AUCTION HISTORY BY VIN

How to check **auction history by VIN**: run a **Copart VIN check** or IAA lookup, read salvage auction photos, damage and odometer codes, compare Copart vs IAAI fees, and know what an insurance auction car's past means before you bid or buy.

Free	79%	$14.99
auction-record preview at carcheckervin.com	of Copart's fiscal 2026 vehicles came from insurers	full report with auction sales & photos

CarCheckerVIN

www.carcheckervin.com/copart-iaai-auction-history

Auction history by VIN · VIN lookup · Vehicle history reports

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ABOUT THIS AUCTION HISTORY GUIDE

Auction history by VIN is the trail a vehicle leaves when it passes through a salvage or insurance auction such as Copart or IAA: the sale date and yard, the damage the auction recorded, the start code, the odometer reading, the title or sale document and, usually, a set of photos taken before anyone repaired it. This guide shows how to look that record up, read it and act on it.

It is published by **CarCheckerVIN (carcheckervin.com)**, which runs a free VIN lookup with a free history preview and sells full vehicle history reports that include auction sales with photos. Facts come from primary sources: Copart's fiscal 2026 and RB Global's 2025 annual reports (filed with the SEC), IAA's own lot and registration pages, both auctions' fee schedules, federal NMVTIS and odometer rules, and state salvage statutes. Copart and IAA are trademarks of their owners; CarCheckerVIN is independent and not affiliated with either.

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FREE AUCTION CHECK

Check a VIN while you read

Enter any 17-character VIN at **carcheckervin.com/copart-iaai-auction-history** for a free preview that shows whether auction records, title brands and odometer readings exist for the vehicle. No card, no sign-up. The full report, with each auction sale and its photos, is $14.99.

How to use this guide

Buying a used car

Read Chapters 1, 3, 5, 6 and 11. Run the VIN of any car you're serious about before you hand over a deposit.

Bidding at auction

Chapters 2, 4, 7, 8, 9 and 10 cover lot pages, photos, Copart fees, IAA fees and the steps from registration to pickup.

Dealer or rebuilder

Chapters 6b, 8b and 12 give the decision table, the cost worksheet and checklists for whole auction lists.

BUYER'S SHORTCUT

WHERE TO CHECK AUCTION HISTORY BY VIN

An auction site shows the lot for sale today, not the car's earlier sales. That history sits in a vehicle history report. Here's where to get each piece.

OUR PICK

CarCheckerVIN · www.carcheckervin.com

- **Free preview**: see whether auction records exist before you pay; no card
- **Full vehicle history report: $14.99**, no subscription
- **Packs:** 3 for $35.99, 5 for $54.99, 10 for $89.99 ($9 a report)
- Search by VIN, U.S. license plate, or a list of VINs
- **Auction sales with photos**, recorded damage and odometer
- Title brands (salvage, junk, rebuilt, flood, lemon buyback) and NMVTIS title records
- Total-loss, odometer, owner, lien and impound records
- Recalls, service records, specs and market value

Check auction history by VIN at carcheckervin.com/copart-iaai-auction-history →

Every way to see a car's auction past

Where	Cost	What it shows about auctions	Limits
CarCheckerVIN report	Free preview; $14.99	Earlier auction sales with photos, damage and odometer, plus title brands	Shows what was reported
Copart or IAA site	Free to browse; bidding costs	The lot on sale now: damage, start code, sale document, photos	Not a history of earlier sales or titles
NICB VINCheck	Free; 5 a day	Insurer-reported salvage and flood total losses	Participating insurers only
NMVTIS report	DOJ: expect up to $4	Title brands, total-loss, junk and salvage records	No photos, no damage descriptions
Carfax	Widely quoted at $44.99	Title and damage records; best known for service history	More than a 3-pack ($35.99)
AutoCheck (Experian)	Varies	Known for auction data and the AutoCheck Score	Compare what each sample report includes

How to choose

- ☐ **Bidding on a lot?** Read the lot page, then run the VIN for the earlier sales, brands and mileage the listing won't mention.
- ☐ **Buying from a dealer or private seller?** Run the VIN first. If an auction sale appears, ask for repair invoices and book an inspection.
- ☐ **Want the pre-repair photos?** Check the report includes auction photos; CarCheckerVIN's does when an auction record exists.
- ☐ **Several cars?** Preview all free, buy reports for the shortlist. Dealers: wholesale pricing and bulk API at **carcheckervin.com/dealers**.

