



The New DVSA MOT Tester and Manager Requirements

The History behind it:

Anyone who carries out statutory road worthiness tests (MOTs) on behalf of the Secretary of State for Transport must be authorised to do so by the ***Driver and Vehicle Standards Agency*** (DVSA). The DVSA are responsible for administering the MOT scheme on behalf of the UK government.

Up until now any prospective new MOT Testers had to already be working in an MOT Test centre and be nominated by the entity responsible for the test centre (known as the '***Authorised Examiner***'). Only then could they be put forward to attend a 3 day DVSA course, which concludes with a short multiple choice test that the individual must pass. After attending this course they could then apply to DVSA, who would come out to observe them carrying out an MOT Test. If successfully completed, they would be authorised to test by DVSA.

All Authorised Examiners (known as AEs - which could be a person or a company) must also have an ***Authorised Examiner Designated Manager*** (AEDM), more commonly known as an '***MOT Manager***'. This is the person with overall accountability for the MOT Testing service provided in an authorised Vehicle Testing Station (VTS). Before being authorised to run one (or a number of) testing station(s), they would have had to attend a two day DVSA course and on completion, successfully pass a short multiple choice test. There was no requirement for DVSA to come out to observe the individual once they had attended this course.

Why is it changing?

The DVSA (known both as the 'Supervising Body' and 'Competent Authority'), wish to raise the standards and professionalism within the sector, whilst making it more accessible to new entrants.

Some information on the changes taking place is available on the gov.uk website here: <https://www.gov.uk/guidance/mot-training>

Becoming an MOT Manager from Sept 2016

From September 2016, rather than attending a DVSA two day course as previously required, all prospective MOT Managers (these may be people who wish to either set up a new MOT Testing station, or who are replacing the previous AEDM) will now have to complete a formal qualification through a training provider.



This will include the need to successfully pass an invigilated knowledge exam – likely to be an online multiple choice test. Training providers who wish to offer this qualification will need to be approved by a regulated awarding body such as the IMI. Once they have achieved the qualification they will then be able to apply to DVSA to become an AEDM.

Existing testers might also see that this enhances their career opportunities and therefore wish to undertake this training for the own personal development.

Becoming an MOT Tester from Sept 2016

Similar to the new requirements for MOT Managers, from September 2016, rather than attending a DVSA three day course as previous, all new Testers will now have to complete a formal qualification through a training provider. These training providers will need to be approved by a regulated awarding body such as the IMI. The qualification will need to incorporate at least 24 guided learning hours of which 8 must be practical. There will also be the need to successfully pass a practical test and online knowledge exam under invigilated conditions.

For MOT Testers only - Once they have achieved this qualification they will then need to apply to DVSA, who will observe the individual carrying out an MOT. If successful, they will be issued with a Certificate of Competence - and can then, once nominated by the AEDM, within the test centre they are working, test vehicles that they are approved for.

One significant change to the process is that anyone will be able to attend the MOT Tester course that leads to the regulated qualification- without the need to be employed at the time in a Vehicle Test Station or be nominated by an Authorised Examiner e.g. the VTS they work in. This therefore opens the opportunities up for individuals who may work, or have worked, in the vehicle maintenance and repair sector, but not within an MOT test centre, to gain the qualification that will enable them to become an MOT Tester- and make them more employable.

Eligibility to become an MOT Tester

All the existing pre-requisites will remain before an individual can undertake the initial qualification e.g. They must also have worked in an appropriate role in the sector for a minimum of 4 years, hold a current, clean driving licence, no criminal convictions relating to the motor industry, and for classes 3, 4, 5 and 7 (see *Annex 1 for details of test classes*) must already have a recognised level 3 qualification or equivalent (**Note:** this last point does not apply to classes 1 and 2).

Evidence of these pre-requisites will need to be supplied to both the training provider **prior** to undertaking the qualification and to DVSA when applying for the Certificate of Competence.

Eligibility requirements are listed on the gov.uk website:

<https://www.gov.uk/become-an-mot-tester/eligibility>



How is this being rolled out in the Pilot

The IMI SSC, IMI Awarding and other Awarding Organisations are engaged with DVSA to run a pilot in 3 phases beginning from April 2016. This will incorporate classes 1 and 2, 4 and 7 and MOT managers.

The first two phases are being tightly controlled and supported by DVSA who are providing training for pilot centres. No other centres can get involved at this stage. The first two phases will be free of charge for prospective testers and managers.

The third phase which begins in June will be full cost and include the regulated qualification. This will also be restricted to selected centres only.

From September the initial qualifications will be available for all approved centre to offer. The normal application process will apply- as with any other regulated qualification.

Classes 3 and 5

To test classes 3 and 5 testers must already be qualified for 4 and 7. Bolt on units will be developed with knowledge assessments for testers of these vehicles. This will not be available for the pilot but will be ready for the September launch.

