

BMW M4 in Cyprus

Market report · G82 focus · October 2026

117
M4 listings tracked

105
distinct cars

33
live on 24 Oct

557
listings across BMW M cars (M2, M3, M4), six-cylinder BMWs and rivals

The median public cut on an M4 is 5.0%, about €3,750 on a €75,000 G82. This report costs less than 2% of one cut.

Decision scorecard

The figures to decide on, on one page

The ten live M4s asking least against their allcars estimate, 24 Oct 2026

Year	Car	km	Ask	Estimate	Ask/est.	Days	Net change	Link
2015	F82 Base	49,000	€38.0k	€43.4k	×0.88	89	none	view
2024	G82 Comp.	7,200	€77.5k	€86.2k	×0.90	229	-18.0%	view
2016	F82 Comp.	73,250	€38.0k	€42.2k	×0.90	175	-28.3%	view
2018	F82 Base	123,000	€32.5k	€35.9k	×0.91	20	none	view
2016	F82 Base	95,000	€35.0k	€38.3k	×0.91	103	-7.9%	view
2022	G82 CS	24,000	€73.9k	€80.1k	×0.92	163	-4.0%	view
2022	G82 Comp.	20,600	€74.9k	€80.1k	×0.93	111	-3.7%	view
2014	F82 Base	131,000	€33.5k	€35.8k	×0.94	76	none	view
2024	G82 Comp.	16,000	€77.0k	€81.7k	×0.94	152	-9.4%	view
2021	G82 Comp.	94,000	€57.0k	€60.4k	×0.94	270	-5.0%	view

Snapshot from the live annex; the live version is at allcars.cy/cars/bmw/m4. Estimate = allcars estimate, a reference, not a valuation. Net change = last ask against the first.

Price of the median spec

2022 G82 Competition coupe, 30,000 km: allcars estimate **€74,522**; eight ads in ten ask €63,428–€86,616 (19 cars nearby in the data).

Outcome 90 days after the first ad

	Cars	Pulled	Expired	Listed
F82	15	27%	33%	40%
G82	20	35%	30%	35%
All M4	35	31%	31%	37%

Running cost, 3 years, before insurance

G82 **€8,583–€12,564**; F82 **€8,157–€11,057**. Fuel, road tax, service, tyres and pads at 8,500 km a year; insurance needs a quote; depreciation excluded.

Import break-even

A UK or Japanese 2022 G82 Competition must land under **€74,950**, the Cyprus median ask (n=8). At median prices abroad: UK margin scheme €82.3k, UK ask ÷ 1.20 €69.1k, Japan retail €87.2k, Japan auction €60.6k–€62.9k (an estimate on 8 results); importer's fee not included.

Advice on current information · **limited data; draw your own conclusions** — allcars.cy

Buyer. Check any car against its allcars estimate before you offer: half of M4 ads ask 0.904× to 1.086× of it (n=103 cars).

Seller. Plan for a long listing: 37% of M4s were still listed 90 days after the first ad (n=35 cars), and a public cut, when it came, was about 5.0% (n=49 ads).

Importer. Check the first-registration date against the arrival date before paying. From the UK or Japan, only cars at most 5 years old at import can be registered. Today's stock holds 17 UK and 10 Japanese import ads (n=117).

About this report

What an M4 asks, how long it stays listed, and what an import really costs

The BMW M4 in Cyprus, with the G82/G83 (model years 2021 on) as the focus and the F82/F83 (2014–2020) as the reference. The report shows what M4s ask, what moves the price, how fast they leave the market, who is looking, how the M4 compares with rivals and siblings, and whether an import pays.

Data window: 3 Apr 2026 to 24 Oct 2026. We track each listing daily from first sighting to removal.

How to read it. Each section opens with its finding. Chart titles give the finding; captions give **n**. Cells with fewer than five observations show as **n<5**. Prices are asking prices. Time to sell is days listed until removal: pulled ≈ sale proxy, expired ≠ sold, live ads censored. Import share is a lower bound.

Source tiers primary source · secondary source · unverified · derived in our model

> **Every number comes from the allcars observation panel unless a source icon marks it.**

Contents

	Decision scorecard	Ten best-priced live cars, the median spec, outcomes at 90 days, running cost, import break-even, advice	2
	Executive summary	Eight conclusions, the headline numbers and where each reader starts	4
01	**Live market annex**	Snapshot of the 32 live M4s, sorted by asking price against the allcars estimate	5
02	**Price**	Median asking price F82 €40,000 (n=66), G82 €75,000 (n=49)	6
03	**Price lookup**	allcars estimate by model year, km and variant, with nearby-car counts; 176 of 384 cells well supported	7
04	**Price vs mileage**	−5.4% per year of age, −2.2% per 10,000 km	8
05	**Supply & mix**	117 ads, 105 cars, 33 live; Competition 53.8% of ads	9
06	**Generations & depreciation**	Within-generation slopes G82 −5.6%, F82 −5.0% a year; one labelled scenario	10
07	**Outcomes and sellers**	At 90 days 31% pulled, 31% expired, 37% still listed (n=35); cuts, sellers, reposts	11
08	**Budget and financing**	Selected running costs €2,861–€4,188 a year for a G82, insurance on quote; standard car loans stop at €35k	15
09	**Inspection by generation**	One table per generation: recalls, weak points, checks and documents	16
10	**Import**	Five-year gate, duty and VAT 30.9% of CIF, cost to plates and procedure	18
11	**Competitors, not detected**	In the M4 price band: Porsche 718 36.1 days, Mustang GT V8 32.7; null findings in one table	21
12	**Methodology & data notes**	What the panel measures, and what it does not claim	22
	Next steps	Browse the live market, price your car, get alerts	27

Prepared by the **allcars.cy** research desk. On screen, hover any number to see its source key.

Executive summary

An F82 asks a median €40,000 and a G82 €75,000; at equal age and km the G82 asks 19.6% more, a model-dependent estimate

33	€40k / €75k	37%	41.9%	≥30.8%
M4s live on 24 Oct (16 G82)	median asking price F82 (n=66) / G82 (n=49)	of M4s still listed 90 days after the first ad (n=35 cars)	of M4 ads cut at least once (49/117)	imports, a lower bound (36/117 ads)



F82 M4 (left) and G82 M4 (right).

1 **Supply is thin.** 117 M4 listings since 3 Apr covered 105 cars; 33 are live, 16 of them G82.

2 **Price splits by generation.** Raw medians: F82 €40,000 (n=66), G82 €75,000 (n=49). At equal age and km the price model puts the G82 at +19.6% (CI €4,427 to €15,680); another model would give another figure.

3 **Age and km set the price.** Each year of age goes with 5.4% less (about €2,701 at the median), each 10,000 km with 2.2% less (about €1,117); n=103 cars, R^2 0.913.

4 **Not detected at this sample size:** a Competition premium (+2.3%, CI −€1,177 to €3,543), a cabrio discount, and effects of city, month or ad presentation on price or removal.

5 **At 90 days, 31% of M4s had been pulled by the seller, 31% had expired and 37% were still listed** (cars posted at least 90 days before the pull, n=35; pulled 31%, 19%–48%). No difference is established between generations: F82 27%/33%/40% (n=15), G82 35%/30%/35% (n=20). Pulled is the closest sale proxy, not proof of sale. Median days to removal, a secondary statistic: 56.7 (105 cars).

6 **Asking-price history.** 61.9% of removed M4 ads (n=84, 95% interval 51%–72%) showed no public cut; where a cut came, the median total was 5.0%. Private discounts at the sale are invisible to the panel.

7 **Import gates.** A used car from the UK or Japan must be at most 5 years old on the import date, counted from first registration. F82s reach Cyprus only via the EU or a qualifying transfer of residence. On any third-country car, duty and import VAT come to 30.9% of the CIF value.

8 **Depreciation, from limited data.** On today's asking prices, buying at 9–12 years and selling before the generation step looks favourable. The data is thin: n=41 F82 ads aged 9–12, −5.0% a year within the generation (CI −7.1% to −2.9%). Draw your own conclusion.

Where to start. Buyer: **live market annex**, **price lookup**, **inspection tables**. Seller: **outcomes and sellers**, **price lookup**. Importer: **import decision table**. Lender or analyst: **methodology and uncertainty**.

01 **Live market annex**

Of the 32 live M4s with an allcars estimate, 10 ask under 0.95× of it and 11 over 1.05×; 16 have already cut

Snapshot of 24 Oct 2026. This table is frozen at the data cutoff and does not change. The live version, refreshed daily, is at allcars.cy/cars/bmw/m4.

Gen.	Variant, body	Year	km	Colour	Asking	Estimate	Ask/est.	Days	Price changes	Seller	Origin	City	Link
F82	Base	2015	49,000	Gold	€38.0k	€43.4k	×0.88	89	none	priv.	Local	Pap.	view
G82	Comp.	2024	7,200	White	€77.5k	€86.2k	×0.90	229	8 cuts, 4 rises, −18.0%	dealer	UK	Nic.	view
F82	Comp.	2016	73,250	Green	€38.0k	€42.2k	×0.90	175	3 cuts, −28.3%	priv.	Local	Nic.	view
F82	Base	2018	123,000	Black	€32.5k	€35.9k	×0.91	20	none	priv.	Import	Lim.	view
F82	Base	2016	95,000	Yellow	€35.0k	€38.3k	×0.91	103	1 cut, −7.9%	priv.	Local	Lim.	view
G82	CS	2022†	24,000	White	€73.9k	€80.1k	×0.92	163	2 cuts, 1 rise, −4.0%	priv.	Japan	Pap.	view
G82	Comp.	2022	20,600	Grey	€74.9k	€80.1k	×0.93	111	1 cut, 2 rises, −3.7%	dealer	Local	Lim.	view
F82	Base	2014	131,000	White	€33.5k	€35.8k	×0.94	76	none	dealer	UK	Lar.	view
G82	Comp.	2024	16,000	White	€77.0k	€81.7k	×0.94	152	2 cuts, −9.4%	dealer	Japan	Pap.	view
G82	Comp.	2021	94,000	Green	€57.0k	€60.4k	×0.94	270	4 cuts, 1 rise, −5.0%	priv.	Local	Fam.	view
G82	Base	2022	46,000	Grey	€70.0k	€73.7k	×0.95	25	2 cuts, −6.0%	priv.	Import	Nic.	view
G82	Comp.	2021	47,000	Grey	€70.0k	€73.7k	×0.95	55	none	priv.	Local	Nic.	view
F82	Base	2014	50,800	White	€41.0k	€42.7k	×0.96	79	3 cuts, −8.9%	dealer	Local	Lar.	view
G82	Comp.	2023	33,000	Green	€75.0k	€77.1k	×0.97	5	none	priv.	Local	Nic.	view
F82	Base Conv.	2016	89,000	Silver	€38.5k	€38.7k	×1.00	17	1 cut, −1.3%	priv.	Local	Pap.	view
G82	Comp.	2022	32,000	Grey	€76.9k	€77.0k	×1.00	2	none	dealer	Local	Nic.	view
F82	CS	2018	45,411	Black	€45.0k	€45.0k	×1.00	12	none	priv.	Local	Nic.	view
F82	Comp.	2017	178,637	Black	€37.5k	€37.3k	×1.00	200	2 cuts, −6.2%	priv.	UK	Lar.	view
G82	Comp.	2021	72,000	Yellow	€65.5k	€65.2k	×1.00	5	none	priv.	Local	Nic.	view
F82	Base Conv.	2015	135,674	White	€35.0k	€33.9k	×1.03	20	none	priv.	UK	Nic.	view
F82	Comp.	2017	71,000	Blue	€43.5k	€42.2k	×1.03	52	none	priv.	Local	Lar.	view
G82	Comp.	2024	22,000	Black	€85.9k	€80.1k	×1.07	50	none	dealer	Local	Lim.	view
G82	Comp. Saloon	2023†	22,000	Red	€87.0k	€80.1k	×1.09	185	1 cut, −2.2%	priv.	Local	Nic.	view
G82	Comp.	2023	53,000	Black	€78.0k	€70.9k	×1.10	207	none	dealer	Local	Nic.	view
F82	Comp.	2018†	56,000	Grey	€48.5k	€43.2k	×1.12	1,209	1 rise, +1.0%	priv.	UK	Lim.	view
F82	Comp.	2018	68,000	Orange	€47.5k	€42.2k	×1.13	88	1 cut, −8.5%	priv.	Unknown	Pap.	view
F82	Base	2018	48,722	Grey	€49.5k	€43.5k	×1.14	178	7 cuts, 5 rises, −6.6%	dealer	Local	Pap.	view
G82	Base	2025	13,000	Blue	€95.0k	€81.8k	×1.16	37	none	dealer	Japan	Lim.	view
G82	Comp.	2024	9,000	White	€99.5k	€83.1k	×1.20	176	2 cuts, 4 rises, +17.1%	dealer	Local	Nic.	view
G82	Comp. Conv.	2026	2,601	Grey	€107.5k	€86.2k	×1.25	247	4 cuts, 3 rises, −0.9%	dealer	Local	Nic.	view
F82	Comp.	2018	109,400	Black	€48.0k	€37.7k	×1.27	208	none	dealer	Unknown	Nic.	view
F82	Base	2018†	41,000	Blue	€65.0k	€45.0k	×1.44	1	none	priv.	Unknown	Nic.	view

