



Lease or buy

Why you should lease your next car.



BMW I5 SALOON
i5 SAL eDrive40 SPORT EDITION AU



Report generated by **CBVC Vehicle Management**

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The information presented in this report does not constitute a quotation.
To understand the basis of the calculations used within this report please refer to the assumptions.



BMW I5 SALOON
i5 SAL eDrive40 SPORT EDITION AU



P11D value	£67,639	Body type	Saloon
Fuel	Battery electric	Transmission	Automatic
CO ₂ emissions	0 g/km	Energy consumption	3.72 mi/kWh
EV range	352 miles	BHP	335
Insurance group	43		

Lease

True cost of leasing **£27,874**

Buy

True cost of buying **£32,654**

Your company could save **£4,780** by leasing this car.

How your calculations were customised

Lease term	3 years	Annual mileage	10,000	Payment profile	3 + 33
Depreciation	£22,129	Interest rate	5%	Annual business mileage	10,000
HMRC AER per mile	8p	Annual insurance premium	£600	Corporation tax rate	Small
VAT recovery rate	100%	Cost of capital	10%		



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True cost of leasing

Rental

£23,956.45

Rental	£31,404.31
VAT recovery	-£2,555.41
Tax relief	-£4,892.45

Insurance

£1,283.01

Premium	£1,546.95
Tax relief	-£263.94

Maintenance

£671.83

Maintenance	£965.79
VAT recovery	-£157.17
Tax relief	-£136.78

Class 1A NIC

£529.35

NIC	£649.93
Tax relief	-£120.58

Business fuel

£1,433.66

Fuel	£2,062.61
VAT recovery	-£335.67
Tax relief	-£293.27

True cost of leasing is **£27,874.**

Your company could save **£4,780** by leasing this car.

How we work out the true cost.

We consider all the basic costs associated with running a car, as well as the different forms of tax relief available so you can truly compare the cost of leasing and buying.

However, always keep in mind that leasing helps you control your budget and won't tie up your valuable working capital in depreciating assets. You could also benefit from our considerable purchasing power and the VAT advantages of leasing, whilst reducing your depreciation risk.



BMW I5 SALOON
i5 SAL eDrive40 SPORT EDITION AU

True cost of buying

Depreciation

£24,951.20

Depreciation	£31,405.12
Tax relief	-£6,453.92

Insurance

£1,283.01

Premium	£1,546.95
Tax relief	-£263.94

Interest

£3,351.65

Interest	£4,037.42
Tax relief	-£685.78

Class 1A NIC

£529.35

NIC	£649.93
Tax relief	-£120.58

Maintenance

£661.66

Maintenance	£951.93
VAT recovery	-£154.92
Tax relief	-£135.35

Other costs

£443.42

VED	£321.99
Registration	£55.00
Breakdown cover	£154.70
Tax relief	-£88.27

Business fuel

£1,433.66

Fuel	£2,062.61
VAT recovery	-£293.27
Tax relief	-£293.27

True cost of buying is **£32,654.**

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How we work out the true cost.

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Assumptions

The following assumptions have been used within Gensen when calculating actual and discounted whole-life-costs generated by the lease or buy comparator.

Applicable legislation

This comparator is based upon UK and Scottish legislation and announcements made up to 24 May 2024, the date on which Finance (No. 2) Act 2024 received Royal Assent.

National Insurance Contributions ("NIC")

- The rate of Class 1A NIC used for all years is 13.8%.
- The car benefit charge appropriate percentages used to calculate the Class 1A NIC have been derived from the latest legislation and proposed future changes, based upon the CO₂ determined per the Worldwide Harmonised Light Vehicle Test Procedure ("WLTP"). A 4% supplement is applied to all cars powered solely by diesel that do not meet the Real Driving Emissions ("RDE") Step 2 Standard.
- For cars with CO₂ emissions between 1 g/km and 50 g/km inclusive, the appropriate percentages are determined by both the CO₂ emissions and the zero emission range of the car.