Timelines for the Changes

December 16	January 16	February 16	March 16	April 16	May 16	June 16	July 16	August 16	September 16
MOT Qualification development (classes 1 & 2, classes 4 & 7 & Manager) (develop, design & implementation)									
				Pilot Tranche 1	Pilot Tranche 2	Pilot Tranche 3			▲ 01/09 "Ready for go-Live"
	DVSA Support AO Centre in pilot			DVSA begin to reduce training					
		IMI Engagement with centres							MOT Qualification (All classes)
				Development of MOT Tester qualification (knowledge only classes 3 & 5)			Pilot of qual classes 3 & 5 (knowledge)		
							Roll out of qualification thru additional centres to cover UK		
						Register qualification across 3 nations			
CPD Framework Released									
CPD Development									
				CPD Implement across 60,000 MOT Testers (approx.)					



Maintaining MOT Tester status

From April 2016 all current and new MOT testers will be required to record a minimum of 3 hours training annually, and a minimum of 16 hours over a rolling five year period. Each year DVSA will publish a syllabus in January that will cover the requirements for the following year (April to end March). In addition they will need to pass an online MOT annual assessment - if they wish to remain an MOT tester.

The individual will be required to maintain a log of the annual training and evidence of completing this test- which may be checked at any time by DVSA. Failure to maintain the required training or achieve an acceptable score in the annual test may result in their Tester Status being withdrawn.

Note: there is no requirement for MOT Managers to record CPD (however it is advisable), or pass an annual test.

Syllabus for 2016-17 year

The planned 2016 to 2017 annual training syllabus for Class 1 and 2 vehicles will cover:

Topics required in training	Example of Duration of annual training
lighting and signalling	1 hour
brakes	1 hour
CPD planning and recording	1 hour

The planned 2016 to 2017 annual training syllabus for Class 3, 4, 5 and 7 vehicles will cover:

Topics required in training	Example of Duration of annual training
driver's view of the road	1 hour
headlamp aim	1 hour
CPD planning and recording	1 hour

All vehicle classes

In order to maintain your testing status for both sets of vehicle classes, you may have to double-up on your training hours (i.e. complete and record at least 3 hours of annual training) and sit 2 separate assessments.



However, if you cover a topic covered by both sets of vehicle classes (e.g. CPD planning and recording) then you can use this to contribute to your required minimum training hours.

For example, if you complete 1 hour of training for CPD planning and recording then you can count this towards your 3 hours of required training for each set of vehicle classes you test.

This will then leave you with at least 2 hours of annual training left to complete for each set of vehicle classes you test for the year.

How to complete annual training

The method to undertake MOT annual training is up to the individual (or their MOT management) and will depend on what best suits their individual or organisational needs and requirements.

They can complete training 'in-house' or with the help of a training provider using one, or a combination, of the following methods:

- personal training
- group training
- training providers

MOT Annual Assessment

The annual assessment will be a multiple choice online assessment. Unlike the initial qualification online assessment, the annual assessment will not require invigilation.

Individuals will be able to access the test and pay for it directly via the IMI eLearning platform from anywhere as long as they have internet access. They will then be able to print out a certificate with a unique identifier that can be authenticated by DVSA and the IMI.

Assessor requirements for Initial Qualifications

The group are still in the process of agreeing the final requirements for assessors.

It is anticipated however, that there might be the need for centres wishing to offer this to attend an Assessor workshop.



IMI eLearning

Tom Denton and his team are developing resources to support both the initial qualification and the annual training requirements. This will be packaged in different ways e.g. along with the annual assessment, to provide flexibility for individuals.

Queries

There are still outstanding questions around some aspects of the delivery and assessment. These include:

- Assessor requirements for the different aspects (as mentioned previously)
- Costs have not been set



Annex 1: Vehicle classes

Details for the various MOT vehicle classes are:

Class	Vehicle Description
Class 1	Motorbike (engine size up to 200 cm ³) Motorbike with sidecar (engine size up to 200 cm ³)
Class 2	Motorbike (engine size over 200 cm ³) Motorbike with sidecar (engine size over 200 cm ³)
Class 3	3-wheeled vehicles (up to 450kg unladen weight)
Class 4	3-wheeled vehicles (over 450kg unladen weight) Cars (up to 8 passenger seats) Motor caravans Quads (max unladen weight 400kg - for goods vehicles 550kg and max net power of 15kw) Dual purpose vehicles Private hire and public service vehicles (up to 8 seats) Ambulances and taxis Private passenger vehicles and ambulances (9 to 12 passenger seats) Goods vehicles (up to 3,000kg design gross weight)
Class 4A	Class 4 vehicles (9 to 12 passenger seats) with a seat belt installation check
Class 5	Private passenger vehicles and ambulances (13 to 16 passenger seats) Private passenger vehicles and ambulances (more than 16 passenger seats) Playbuses
Class 5A	Class 5 vehicles (13 to 16 passenger seats) with a seatbelt installation check Class 5 vehicles (more than 16 passenger seats) with a seatbelt installation check
Class 7	Goods vehicles (over 3,000kg up to 3,500kg design gross weight)



Annex 2: Further Q & As (with Answers provided by DVSA)

Q. How will an approved centre check the pre-requisites of a candidate?

A. Training Centres will carry out a physical check of certificates and driving licenses. All other eligibility requirements as listed on <https://www.gov.uk/become-an-mot-tester/eligibility> will be by self declaration to the Training Centre. DVSA will re-check eligibility at the time of the demonstration test (i.e. the VT8).