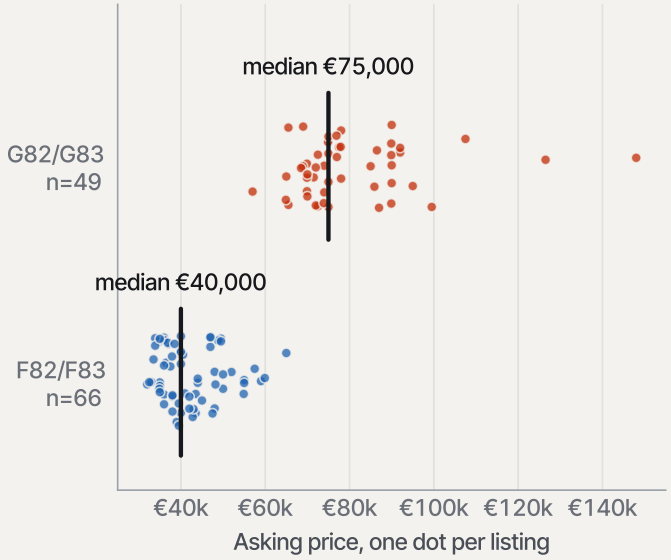
BMW M4s live on Bazaraki on 24 Oct 2026: 32 ads shown, median asking price €61,000 (n=32; F82 €39,725, G82 €76,950, a bimodal spread), median ask/estimate 0.999 (n=32). Asking price and allcars estimate in € thousands; body shown when not a coupe; cities abbreviated (Nicosia, Limassol, Paphos, Larnaca, Famagusta). One live ad with no usable model year is left out. Highlighted rows ask under 0.95× the allcars estimate. Days = since the ad was created. Price changes = cuts and rises seen by the panel and the net change from the first asking price (+ = rise); 2 of the 32 are net rises. Seller: dealer = dealer-like account with more than five adverts, trade status unverified; priv. = private. Origin is read from ad text and registration signals, so imports are a lower bound. Links open the car's allcars page. The estimate is the allcars estimator for the car's year, km and specification: a reference, not a valuation. † Listing data to check: 2023 G82, body tagged Saloon (the M4 is a coupe or convertible); 2022 G82, CS tag on a 2022 car, variant unverified; 2018 F82, asks far above the estimate, specification unverified; 2018 F82, ad age from the marketplace's creation date, under audit.

The M4 is two markets: F82s ask a median €40,000 (n=66) and G82s €75,000 (n=49)



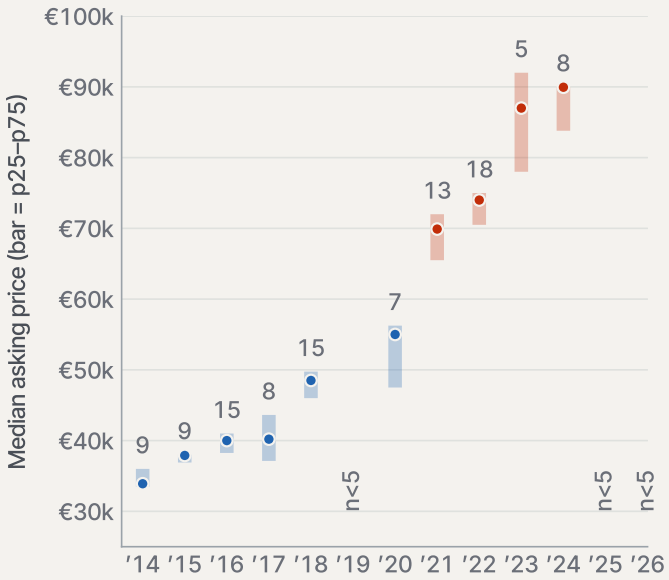
G82 front end: vertical kidney grille.

The two generations barely overlap on price



Asking price per listing, placeholders and outliers excluded, n=115 (F82 66, G82 49). Black bar = generation median.

Each newer model year asks more; the 2020→2021 step is the generation change



Median asking price and p25–p75 by model year; label = n. Years with fewer than 5 listings suppressed.

Generation × variant	n	Median	p25	p75
F82 base	38	€37,950	€35,000	€42,338
F82 Competition	26	€47,250	€40,050	€49,874
F82 CS	2	n<5		
G82 base	10	€72,250	€69,925	€74,750
G82 Competition	36	€76,950	€71,125	€89,900
G82 CS / CSL	1 / 2	n<5		

Asking prices, all listings since the panel start.

Generation × body	n	Median	p25	p75
F82 coupe	51	€40,000	€36,250	€47,000
F83 convertible	13	€38,500	€36,000	€52,000
G82 coupe	41	€74,900	€69,999	€85,000
G83 convertible	4	n<5		

Asking prices, all listings since the panel start; range €32,000–€148,000. Body rows do not add up to the generation totals where the body is unknown or the cell is suppressed.

Insight allcars.cy

Quote the generation medians: live prices are bimodal. On 24 Oct the median ask was €61,000 (n=32), F82 €39,725 (n=16), G82 €76,950 (n=16).

Asking prices cluster on round numbers: 50.4% end in 000, 22.6% in 500 and 19.1% in 900 (n=115).

03 Price lookup

A 2022 G82 Competition coupe with 30,000 km has an allcars estimate of €74,522; eight ads in ten ask between €63,428 and €86,616

G82 Competition coupe

Model year	10k km	20k km	30k km	50k km	75k km	100k km	125k km	150k km
2021	€81k 9	€78k 16	€75k 16	€70k 10	€63k 4	€56k 1	·	·
2022	€78k 12	€76k 19	€75k 19	€71k 11	€67k 4	€62k 1	·	·
2023	€77k 14	€77k 21	€77k 16	€77k 7	€76k 1	·	·	·
2024	€85k 12	€82k 12	€79k 5	€73k 1	·	·	·	·
2025	€82k 11	€79k 9	€76k 2	·	·	·	·	·
2026	€83k 5	€80k 3	·	·	·	·	·	·

G82 base coupe

Model year	10k km	20k km	30k km	50k km	75k km	100k km	125k km	150k km
2021	€80k 9	€77k 16	€75k 16	€70k 10	€64k 4	€58k 1	·	·
2022	€77k 12	€75k 19	€74k 19	€71k 11	€68k 4	€65k 1	·	·
2023	€77k 14	€77k 21	€77k 16	€77k 7	€76k 1	·	·	·
2024	€85k 12	€82k 12	€79k 5	€74k 1	·	·	·	·
2025	€82k 11	€79k 9	€76k 2	·	·	·	·	·
2026	€85k 5	€81k 3	·	·	·	·	·	·

F82 Competition coupe

Model year	10k km	20k km	30k km	50k km	75k km	100k km	125k km	150k km
2016	·	·	€47k 1	€44k 6	€41k 11	€38k 10	€35k 5	€32k 3
2017	·	€51k 1	€49k 2	€46k 9	€43k 15	€39k 9	€36k 3	€33k 2
2018	·	€51k 1	€50k 3	€49k 10	€47k 10	€46k 3	€44k 2	€43k 3
2019	·	€48k 1	€48k 3	€48k 11	€47k 10	€47k 1	€47k 2	€46k 1
2020	·	·	€48k 1	€46k 4	€43k 4	·	€38k 1	€36k 1

F82 base coupe

Model year	10k km	20k km	30k km	50k km	75k km	100k km	125k km	150k km
2014	·	·	€44k 1	€42k 6	€39k 4	€37k 5	€34k 5	€32k 1
2015	·	·	€40k 1	€39k 7	€38k 10	€36k 11	€35k 7	€34k 1
2016	·	·	€47k 1	€44k 6	€41k 11	€38k 10	€35k 5	€32k 3
2017	·	€50k 1	€49k 2	€46k 9	€43k 15	€39k 9	€36k 3	€32k 2
2018	·	€51k 1	€50k 3	€49k 10	€47k 10	€46k 3	€44k 2	€43k 3
2019	·	€48k 1	€47k 3	€47k 11	€47k 10	€46k 1	€46k 2	€45k 1
2020	·	·	€47k 1	€45k 4	€43k 4	·	€37k 1	€35k 1

allcars estimate of the asking price in € thousands, from the allcars production estimator, the same engine behind the live annex and allcars.cy/check. The small figure after each estimate counts same-generation cars in the data within one model year and 15,000 km; grey marks thin support (1–2 cars), and a dot marks a cell with no nearby car, where no estimate is printed: price such a car at allcars.cy/check. Single-ad 80% range for any cell: the estimate × 0.851 to × 1.162, the 10th and 90th percentiles of ask against estimate on 103 M4 cars. Example: a 2017 F82 Competition with 75,000 km: €42,914, range €36,525–€49,879, 15 nearby cars. The 2014 and 2015 F82 Competition rows are left out. Convertibles: read the coupe table; the report regression puts them at −2.7%, with a CI spanning zero.

Insight allcars.cy

On 103 M4 cars the median ad asks 0.961× its allcars estimate; half of all ads sit between 0.904× and 1.086×.

Where support is good, the report's own regression lands a median 2.4% from the estimate (176 cells), so the two methods agree on the level.

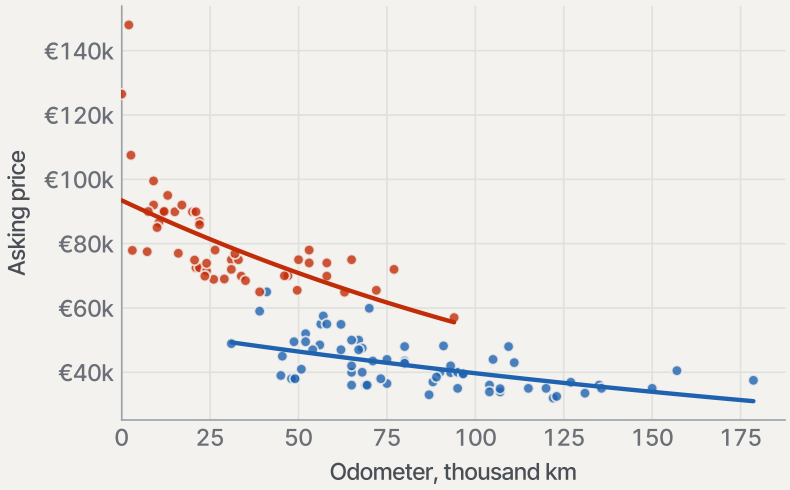
Each year of age takes 5.4% off the asking price and each 10,000 km another 2.2%



G82 cockpit, right-hand drive.

