

KENYA NATIONAL EXAMINATION COUNCIL KCSE, 2014

POWER MECHANICS PAPER 1 ANALYSIS

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3.5 POWER MECHANICS (447)

The 2014 KCSE examination for Power Mechanics consisted of two papers namely Paper 1 (theory) and Paper 2 (Practical). The theory was worth 60% while practical was worth 40% of the final mark. The format and weighting of the two papers was the same as in the previous years.

General Candidates Performance

The candidate's performance statistics in the KCSE Power Mechanics examination since the year 2009 are as shown in the table below.

Table 13: candidates overall performance in the years 2009 to 2014

Year	Paper	Candidature	Maximum score	Mean score	Standard deviation
2009	1	136	60	28.88	9.27
	2		40	27.05	4.15
	overall		100	56.74	12.37
2010	1	159	60	26.49	8.67
	2		40	26.34	5.24
	overall		100	52.66	12.81
2011	1	136	60	28.79	9.25
	2		40	27.74	4.10
	overall		100	56.53	11.69
2012	1	149	60	34.51	7.35
	2		40	30.74	3.08
	overall		100	65.26	9.07
2013	1	145	60	37.92	8.46
	2		40	28.61	3.19
	overall		100	66.27	11.32
2014	1	166	60	41.14	7.93
	2		40	30.21	2.91
	overall		100	71.35	9.81

From the table it can be observed that:

- (i) The mean score improved from 66.27 in the year 2013 to 71.35 in the year 2014.
- (ii) The candidature increased from 145 in the year 2013 to 166 in the year 2014.
- (iii) The general performance has been increasing steadily since the year 2010.

3.5.1 Power Mechanics Paper 1 (447/1)

The question which was reported to have been poorly performed has been analyzed with a view to pointing out candidates' weaknesses and propose suggestions on some remedial measures that need to be taken in order to improve performance in future. The question in this case is **Question 10 a**.

Question 10 a

Distinguish between the **two** types of engine block construction. (2 marks)

Weaknesses

Most candidates could not distinguish between the two types of engine block construction.

Advice to teachers

Teachers are advised to cover the syllabus conclusively without making any assumptions.

Expected Responses

- Integral - block and crank case are moulded together.
- Separate block and crank case are separate.