

## How to register a UK Motorbike in France

Firstly - I hope you are patient!

If your bike produces less than 100hp and is a standard motorbike produced to European Union rules then things are fairly easy as you can simply proceed in much the same way as registering a UK car. [So simply follow the information here.](#)

HOWEVER to register a more powerful motorbike (over 100hp) in France then things are way more complicated, as the French system will not allow people to register such vehicles. So inherently the motorbike needs to be professionally detuned to comply with the power limit with antitamper seals fitted, and then a heap of documentary evidence and a special vehicles inspection carried out before they will allow you to register your motorbike on the French registration system.

Its worth mentioning that of course this unique French law setting a power limit means that motorbikes sold in France are a lot more expensive (typically +30%) than essentially similar bikes available elsewhere in the EU as manufacturers have to produce specially modified engines/fuel injection systems/exhausts just for France. As there are no real French motorcycle manufacturers, the French Government don't care about heaping extra costs on strangers. Meanwhile manufacturers having been forced to make extra investment to produce models which comply with the French rules are of course naturally loathe to help private citizens to (grey) import cheaper vehicles from elsewhere as it will cut down the high prices and profits they extract in France. Which is why you may be better off selling your UK bike in the UK and instead buying a French spec bike.

Anyway to register a UK Honda VFR the process starts by applying for a certificate of "partial compliance" from Honda Europe in Paris. After ages they will send you a letter stipulating what needs changing for your bike - and probably say don't bother - why not buy a new one in France... Now there's an idea...

On my 2007 VFR800 vtec ABS model I had to replace the Headlights and the ECU and matched ignition keys to the French equivalent. The ECU duly produces 5 HP less output but produces a lot more torque and better fuel efficiency - so it does not have any noticeable affect on its performance as most people rarely thrash their bikes to the point they are ever using peak power. The ECU was not cheap almost 800 euro fitted and as it was an ABS model I could not find one second-hand anywhere. NB If you source second hand parts you still need to pay an official Honda dealership to fit them, as only they can complete the paperwork to confirm they have checked the stipulated parts have been replaced with appropriate items and they will also need to seal the ECU to stop tampering. You then post their form back to Honda Paris and WAIT..... for them to send the official "certificate of partial compliance".

You will then need to contact DEKRA and send them the "partial compliance certificate" and get a tax certificate from the Prefecture, copies of your UK ownership papers and a completed application to register the bike in France also from the Prefecture, and in due course DEKRA will arrange a special inspection (80euro) where they will check it now meets the French rules and the frame numbers match the bike. DEKRA then stamp the form and a few days later your new registration document should arrive by posts.

You then have 1 week to arrange insurance in France on the new registration mark and fit new number plates. Only when that is done send the relevant (exported vehicle) bit of your UK V5 form and tax disk back to DVLA for a refund of any unused road tax.

Overall the process took 9 months, so if you don't want to keep the bike off road whilst the paperwork is sorted (Honda caused most of the delay) then make sure you start the process when you have a full UK MOT and a year UK insurance.

Good luck.