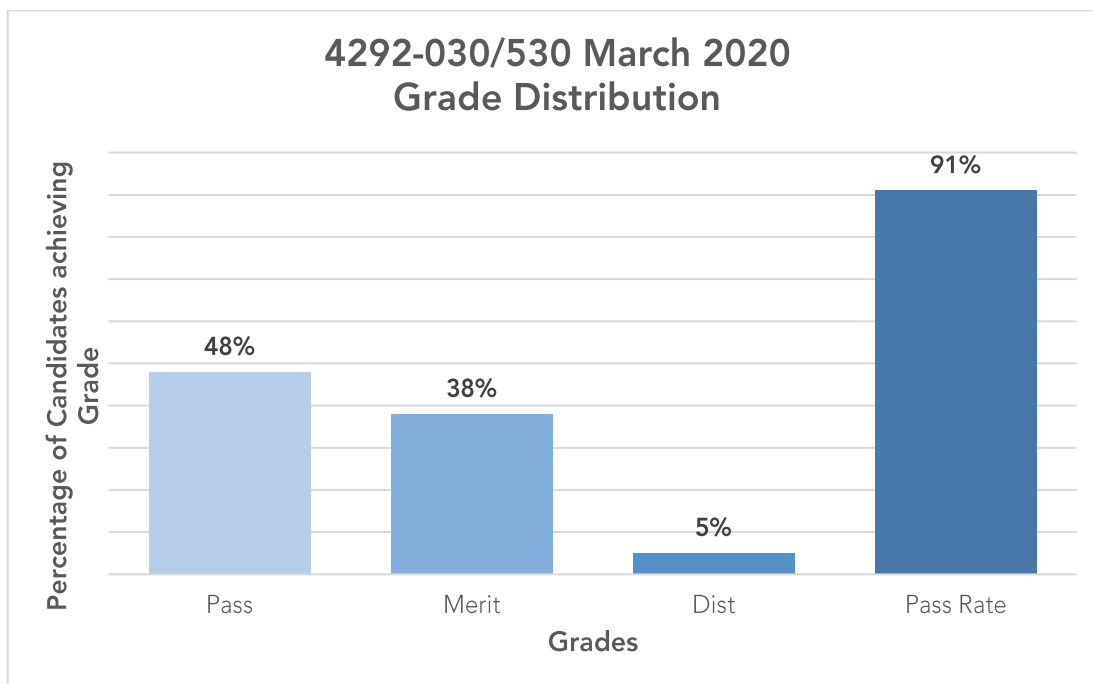
Assessment: 4292-030/530

Series: **March 2020**

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

<b>Total marks available</b>	<b>80</b>
Pass mark	34
Merit mark	45
Distinction mark	56

The graph below shows the approximate distribution of grades and pass rates for this assessment:



# Chief Examiner Commentary

## General Comments on Candidate Performance

**Assessment component: 4292-030/530**

### Series 1 (March)

Overall the candidates' performance for this exam series was high and comparable to previous series. The majority of candidates achieved high marks due to their good level of knowledge and understanding across many topics covered in the paper.

Many candidates demonstrated good understanding of health and safety, gasses and emissions as well as identification of light vehicle components. Four-stroke cycle responses were also strong. Calculation questions were generally well answered, with candidates performing well on the resistance calculation. Higher performing candidates demonstrated the ability to recall knowledge across all of the topics.

Some candidates did not demonstrate depth of knowledge in questions relating to low carbon/high carbon steel calculations or laminated glass where many candidates incorrectly answered where the glass was placed.

Candidates struggled to give specific legislation for changing a wheel on a bench grinder and kept responses to generic legislation. HGV braking components were not successfully identified across the cohort.

For the extended response question, most candidates submitted a large volume of work and focused on the indicative content required. They discussed a wide range of topics. Some interesting opinions arose from the answers given which were, often, technically correct. Most candidates were able to express the requirements within the indicative content and demonstrate a good level of understanding within the vehicle system being asked of them.

Centres are recommended to focus on the relevant legislations that are detailed in the handbook, the basic braking, steering and suspension components used within a heavy goods vehicle as well as the properties of ferrous and non-ferrous materials.

Centres are also advised to revisit current handbooks, test specifications and the past papers available to fine-tune the delivery of their programmes to ensure the candidates have every opportunity of achieving higher grade marks in future sittings.

Centres are reminded of the City & Guilds Technicals 'Exam Guides' available here <https://www.cityandguilds.com/qualifications-and-apprenticeships/transport-maintenance/automotive/4292-technical-in-automotive#tab=documents>