Price falls with km within each generation, but the generation gap outweighs any km effect

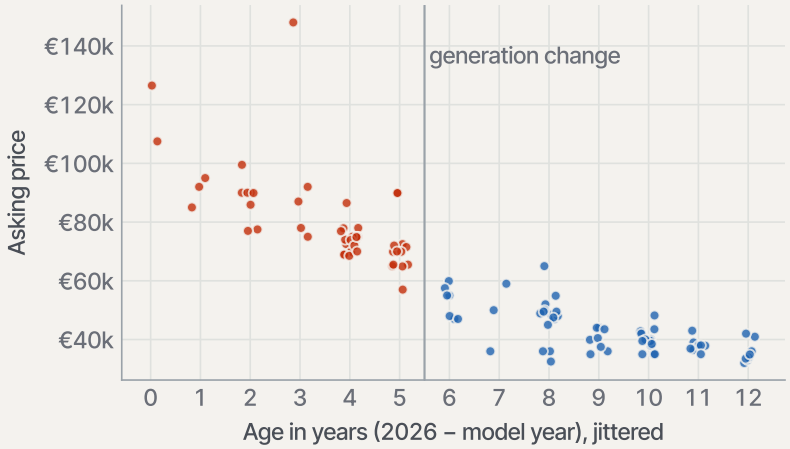
- F82/F83 (2014–2020), n=66
- G82/G83 (2021+), n=49



One dot per M4 listing, n=115. Lines: log-linear fit within generation, drawn for shape only. Median km: G82 24,000, F82 75,000.

Inside a generation age sets the price; the G82 adds +19.6% on top

- F82/F83 (2014–2020), n=66
- G82/G83 (2021+), n=49



Asking price by age, one dot per M4 listing with a model year, n=115. Line = 2020/2021 generation change.

Model (one row per car)	n	Per year	Per 10k km
All M4	103	-5.4%	-2.2%
G82 only	45	-5.6%	-2.7%
F82 only	58	-5.0%	-2.1%
G-era M3 + M4	69	-6.5%	-2.3%
F-era M3 + M4	65	-4.5%	-1.9%

OLS on log asking price with age, km, Competition, CS/CSL, cabrio (and G82 in the all-M4 model); HC1 errors.

In euros at the median asking price	Median	Per year	Per 10k km
All M4	€50,000	-€2,701	-€1,117
G82	€75,000	-€4,213	-€2,024
F82	€40,250	-€2,011	-€843

95% CI, all M4: per year −€3,421 to −€1,970; per 10k km −€1,491 to −€740.

Insight allcars.cy

A G82 asks about €4,213 less per year of age and €2,024 less per 10,000 km at its €75,000 median.

Between two otherwise equal G82s, 20,000 km is worth about one year of age.

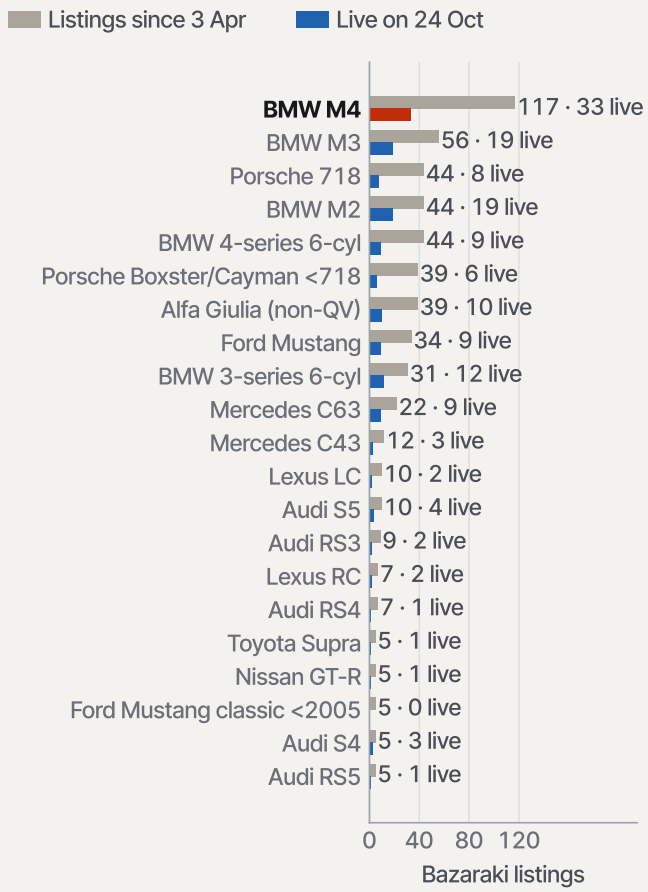
At equal age and km a G82 asks +19.6% more than an F82 (CI €4,427 to €15,680).

The M4 is the largest nameplate in its performance set: 117 ads for 105 cars in six months



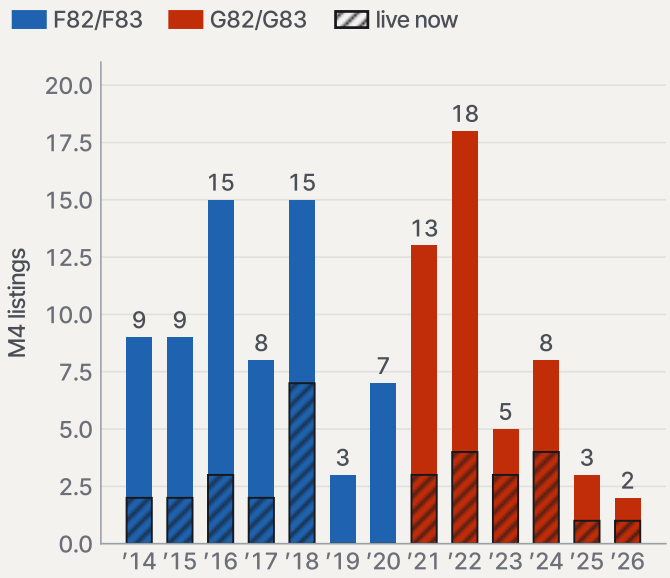
A Cyprus forecourt: a G82 M4 among 3 Series and 4 Series cars.

The M4 leads its set on both listings and live ads



Bazaraki listings first seen 3 Apr to 24 Oct and live on 24 Oct, by model group. Excludes import-on-order ads (7 in the universe). Groups under 5 listings not shown.

Model years 2016, 2018 and 2022 dominate the M4 stock



M4 listings by model year, n=117; two ads with a junk or missing year not shown. Hatched = live now.

M4 mix, all listings	Share	k / n
Competition	53.8%	63 / 117
Convertible (G83/F83)	15.4%	18 / 117
xDrive (text-mined)	23.9%	28 / 117
CS or CSL	4.3%	5 / 117
Dealer-like account (>5 adverts, status unverified)	35.0%	41 / 117
Cars reposted by the same account	3.8%	4 / 105

City	Nicosia	Limassol	Paphos	Larnaca	Famagusta
M4 listings	53	28	21	14	1

Insight allcars.cy

Live supply is 16 G82s and 16 F82s.

A buyer after a specific spec (colour, xDrive, cabrio) has a handful of candidates at any time. A seller has the same handful as competition.

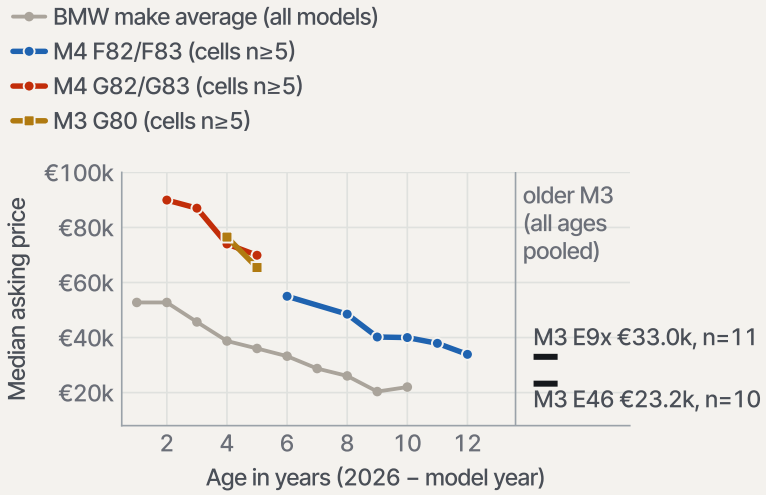
Off Bazaraki the M4 market is small: 11 Facebook Marketplace ads (6 also on Bazaraki) and 6 Telegram posts.

Across today's asking prices a G82 sits 5.6% lower per year of age and an F82 5.0%; the generation step is the largest single gap



M3 and M4 generations, oldest in front.

Each generation runs its own curve; the G82 starts a step above where the F82 ended



Median asking price by age for M3 and M4 generation cells with n≥5; grey = BMW make-average curve (all BMW models); E46/E9x medians pooled over all ages. Cross-section: asking prices of different cars at different ages in one window, not the observed depreciation of any one car.

Scenario on current asking prices	Ask	80% band, slope	80% band, single ad
G82: start at age 2, median ask €87,948 (n=6 cars)			
Age 3	€81,097	€79,673–€82,547	€70,077–€93,851
Age 4	€74,781	€72,177–€77,479	€64,413–€86,817
Age 5	€68,956	€65,386–€72,722	€59,090–€80,470
F82: start at age 7, median ask €48,700 (n=22 cars)			
Age 8	€45,441	€44,788–€46,103	€39,608–€52,133
Age 9	€42,400	€41,191–€43,644	€36,873–€48,754
Age 10	€39,562	€37,882–€41,316	€34,279–€45,660

Not a forecast and not a rule. Assumptions: the car ages along its generation's slope above and adds 8,509 km a year, the M3/M4 typical rate. The F82 start uses ages 6–8 because fewer than five cars sit at exactly seven.

Gradient, cross-section	Per year	Per 10k km	Cars
G82	-5.6%	-2.7%	45
F82	-5.0%	-2.1%	58

Report regression per generation, age and km together; 95% CI per year: G82 −8.8% to −2.3%, F82 −7.1% to −2.9%. A description of today's asking prices, not a depreciation forecast.

Reference levels	Median ask	n
M3 E46	€23,250	10
M3 E9x	€33,000	11
BMW make average at age 10	€22,016	65

External 3-year loss	Value
iSeeCars, live page (US)	13.4%
KBB, 2021 M4 (US)	24%
UK 2022 Comp xDrive ask / 2021 list	62.6% kept

Sources disagree; no Cyprus list price is available, so the share of list price retained is not measured here.

Source tiers primary source · secondary source · unverified · derived in our model

Insight · From limited data allcars.cy

On today's asking prices, buying at 9–12 years and selling before the generation step looks favourable: F82s aged 9–12 ask a median €40,200 at nine and €33,900 at twelve (n=41 ads), and asking prices sit −5.0% a year within the generation (CI −7.1% to −2.9%). The data is thin, so draw your own conclusion.

These are asking prices of different cars at different ages in one window, not the depreciation any one car will see.