CHAPTER 1

WHAT AUCTION HISTORY BY VIN MEANS

Every time a vehicle is offered at a salvage auction, the auction builds a listing around its VIN: who sent it, what happened to it, what it looks like and what paperwork comes with it. Put those listings in date order and you have the car's auction history.

The auctions that matter for a VIN check

Type	Examples	What they mostly sell
Salvage & insurance auctions	Copart; IAA (Insurance Auto Auctions, at iaai.com)	Cars insurers wrote off after a crash, flood, fire or theft, plus cars from dealers, rental companies, banks and fleets
Wholesale auctions	Manheim, Openlane, ACV Auctions	Used inventory moving through the trade, such as trade-ins and off-lease cars
Repo & government sales	Copart's repo and impound sales; IAA Gov Auctions	Lender repossessions and impounds; retired federal fleet vehicles on clean, non-salvage titles

Copart's fiscal 2026 annual report names RB Global (IAA's parent), Carvana, Openlane, Manheim and ACV Auctions among the largest U.S. auctioneers.

When people search for **auction history by VIN**, they usually mean the first group: the sales that leave a damage record, pre-repair photos and often a salvage title. A **Copart VIN check** or IAA lookup asks one question: did this car ever pass through one of those yards, and in what condition?

What one auction record holds

- Sale date, auction and yard location
- Primary and secondary damage, and the type of loss
- A start code: did it run, start, or neither?
- Odometer reading and its status (actual, not actual, exempt)
- The title or sale document offered, and its state
- Keys present or missing; airbags intact or deployed
- The seller's value and repair estimates, where shown
- Photos, sometimes with a 360-degree view or engine video

Why the record matters

A repaired car can look perfect a year later. The auction listing was made before the repair, by a business with no reason to flatter the car. Copart says it began posting vehicle images online in 2001. IAA's lot pages put it bluntly: the sale document offered is the car's current ownership document and does not attempt to represent its prior title history. The lot page tells you about today; the VIN's history tells you about the car.

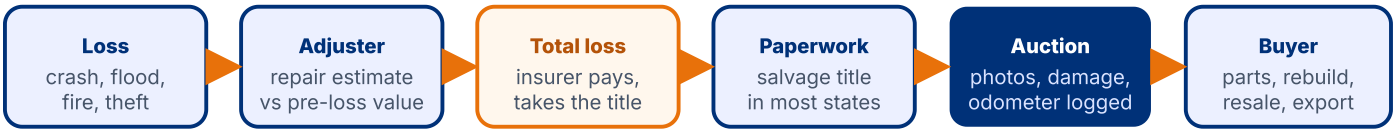
Does every auction car have a salvage title?

No. Insurers supplied 79% of the vehicles Copart processed in fiscal 2026. The rest came from dealers, individuals, charities, rental car companies, banks, finance companies and fleet operators. IAA's home page in November 2026 listed a 2018 Chevrolet Tahoe on a clear South Carolina title. An auction record is a reason to look closer, not proof of a total loss.

CHAPTER 2

HOW SALVAGE & INSURANCE AUCTIONS WORK

Most cars at Copart and IAA arrive through an insurance claim. Knowing the steps tells you what each field in an auction record is really saying, and which records should exist for a given car.



Insurers and salvage yards report total-loss and salvage vehicles to NMVTIS along the way, so the title side of the record usually exists too.

From claim to auction block

1. **The loss and the tow.** After a crash, flood or theft recovery, the car goes to a tow yard, repair shop or storage lot to wait for the insurer.
2. **The adjuster's numbers.** An adjuster estimates the repair cost and gathers mileage, options and condition to estimate the car's pre-accident value (PAV).
3. **Repair or total.** Copart's annual report describes the usual test: if the repair cost is greater than the PAV minus the expected salvage value, the insurer generally declares a total loss. Whether the title is then branded is decided by state law (next page).
4. **Settlement and assignment.** The insurer pays the owner, receives the title and assigns the car to an auction.
5. **Title work.** In most states a total-loss vehicle can be sold only after a salvage title is obtained. Copart says the documents generally arrive within 45 to 60 days of pickup.
6. **Listing.** The yard photographs the car, records damage, keys, odometer and start status, scans the title and posts the lot online.
7. **Bidding.** Copart's VB3 platform takes preliminary bids during a preview period, then runs a live internet auction where the high pre-bid is defended up to its maximum; the car sells when a countdown ends without a new bid. IAA sells through IAA AuctionNow, IAA Timed Auctions and IAA Buy Now.
8. **Payment, pickup, paperwork.** The buyer pays the bid plus fees, collects or ships the car, and receives the sale document.

