

Two-Wheeler PDI Checklist (RE Interceptor 650/Continental GT 650)

First things first, download the *owner's manual for the BS6 models* from RE website and learn to decode the VIN.

I'm sharing **BS4 version**

MOTORCYCLE IDENTIFICATION NUMBERS

The VIN is a 17 digit number punched on the right side steering head tube in the form of label.

Sample VIN : ME3 X X XX X X J X XXXXX

Manufacturer's code	ME3	X	X	XX	X	X	J	X	XXXXX
Type of Frame									
Type of Engine									
Commercial Name									
Ignition System									
Transmission Type									
Production Year (2017:H, 2018:J, 2019:K)									
Manufacturing Plant (0-Thiruvottiyur, 1-Oragadam, 2-Vallam)									
Production Serial No.									

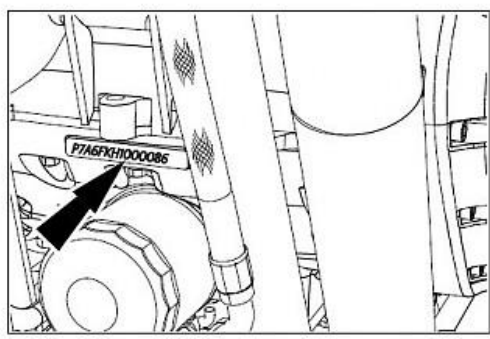
Team-BHP.com
copyright respective owners
1098x520 86kb JPEG

ENGINE NUMBER - DETAILS

The engine number is punched above the oil filter location. it is the means of identification of the engine serial number and its production details. It is illegal to tamper with the engine number as it is the only means of identifications of the engine.

P 7 A 6 F K H 1 000086

Engine Family	P	7	A	6	F	K	H	1	000086
Engine Capacity									
Type of Cooling									
Transmission									
Fuel Feed									
Production Month (A - Jan., h - Aug., K - Sep., N - DEC.)									
Year of Manufacturing (2017:H, 2018:J, 2019:K)									
Place of Manufacturing (0-Chennai, 1-Kanchipuram)									
Production Serial Nos.									



Team-BHP.com
copyright respective owners
1093x512 110kb JPEG

You must be on your knees by now checking the engine number!

So let's start with the **rims and tyres**

- Check rims for chips, if yours is a custom color then black rims are easy to inspect
- Tyres have their own manufacturing dates, usually year and week of the year
- Check the tyre for newness, it should have those tiny sprouts! No visible wear and cracks

Discs, Brakes and ABS sensors

- Visible abnormalities
- Brake Pad thickness
- ABS slotted grill, finish should be uniform
- Nothing loose here
- Use a pen or your fingers to check the spokes
- Rotate both wheels and check for clearance

Front & Rear shocks

- New lot comes with fork gaiters installed, lift them and inspect the fork tubes
- Rear shock should be at the lowest setting (GT comes 2 notches up)
- No leaks here
- On the front shocks mount nut shouldn't be too worked upon. Minor assembly marks will be present
- Rotate the steering to full lock positions both sides

Under the seat

- Request to open the seat and ECU, battery, fuse box, wiring harness should be visible
- Refer the pix on the first few pages of this thread to have an image reference
- ECU under the seat will have a sticker, note down the version
- The wiring harness what ever is visible should have good taping and no loose ends!
[This may be denied by the dealer so request and check]

Painted surfaces, fit & finish

- Fuel tank from out side, fuel filler collar for internal rusting, rubber gasket on the cap
- Side panels for finish and stickering
[You can do this step with the seat open]
- Check the seat also
- Edges of both front levers, RVMs, all footpegs, rear brake, gear lever & handle bar ends for smoothness
- Check both the silencers from the header pipes to the end can, they're huge!
- Headlight clear lens, tail light etc
- Meter (instrument) console

Chain & sprocket

- 650 twins have 'DID' chains, it's a brand and you can see it written on the links
- Sprocket should look new at the teeth
[Usually there's no lube, only slightly greasy]

If the vehicle is dirty, never mind it can be cleaned (the dust) or caught in a shower in an open stockyard. Look for paint issues, marks on the painted surfaces etc. Usually SVC will wash the vehicle before you arrive. Touch and feel the surfaces. All exposed nuts and fitments should have fresh edges and touches only from the assembly line!

If all is good till now, it's time to fire her up. Always go for cold start, usual high rpms initially and then settle down to 1100-1200 rpm. By the time it settles down, check all the electricals, lights, indicators, horns etc.

You'll feel the heat by now, if allowed go for a short spin. Switch her off and put her on centre stand, keep looking around for a couple of minutes and then check the oil level at the engine window. It should be between the markers.

To summarize, your vehicle is covered under company (RE) warranty and is checked both while going out from the factory and at the dealer level PDI. Keep your senses open and fresh to catch anything missed by them. In the logistics process there might be minor issues which the dealer rectifies at his end. It's upto you whether to accept it or reject it, if found!

- Go in daylight
- Have plenty of time on your hands
- See through your eyes first then pull out the mobile camera for evidences later, click as many pictures as possible!