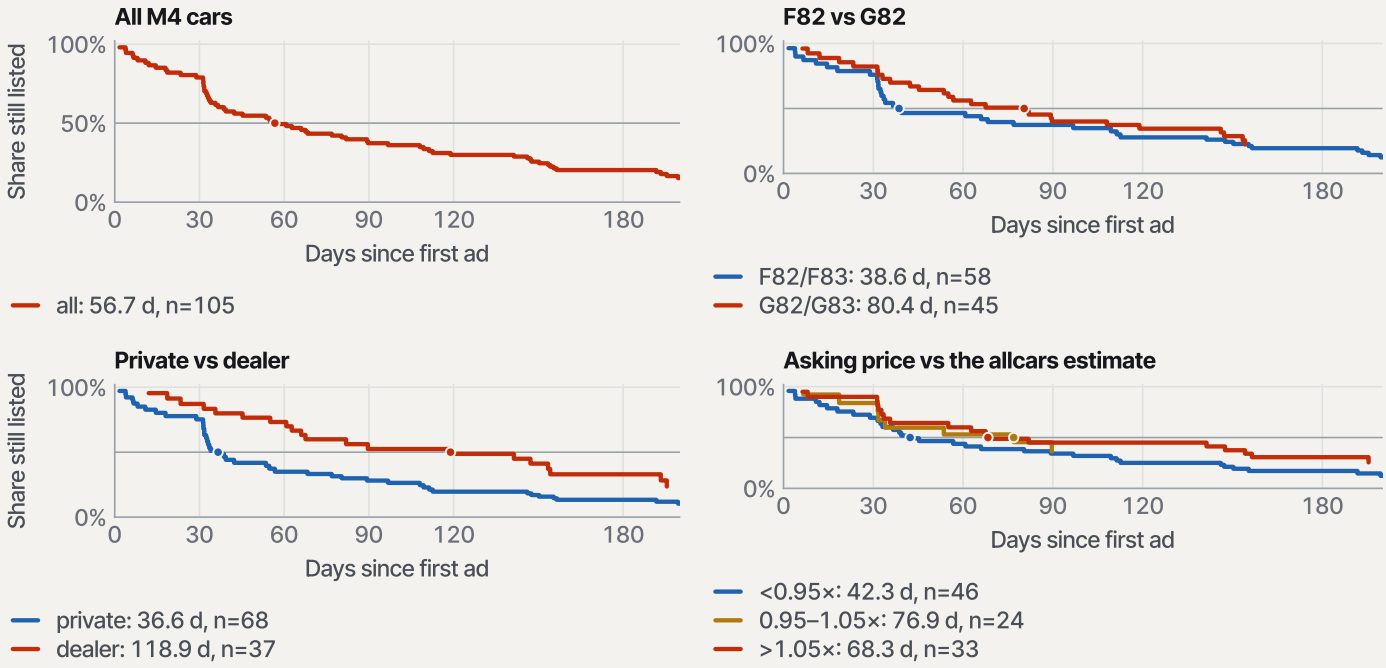
M badge, matched model year	Ratio	Ads
G82 M4 vs G22 M440i	×1.59	44 vs 32
G80 M3 vs G20 M340i	×1.66	17 vs 16
F82 M4 vs F32 435i/440i	×1.53	22 vs 7

Asking-price ratio at the same model year.

Ninety days after the first ad, 31% of M4s had been pulled by the seller, 31% had expired and 37% were still listed (n=35 cars); no difference is established between generations

Outcome at 90 days: still listed, pulled by the seller (the closest sale proxy) or expired (not a sale). Median days to removal measures removal, never time to sale. Curves are Kaplan-Meier per car (reposts merged, clock from the first ad's creation, delayed entry for ads already live on 3 Apr). Live ads are censored. Dot = median.

Share still listed by days since the first ad, by segment; no difference is established between generations



Share of cars still listed by days since first ad. Curves stop where fewer than 5 cars remain at risk. Legend: median days and number of cars.

Outcome at 90 days	Cars	Pulled (sale proxy)	Expired	Other gone	Still listed
F82, followed 90 days	15	27% (11%–52%)	33% (15%–58%)	0% (0%–20%)	40% (20%–64%)
G82, followed 90 days	20	35% (18%–57%)	30% (15%–52%)	0% (0%–16%)	35% (18%–57%)
All M4, followed 90 days	35	31% (19%–48%)	31% (19%–48%)	0% (0%–10%)	37% (23%–54%)
F82, all cars (cross-check)	58	26%	32%	5%	37%
G82, all cars (cross-check)	45	31%	26%	3%	40%
All M4, all cars (cross-check)	105	30%	29%	4%	37%

Headline rows: cars first seen within three days of their creation and created at least 90 days before the pull, so each has a known status on day 90; Wilson 95% intervals in brackets. Cross-check rows: Aalen-Johansen cumulative incidence over all cars with late entry. Exit = the tier of the car's last ad. F82 against G82 days to removal: log-rank p 0.291, not significant.

How the ad ended	Ads	Median days
Pulled by seller (sold proxy)	34	34.6
Expired (not sold)	46	76.3
Removed, reason ambiguous	4	n<5
All removals	84	58.7
Still live (censored)	33	88.2

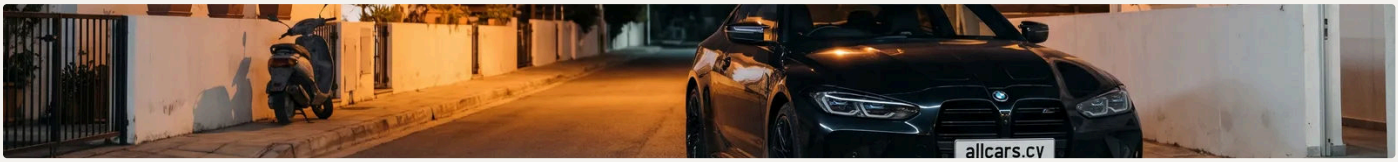
Listing level, days since Bazaraki creation: 34 pulled + 46 expired + 4 ambiguous = 84 ad removals = 72 final car exits + 12 removals followed by a repost of the same car.

Caveat

Removal is not proof of sale; the panel cannot see the price a car sold for. Variant and generation overlap: most base cars are F82.

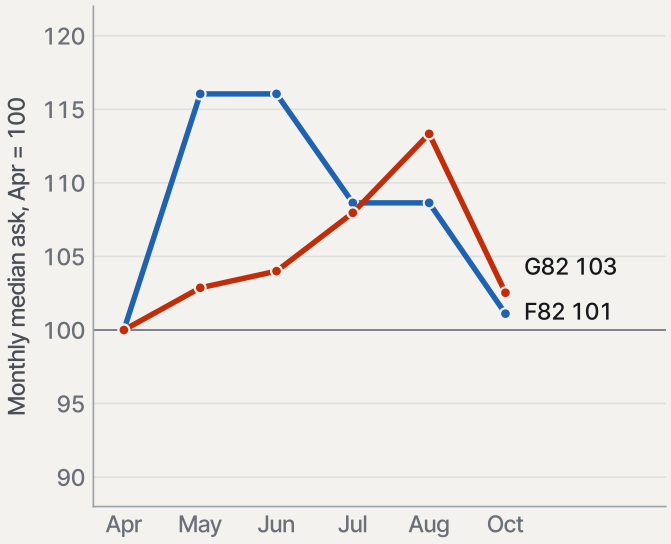
The estimate bands are descriptive for the M4; across the whole segment the effect is not significant (p 0.301).

The same M4 ads asked 5.8% less in October than in April, and 41.9% were cut



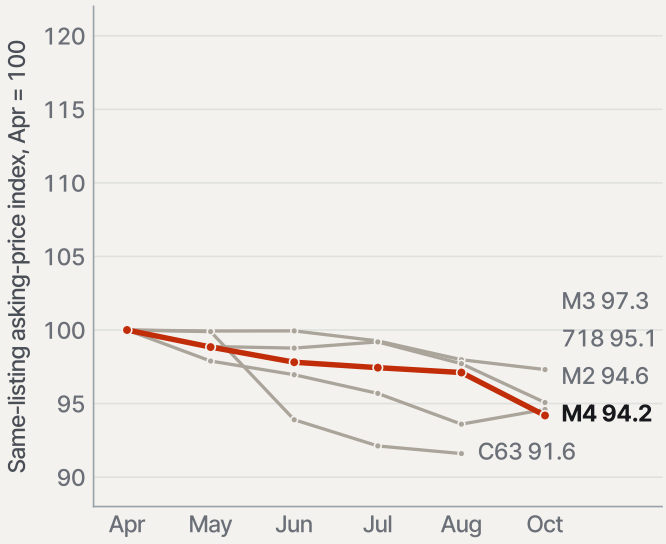
G82 M4 parked in an old-town street at night.

Monthly medians move with the mix, not with a trend



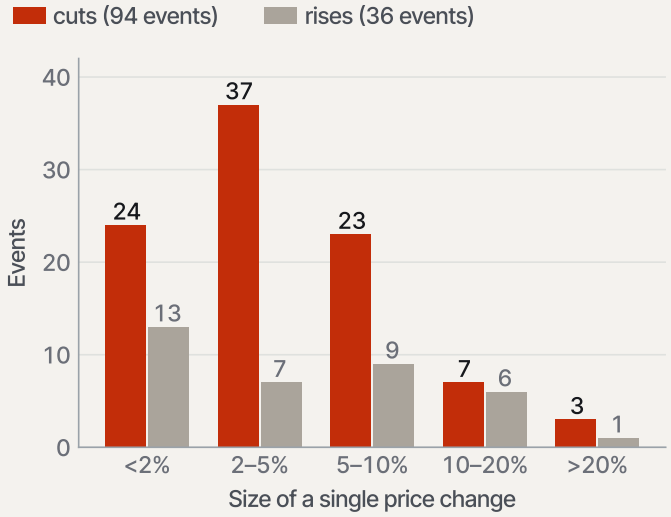
Median asking price of M4 listings seen each month, by generation, indexed to each generation's April median; same scale as the chart to the right. n per month 17–27.

For the same car, M4 asking prices fell faster than M3 ones



Chain index of the same listings' asking prices month to month; M4 pairs per step 21–42. C63 has no October value.

Most single cuts are 2–5%; 28% of price changes are rises



Daily price-change events on M4 ads, n=117 ads. A seller can cut more than once.

Segment	n	Cut	Size	Day 1st	Rise	Bump
All M4	117	42%	5.0%	23.3	13%	50%
G82	49	53%	3.8%	24.5	22%	61%
F82	66	33%	6.1%	18.9	6%	42%
Private	76	41%	5.4%	23.3	7%	39%
Dealer-like	41	44%	3.0%	19.4	24%	68%
Exit: pulled	34	41%	5.5%	16.6	9%	32%
Exit: expired	46	37%	4.0%	31.2	9%	48%

Ad level (n = ads in the price-change panel). Cut = share of ads cut; size = median total cut over the ad's life, among ads that cut; day 1st = median days from first sighting to the first cut; rise and bump = share of ads raised or bumped.

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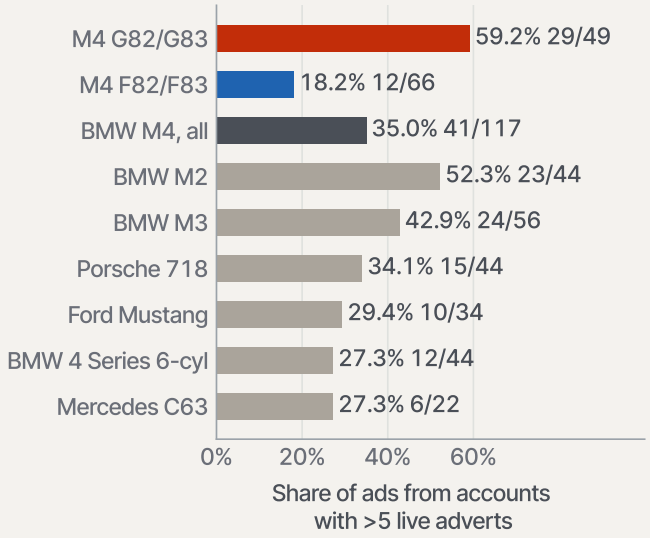
Sellers who cut usually do so within a month, after a median 23.3 days, and cut 5.0% in total.

G82 sellers cut more often than F82 sellers (53% vs 33%) but by less.

Dealer-like accounts cut as often as private sellers (44% vs 41% of ads) but by about half as much.

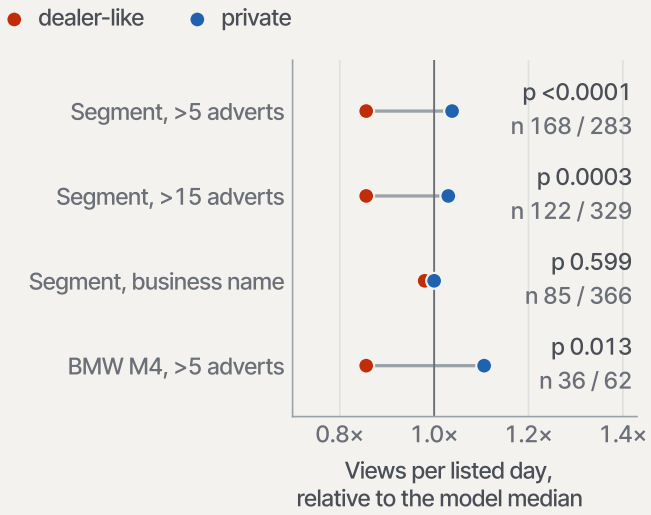
Dealer-like accounts list 59.2% of G82 ads but 18.2% of F82s; their ads get about 18% fewer views a day

G82s are mostly dealer-listed (29/49), F82s mostly private (12/66 dealer)



Dealer-like = Bazaraki account with more than five live adverts; trade status unverified; one account per ad, identity hashed. 383 accounts behind the segment's ads.

