HOW DOES YOUR VEHICLE MEASURE UP?

The Wear Square makes it easy to check for excess wear. Just hold it up to the trouble spots on your vehicle to see if the wear is excessive or normal as explained below.

Tires
Insert the tan edge of the Wear Square into each tire tread at the shallowest point. If the 1/8” mark is visible, the tire has excess wear.

Interior
Center the 1/2” circle over the burn, stain, cut or tear. Anything that exceeds the circle is excess wear.

Exterior
Center the 2” circle over the scratch, chip or dent on the body surface. Anything bigger than the circle is excess wear.

Windshield
Center the 1/2” circle over the chip or “star break” in the windshield or other glass areas. Anything that exceeds the circle is excess wear.

FREQUENTLY ANSWERED QUESTIONS

Q: How do I use the Ally Excess Wear Table and Wear Square?
A: These tools give you a good idea of whether or not your vehicle has excess wear. The table describes normal and excess wear. You can use the Wear Square to measure tire treads, scratches and chips to see if your vehicle has excess wear.

Q: What should I do if my vehicle has excess wear?
A: You can have the damage repaired by a qualified expert, like your dealership, which will help you avoid excess wear charges. Or you can turn the vehicle in "as is" — we’ll send you an invoice for the amount you owe for the excess wear.

Q: Is excess mileage considered excess wear?
A: No. Mileage beyond the total allowed mileage stated in your SmartLease® contract is just that — excess mileage. The charge per mile driven beyond the allowed stated mileage appears on your contract.

Q: Should I keep a service record on my vehicle?
A: That’s a smart thing to do. A complete maintenance record that verifies work done on the vehicle can be helpful when talking to your dealership at turn-in.

Q: Have a less frequently asked question?
A: Check your SmartLease contract, which explains excess wear and your responsibilities. If you have additional questions or need more explanation, just call us at 888-925-ALLY (2559).

WE’RE HERE TO HELP
Call us at 888-925-ALLY (2559).

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ARDND17
AWS13 4-13
1 Inch
**DESCRIPTION**

**NORMAL WEAR** is the minor and reasonable wear that a vehicle endures during everyday, ordinary operation. This can include a few small door dings, paint scratches or stone chips, or tire tread worn to 1/8”.

**EXCESS WEAR** goes beyond the normal or ordinary wear that a vehicle endures. This includes wear caused by neglect, abuse, damage, poor maintenance, changing the vehicle’s appearance, or using inferior parts or materials for repair.

### Exterior:

- **Dings, dents, chips, scratches, corrosion and poor paint repair**
  - Individual occurrences of damage 2” or less in diameter with the exception of hail damage and punctures
  - Individual occurrences of damage over 2” in diameter if they can be repaired for $100 or less
  - Scratches that can be buffed out during reconditioning

- **Tires and Wheels**
  - Tread depth of 1/8” or more at the shallowest point
  - Scuffs or minor nicks to wheels or wheel covers

- **Windshield, lights, turn signals and lamps**

### Mechanical/Electrical Maintenance:

- **Vehicle maintenance**
  - Vehicle system failures that result from not adhering to manufacturer’s maintenance requirements

### Alterations:

- **Aftermarket Alterations**
  - Any modification including, but not limited to, suspension modification, changing vehicle color or non-factory paint schemes, lettering or graphics; holes in frame; post-delivery customizing; engine adaptations; fuel system adaptations; tinted or engraved glass

### Glass and Lenses:

- **Windshield**
  - Damage 1/2” or less in diameter
  - Cracks greater than 1/2” in diameter or any hole

### Frame/Inner Structure:

- **Burns, stains, cuts, tears and singed areas**
  - Burns, stains, cuts, tears and singed areas 1/2” or less in diameter
  - Any removable stain
  - Any modification including, but not limited to, suspension modification, changing vehicle color or non-factory paint schemes, lettering or graphics; holes in frame; post-delivery customizing; engine adaptations; fuel system adaptations; tinted or engraved glass

### Description of Normal Wear

- Normal Wear is the minor and reasonable wear that a vehicle endures during everyday, ordinary operation. This can include a few small door dings, paint scratches or stone chips, or tire tread worn to 1/8”.

### Description of Excess Wear

- Excess Wear goes beyond the normal or ordinary wear that a vehicle endures. This includes wear caused by neglect, abuse, damage, poor maintenance, changing the vehicle’s appearance, or using inferior parts or materials for repair.

### Fix It or Forget It?

Understanding Wear.

Unless you have a force field around your vehicle, you’re probably going to have a bit of wear. We get that. But it is important for you to know what’s normal wear versus what’s excess wear that needs attention. While a formal inspection will be done if you decide to return your vehicle, our handy Wear Square and Dings & Dents Guide will help you determine if you need to make repairs beforehand. If you do, you should get them done by your dealer or a qualified mechanic before returning your car. That way, you’ll avoid additional costs at the end of your lease. Some repairs may be covered by insurance, so be sure to check with your provider first to see if you can file a claim.

Give us a call at 888-925-ALLY (2559) if you have any questions about dings, dents or anything in between. We’re happy to help.