Corporation tax relief

- The customised rate of corporation tax shown has been applied according to the following table:

UK rates of corporation tax	All years
Small	19%
Marginal	26.5%
Main	25%
Exempt	0%

- The capital allowances applied to purchased cars in 2024/25 are:

CO ₂ emissions		
0 g/km	100%	First Year Allowance
From 1 g/km to 50 g/km	18%	Writing Down Allowance ("Main pool")
Above 50 g/km	6%	Writing Down Allowance ("Special rate pool")

- The main and special rate plant and machinery pools have more than 1 asset and balancing allowances/charges are not available on disposal.
- Tax relief/charges arising after the disposal of a car have been annuitised and calculated by reference to the quarter during which the car is assumed to be sold.
- The calculation of corporation tax relief due assumes that the contract hire finance rental is charged to the profit and loss account per UK Generally Accepted Accounting Practice. For companies using International Financial Reporting Standard 16 to account for leased assets the finance rental is taken as a proxy for the depreciation and interest charged to the profit and loss account. Whichever accounting policy is applied the corporation tax relief available should be the same over the term of the lease.
- For leased cars with emissions exceeding 50 g/km, a 15% lease rental restriction has been applied to the effective rental.

Value Added Tax

- Where appropriate, all figures include VAT unless otherwise stated.
- The rate of VAT used is the standard rate of 20%.
- Leased cars would be made available for private use, so the recovery of input tax incurred by companies on the finance element of the contract hire rental is blocked by 50%, subject to the customised VAT recovery percentage.
- Maintenance services provided under a contract hire agreement would be separately identified, and therefore companies would reclaim input tax on maintenance costs, subject to the customised VAT recovery percentage.
- Cars purchased by companies would be made available for private use so no input VAT recovery would be permitted, although companies would reclaim input tax on maintenance costs.
- Companies would reclaim input tax on business fuel by reference to the cost of the fuel, subject to the VAT recovery percentage.

Vehicle taxes and fees

- The first year and standard Vehicle Excise Duty ("VED") rates used throughout the replacement cycle, and the first registration fee applied for purchased cars are those in force as at 1 April 2024. Cars powered solely by diesel which do not meet the RDE Step 2 Standard, will be subject to a first year rate equivalent to the band above the actual emissions of the car, up to the maximum of £2,745 for 2024/25.

Fuel and electricity costs

- The calculation of the cost of fuel incurred by the company for petrol/diesel powered cars, including hybrids and plug-in hybrids, is based on the business mileage and HMRC's latest Advisory Fuel Rates, as customised by the user.
- The calculation of the cost of electricity incurred by the company for battery electric cars is based on the business mileage and HMRC's latest Advisory Electricity Rate, as customised by the user.

Replacement cycle and other costs

- It has been assumed that each lease begins on 6 April 2024.
- It has been assumed that purchases were made on 6 April 2024 and cars would be sold on the anniversary of purchase.
- The initial depreciation shown for a purchased car has been calculated as the difference between the purchase price and the sales price.
- The purchase price of a car has been based on the price that CBVC Vehicle Management Ltd has negotiated with the manufacturer, and is net of the plug-in car grant where appropriate. Users should not assume that they would be able to independently negotiate such favourable prices.
- The sales price has been based on the amount that CBVC Vehicle Management Ltd would sell the car for at the end of the replacement cycle.
- The interest charge has been calculated using a standard compound interest method applied to the purchase price using the customised rate of interest shown, assuming that any borrowing is repaid over the replacement cycle; the default rate of interest is the prevailing Bank of England base rate.
- For contract hire the cost of the first registration fee and Vehicle Excise Duty as at 1 April 2024, and roadside assistance are included within the finance element of the contract hire rental. For purchased cars these costs are shown separately, and it has been assumed that the annual cost of roadside assistance would be £60.

Discounting (Net Present Value) calculations

- Discounted whole-life-costs have been calculated on a quarterly basis, using the customised cost of capital of shown.
- Contract hire agreements begin on the first day of the 2024/25 financial year and run for complete financial years.
- Purchases are made on the first day of the 2024/25 financial year. Accordingly purchase prices have not been discounted.
- Disposals are made on the anniversary of the date of purchase. Sales proceeds have been discounted from the first day of the quarter in which they arise.
- Companies must settle corporation tax liabilities *within* 9 months and 1 day of the end of their accounting period. When calculating discounted whole-life-costs it has been assumed that the payment is made at the end of the 3rd quarter, that is, 9 months after the end of the relevant accounting period.
- For any expense, VAT relief is given in the quarter after the expense arose.
- Class 1A NIC must be paid by 22 July after the end of the tax year to which they relate, and is discounted from the quarter in which the payment is made.
- When calculating the corporation tax relief available on Class 1A NICs, the company's cost has been deemed to accrue evenly throughout each year.
- Insurance and business fuel costs accrue evenly throughout each year.

Images

Images used on this website are for illustration only and may not depict the actual vehicle stated. Exact model availability will be confirmed by our sales team prior to any sale.

Disclaimer

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