

General comments.

The DNEA would like to congratulate all the centers who, despite the prevailing challenges, still made an effort to equip their candidates with the necessary knowledge and skills to perform the assessment. They also put an effort in to have all materials and tools ready for the examination.

Unfortunately it is evident that some centers are still not familiar with the format of the paper, which led to insufficient photographic evidence provided, misinterpretation of the tasks required, etc. This resulted in a loss of valuable marks.

Photographic evidence also shows that some centers do not have the proper required tools and materials. A preparation list for the paper was sent earlier in the year to centers to prepare themselves with tools and the necessary. It also proved that invigilation at some centers were done in contradiction with examination rules, whereby: (a) more than one candidate was assessed at the same time on the same vehicle for Part B. (b) Two different vehicles were used to assess one learner for Part B.

Comments on individual questions

Part A (PLANNING)

- 1 Candidates were requested to design a work plan to carry out a visual and hands-on under inspection on a vehicle.
- Determine where on the vehicle most of the tasks will take place.
 - Starts with the tasks that can be done with the vehicle still firmly on the ground.
 - Enquire from invigilator which wheel will have to be removed to do brake inspections.
 - Slightly loosen wheel nuts of that specific wheel.
 - Raise vehicle to comfortable height.
 - Perform all visual tyre and wheel inspections.
 - Take all listed measurements on wheels and tyres.
 - Completely remove pointed out wheel assembly.
 - Visually inspect all listed rake components.
 - Take measurements of all listed brake components.
 - List all the readings taken appropriately.
 - Compare readings to specification reference sheet.
 - List all the findings.
 - Reinstall wheel assembly.
 - Lower vehicle to ground and ensure wheel nuts according to specifications. [15]
- 2 Candidates were requested to provide a list of the tools needed.
- Socket wrench combination.
 - Torque wrench.
 - Tyre thread depth gauge/ Veneer calliper.
 - Steel rule
 - Metric outside micro meter (0 – 50 mm)
 - Magnetic base dial gauge.
 - Vehicle lift/ pit/ trolley jack/ trestles.
 - Any relevant tool. (Any 5) [5]

[20]

To the Subject teacher:

Please note that **Part A** should be marked by DNEA and not by the teachers at centers.

Part B (REALISATION)

This part had to be partially marked by the subject teachers and photographic evidence had to be sent to DNEA. Most marks were fairly and honestly awarded, some were somewhat strict and some very lenient. Photographic evidence was included by most off the centers but the quality of some could have been better. The number of photographic evidence for some centers were not enough. Candidates lost a valuable marks through that.

Congratulations to all seven center's offering Motor Mechanics for dressing all candidates proper PPE.

Advise to the teachers.

Teachers are **not allowed** to assist in the preparation of the material besides what was required by DNEA. Teachers must take the photos and not the candidates. The invigilator must ensure that the photos do not get mixed up. (One candidate's photos between another candidate's photos)

The answers for this part will depend on the respective values obtained from a given vehicle. A specification grid for each vehicle used by the centers was required to accompany the question papers. It was used by the markers to mark or moderate **Part B**. The photographic evidence were actually the proof that the candidate did each step as in Part A.

[20]

Part C (REFLECTION)

Candidates where asked to write a short reflection of what they experienced in part B.

- 1 Answers should refer to general observations done on tyres and brakes. [2]
- 2 Should refer to possible vehicle pull to one side depending on uneven wear and or uneven tyre pressure. [2]
- 3 **Should refer to:** normal wear, proper tyre pressure.
excessive wear on tyre shoulders – low tyre pressure.
excessive wear on thread center – high tyre pressure . [4]
- 4 Should refer to inspection of wheel bearing play or rotor replacement. [2]

[10]

To the subject teacher

Please note that **Part C** should be marked by DNEA and not by the teachers at center's.