



Fel rheol mae angen tystiolaeth o brawf MOT at ddibenion trethu. Os yw'ch cerbyd wedi'i eithrio rhag cael prawf MOT bydd angen ichi lenwi'r ffurflen hon a'i chyflwyno pan fyddwch yn trethu'ch cerbyd mewn Swyddfa'r Post[®].

Os yw'ch cerbyd yn gerbyd nwyddau sy'n pwysu mwy na 3,500kg (neu gerbyd arall a gynhwysir o fewn categorïau cymeradwyo math N2, N3, O3, O4 neu T), sydd wedi'i eithrio rhag cael ei brofi, llenwch ffurflen Datganiad o eithriad rhag profi cerbyd nwyddau (V112G).

Gellir defnyddio'r ffurflen V112G hefyd ar gyfer cerbyd nwyddau Gogledd Iwerddon sy'n pwysu 3,500kg neu lai (neu gerbyd arall Gogledd Iwerddon a gynhwysir o fewn categori cymeradwyo math N1), sydd wedi'i eithrio.

Datganiad

Rhif cofrestru'r cerbyd:

Eich enw llawn:

Rwy'n datgan bod fy ngherbyd wedi'i eithrio gan y'i gynhwysir yng

nghategori o'r rhestr dros y dudalen

Eich llofnod:

Wrth lofnodi'r ffurflen hon rydych yn cadarnhau bod y wybodaeth a ddarperir yn gywir a bod y cerbyd wedi'i eithrio rhag cael MOT.

Mae'n drosedd o dan Adran 47 y Ddeddf Traffig Ffyrdd neu erthygl 63 Gorchymyn Traffig Ffyrdd (Gogledd Iwerddon) 1995 i ddefnyddio car, beic modur neu gerbyd nwyddau ysgafn heb dystysgrif MOT ar ffordd gyhoeddus oni bai bod y cerbyd wedi'i 'eithrio' rhag cael MOT.

Categoriâu cerbydau sydd wedi'u heithrio

- a Tractor modur.
- b Cerbyd gosod trac.
- c Cerbyd cymalog nad yw'n lori nac yn fws (gan gynnwys bysus plygu).
- d Tryciau gwaith.
- e Cerbydau annilys sy'n pwyso dim mwy na 306kg wedi'u dadlwytho.
- f Cerbydau a ddefnyddir i deithio o'r tir a feddiannir gan yr unigolyn sy'n cadw'r cerbyd i dir arall y maent yn berchen arno, a pheidio â theithio ar y ffordd am fwy na chyfanswm o 6 milltir yr wythnos.
- g Cerbyd hacni neu gerbyd a logwyd yn breifat wedi'i drwyddedu gan awdurdodau lleol sydd wedi'u hawdurdodi i wirio addasrwydd y cerbyd hwn ar y ffordd.
- h Cerbyd hacni wedi'i drwyddedu gan Transport for London.
- i Cerbyd wedi'i ddarparu at ddibenion yr heddlu ac wedi'i gynnal a'i gadw mewn gweithdy cymeradwy.
- j Cerbyd nwyddau wedi'i bweru gan drydan, a'i gofrestru gyntaf cyn 1 Mawrth 2015 (Prydain Fawr yn unig).
- k Tram.
- l Cerbyd troli nad yw'n gerbyd troli ategol (mae cerbydau troli ategol yn gerbydau sydd wedi'u haddasu i redeg o bŵer a ddarperir o ffynhonnell ar y cerbyd troli ategol).
- m Cerbydau wedi'u hawdurdodi i'w defnyddio ar y ffordd trwy Orchymyn Cyffredinol Mathau Arbennig neu Orchymyn Arbennig Cerbyd, oni bai bod y gorchymyn yn nodi fel arall.
- n Cerbydau a ddefnyddir ar ynysoedd penodol yn unig nad oes ganddynt bont, twnnel, rhyd neu ffordd addas arall i gerbydau modur gael eu gyrru'n gyfleus i ffordd mewn unrhyw ran o'r DU. Os felly, rhwng enw'r ynys yn y blwch hwn.
- o Cerbydau sydd â therfyn cyflymder uchafswm o lai na 15.5 milltir yr awr.
- p Cerbyd a adeiladwyd ar gyfer glanhau cwteri neu stryd neu waredu sbwriel, sydd naill ai'n:
 - gerbyd tair olwyn
 - sydd â thrac mewnol sy'n llai na 810 milimetr o ran lled
- q Cerbyd gwasanaeth cyhoeddus sydd â dyddiad cynhyrchu cyn 1 Ionawr 1960 ac nad yw wedi'i newid yn sylweddol (Prydain Fawr yn unig).
- r Cerbyd heblaw am gerbyd gwasanaeth cyhoeddus a gofrestrwyd neu a gynhyrchwyd 40 mlynedd yn ôl ac nad yw wedi'i newid yn sylweddol yn ystod y 30 mlynedd ddiwethaf.