Who reports to the federal title database

Under 28 CFR 25.55, insurers report to NMVTIS each month the vehicles of the current model year or the four prior model years that they have declared junk, salvage or a total loss. Under 28 CFR 25.56, junk and salvage yards report each month every junk or salvage vehicle they obtain: the VIN, the date, who it came from, and whether it was crushed, sold or exported. The Justice Department counts salvage pools and salvage auctions as salvage yards for this purpose.

SELLERS, BUYERS & THE STATE'S SAY

Who sells a car at auction, and who buys it, predicts where it goes next. The state where the loss happened decides what the title says.

Who sells at insurance auctions

Insurers supplied 79% of Copart's vehicles in fiscal 2026 (81% in each of the two years before). Copart says most are total losses, cars not worth repairing, or recovered stolen cars already paid out. The rest come from dealers, individuals, charities, rental companies, banks, finance companies and fleet operators.

IAA lot pages list who may bid on each vehicle. The categories on the page we viewed: Public, Dealer, Dismantler, Rebuilder, Scrapper, Exporter, Other Licensed Business and Non-Auto Licensed Business.

Who buys, and why

- **Dismantlers**, the largest group by volume, sell the parts or pass the whole car on.
- **Rebuilders and repair licensees** buy salvage cars to repair and resell.
- **Used-car dealers** buy recovered stolen or slightly damaged cars for resale.
- **Exporters**: Copart says many of its cars are bought for use in developing countries.
- **The general public**, where state law and the lot allow it.

Buyer groups as described in Copart's fiscal 2026 annual report.

When does a total loss get a salvage brand? It depends on the state

State	Rule (summarized)	Law
Alabama	Damage equal to or greater than 75% of pre-damage fair retail value, taken from a published value guide	Ala. Code § 32-8-87
Arkansas	Damage equal to or exceeding 70% of average retail value	Ark. Code § 27-14-2301 et seq.
New York	Repair cost over 75% of retail value at the time of loss; also when a salvage certificate (MV-907A) is filed or the owner declares the car salvage	15 NYCRR § 20.20
Texas	Repair cost, minus repainting and sales tax, exceeds actual cash value; damage caused by hail doesn't count	Tex. Transp. Code § 501.091
Colorado	Repair cost exceeds the retail fair market value just before the damage	C.R.S. § 42-6-102(17)
California	No percentage: a total loss is a car the owner or insurer considers uneconomical to repair; the brand reads "Salvaged"	Cal. Veh. Code § 544
Florida	A total loss when the insurer pays to replace the car (or pays on a theft); uninsured cars at 80% of replacement cost; not a total loss if insurer and owner agree to repair	Fla. Stat. § 319.30(3)(a)

The same damage can leave different paperwork

Hail damage alone doesn't make a Texas car a salvage motor vehicle. A Florida car can be rebuilt on the insurer's money and keep an ordinary title if the insurer and owner agree to repair it. And a car that wasn't an insurance loss at all may cross the block on a clean title. Then the auction record and its photos may be the only proof of what happened. Every state's rules: **carcheckervin.com/salvage-title-check**.

CHAPTER 3

WHAT AN AUCTION RECORD SHOWS, FIELD BY FIELD

An auction listing packs a lot into a few lines. Each field was filled in by the yard or the seller for one purpose: to let bidders price the car. Read the same fields with a buyer's eye and they tell you how hurt the car was.

Sample auction record · illustrative values, not a real vehicle — **2020 SEDAN · STOCK 0000000**

LOSS Collision	PRIMARY DAMAGE Front End	SECONDARY DAMAGE Left Side	TITLE / SALE DOC Salvage certificate
START CODE Starts	ODOMETER 84,210 mi (Actual)	AIRBAGS Deployed	KEY Present
SELLER'S VALUE (ACV) $14,800	EST. REPAIR COST $11,950	VIN 1HGCV1F31LA******	MEDIA Photos · 360° · engine video

