

SECOND-HAND BIKES



The Cycle to Work Scheme gives access to significant savings (up to 47%) on **ANY** type of bike and this includes second-hand or refurbished bikes.

The second-hand bike market has a healthy supply of pre-loved (and hardly used) bikes which means it's possible to pick-up a real bargain. We strongly believe that it's important to extend the usage of bikes before they are condemned to the rubbish tip. If you're not bothered by having the latest must-have bike model, then a second-hand bike could be perfect for you. Bikes can last for a very long time and with the right care can be your travel partner for life.

Things to consider

- 🚲 Your second-hand bike needs to have a three-month warranty. This will come from the retailer you buy the bike from and also means you can only get a bike from a [GCI registered bike shop](#) which rules out buying from a private seller.
- 🚲 You'll have the responsibility of maintaining the bicycle to ensure its functionality and road-worthiness. So, you'll either need to have the relevant skills or have access to a local bike shop who can assist you.
- 🚲 The retailer needs to add VAT to the cost of your bike. This will reduce your scheme savings but remember that through the scheme you are able to spread the cost, interest-free, over 12 or more months, making for a manageable monthly expenditure.

It's important to do your research before you buy second-hand and there's a comprehensive guide on [Bike Radar](#) but here are some key points:

- What is the bike's history – has it been involved in any accidents?
- How is the condition of the bike, particularly the frame?
- Run the frame number on the Bike Registry to check it's not been stolen
- Does it have the original paperwork including the invoice?
- Consider buying a service pack with the retailer (this cannot be added to the cost of the C2W voucher).
- Think about buying spare parts to help with the maintenance and some accessories, such as panniers, through the scheme.

Additional notes on VAT

It's important to note that VAT is payable on salary sacrifice schemes. GCI has to charge employers VAT so needs to be able to identify the amount to charge. This gets a little complicated when it involves a second-hand bike which is acquired VAT-free. So, for that reason any second-hand bikes bought via GCI are subject to the standard rate of VAT. GCI also operates a self-billing system which requires VAT invoices to be raised.