Beth yw ystyr 'newid yn sylweddol'?

Cerbyd lle mae nodweddion technegol y prif gydrannau wedi newid yn y 30 mlynedd ddiwethaf. Y cydrannau hyn (heblaw am feiciau modur) yw'r **siasi** neu **gragen corff unigol** (gan gynnwys unrhyw is-fframiau), **injan** ac **echel a gêr rhedeg** (newid y math neu'r dull crogiant neu lywio).

Fodd bynnag, ni ystyrir bod y newidiadau canlynol yn sylweddol. Mae'r rhain yn newidiadau i'r:

- siasi neu gragen corff unigol (gan gynnwys unrhyw is-fframiau) – gosod rhannau newydd yr un patrwm â'r gwreiddiol
- injan – galluoedd ciwbig amgen yr un injan sylfaenol a pheiriannau offer gwreiddiol amgen (os yw nifer y silindrau mewn injan yn wahanol i'r gwreiddiol mae'n annhebygol o fod yn offer gwreiddiol amgen)
- echelau a gêr rhedeg – newidiadau a wneir i wella effeithlonrwydd, diogelwch neu berfformiad amgylcheddol
- cynnal a chadw cerbyd (rhaid i hyn ddigwydd pan nad yw rhannau gwreiddiol ar gael bellach)
- o fath a wnaed pan roedd y math o gerbyd yn cael ei gynhyrchu neu'n cael ei ddefnyddio'n gyffredinol (o fewn 10 mlynedd o ddiwedd y cynhyrchiad)
- cerbydau sydd wedi'u defnyddio fel cerbydau masnachol (newidiadau a oedd yn cael eu gwneud pan y'u defnyddiwyd yn fasnachol)

Rhagddodiad-Q, ceir pecyn a cherbydau clasurol wedi'u hailadeiladu

Mae'r cerbydau canlynol (gan gynnwys beiciau modur) i'w hystyried fel rhai sydd wedi'u newid yn sylweddol, oni bai eu bod yn cael eu trethu fel 'cerbyd hanesyddol' ac nad ydynt wedi'u haddasu yn ystod y 30 mlynedd blaenorol.

Mae'r rhain yn cynnwys:

- cerbyd sydd â rhif cofrestru gyda'r rhagddodiad 'Q'
- car cit wedi'i roi at ei gilydd o gydrannau o wahanol wneuthuriadau a model o gerbyd
- cerbyd clasurol wedi'i ailadeiladu fel y'i diffinnir gan ganllaw DVLA
- addasiad cit, lle ychwanegir pecyn o rannau newydd at gerbyd sy'n bodoli eisoes, neu ychwanegir hen rannau at git o gorff, siasi neu gragen corff unigol wedi'i weithgynhyrchu sy'n newid ymddangosiad cyffredinol y cerbyd

Gweler y canllaw sydd ar gael ar

www.gov.uk/government/publications/historic-classic-vehicles-mot-exemption-criteria



Declaration of exemption from MOT

V112W

Evidence of an MOT test is normally required for taxing purposes. If your vehicle is exempt from MOT testing you will need to fill in this form and produce it when you tax your vehicle at a Post Office®.