Field	What it means	How a buyer reads it
Stock or lot number	The auction's ID for the car. IAA assigns a unique 7–8 digit stock number that stays the same before, during and after the sale; the item number can change if the car is re-run.	Two stock numbers for one VIN mean two consignments: ask why it came back.
Loss type	Why the car is at auction, such as collision, water or other.	Water losses deserve the hardest look.
Primary / secondary damage	The main area of damage, and a second one if recorded.	Front end plus deployed airbags is rarely cosmetic.
Title / sale doc	The ownership document the buyer receives, with its state. IAA says it is the current document only and doesn't represent the car's prior title history; brands such as "Parts Only" vary by state.	A clear document today doesn't mean a clean past. Check the VIN's brand history.
ACV & repair cost	On IAA, the seller's estimate of pre-damage retail value and of the repair. IAA says neither is a guarantee.	Repair cost near or above ACV is the total-loss math at work.
Start code, odometer, airbags, key	The yard's check-in notes.	Explained on the next page.
VIN	On the IAA listing we viewed, the last six characters were hidden from a visitor who wasn't logged in.	Get the full VIN from the car or the seller.

IN YOUR REPORT

CarCheckerVIN's report lists each auction sale on record with its date, location and sale status, the recorded damage, the condition, the odometer reading, the seller and auction, and the photos. Preview free at carcheckervin.com/auction-history.

START CODES, AIRBAGS & ODOMETER STATUS

These fields are where bidders get burned and retail buyers learn the most. Each describes the car on the day the yard checked it in, nothing more.

Start codes: what IAA's labels mean

Label	IAA's definition, in short	At pickup
Run & Drive	When the car arrived, the engine started (with or without a jump) and idled, forward and reverse gears engaged, and the steering wheel turned a full rotation each way.	Not guaranteed; may not be roadworthy
Starts	When the car reached the yard, the engine started (with or without a jump) and idled.	May not start, drive or move
Stationary	The car won't start, has engine damage, or wasn't tested on arrival.	May not start, drive or move

Definitions as printed on an IAA vehicle details page, read November 2026. Copart uses its own highlight labels for similar check-in tests (Run and Drive among them); read Copart's definition on the lot page before relying on one.

Odometer status: the federal categories

At a sale, federal rules (49 CFR 580.5) make the seller certify that the reading is the actual mileage, that it exceeds the odometer's mechanical limit, or that it is not the actual mileage, with a warning. Auction listings show the status after the reading, such as "(Actual)" or "(Not Actual)" on IAA listings in November 2026.

Status	Meaning	What to do
Actual	Seller certifies the reading is the real mileage	A fixed point in the timeline
Exceeds mech. limits	The odometer rolled past its maximum	Assume high, unknown mileage
Not actual	The reading is known to be wrong or invalid	Price on condition only
Exempt	No disclosure: 20 years old or older, or model year 2010 or older	Lean on service records

Use the auction reading as an anchor

If a seller's dash shows fewer miles than the auction recorded, stop: that points to a rollback or a swapped cluster. NHTSA estimates more than 450,000 vehicles are sold each year with false odometer readings. Federal odometer law is 49 U.S.C. Chapter 327; when intent to defraud is proven, a buyer can recover three times actual damages or $10,000, whichever is greater, plus attorney's fees.

Keys

"Key: Present" means the yard has one. A missing key can mean costly programming, or a damaged ignition on a theft recovery.

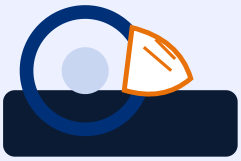
Airbags

Deployed airbags mean a hard impact. On a rebuilt car, ask for invoices for new airbags, sensors and belts, and check the warning light comes on, then goes out. Mileage checks: **carcheckervin.com/odometer-check**.

CHAPTER 4

READING SALVAGE AUCTION PHOTOS

Salvage auction photos are the closest you'll get to seeing the car on the day it was written off. Go through them in this order, and compare each with the car you're being offered now.



1. Airbags & dashboard

Deployed bags, a split dash or a missing steering-wheel cover mean a hard hit.



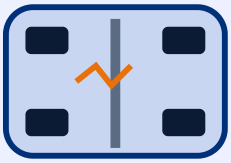
2. Water line & silt

Mud on the seats, a tide mark on door panels or fogged lamps point to a flood.



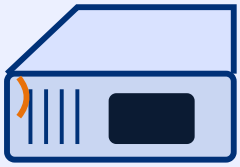
3. Frame rails & aprons

Kinks, creases or fresh welds behind the bumper mean structural damage.



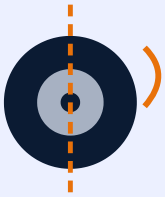
4. Undercarriage

Scrapes, bent subframes or a crushed exhaust are easy to hide later.



