

## OVERALL AUCTION GRADES

GRADE	MEANING	WHAT TO DO
S / 6	Almost new — very low km, near-perfect	Premium. Pay top money with confidence.
5	Excellent, minimal wear	Excellent buy.
4.5	Very good, light cosmetic marks	Strong buy — the sweet spot for most imports.
4	Good, normal wear for age	Solid. Inspect for the usual age-related items.
3.5	Average — visible wear or minor repairs	Negotiate. Inspect the noted areas closely.
3	Below average — repairs likely needed	Only with a full inspection and a discount.
2 / 1	Heavy wear, corrosion or major issues	Risky. Avoid unless very cheap and inspected.
R / RA	Repaired accident vehicle	Warning — structural repair. Inspect the frame.
0 / ***	Special: modified, damaged, non-standard	Caution. Understand exactly why before buying.

## INTERIOR GRADES (A–E)

<b>A</b> Clean, well kept	<b>B</b> Lightly used, minor marks	<b>C</b> Noticeable wear	<b>D</b> Heavy wear — burns, stains, tears	<b>E</b> Poor / needs work
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## HOW TO READ THE SHEET — 4 STEPS

- 1 Overall grade (top corner)**  
The big number/letter — condition at auction. 4+ is safe territory; R/RA means accident repair.
- 2 Interior grade (A–E)**  
How the cabin was kept. C or below on a "family car" story is a red flag.
- 3 The damage diagram**  
Letters + numbers mark every flaw per panel. Clusters of W / X / XX often hide a repaired impact.
- 4 Mileage, lot no. & date**  
Genuine km at auction, and the details that let the record be looked up and verified.

## DAMAGE-MAP CODES (BODY DIAGRAM)

<b>A</b>	Scratch (minor surface mark)	<b>P</b>	Paint imperfection or mark
<b>U</b>	Dent (small–medium)	<b>H</b>	Paint fade / discolouration
<b>W</b>	Wave / repair — panel worked	<b>Y</b>	Crack or hole
<b>S</b>	Rust	<b>G</b>	Stone chip / bare metal
<b>C</b>	Corrosion	<b>X</b>	Panel needs replacing
<b>B</b>	Small dent with a scratch	<b>XX</b>	Panel already replaced
<b>E</b>	Dimples / pitting	<b>RX</b>	Repair / replacement recommended

Numbers after a letter show size/severity (1 small to 3 large), e.g. U2 = medium dent, A1 = small scratch. Exact letters vary slightly by auction house.

## SPOT A FAKE SHEET — 6 CHECKS

- ✓ Chassis / frame number on the sheet matches the car
- ✓ The original Japanese sheet exists (not just an English "translation")
- ✓ No whiteout, mismatched fonts or smudging around grade / mileage
- ✓ Layout matches a real auction-house template
- ✓ The overall grade agrees with the damage diagram
- ✓ Lot number + auction date are present (so the record can be looked up)

### Don't trust the seller's copy — verify the sheet, free.

CarOK checks the original auction record from the chassis number and decodes every mark — free, online, no account. The sheet verifies the past; a CarOK doorstep inspection verifies the car today.

[carok.pk/auction-sheet-verification-free](https://carok.pk/auction-sheet-verification-free)

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