



**BMW
MOTORRAD**

BMW Financial Services

RETURNING YOUR BMW MOTORCYCLE?

A QUICK GUIDE TO FAIR WEAR AND TEAR

MAKE LIFE A RIDE

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INTRODUCTION

Riding a motorcycle is all about fun, freedom and getting out on the open road – we hope you have enjoyed all of this on your BMW motorcycle!

However, when you return your motorcycle to us, we'll need to check its condition. Don't worry – we won't expect your motorcycle to be perfect. But there may be charges if it has damage that exceeds our fair wear and tear guidelines.

This guide will give you a quick and easy breakdown of what is and isn't acceptable wear and tear.



FAIR WEAR AND TEAR

WHAT DO WE MEAN BY 'FAIR WEAR AND TEAR'?

Fair wear and tear is when the normal use of your motorcycle leads to acceptable deterioration of its condition. Things like age, mileage and what the motorcycle is used for are all considered.

This is not to be confused with damage, which occurs as a result of a specific event or series of events – including impacts, harsh treatment, negligence and failure to service your motorcycle in accordance with our recommendations or warranties.



INSPECTION



WHEN WILL WE EVALUATE YOUR MOTORCYCLE?

When you return your motorcycle to us, along with any documents and keys, we'll perform a full inspection.

If we do spot anything we'd classify as damage, it'll go on to an inspection report which will be shared with you.

Go to [bmw-motorrad.co.uk/returningyourmotorcycle](https://www.bmw-motorrad.co.uk/returningyourmotorcycle) to get an indication of the potential charges using our cost matrix.

THE SPECIFICS



WHAT IS AND ISN'T FAIR WEAR AND TEAR?

In this section, we'll go through the main areas that we'll inspect, and share a brief overview of what is and isn't fair wear and tear.



GENERAL APPEARANCE

There should be no rust, corrosion or discolouration on any painted surfaces. Any flaking paint or poorly matched paint repairs will also be chargeable.



MECHANICAL CONDITION

The motorcycle should be returned in a safe, legal and reliable mechanical condition – capable of passing an MOT test.

Brake damage due to worn out pads or discs, engine damage, ignoring warning lights or seizure through low fluids is not acceptable.



SEAT

Burns, cuts and scratches are not acceptable. There should not be any stains or permanent discolouration on the seat either.



SCREEN

Chips, cracks or holes are not acceptable if they interfere with the function of the screen.



SCRATCHES

Scratches and abrasions up to 25mm are acceptable, provided the primer or bare metal is not showing.



DENTS

Dents up to 10mm in diameter are acceptable, provided the paint surface is not broken.

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CHIPS

Small chips where the base coat has not been penetrated are acceptable. Any chipping, including multiple chipping in one area, which requires a whole panel to be repaired or repainted, is not acceptable.



TYRES

All tyres must be within legal limits. Damage to sidewalls or tread and uneven wear are not acceptable.



WHEELS

Scuffs of up to 50mm on alloy wheels are acceptable. Dents or holes on the rims or damage to spokes are not acceptable. Cracks and deformities due to collision are unacceptable.

If the surface of the alloy becomes bubbled or cracked due to weather damage from significant chips or scratches, this is also unacceptable.



LAMPS

All lamps and lenses must work. Minor scuff marks up to 25mm are acceptable. Holes or cracks in the glass or plastic covers are not acceptable.



DOCUMENTS AND KEYS

Along with a completed servicing record, any items that came with the motorcycle, such as the registration document or spare keys, must be returned.

If you no longer have any of these, you may be liable for the cost of replacing them.