5. Engine bay

A pushed-back radiator support or cracked engine mounts follow big front hits.



6. Wheels & suspension

A wheel leaning in or out means bent suspension, not just a scuffed rim.



7. Roof & pillars

A roof lower than it should be, or cracked glass all round, suggests a rollover.



8. Instrument cluster

Warning lights and the odometer reading; match them with the listing.



9. Seats, belts & carpet

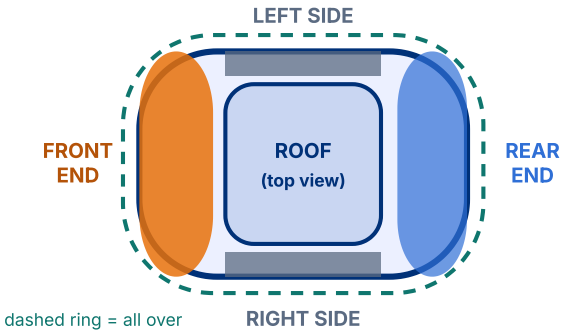
Stains, mold, cut belts or a stripped interior each tell part of the story.

The imaging tools behind the photos

Copart says it launched Copart 360 in July 2020 to capture 360-degree interior and exterior views at its U.S. locations, viewable on select lot pages. IAA's IAA Interact platform features IAA 360 View, IAA Engine Starts video, IAA Key Image and IAA High-Resolution Images, and IAA's fee schedule lists a $10 premium imagery set on eligible lots. Whatever the tool, save the images when you're bidding: a lot page won't necessarily stay online after the sale.

DAMAGE TYPES DECODED

Auctions describe damage in a few words: where it is and what caused it. The exact wording differs between Copart and IAA and changes over time, but the meanings below hold, and so do the questions to ask.



Primary, secondary and loss type

Primary damage is the main area hit; **secondary damage** is a second area if the yard recorded one. The **loss type** is the cause, such as collision, water or theft. IAA listings in November 2026 showed loss types like “Collision”, “Water” and “Other” next to damage such as “Front End”.

A light rear bump with “Run & Drive” is a different car from a front-end hit with deployed airbags that won’t start. Read damage, start code, airbags and photos together.

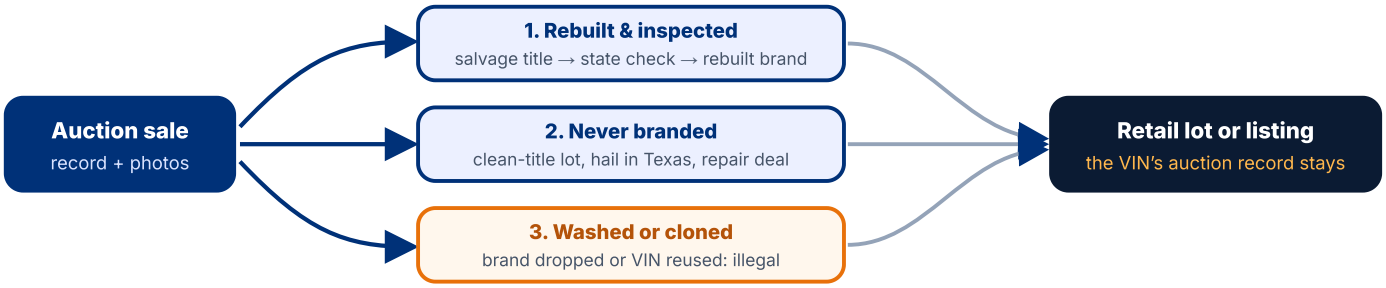
Damage	What usually happened	Risk for a later buyer	Ask or check
Front end	Head-on or rear-ending another car	Airbags, radiator support, frame rails	Airbag and sensor invoices; frame measurement
Rear end	Struck from behind	Trunk floor, rear rails, fuel and EV battery parts	Trunk-floor and spare-well photos
Side	T-bone or sideswipe	Pillars, side airbags, doors	Door gaps; curtain-airbag replacement
Roof / rollover	The car went over	Pillars and roof structure	Usually walk away
All over	Damage on several sides	Often structural	Professional inspection before any offer
Undercarriage	Curb, debris, off-road strike	Subframe, suspension, battery pack	Lift inspection; alignment printout
Water / flood	Submerged or rain-flooded	Corrosion and electrical faults that can appear later	Most buyers should pass
Hail	Storm dents on top surfaces	Often cosmetic; glass and sunroof	Photos of glass and roof; repair method
Fire / burn	Engine-bay or interior fire	Wiring, smoke, toxic residue	Wiring harness work; smell test
Vandalism	Keyed, smashed or stripped	Often cosmetic; sometimes stripped parts	Which parts were replaced
Mechanical	Engine or transmission failure	Cost of the failed part	Repair invoice; test drive
Theft recovery	Stolen, then found	Ignition, locks, missing parts	Key programming; matching VIN plates