Dealer-like ads draw fewer views per listed day: 0.86× vs 1.04× the model median

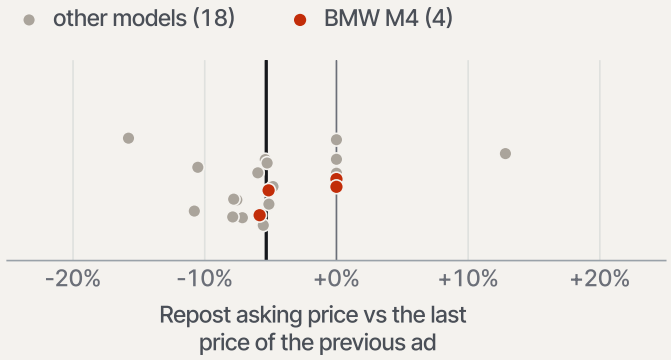


Mann-Whitney tests; the gap holds at more than 15 adverts (p 0.0003) but not with the business-name flag. BMW M4: 6.53 vs 8.43 views a day (p 0.013).

Dealer-like vs private (>5 adverts)	Dealer-like	Private	Cars	p	Reading
Days to removal, whole segment	66.5	39.3	182 / 302	0.016; by model 0.0060	significant; gone at >15 adverts (suggestive)
Days to removal, BMW M4	118.9	36.6	37 / 68	0.012; by generation 0.057	not significant with generation held: G82s are mostly dealer-sold
Asking price vs the price model, BMW M4	+2.3%	-2.9%	37 / 66	0.028	suggestive; not at >15 adverts (p 0.382)
Share of ads cut, whole segment	40%	39%	182 / 302	1.000	no difference
Median cut size, whole segment (>15 adverts)	3.6%	5.4%	50 / 159	0.059	suggestive

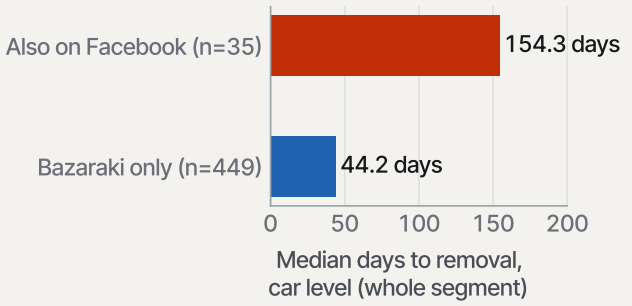
Log-rank tests for days (car-level Kaplan-Meier), Mann-Whitney for medians, Fisher for shares. Associations, not causes.

Reposts by the same account come back cheaper: median −5.3%, 15 of 22 lower



19 of 484 cars (3.9%), 22 reposts, median gap 6.5 days. Reposted cars took 86.3 vs 42.0 days to final removal (p 0.497, not significant). BMW M4: 4 cars, descriptive.

Cars also on Facebook Marketplace stay listed longer: 154.3 vs 44.2 days



35 of 484 cars (7.2%); log-rank p 0.0038, by model 0.0024. Views (p 0.135) and cut share (p 0.152) do not differ. Association only: sellers of slow cars may add Facebook later. Most cross-listed: BMW M4 7/105, Porsche 718 6/33, Ford Mustang 4/30. Telegram: 0 confirmed matches.

Days to removal by segment: a secondary statistic

Segment (cars)	n	Exits	Median days	Gone ≤30 d	Listed 90 d	Listed 180 d
All M4	105	72	56.7	21%	37%	20%
F82/F83	58	42	38.6	24%	37%	19%
G82/G83	45	29	80.4	18%	40%	22%
Private	68	48	36.6	25%	28%	13%
Dealer-like	37	24	118.9	13%	52%	33%
Asking price <0.95× the allcars estimate	46	36	42.3	31%	34%	17%
Asking price 0.95–1.05×	24	13	76.9	16%	36%	14%
Asking price >1.05×	33	22	68.3	10%	45%	31%
Local or unknown	73	51	54.7	22%	40%	20%
Import	32	21	66.0	20%	29%	22%

Secondary statistic, car level (reposts merged): median days from the first ad's creation to the last ad's removal, Kaplan-Meier with late entry. Median days need five cars at risk.

Descriptive only	Count	Detail
Cars with two Bazaraki ads at once	20 (4 M4)	15 of 22 overlaps by different accounts (owner plus broker pattern); views do not differ by number of ads (p 0.167)
Resold by a different account after a gap	2 (0 M4)	Mercedes C63 2019: 129 days, −13.3%; Porsche Boxster 2010: 72 days, +17.2%. Resale cycles longer than the observation window cannot be measured yet.

Insight · Seller allcars.cy

Dealer-listed ads draw about 18% fewer views per listed day than private ones (p <0.0001).

Cross-listing on Facebook does not go with faster removal: those cars stayed 154.3 vs 44.2 days.

A repost by the same account comes back about 5.3% cheaper.

Insight · Buyer allcars.cy

A reposted ad is a price signal: 15 of 22 reposts returned at a lower asking price.

Two ads for one car at once usually mean owner plus broker: 15 of the overlaps came from different accounts.

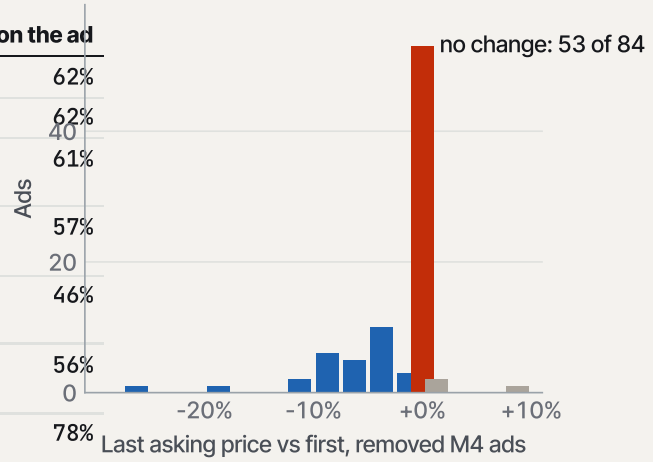
Against the price model, dealer M4s ask about 5.2 points over private ones (+2.3% vs −2.9%, p 0.028, suggestive).

61.9% of removed M4 ads were never cut in public; where a cut came, the median was 5.0%

BMW M4 ads	Ads	Cut	Median cut	Days to 1st	Removed, never cut on the ad
All M4	117	42%	5.0%	23.3	62%
Private	76	41%	5.4%	23.3	62%
Dealer-like	41	44%	3.0%	19.4	61%
Age 0–2	13	54%	5.3%	8.7	57%
Age 3–5	36	53%	3.7%	29.0	46%
Age 6–8	25	40%	5.4%	25.1	56%
Age 9–12	41	29%	7.1%	12.6	78%

Ad level (n = ads in the negotiation set, a subset of the price-change panel). Asking prices, not transactions; a removal without a cut may still have been negotiated privately. 12.8% of M4 ads raised the ask at some point.

63% of removed M4 ads ended at their first asking price



Removed M4 ads (n=84), last observed asking price against the first. 'Unchanged' = last ask equals the first, which includes ads raised and later cut back; the table counts ads never cut, so the two shares differ.

Insight · Negotiation facts allcars.cy

61.9% of removed M4 ads (n=84) were never cut on the ad; any discount agreed at the sale is invisible to the panel.

When a cut came, it was about 5.0% in total, first cut after a median 23.3 days.

Selected running costs come to €2,861–€4,188 a year for a G82 and €2,719–€3,686 for an F82, before insurance and depreciation; a standard car loan covers at most €35,000

3 years at 8,500 km a year (25,500 km)	G82 Competition xDrive (2022)	F82 Competition (2018–19, EU-sourced)	Tier
Fuel, 98 RON: type-approval to real-use consumption	€4,720–€6,003	€4,170–€5,407	
Road tax, see the import section for the formula	€981–€2,586	€1,356–€1,926	
Scheduled service: oil services and brake fluid	€1,117–€1,923	€1,117–€1,923	
Tyres: one set (life about 27,800 km)	€1,407	€1,156	
Front brake pads, once	€358–€645	€358–€645	
Insurance	quote required	quote required	
Subtotal, 3 years, excluding insurance and depreciation	€8,583–€12,564	€8,157–€11,057	
Per year	€2,861–€4,188	€2,719–€3,686	
Per km	€0.34–€0.49	€0.32–€0.43	

Fuel: Limassol 98 RON at €1.80 a litre on 24 Oct; low end at BMW type-approval consumption, high end at US EPA combined consumption, 12.4 l/100 km for a Competition and 13.1 for an xDrive. Service at UK independent prices: Cyprus prices are not published. Insurance: no Cyprus insurer or broker publishes an M4-class quote, so the line is a quote to obtain, not a number; ask for a quote stating driver age and licence years, insured value, no-claims discount, excess, use and annual km, modifications, security requirements and any track exclusion.

Due later, not in the subtotal

Item, euros at UK specialist prices	Cost
ZF 8-speed fluid service (G82)	€593
DCT fluid service (F82)	€537–€836
Spark plugs	€215–€382
Front discs and pads	€1,075–€1,792

Outside the 3-year window or condition-dependent. No repair reserve is priced: no sourced figure exists, so set one aside yourself.

Financing

Lender	Rate	Max loan	Deposit	Years	Tier
Bank of Cyprus	6.30%–7.85%	€25,000	20%	5 (7 under 3)	
Alpha Bank Cyprus	6.50%–8.095%	€35,000	20%	5 (7 up to 3)	

Published used-car loan terms; years = maximum term (in brackets, for a car up to three years old).

Worked loan examples, Alpha Bank, 5 years	Deposit	Loan	Rate	Monthly	Interest
F82 at the F82 median €40,000	€8,000	€32,000	8.095%	€650	€7,018
G82 at the G82 median €75,000	€40,000	€35,000	7.095%	€695	€6,677

Inside the published cap and deposit rules; monthly annuity without fees or insurance. A G82 at its median needs a deposit above the minimum because the loan stops at the cap.

09 **Inspection by generation**

F82: read the fault memory first; no build date is safe from crank-hub slip. G82: prove the 2021 main-bearing campaign was done

One table per generation. Each row carries its source tier. Cost figures are specialist estimates for a scenario, not quotes.

