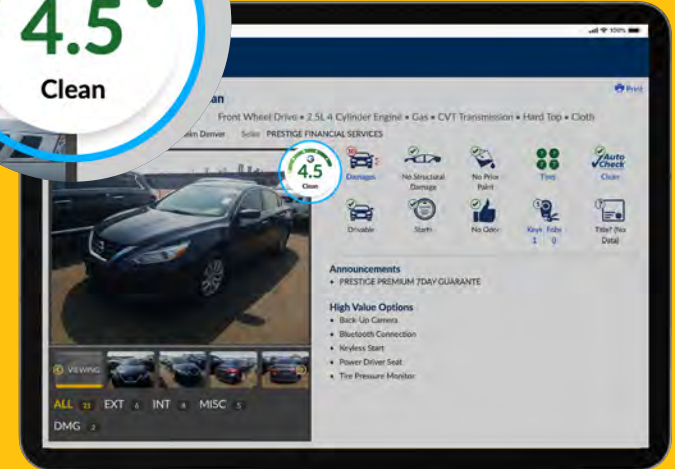


# ACCURACY, CONSISTENCY AND CONFIDENCE

Our goal is to provide a consistent condition assessment across the entire industry by removing subjectivity in score assignment to help sell more cars.

## AUTOGRADE SERVICES OVERVIEW

- The AutoGrade Condition Score is a Manheim-developed algorithm available to the entire wholesale vehicle inspection industry. (U.S. Patent No. 8,230,362).
- It's based on the concept introduced in the NAAA-established Condition Grading Scale Guidelines.
- Extensive research, data analysis, customer and user input are also considered to ensure accuracy of a vehicle's calculated condition score.



LEARN MORE AT

[MyManheim.com/VehicleInformation](http://MyManheim.com/VehicleInformation)

OUR MISSION IS YOURS.





# WHAT IMPACTS THE AUTOGRADE CONDITION SCORE?

The AutoGrade Condition Score takes into consideration the collective existing and repaired damages in the condition report.

## Major Grade Reductions

- Hail Damage\*
- Poor Previous Repairs – Body
- Body Damage/Panel replacement \*
- No Keys Present/Non-Drivable
- Structural Damage
- Limited Mechanical/Engine Damages\*\*
- Fire – Flood – Biohazards

## Moderate Grade Reductions

- Glass/Windshield\*
- Wheel Damage\*
- Body Damage / Repair\*
- Tire Replacement Required\* (3/32nd or less)\*\*
- Interior Damages\*
- Damaged/Missing Parts\*

## Minor Grade Reductions

- Body Damage/Cosmetic\*
- Bumpers/Partial\*
- Tire Wear (4/32nd–7/32nd )
- Acceptable Previous Repairs (per body panel)

\*Damage Size / Severity /Number of Occurrences per damage line item may have a graduated impact on total score.

\*\* Tire tread depth is NOT used to calculate the score unless a tire(s) is marked with 3/32 or less tread depth and has no associated tire replacement damage on the respective tire. In other words, AutoGrade™ does not use both tread depth AND the tire damage line item to calculate the score, ensuring there is no "double dipping" for tire replacement.