If your vehicle is a goods vehicle weighing more than 3,500kg (or other vehicle falling within type approval categories N2, N3, O3, O4 or T), that is exempt from testing, please fill in a 'Declaration of exemption from goods vehicle testing' (V112G) form.

The V112G form may also be used for a Northern Ireland goods vehicle weighing 3,500kg or less (or other Northern Ireland vehicle falling within type approval category N1), that is exempt.

Declaration

Vehicle registration number:

Your full name:

I declare that my vehicle is exempt as it falls into

category from the list over the page

Your signature:

By signing this form you are confirming that the information provided is correct and the vehicle is exempt from MOT testing.

It is an offence under Section 47 of the Road Traffic Act or article 63 of the Road Traffic (Northern Ireland) Order 1995 to use a car, motorcycle or light goods vehicle without an MOT certificate on a public road unless the vehicle is 'exempt' from MOT testing.



Categories of vehicles that are exempt

- a Motor tractor.
- b Track-laying vehicle.
- c Articulated vehicle that is not a lorry or bus (including bendy buses).
- d Works trucks.
- e Invalid carriages weighing no more than 306kg when unloaded.
- f Vehicle used only to pass from land occupied by the person keeping the vehicle to other land occupied by them, and not travelling on the road for more than a total of 6 miles a week.
- g Hackney carriage or private-hire vehicle licensed by local authorities authorised to check the roadworthiness of this vehicle.
- h Hackney carriage licensed by Transport for London.
- i Vehicle provided for police purposes and maintained in an approved workshop.
- j Goods vehicle powered by electricity and first registered before 1 March 2015 (GB only).
- k Tram.
- l Trolley vehicle that is not an auxiliary trolley vehicle (auxiliary trolley vehicles are vehicles that are adapted to run from power provided from a source on board).
- m Vehicles authorised to be used on the road by a Special Types General Order or a Vehicle Special Order, unless the order specifies otherwise.
- n Vehicles used only on certain islands that do not have a bridge, tunnel, ford or other suitable way for motor vehicles to be conveniently driven to a road in any part of the UK. If so provide the name of the island in this box.
- o Vehicles with a maximum design speed of less than 15.5 miles per hour.
- p A vehicle constructed for gully or street cleansing or refuse disposal, which either:
 - is a 3-wheeled vehicle
 - has an inside track width of less than 810 millimetres
- q A public service vehicle having a date of manufacture before 1 January 1960 and which has not been substantially changed (GB only).
- r A vehicle other than a public service vehicle registered or manufactured 40 years ago and which has not been substantially changed in the last 30 years.

What 'substantially changed' means

A vehicle where the technical characteristics of the main components have changed in the last 30 years. These components (other than for motorcycles) are the **chassis** or **monocoque bodyshell** (including any sub-frames), **engine** and **axle and running gear** (alteration of the type or method of suspension or steering).

However, the following changes are not considered substantial. These are changes to:

- the chassis or monocoque bodyshell (including any sub-frames) – replacements of the same pattern as the original
- the engine – alternative cubic capacities of the same basic engine and alternative original equipment engines (if the number of cylinders in an engine is different from the original it is unlikely to be alternative original equipment)
- the axles and running gear – changes made to improve efficiency, safety or environmental performance
- preserve a vehicle (must be when original type parts are no longer available)
- a type that have been made when the type of vehicle was in production or in general use (within 10 years of the end of production)
- vehicles that have been used as commercial vehicles (changes which were being made when they were used commercially)

Q-prefix, kit cars and reconstructed classic vehicles

The following vehicles (including motorcycles) are to be considered as substantially changed, unless they are taxed as a 'historic vehicle' and have not been modified during the previous 30 years. These include a:

- vehicle issued with a registration number with a 'Q' prefix
- kit car assembled from components from different makes and model of vehicle
- reconstructed classic vehicle as defined by DVLA guidance
- kit conversion, where a kit of new parts is added to an existing vehicle, or old parts are added to a kit of a manufactured body, chassis or monocoque bodyshell changing the general appearance of the vehicle

Please see guidance available on

www.gov.uk/government/publications/historic-classic-vehicles-mot-exemption-criteria