F82 M4 (2014–2020, S55)

Item	Cars affected, what to check, cost scenario and source
Recalls and campaigns: US NHTSA list, not exhaustive; confirm by VIN at a BMW dealer	
15V782	driveshaft slip joint may lack grease. 2016 M4 coupes built 3 Jul–11 Sep 2015; convertibles built 29 May–4 Aug 2015.
16V653	rear subframe bolts reused after an earlier rear-differential service may loosen (2015–2016 M4).
18V713	driveshaft-to-flange connection may fail, causing loss of drive (2016–2017 M4 and M4 GTS, 2017 convertible).
20V666	fuel injectors fitted without a damping element, risking a fuel-rail leak (2020 M4 coupe).
Airbags	17V115 (2017 seat airbag initiators), 19V352 (2019–2020 knee airbags), 24V288 (2014–2015 head-airbag inflator weld).
ADAC July 2026 starter recall (fire risk).	Wear debris in the starter relay can short and overheat the starter; the remedy is a new starter. The build window is 07/2020–02/2026, with 744,234 cars worldwide and 42,300 in Germany. ADAC lists the series F32/F33/F36/F82/F83 (03/17–06/21) and G22/G23/G26/G82/G83, but gives no variants (, ADAC relaying the recall). The US equivalent, NHTSA 26V056, lists no M3 or M4 ( ). M4 coverage is therefore unconfirmed; check the VIN.
Known weak points (no recall)	
Crank hub slip.	The hub is held by friction, so it can rotate under shock load, especially on tuned cars. Valve timing then jumps, and in bad cases the engine is destroyed. Specialists fit a pinned or capture-plate hub for about €1,500–3,000; after a failure a rebuild costs about €8,000–15,000 (: what-breaks.com, carchecker.pro, usecarscout.com). No build date is safe. BMW's parts catalogue shows the same hub part number on every S55 through late 2019, with no recall, bulletin or redesign ( ).
Plastic charge pipe cracks.	Symptoms are boost loss, limp mode and a hiss under load. An aluminium upgrade costs about €200–400 fitted (: carchecker.pro).
Rod bearings.	Wear is debated for the S55. UK M specialists quote £1,500–2,200 for preventive replacement (£2,200–3,200 at a dealer) at 50,000–70,000 miles; a failure means a £6,000–9,000 rebuild ( ). carchecker.pro gives 80,000–120,000 km. An Evolve teardown at 130,000 miles found serviceable bearings (, per usecarscout).
Smaller items.	Charge-air cooler internal leaks (€1,500–2,500), VANOS solenoids, oil-pan gasket, crankcase-vent membrane, and an oil cooler exposed to stone strikes (: fcpeuro.com, carchecker.pro, what-breaks.com).
DCT and subframe/diff bushings.	This pass found no primary or specialist failure data. Check DCT fluid-service history and judge shift quality on the test drive.

At the viewing

- **Run a VIN recall check at a BMW dealer.** For a G82 built July–September 2021, insist on written proof that the main-bearing campaign was done.
- **Read the engine computer's fault memory.** Have a dealer or specialist read the DME fault memory with ISTA or an equivalent tool before the test drive. Stored camshaft/crankshaft correlation or VANOS faults point to F82 crank-hub slip; a "drivetrain malfunction" may also have been logged. Noise is not a reliable test.
- **Test-drive under boost.** Feel for power loss or a hiss (F82 charge pipe). Check DCT or ZF shift smoothness and launch behaviour.
- **Look underneath.** Check for oil at the front cooler, sump and diff, and a dented skid plate.
- **Check tyres and brakes.** Look for matching BMW-star tyres and the brake wear sensors. Check whether the car has M Carbon ceramic brakes. A dealer front rotor is about US$3,500–4,500 each and four rotors exceed US$14,000–16,000; OEM pads are US$400–800 per axle (, an aftermarket rotor seller).
- **Ask about tuning.** Look for signs of ECU tuning, such as aftermarket intakes, downpipes or charge pipes. Tuning raises crank-hub risk on the S55.

G82 M4 (2021–, S58)

Item	Cars affected, what to check, cost scenario and source
Recalls and campaigns: US NHTSA list, not exhaustive; confirm by VIN at a BMW dealer	
BMW SIB 11 07 21, main-bearing-shell delivery stop of 8 Oct 2021	( ). It covers G82 coupes built 16 Jul–7 Sep 2021, G83 convertibles built 23–29 Jul 2021, and G80 M3s built 13 Jul–23 Sep 2021. The repair means engine disassembly. Ask for proof the campaign is closed, which matters most for UK and Japanese 2021–2022 cars.
NHTSA 21V554	seat-belt retractor (2021 M4 coupe and M4 Competition) ( ).
NHTSA 25V643 (25 Sep 2025)	positive battery cable may not be properly connected to the power distribution box, causing stall and fire risk (2026 M4 and 430i) ( ).
NHTSA 26V056 starter-fire recall: does not list the M4	(model list). go-parts.com's claim that it covers the S58 is rejected.
A February 2026 main-bearing delivery stop	for October 2025–January 2026 builds is reported by one source only (: usecarscout.com). Check by VIN.
Known weak points	
Oil cooler.	It sits low behind the front bumper, so stone strikes can puncture it. Look for an oil patch or a skid plate (: what-breaks.com, go-parts.com).
Brake squeal	is common and described as nuisance-level (: what-breaks.com).
Intake-valve carbon build-up	shows as rough idle around 40,000–60,000 miles (: usecarscout.com).
xDrive transfer case and diffs.	BMW UK's M service plan covers the front and rear differential and transfer-box services (via snippet). US schedules put diff and transfer-case fluid at about 60,000 miles (: carlyle.vin). Ask for evidence on Competition xDrive cars.
Running-in service.	M models need a running-in service at 1,200 miles (US) or 2,000 km (BMW India): engine oil and filter, and rear-axle differential oil (via snippets: BMW USA MY2026 maintenance booklet; bmwindia.com service calculator). On a young import, check it was done.
No crank-hub or charge-pipe pattern	has been reported for the S58 (: what-breaks.com).

Documents to ask for

- **BMW service history.** It is stored digitally against the VIN, so a dealer or BMW-coded specialist can do a key read (: Redish Motorsport page). Look for yearly oil changes and brake fluid every 2 years.
- **EC Certificate of Conformity (CoC).** It is needed for registration, and item 49.4 (WLTP) sets the road tax (see the import section) (: Law 86/1972).
- **UK cars.** Bring the original V5C with the WVTA number at point K, or the car needs SVA in Cyprus (: Cyprus Mail citing the Road Transport Department). The seller sends the V5C "permanent export" section to DVLA and the buyer keeps the rest (: gov.uk).
- Run a paid HPI-type check (about £20–30) for write-off category, outstanding finance and stolen status. Cat A means scrap only; Cat B, body shell crushed; Cat S, structural damage repaired; Cat N, non-structural damage (: autoalpha.co.uk, autohit.co.uk).
- Check the free gov.uk MOT history for mileage, advisories and gaps (, not read back). Cars under 3 years old have no MOT yet.
- **Japanese cars.** Get the Export Certificate (the deregistration document), bill of lading, inspection certificate, and insurance document if bought CIF (: BE FORWARD document list). Documents not in Greek or English need a Press and Information Office translation (: Road Transport Department).
- Ask for the auction sheet and a translation. Grades run S/6 (near new), 5, 4.5, 4 (good), 3.5 (needs minor repairs), 3 or below. **R or RA means accident-repaired.** The damage map uses A1–A3 for scratches, U1–U3 for dents, W1–W3 for panel waves; the interior is graded A–E ( ).
- **All imports.** Bring the purchase invoice and freight and insurance receipts, which customs needs for the CIF value (: Cyprus Customs). The first-registration date decides the five-year rule.

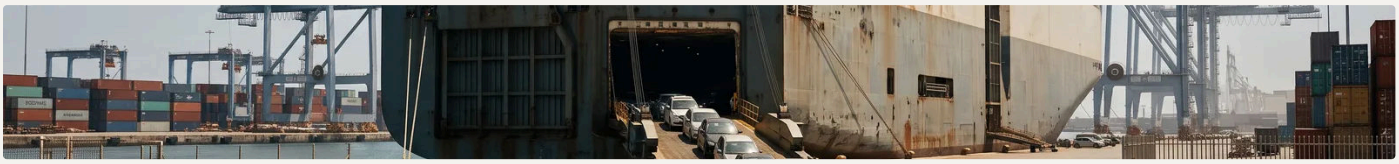
Insight · **Before you pay** allcars.cy

For a G82 built July to September 2021, the main-bearing campaign record is the most important document: the repair means taking the engine apart.

For an F82, a clean fault-memory read before the test drive is the professional screen for crank-hub slip, not proof that the hub is sound.

10 Import

A UK or Japanese M4 must be at most 5 years old on the day it is imported; every F82 can come only from the EU or with a move of residence



RoRo discharge at a Cyprus port.

Decision table	EU member state	UK	Japan
Age limit at import	none	no more than 5 years	no more than 5 years
M4s eligible in late 2026	any F82 or G82	G82s first registered from about December 2021	as the UK, allowing for vessel waits
Import duty	0%	10% of CIF; a German-built BMW is not UK-originating	10% of CIF; no EU–Japan preference either
Cyprus VAT	none on a used car	19% of CIF + duty	19% of CIF + duty
Seller's VAT	in the asking price unless sold net to a business	a private buyer living in Cyprus is an overseas person and can have UK VAT zero-rated on a VAT-qualifying car; a margin-scheme car cannot be zero-rated	export (FOB) price
Papers and approval	EU registration; SVA if left-hand drive	V5C with WVTA number at point K, else SVA; registered by an authorised importer	Export Certificate, translated; registered by an authorised importer
Purchase to plates	transport not sourced	4–9 weeks	8–14 weeks

The age is measured on the import date, counted from first registration as new anywhere. Worked example: first registered 1 Dec 2021 and imported 1 Dec 2026, a car passes on the wording; imported one day later, it fails. How the Road Transport Department treats the boundary is not confirmed, so allow a margin. Registration eligibility and customs relief are separate tests.

Duty and VAT

On every third-country car, duty and import VAT together come to 30.9% of the CIF value (purchase, freight and insurance), about 23% of the landed total: 10% duty plus 19% VAT on CIF and duty. There is no registration tax on cars; the registration fee is a flat €150.

Annual road tax

Band charges on taxable CO_2: up to 120 g/km at €0.50, to 150 at €3, to 180 at €5 and above at €10 per g/km, capped at €1,500, plus €32 for engines over 2,050 cc. With an EC Certificate of Conformity the CO_2 figure is the WLTP value ÷ 1.30: an M4 Competition xDrive pays €327 a year. Without one the law leaves the step open: €862 on the raw WLTP figure or €912 from fuel consumption.

Transfer of residence

Exception. Registration of an over-age car is allowed for a person coming to settle permanently. Apply within 1 year of arrival, do not transfer it for 3 years, and use it once only, for one vehicle. The 3-month prior-ownership condition was deleted by Law 5(I)/1996. Duty and VAT relief on transfer of residence is a separate customs test, with 6 months of prior use reported by secondary guides.

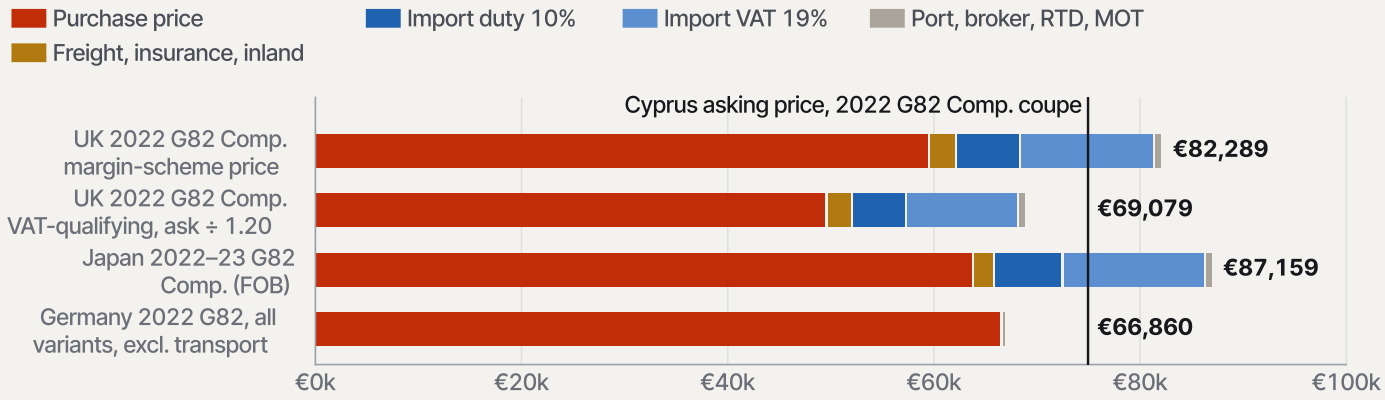
Origin of today's M4 stock

Origin	Ads ever	Live
UK import	17	6
Japan import	10	3
Import, origin not stated	9	2
Local	65	19
Unknown	16	3

Ads, not cars: the 10 Japanese import ads belong to 9 cars. Imports are a lower bound: a registered import reads as local. Imports were removed after a median 66.0 days against 54.7 (32 vs 73 cars).