Q. Will a non-regulated certificate be accepted by DVSA (when applying to be observed in order to achieve the Certificate of Competence) for those individuals participating in the pilot?

A. Yes, DVSA will accept participating Awarding Organisation's non-regulated certificates. The Awarding Organisations will have a process in place, enabling the candidate to convert the certificate into a regulated qualification in most cases. This facility only relates to Tranches 1 & 2, where the training is provided free of charge. For Tranche 3, which will not be provided free of charge, successful candidates will be awarded the regulated qualification.

Q. Are the DVSA looking for a UK geographical spread of the training centres to deliver the pilot and/or the qualification from September 2016 (i.e. regulated qual)?

A. Yes, whilst Tranches 1 & 2 are limited, Tranche 3 will give an extensive geographical coverage with full coverage by September 2016

Q. What are the expectations of DVSA to monitor Awarding Organisations?

A. DVSA has built up an excellent working relationship with all of the Awarding Organisations and is confident that the quality processes that they have in place will ensure that MOT Training is delivered to the highest standards. This is reinforced by an Assessment Strategy that will be agreed between DVSA and the AOs. However, DVSA will monitor AOs, gathering intelligence from its operational activities and will make recommendations where necessary. DVSA will also engage twice a year with AOs to develop MOT Annual Training, consider the currency of the qualification and to review performance.

Q. Will the DVSA look for a solution where they will leave all of the above to the AO or are they looking for some input/overseeing role?



A. DVSA expects all of these activities to be monitored by the AOs - DVSA will be available to provide advice and we reserve the right to conduct audits.

Q. What will be the criteria for trainers and assessors (current MOT tester / previous MOT tester / hold the MOT tester / manager qualification)?

A. This has not yet been fully decided within the detail of the assessment strategy

Q. What will be the approved centre criteria for equipment (brake roller tester / headlamp aligning equip / emission testing equip etc)

A. Training Providers will need equipment similar to that used in an approved VTS but it will not need to be calibrated or approved or set out as an MOT bay, although this is obviously desirable. Emission equipment should be as currently in use.

Q. Will the DVSA pay for any of the pilot costs (i.e. QA, certification, expenses attributable to the pilot Quality Assurance)?

A. DVSA will not directly contribute towards the pilot costs. However, DVSA is providing support for Tranche 1 & 2 Training Centres in the form of on-boarding sessions and has provided training material to Awarding Organisations.

Q. What is DVSA expectation of the AO certification cost of the qualification(s) - MOT Tester / MOT Manager?

A. DVSA expects this to fall in-line with other comparable certification costs

Q. Do DVSA expect individuals to pay for training/certification during the pilot?

A. DVSA have agreed with the participating Awarding Organisations that those providers taking part in the first two phases of the pilot will offer a limited number of free places to prospective testers.

Whilst the content of the training and the assessment will be in line with the eventual qualification, no qualification will be awarded. Instead, the Awarding Organisations will issue some form of successful completion certificate that individuals will be able to present to DVSA as evidence of having attended and passed an appropriate course of instruction.

It will be up to the Awarding Organisations to determine if it is appropriate to apply either a registration fee, certification fee or both.

Q. Are the DVSA expecting the vehicle testing station to pay for any pilot candidates course/certification or will the DVSA be paying the Centre's to deliver/access to the qualification

A. DVSA will not be paying centres to deliver or assess the qualification.



Prospective testers are responsible for funding their own training and do not have to be nominated by any particular VTS. Indeed prospective testers may not even have to be employed prior to receiving training. VTSs could, of course, still choose to fund training for their employees. (It is important to note that this does not change the fact that the AE still carries full responsibility for testing carried out in their VTS).

Q. If there has been a break in the CPD / refresher training from when the DVSA stop/stopped delivery would there be a requirement of more than 3 hours in the first year of delivery?

A. MOT testers will need to catch up on any missed CPD during any break of active testing longer for than 6 months, so up to 5 year's worth of CPD Frameworks and Assessments will need to be held on file on a rolling basis. After 6 months Testers will also require a re-assessment (VT8). After 5 years, they will need re-training/re qualification.

However, inactive testers could maintain their CPD participation to avoid having to catch up.

Q. What are the expectations for levels of volume (number of MOT testers) across the year (i.e. is there a peak(s))

A. There are approximately 60,000 existing MOT testers. DVSA currently trains between 5000 & 7000 MOT Testers each year, approximately 700 Motorcycle Testers and approximately 1500 Managers each year.