



MOT Annual Training Syllabus 2017-2018

Following on from the first year's MOT Annual Training and MOT Annual Assessment, DVSA has compiled the areas for inclusion next year.

These are primarily derived from known areas of weakness that are identified by DVSA's Case Review Team (CRT) when considering disciplinary cases.

The areas causing most concern are:

Classes 4 & 7.

1. Assessment of Tyres & Wheels
2. Corrosion Assessment (Including assessment of brake pipes)

Further guidance is also given below to indicate more specifically the areas of weakness..

Classes 1 & 2.

1. Body & Structure (including security)
2. Assessment of Tyres & Wheels

Classes 3 & 5

MOT Annual Training will be introduced in the following year for the specific elements within these classes, which differ from Class 4.

DVSA will also issue further guidance for Awarding Organisations and Training Providers in due course.

Building upon this year's foundation, there will be elements carried forward from the previous year so that it develops into a continuous training programme.

For this year, the pass mark will increase from 50% to 60% and this will progressively rise over the next few years to 80%, which matches the pass mark of the MOT Tester Qualification.

MOT Annual Training is specific to the published syllabus and must be no less than 3 hours each year. Any other training is encouraged and should be recorded but does not count towards MOT Annual Training.

However, these are quite large subjects and bearing in mind that Testers need to cover 4 hours in one of the 5 years, it may be prudent to spend 4 hours this year on the two subjects.



The MOT Annual Assessment for 2017-2018 year will include:

| | Number of Questions |
|--|---------------------|
| 1. Assessment of Tyres & Wheels | 10 |
| 2. Corrosion Assessment (Body & Structure for Classes 1 & 2) | 10 |
| 3. Driver's view of the road (Brakes for Classes 1 & 2) | 2 |
| 4. Headlamp Alignment | 2 |
| 5. Current Special Notices | 2 |
| 6. MOT General Standards & Procedures | 4 |
| Pass Mark | 18 |

In detail:

Corrosion (Classes 4 & 7)

- Assessment of corrosion is often incorrectly assessed because the correct methods of assessment are not used.
- The notion of Prescribed Areas in Sections 2, 3 & 5 is generally understood but there are other reasons for rejection within the Inspection Manual that have additional text which Testers often ignore, for items such as; tow bars/mountings, body mountings and vehicle structure IM 6.1
- Supporting structures & panels within prescribed areas – what are they, what are the requirements?
- Standard of repairs to corroded areas, including sills
- Although not technically 'Corrosion' – condition of brake pipes.

1. Tyres

- Determining the central band of the tread breadth, primary and secondary grooves and requirements for minibuses.
- Assessing the outer edges beyond the central band.
- Requirements for Class 7 – Load Indexes/Speed Ratings & Twin Wheels.
- Perished sidewalls.
- Tyre sizes across an axle.
- Directional and asymmetric tyres
- Wheel fixings.