Cost to plates: duty and VAT add 30.9% of CIF on every third-country route, about 23% of the landed total

Cost to plates by route, 2022 G82 Competition, before the authorised importer's fee



Purchase = median asking price abroad (UK PistonHeads, Japan Goo-net FOB, Germany AutoScout24), FX ECB 23 Oct 2026; freight and insurance; duty and VAT; totals. The UK VAT-qualifying bar is computed as the UK asking price ÷ 1.20, an assumption, not an observed price. Rows are not matched: Japan pools 2022–23 cars and Germany covers all 2022 variants without transport. Line = Cyprus median asking price, 2022 G82 Competition coupe (n=8), for reference only.

Cost line, 2022 G82 Competition	UK margin	UK, ask ÷ 1.20	Japan, retail FOB	Japan, auction	Germany
Purchase	€59.7k	€49.7k	€63.9k	€43.9k–€45.6k	€66.7k
Freight, insurance	€2,613	€2,464	€2,076	€1,776–€1,801	not sourced
CIF value	€62.3k	€52.2k	€66.0k	€45.7k–€47.4k	
Duty 10% of CIF	€6.2k	€5.2k	€6.6k	€4,568–€4,742	€0.0k
VAT 19% of CIF + duty	€13.0k	€10.9k	€13.8k	€9,546–€9,911	€0.0k
Port and broker	€553	€553	€553	€553	
Registration, MOT, SVA	€225	€225	€225	€225	€185
Importer's fee	not published	not published	not published	not published	none
Cost to plates	€82.3k	€69.1k	€87.2k	€60.6k–€62.9k	€66.9k + transport

Japan auction estimate: median hammer price of 8 2022 Competition lots sold at Japanese auctions, plus agent, auction, inland and export costs; an estimate on 8 auction results, not a quote. Fees after the abolition of stamp duty on 1 Jan 2026: delivery order and broker €553 plus registration, MOT and SVA €225.25, together €778.25; the SVA fee is unverified. Not modelled: the authorised importer's fee, UK auction buyer fees and a Germany–Cyprus transport quote, none of which is published.

Break-even. To beat the local ask, a UK or Japanese 2022 G82 Competition must land, all-in, under €74,950, the Cyprus median asking price (n=8), before the authorised importer's fee, which is not published.

Purchase to plates takes about 4–9 weeks from the UK and about 8–14 weeks from Japan

UK car: about 4–9 weeks from purchase to plates

#	Step	Documents	Time	Tier
1	Buy from a dealer or private seller; agree VAT treatment (zero-rating only for a VAT-qualifying car, never a margin-scheme car) (Buyer, dealer)	Invoice; V5C (check point K WVTA number); service history; CoC	1 week	
2	Export notice: seller or keeper fills the V5C "permanent export" section and sends it to DVLA, keeping the rest (Keeper)	V5C	same week	
3	Collection to Southampton or other port; book RoRo (Forwarder (e.g. Shoham, theshipcars))	Booking, V5C copy, invoice	1–2 weeks	
4	Sailing to Limassol; forwarder issues bill of lading (Shipping line)	Bill of lading; marine insurance policy (1–1.5%)	12–18 days at sea (12–28 across sources)	
5	Arrival: pay local agent; collect delivery order; port authority fee (Buyer or broker)	Bill of lading, agent receipt, proof of ownership	1–3 days	
6	Customs: SAD declaration, 10% duty on CIF, 19% VAT on CIF + duty; Customs issues C72A (Customs broker (€120 at Shoham))	SAD, purchase invoice, bill of lading, freight and insurance receipts, original V5C	2–3 days	
7	Cyprus insurance cover note, needed for registration (Buyer, insurer)	Policy or cover note (e.g. 4 months)	same day	
8	MOT at an IKTEO or KEMO centre (€35.25) and SVA where required (no WVTA at V5C point K; LHD) (Test centre, Road Transport Department)	C72A, V5C	1–2 weeks	
9	Registration (€150) by an authorised importer; plates from a certified maker; road tax from registration (Authorised importer, Road Transport Department)	TOM 6, C72A, MOT, SVA, invoice, insurance, V5C (stamp duty abolished 1 Jan 2026)	about 1 week; permanent registration document by post in 2–4 weeks	

Japan car: about 8–14 weeks from purchase to plates

#	Step	Documents	Time	Tier
1	Buy from an export marketplace or auction agent at an FOB price (export costs, about ¥70,000, inside FOB) (Buyer, exporter (BE FORWARD, SBT, Goo-net dealers))	Proforma invoice; telegraphic transfer payment	1 week	
2	Deregistration, export inspection, inland transport to Yokohama or Nagoya (Exporter)	Export Certificate (deregistration), inspection certificate	1–2 weeks	
3	Wait for a RoRo vessel (Exporter)	none	0–4 weeks (≈8 at peaks)	
4	Sailing via Suez to Limassol or Larnaca; bill of lading issued (Shipping line)	Bill of lading; insurance document if CIF	26–45 days	
5	Arrival, delivery order, port fees (Local agent or broker)	Bill of lading, receipts	1–3 days	
6	Customs: SAD, 10% duty (a German-built BMW gets no EU–Japan preference), 19% VAT, C72A (Customs broker)	SAD, invoice, bill of lading, freight and insurance proof, Export Certificate (Greek or English translation, PIO if needed)	2–3 days	
7–9	Insurance, MOT, SVA, registration by an authorised importer, plates (as UK steps 7–9)	as UK, with the Export Certificate in place of the V5C	1–2 weeks	

Where the five-year rule bites

- **At purchase.** Check the first-registration date on the V5C or Export Certificate against the expected arrival date, not today's date.
- **At sailing.** Japanese vessel waits of up to about 2 months can push a borderline car over five years before it lands. Customs and the Road Transport Department look at the import date (rule).
- **EU route.** For older cars (any F82), buy from an EU state instead. There is no age limit and no duty, and no Cyprus VAT if the car is used (more than 6 months and more than 6,000 km). Customs clearance is due within 10 working days of EU-status verification. An LHD car needs SVA (: Cyprus Customs; Road Transport Department).

11 **Competitors, not detected**

Inside the M4's price band, Porsche 718 cars were removed in a median 36.1 days and Mustang GT V8s in 32.7, against 80.4 for the G82



Part of the M4's competitive set.

Segment	Cars	Live	Median ask	Year	Days	Listed 90 d	Cut	Dealer-like	Band ads	Band ask	Band days
BMW M4 F82/F83	58	16	€40,000	2016	38.6	37%	33%	18%	54	€42,900	60.8
BMW M4 G82/G83	45	16	€75,000	2022	80.4	40%	53%	59%	39	€74,000	80.4
BMW M3	55	19	€48,500	2018	62.4	37%	25%	43%	29	€69,500	63.3
BMW M2 G87	23	10	€65,900	2024	51.4	45%	48%	63%	27	€65,900	51.4
BMW M2 F87	17	9	€42,000	2018	38.3	33%	35%	35%	14	€43,950	35.3
BMW 4-series 6-cyl	36	9	€45,750	2022	47.9	36%	45%	27%	35	€47,000	34.2
BMW 3-series 6-cyl	24	12	€37,900	2021	41.5	46%	55%	26%	18	€42,900	39.3
Porsche 718	33	8	€56,000	2020	33.5	34%	30%	34%	38	€55,000	36.1
Ford Mustang GT V8	23	6	€53,500	2020	31.9	30%	41%	26%	25	€53,500	32.7
Mercedes C63	21	9	€49,900	2019	93.0	57%	50%	27%	16	€53,450	109.8
Audi RS3	9	2	€57,500	2024	n<5	0%	33%	56%	8	€56,750	n<5
Mercedes C43	9	3	€37,450	2018	n<5	80%	67%	33%	8	€42,450	n<5
Porsche Boxster/Cayman pre-718	38	6	€23,000	2007	29.4	17%	21%	26%	6	€42,944	n<5
Lexus LC	10	2	€89,500	2023	39.6	n<5	0%	80%	5	€85,000	n<5
Audi S5	10	4	€31,450	2018	n<5	52%	30%	20%	4	n<5	n<5
Audi RS5	5	1	€39,999	2017	n<5	22%	80%	20%	3	n<5	n<5
Ford Mustang classic pre-2005	5	0	n<5	n<5	n<5	17%	0%	20%	3	n<5	n<5
Ford Mustang EcoBoost	6	3	€35,000	2018	n<5	0%	17%	50%	2	n<5	n<5
Lexus RC	6	2	€29,950	2018	n<5	50%	43%	57%	2	n<5	n<5
Alfa Giulia (non-QV)	31	10	€22,500	2021	84.0	42%	41%	54%	1	n<5	n<5
Audi S4	5	3	€29,900	2019	n<5	n<5	40%	20%	0	n<5	n<5

Segments with at least five cars; the M4 is split by generation, the M2 into F87 and G87, the Mustang by engine. Days = car-level median days to removal, a removal statistic (n<5 = fewer than five cars at risk). Band = ads inside the M4 price band, €35,400–€89,900, the 10th to 90th percentile of M4 asking prices. No Giulia Quadrifoglio was listed: the Giulia ads are 2.0/2.2 cars, kept as a price floor. The 911 is out of scope.

Not detected at this sample size

Factor	Estimate or test	n	Verdict
Competition badge vs base, equal age and km	+2.3% (CI −€1,177 to €3,543)	103	not detected
Convertible vs coupe, asking price	−2.7% (CI −€4,280 to €1,752)	103	not detected
City: adjusted asking price; days to removal	p 0.062; p 0.749 (segment p 0.763; 0.841)		not detected
Month of listing, days to removal	p 0.112 (segment 0.783)	61 / 288	not detected
Photos; description length, days to removal	p 0.664; 0.099 (segment 0.082; 0.061)	103	not detected
Asking price against the estimate, days to removal	segment p 0.301; M4 descriptive only	423	not detected segment-wide
Colour, asking price	blue +2.9%, no interval in the data	12	not established
Options from ad text, one at a time	carbon buckets +9.5% (CI +0.1% to +19.8%); the only positive interval of 28 tested	10	not established

Not detected = the interval spans zero or p ≥ 0.05; not established = a single estimate without an interval, or one positive result among many tests with no multiplicity correction. Full tables in the methodology appendix.

How the numbers were made, and where they stop

What a snapshot cannot show

A visit to Bazaraki today

33 M4 ads, one price each. No history: not when the ad appeared, what it asked before, whether it was cut, reposted or relisted, or how the cars before it left the market.

The allcars observation panel

Every car ad on the site revisited daily since 3 Apr 2026: 51,631 ads, 13,655 live at the time of the pull. 30,938 dated observations of the 121 ads filed as M4 (117 after cleaning); a dated observation is one recorded sighting of one ad with its timestamp, and an ad can be sighted more than once a day. 84 ads were removed, the final exit of 72 distinct cars, 49 cut their price, and reposts were merged into 105 distinct cars. Facebook Marketplace (11 M4 ads) and Telegram (6 posts) were cross-checked.

What this panel measures that nothing public does

Measure	Behind it, for the M4
Dated price history per ad	49 ads cut, median 23.3 days to the first cut and 5.0% in total; 58 ads bumped; 15 raised
Removal detection with exit tiers	34 pulled by the seller (sale proxy), 46 expired, 4 verified gone; 33 still live and censored
Repost and relist linking	Bazaraki account identity: 4 M4 cars reposted by the same account (19 of 484 in the segment); 117 ads resolve to 105 cars
Attention on the marketplace	Bazaraki view-counter growth per listed day, median 7.62 (n=110 ads); used only to compare seller types
allcars price estimate	asking price vs the allcars estimate bands for 103 cars, linked to time to removal and views
Origin classification	36 imports identified from ad text and transit status; 56 local by Cyprus plate or dated MOT
Cleaning	3 import-on-order placeholders removed; 10 mis-tagged bodies flagged; 7 miles-as-km fixed; 4 junk years kept out of prices

What we deliberately do not claim

- Prices are asking prices, not transaction prices.
- Removal is a sale proxy; an expired ad is not a sale.
- Import share is a lower bound: a registered import counts as local.
- Cells with n<5 are suppressed; Kaplan-Meier medians need five at risk.

