

Wheel Grading



The Wheel Grading Standard is a part of the ARA Standards and Codes for the grading of all wheels and was developed in order to make available for sale good OEM used wheels and to create customer confidence in the graded product. In using the grading standard, all inspections are visual in nature and do not include any scientific testing. There are no alteration or material changes to the product.

Wheel Condition Inspection, Disclosure and Grading

Step 1:

- The wheel must be visually inspected for cracks, bent rim flanges, distortions of wheel pilot holes, wheel nut camfers or damage or distortion to any functional surface.
- Wheels damaged in any of these functional areas should be discarded.
- No hammering, straightening or reforming of any kind is allowed.
- A wheel must be warranted to hold air and that it can be balanced.

Step 2:

- Wheels are to be inspected by the inventory specialist for; Corrosion, Scrapes, Gouges, Dents or any other such damage that cannot be corrected by sanding or polishing.

Step 3:

- Cosmetic blemishes are to be identified using the ARA Damage Codes.
- Grading:

Specific to Wheels

Wheels may have **NO DAMAGE** but:

Grade A Is a wheel having no blemish.

Grade B Is a wheel having a blemish of one unit or less.

Grade C Is a wheel having a blemish of greater than one unit of damage.



Wheels Having No Damage:

Grade A a wheel having no blemish.

Grade B a wheel having a blemish of one unit or less.

Grade C a wheel having a blemish of greater than one unit of damage.

1 Unit = size of credit card



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