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Import BMW 750iL 2000 to Canada from USA

See [this link](#) for an Excel spread sheet to help work out the costs (input your own figures), this whole document is to assist anyone who is thinking of importing a BMW from USA to Canada, there are 4 main rules

BUDGET / Exchange rate / Research / Communicate

Expenses (based on a 1000km drive) you need to save more than \$3000 for you to save any money!

As an overview is what you will need (paperwork and money) at each step then below I have outlined in detail (with costs) how much it actually cost me and what I actually did. Remember exchange rate, on US\$10000 your going to pay about CAN \$300 in exchange rate and fees for banking to move that money to USA

I have listed **below** the main steps, then I also listed what I paid over the top of what I would have done should I have got a car from Canada (so you can compare).

Bringing car back (USA side)

Paperwork in

Title

Confirmation of loan clearance (normally on the title)

Paperwork out

Title stamped by Customs as exporting.

Must notify the USA boarder 72 hours before hand, fax (or email now at some boarders) a copy of the title, if it had a lean on it, must be signed to say its been paid or a letter on corporate headed paper from the loan bank with VIN number confirming its been paid.

This title must be identical to the one you bring over, so that means with your new owner address on the back (if you alter it or its different from your fax 72 hours ago USA boarder will not allow it through).

Make sure you have 30 days of temporary plates on the car from the state you purchased it from (very important to drive in Canada from the boarder).

Bringing car back (Canada side)

Paperwork in

Title (stamped by USA boarder)

Original bill of sale (what you paid for it with the VIN on it)

Insurance in Canada

Drivers licence

Paperwork out

FORM1 completed by customs

Receipt for duty and GST paid

You pay total of car, less allowance (your duty free part for 2 days in USA that's \$400 of the total)

GST

Duty (on BMW is 6.1%)

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Declare the car at port of entry (they will already know, as will have a temporary plate from a state), your go in to customs with your insurance, USA Title, drivers licence and receipt (which must have the VIN number on it) you will be asked to pay GST on the sales price (less your duty allowance).

Your have to pay 6.1% import duty (its not made in USA, some are though ive been told, not many though). They will complete FORM1 for you.

Recall letter

Go to a BMW dealer (I did this as soon as I got back, actually drove straight there from the port), they will charge you \$500 for older than 2001, NOTE: cars with iDrive are about \$1500 and MAY need a new dashboard (about \$3000)

Ask them to do the Safety and Emissions test as well as your need them below. For BMW make sure the Daytime running lights are on, I did mine in USA, was cheaper).

RIV

Go online, you can track cases, pay RIV (online is about \$220 with taxes) super easy to do, need the FORM 1 number and last 6 digits of your VIN, they tell you what there waiting for (like payment or recall letter)

I didn't need to send my recall letter, BMW sent it to RIV for me, once I paid you can then download " (assuming they have the recall letter) "FORM 2", also called the "inspection form"

RIV Inspection (FORM 2 at Canadian Tire)

Make sure all items on FORM 2 are complete (like Daytime Running Lights, and child restraints), then take the car, FORM1 and FORM2 (which you downloaded above) to Canadian Tire, they mill around it for a bit, have a bit of a joke about the airbag French sticker and check the tires, VIN, mileage (make sure this is right, if its wrong you have some problems later (when you service the car, it will show up as clocked on any history report, one of my motorbikes was almost done wrong like this by Canadian Tire).

They will stamp FORM1 for you and FORM2, they will fax FORM2 to RIV for you, then give them all back to you.

Register car (MTO)

Go to MTO with the completed FORM1, insurance, TAX receipt (done at the boarder), title, original bill of sale, safety paperwork (with emissions), they will then take the PST (this is from the amount of the Customs bill NOT the higher original amount you paid, remember you got a deduction) from you and register the car.

Job done

The reason for this is, I paid so much money I didn't think I was going to have to, mainly as I didn't plan ahead and budget. Below is listed an example of money you will pay, you will see how this works out as extra on what looked like a cheap car (my 750iL wasn't available in Canada so I didn't mind).

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I based the distance of about 1000km from Canada to USA (I did mine from Cambridge to Chicago), the Canada car distance is 200km (a fair distance to find the car you want). I have round all figures from items like Duty, GST and PST to make the table easier to read.

For a way more accurate tabe you can put your own figures in see the spreadsheat ([this link](#))

Original sticker price	BMW Canada CAN \$14000	BMW USA US \$10000	<i>Import figure notes, applies to the USA car only</i>
Compensation for currency		\$300	<i>(CAN 1.00 to US 0.95 (use www.ex.com)</i>
Fuel / travel to see car	\$40	\$170	
Food to see car (9 hour drive)		\$30	
Fees to pay car (bank transfer etc..)	\$100	\$100	
Fuel / travel to collect car	\$40	\$340	<i>(twice the amount as driving 2 cars Back)</i>
Hotels to compensate for Customs		\$150	
Duty (%6.1 for BMW)		\$604	
GST (%5)	\$700	\$530	<i>(on \$10300 - \$400 + \$604 + \$100= \$10604)</i>
RIV		\$220	
BMW Recall letter (Canada)		\$500	
BMW DRL change		\$70	<i>(done in USA, wasn't charged tax at the dealer)</i>
Safety / emissions	\$230	\$230	
PST (%8)	\$1120	\$792	<i>(on \$10300 - \$400)</i>
TOTAL	\$16230	\$14036	
SAVING		\$2194	

Nothing like the \$4000 it appears to be, and you have to drive 9 hours (4 times), 2 of those with 2 cars coming back, then customs, the Canada police pointing out how you broke a law that doesn't apply to you, not to mention the not knowing the "dealer" or private person you are buying the car from (who will cover everything up as you drove 9 hours to get there) .

If you managed to get a recall letter from a USA BMW dealer this might work with RIV, however they have been told to only take BMW Canada recalls. The \$500 BMW Canada charge is cheap if you have anything with an iDrive in it, then it will be more like \$1500 and they want you to replace the Dashboard (\$3000 or more), this is the Communication part, ask the dealer before you buy the car and import it. I had DRL turn on my key in USA, however BMW Canada says the whole car should be told to be "Canada" this is way more money than \$70, but I had DRL so I was ok (claimed ignorance about it).

There's LOADS of running around, I was pulled in twice by the police for having a USA temporary plate on the car (only had on it for 9 days till I got the temporary plates from MTO, I had a 30 day plate from USA with insurance), I was almost booked once, MTO says I was in the right, Police says I was in the wrong, I don't win as I would get the fine

A LOT of driving, 9 hours there, 9 hours back, first time we drove from 1am, arrived at 8am (timezone difference), then arrived back in Canada 1am the next day. Check the boarders most will only allow car Exports between 8-5pm and half day Friday, we didn't know this so had to get the car Saturday then wait till Monday before driving it back. 1000km drive on a car you don't know is a lot of stress as well (remember this)

Overall I would do it again, but would need to be a substantial saving and be something I really need to get from USA, so an X5 might not be worth it, however my BMW 750iL (2000) I could not even find in Canada and when i I did it was a super high price.

Don't forget Tires! I had to put a set on the front of my car, that was \$650 more I didn't budget for which I didn't include above.