Methods in brief

Regressions: OLS on log asking price, one row per car, HC1 errors. Survival: Kaplan-Meier with delayed entry, reposts and live ads censored. A dealer-like account has more than five adverts; trade status is not verified. Outcomes: shares of cars pulled, expired or still listed at 90 days, Aalen-Johansen over all cars and a complete-follow-up cohort with Wilson intervals. Origin precedence: Japan, UK, unspecified import, local by text, local by registration, unknown. Exclusions before analysis: 50 rows excluded by scope rules (another model filed under these names, out-of-scope generations or engines).

Estimator and validation

Estimator and test	Cars	Median error	Median % error	80% coverage	Note
allcars estimate vs asking price	103	€5,374	9.3%	none	not held out
lookup scorer vs annex estimate	32	€2,302	4.3%	none	same engine, agreement check
Report regression, G82, held out	45	€4,083	5.8%	86.7%	5-fold cross-validation
Report regression, F82, held out	58	€3,590	8.5%	87.9%	5-fold cross-validation
Report regression, all M4, held out	103	€3,407	6.5%	81.6%	5-fold cross-validation

The lookup and the annex use the allcars production estimate, for consistency with allcars.cy/check and the live site. On this model asking prices sit a median 3.9% below it, and the single-ad 80% band is set from its own ask-to-estimate spread, so the band carries its error. The report regression only describes slopes and drives the scenario. Coverage = share of held-out asks inside the 80% range.

Dated source register

Every external fact used in this report, with its source, the date it was read and its tier. Every market number comes from the allcars observation panel.

Source tiers primary source · secondary source · unverified · derived in our model

Customs and tax law. import duty passenger car non EU: mof.gov.cy, read 24 Oct 2026; import duty EU sourced: mof.gov.cy, read 24 Oct 2026; vat import: mof.gov.cy, read 24 Oct 2026; vat used car from EU: mof.gov.cy, read 24 Oct 2026; rtd registration fee: cylaw.org, read 24 Oct 2026; road tax bands post 2019: cylaw.org, read 24 Oct 2026; road tax cap: cylaw.org, read 24 Oct 2026; road tax wltp divisor: cylaw.org, read 24 Oct 2026; road tax special fee over 2050cc: cylaw.org, read 24 Oct 2026; age limit third country M1: cylaw.org, read 24 Oct 2026; road tax formula: cylaw.org, read 24 Oct 2026; five year rule: cylaw.org, read 24 Oct 2026; real world fuel: fueleconomy.gov, read 24 Oct 2026; tyre life: fr.tyrereviews.com, read 24 Oct 2026

Logistics. UK door to plates weeks: guides.theshipcars.co.uk, read 24 Oct 2026

Depreciation studies. iSeeCars M4 coupe 3yr depreciation current page: iseecars.com, read 24 Oct 2026; KBB 2021 M4 3yr depreciation: jalopnik.com, read 24 Oct 2026

Financing. BoC used car total rate range: bankofcyprus.com, read 24 Oct 2026; BoC used car max amount: bankofcyprus.com, read 24 Oct 2026; BoC used car min contribution: bankofcyprus.com, read 24 Oct 2026; BoC used car max term years: bankofcyprus.com, read 24 Oct 2026; Alpha used car fluctuating: alphabank.com.cy, read 24 Oct 2026; Alpha used car fixed: alphabank.com.cy, read 24 Oct 2026; Alpha used car limits: alphabank.com.cy, read 24 Oct 2026

Running costs. fuel 98 limassol: info.cy, read 25 Oct 2026

Ad presentation does not measurably change how fast a car leaves: photos p 0.082, description p 0.061, price position p 0.301

No presentation factor separates fast and slow ads in median days to removal



Car-level Kaplan-Meier medians; whole segment 423 cars, BMW M4 103 cars. The Bazaraki feed returns at most 16 photos, so 16 is the cap. Bumped ads (156.4 vs 31.6 days) are a symptom: only long-lived ads get bumped.

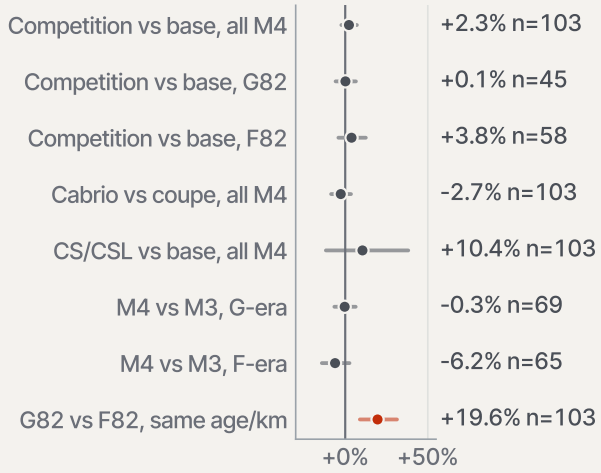
Cox model, hazard ratio (95% CI)	Whole segment	p	BMW M4	p
8 photos or fewer	0.89 (0.68–1.18)	0.419	0.75 (0.40–1.43)	0.387
16 photos (the cap)	0.72 (0.51–1.02)	0.066	0.84 (0.43–1.64)	0.606
Short description	1.22 (0.91–1.63)	0.185	1.38 (0.75–2.56)	0.303
Long description	0.91 (0.67–1.23)	0.518	0.64 (0.32–1.26)	0.196
Asking price under 0.95× the estimate	1.16 (0.84–1.61)	0.369	0.81 (0.42–1.60)	0.551
Asking price over 1.05× the estimate	1.07 (0.78–1.48)	0.667	0.65 (0.30–1.38)	0.259
Dealer-like account	0.88 (0.69–1.14)	0.346	0.58 (0.32–1.08)	0.087
G82 (M4 model only)			0.99 (0.57–1.72)	0.964

HR above 1 = leaves faster than the reference (9–15 photos, medium description, asking price 0.95–1.05× the estimate, private seller, F82). Whole segment stratified by model family, 423 cars and 288 exits; no term reaches p<0.05. Bumping is left out of the model because it is time-dependent.

Not detected: no presentation, price-position or seller term reaches p<0.05 once the others are held; the nearest, 16 photos, has HR 0.72 (p 0.066). Several terms were tested at once, so a single borderline p would not be evidence on its own.

At equal age and km, only the generation moves the asking price clearly; badge, roof, options and colour effects are not established

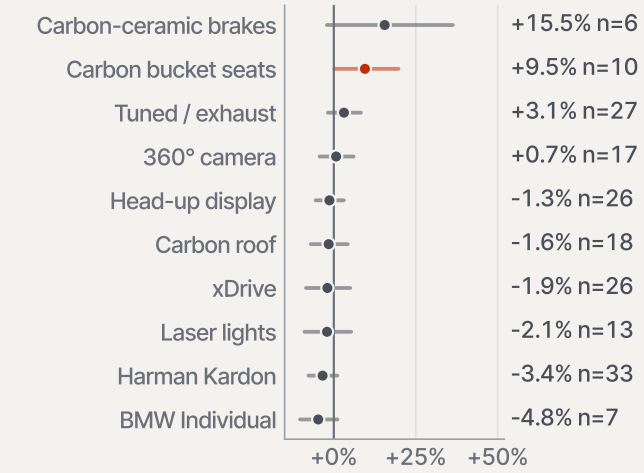
At equal age and km, only the generation moves the asking price



Effect on asking price at equal age and km (95% CI)

Regression effects on log asking price; red = 95% CI clear of zero. Matched-model-year ratios: Competition/base 1.031 (49 vs 39 ads), cabrio/coupe 0.979 (18 vs 61), G82 M4/G80 M3 1.017 (49 vs 24).

Options one at a time: one positive interval among many tests



Effect on asking price, one option at a time (95% CI)

Mined from ad text, one option at a time added to the M4 price model; model n=103 cars (car-level observations from 117 listings); row n = cars with the option. Carbon buckets: +9.5%, CI +0.1% to +19.8%, n=10 cars, not corrected for the number of options tested. Ticked Bazaraki boxes go with lower asking prices because dealer-like accounts tick more of them.

Black and white are 48% of M4 cars; no colour, city or month effect is established

Colour effects on asking price: point estimates only, no interval in the data, so none is established

Colour	M4 cars (of 105)	M4 asking-price effect	n	Segment effect (473 cars)	n
Black	26	+1.3%	25	-1.0%	125
White	24	-0.8%	23	-2.8%	113
Grey	20	-0.9%	20	-2.6%	83
Blue	12	+2.9%	12	+2.4%	65
Green	7	-6.9%	7	-0.1%	13
Gold	6	-6.0%	6	-3.2%	8
Red	3	n<5	3	-0.3%	26
Yellow	3	n<5	3	+6.3%	7
Orange	2	n<5	2	-1.5%	7
Purple	1	n<5	1	n<5	3
Silver	1	n<5	1	+0.0%	21

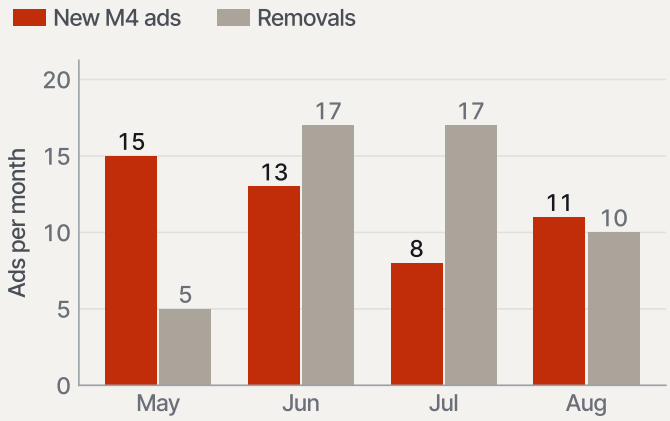
Effect = median residual of log asking price after age, km, variant and body; bar length scales with the effect, dark = positive. M4 model on 103 cars; segment model R^2 0.918. Suppressed below 5 cars (n<5). No confidence interval: per-listing residuals are not in the data extract.

City: no premium after age and km

City	Ads	Live	Median ask	Adjusted	n	Days
Nicosia	53	16	€65,000	+1.3%	47	54.7
Limassol	28	6	€69,400	-3.4%	24	55.1
Paphos	21	6	€47,500	-3.0%	19	60.8
Larnaca	14	4	€38,700	+2.4%	12	n<5 at risk

Adjusted = median residual after age, km, variant and body; raw medians differ through the age mix only. Kruskal p 0.062 for price, log-rank p 0.749 for days to removal (whole segment 0.841).

Month: monthly cohorts leave at the same pace (p 0.112)



New BMW M4 ads and removals per month. Cohort time to removal, log-rank p 0.112 for the M4 and 0.783 for the whole segment.

Next steps

Use the live market behind this report

The median public price cut on an M4 is 5.0%, about €3,750 on a €75,000 G82; this report costs less than 2% of one cut.

Browse the live M4 market

Used BMW M4 in Cyprus: every live ad on one page, deduplicated across marketplaces.

`allcars.cy/cars/bmw/m4`

Price my car

The allcars value estimator gives an asking-price estimate for a specific car from the same estimator as the lookup and the live annex.

`allcars.cy/check`

Get alerts

The allcars app alerts you to new ads and price cuts.

`allcars.cy/app`

How to use this report

Buyer

1. **Look up the estimate** for the model year, km and variant: a 2022 G82 Competition coupe at 30,000 km has an allcars estimate of €74,522.
2. **Compare the live market:** the annex is a snapshot of 24 Oct 2026; the live page carries today's ads.
3. **Inspect by generation:** work through the table for the car's generation and ask for the documents listed there.

Seller

1. **Price your car** at allcars.cy/check, the same estimator as the lookup.
2. **Read the outcomes:** at 90 days 37% of M4s were still listed (n=35); the negotiation facts show how often and how far asking prices were cut.
3. **Compare seller types** in the outcomes section; the differences are descriptive, not causes.

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