

RE Bike Check Sheet

Anytime Checks:

- Check the bike thoroughly to find any scratches, dent and any part found unpainted.
- Check for acid leak from battery, which may spill on the engine cover area.
- Check for paint finish under the tank area
- Check for continuous tail lamp glow, all other lights, console lights and indicators etc.
- Check if front forks are aligned properly

PDI Checks:

- To check the D.O.B of your bike, open up the LHS electrical box and you will find the green non-pollution sticker with the D.O.B on it. You can cross check the month with the chassis no. Also check this with form 22 on the bike registration documents as well.

Here is a quick primer on VIN decode –

U = ENGINE FAMILY

5 = ENGINE CAPACITY (500cc)

S = TYPE OF START (Electric/ Kick start)

5 = TRANSMISSION (5 speed)

F = FUEL FEED (fuel injection)

0 = BLANK FOR FUTURE USE

B = YEAR OF MANUFACTURE (-9=2009, A=2010, B=2011, C=2012)

L = MONTH OF MANUFACTURE (A=JAN, B=FEB, C=MAR...L=OCT, N=DEC), Note I and J are not used.

108227= PRODUCTION SERIAL NUMBER

- Visual Inspection for – Rusting/ Welding work for transit damage repair etc.
- Electric Start if equipped
- Battery Check – Use Multi-meter for correct readings. Also ensure that you get the battery warranty card filled up with dates from dealer. RE Batteries are known to be notoriously unreliable!
- Fuel Gauge and Sensor checks. Reserve/ Full Tank Indications have to be checked/ tested at some point – either PDI or delivery.

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- Signs of Fuel Leakage, Petrol Tank leakage etc.
- All lights and Electricals meter checks
- Oil Leaks, Oil Levels - Check for any oil leaks from the engine-rocker covers, side covers- rear shock absorbers and front. Don't worry if you see a bit of oil under the RHS engine cover. It will be from the chain.
- General Dents and Scratches, especially front fork scratches – general loading or unloading events! To check for any pre damage to the chassis front. Turn the handle bar left to right. It should turn equally to both the sides and not more or less at one side to other.
- Filters and Spark Plugs
- Battery Leakages
- Swing Arm Play
- Toolbox Availability and Operation
- Chain Cover, Chain Tension - Check the chain slack while sitting on center stand and then off it. Should not be more than 1.5 inch while on the center stand.
- Wheel rotation and alignment – just by observing it rotate you will know obvious issues if any. Cant do technical checks though!
- Speedometer Operation and cable connections, fitting/ rubbing against body, operations, etc.
- Brakes – Front and Rear play, Effectiveness

Delivery Time Checks:

- PDI Checks
- Full Visual check and walk around the bike – notice anything odd, hanging or out of place demands more attention.
- Complete Toolkit Availability Check.
- User Manual, Documents (Insurance, Invoice and other papers) – Check the consistency in the documents such as numbers matching with plates and documents, your name, address etc.
 - Invoice. (Check that the Chassis and Engine number of the car matches with the Invoice and / or Challan).
 - Sales certificate.

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- All payment receipts.
 - Registration book or temporary certificate (Some States). Is your name spelt correctly? Are the car chassis / engine number matching with the actual?
 - Insurance: Ensure that coverage is valid and active.
 - Original PUC certificate. This is valid for one year.
 - Owner's Manual.
 - Duplicate Keys.
 - Original warranty with all relevant dealership stamps.
 - Extended Warranty (If opted for).
 - Warranty of third party items such as battery, tyres etc.
 - Roadside assistance Contact details.
 - Business cards of dealership and service personnel.
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- Instrument Operation Check - Headlight high/low beam, high beam pass, indicators, horns, brake light switch, front and rear, parking light, Electric Start, check the indication light in the speedo, neutral light, high beam and indicator.
 - Key Check - Take the key and match the serial number on the key with the lock serial no of the rear LHS electrical/storage box. The no will be on the outside where you insert the key into the lock. Also check working of all the locks on the bike with same key.
 - Operation Check - After starting the bike, check for any exhaust leaks at the head where the down pipe is attached and at the exhaust/down pipe joint. Also for any white smoke from the exhaust.
 - After engine has warmed up for a couple of minutes- the tick-tick noise of the auto de-compressor should stop. Check the idling is stable and not erratic (jumping up/down). Starting should be smooth and not take more then one crank to start (not more the 3 seconds to start).
 - Take a ride on the bike and make sure you have a pillion rider, as you need to see if you have rubbing issues of the rear tyre with the mudguard. That's due to the bad alignment of the mudguard and sometimes of the rear tyre also.
 - While test riding, go through all the gears and brakes (F/R). Notice any abnormal noise or any hesitation in the engine response. Do check the exhaust for any white smoke or black while riding.
 - Check for any acid spill from the battery and the drainpipe from the battery is attached. First gen C5 use to come with Exide batteries, which had no drainpipe but new ones come with Exide or Flemm batteries, which have the drain pipe. Look for any spill damage on the engine cover under the battery.
 - Check the accelerator cable- should not get stuck when turning left or right while on C stand. Check the choke cable for proper engagement and clutch cable is not too tight or too loose.

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- Stands Check - Check both the springs present on the center stand and engage the side stand. Should not take much effort to engage both the stands. While on C stand, rotate the front wheel and check the run out of the tyre or at least any abnormal noise. Wheel should rotate freely and also check for front speedo is tight at the speedo hub and the speedo needle is moving smoothly.
- Handle Operation Check - Handle should not be tight. To check this, lean the handle to one side wee bit and if it comes down fully then its fine. To check for loose handle, apply the front brake and rock the bike forward and backward. You will feel the play or noise if its too loose. You can also put it on C stand and while holding the handle firmly, ask you friend to grab the front forks and rock it forward /backward. Any play will be felt easily.
- Accessories Check – if you have adopted for any!

Sources:

- Majority of the content comes from - www.bcmtouring.com
- www.royalenfield.com - Community Forums
- Team-BHP Car PDI Sheet