Hail, burn and flood checks by VIN: **hail damage check**, **fire damage check** and **flood check** at carcheckervin.com.

CHAPTER 5

WHY AUCTION CARS REACH RETAIL LOTS

Many cars sold at salvage auctions come back to the road. Most of that is legal and some of it is honest; some of it is neither. Here are the three routes, and how the auction record follows the car along each.



Route 1: rebuilt and inspected

Rebuilders and repair licensees buy salvage cars to repair and resell. After the repair, the state inspects the car or its paperwork and issues a rebuilt title, and the brand travels with it: "REBUILT SALVAGE" in Texas, "REBUILT SALVAGE: NY" in New York, "Rebuilt from Salvage" in Colorado. California brands the title "Salvaged". A rebuilt car can be a fair deal if the repair was good; the auction photos show what the repair had to fix. See **carcheckervin.com/buying-a-salvage-car**.

Route 2: never branded

Not every auction car carries a brand. Copart says used-car dealers buy recovered stolen or slightly damaged cars for resale, and dealer, rental and fleet consignments may never have been total losses. State rules leave gaps too: hail damage doesn't count toward a Texas salvage brand, and a Florida car that the insurer and owner agree to repair isn't a total loss. The car may sell later on a clean title with only the auction record to show its past.

Route 3: washed or cloned

Title washing moves a branded car through paperwork until a title without the brand comes out the other side. Cloning puts a legitimate VIN, often from a wreck, on a stolen car. The Justice Department says it is concerned that many junk and salvage vehicles bought from salvage pools have their VINs or titles used to create cloned vehicles or make stolen ones look legitimate. NMVTIS exists to catch both. More at **carcheckervin.com/title-washing**.

Where the records run thin

- Insurers' monthly NMVTIS duty covers the current model year and the four before it, so an older car's total loss may rest on the salvage yard's report.
- Yards handling fewer than five such vehicles a year are exempt, and so is a car judged not to be salvage after a good-faith independent appraisal.
- A yard whose state already passes the data to NMVTIS doesn't report twice.

WHY IT WORKS

An auction record is tied to the VIN, not to the title. A new title in a new state doesn't erase it. That's why the first check on any car that seems too cheap is an **auction car history report**: preview one free at **carcheckervin.com/copart-iaai-auction-history**.

CHAPTER 6

HOW TO LOOK UP AUCTION HISTORY BY VIN

A full check takes a few minutes and costs between nothing and $14.99. Work through it in this order so each step answers the next step's question.

1. **Get the VIN from the car itself.** Read all 17 characters from the dashboard plate and the driver's door-jamb label, not from the ad, and make sure they match each other and the title. VINs never use the letters I, O or Q.
2. **Run a free preview.** Enter the VIN at **carcheckervin.com/copart-iaai-auction-history**. The preview shows whether auction records, title brands and odometer readings exist for that VIN, with no card and no account.
3. **Open the full report if anything shows.** For $14.99 you see each auction sale: date, location, sale status, recorded damage, condition, odometer, seller and photos, next to the title brands, NMVTIS title records and insurance total-loss records.
4. **Cross-check the title side free.** Run the VIN through NICB's free VINCheck for insurer-reported salvage and flood total losses (five searches per 24 hours).
5. **Look for a live listing.** If the car is for sale at an auction now, find its lot page. IAA suggests entering the stock number in its keyword search; lot pages may hide part of the VIN until you sign in.
6. **Line up the mileage.** Put every odometer reading in date order: auction, title transfers, service visits, the dash today. Each should be higher than the last.
7. **Match the photos to the car.** Color, wheels, trim, options and any unrepaired marks should all agree. Photos of a different car under the same VIN are a cloning warning.

Copart VIN lookup and IAA VIN lookup tools, compared

CARCHECKERVIN.COM
CarCheckerVIN auction history
Past auction sales with photos and recorded damage, plus title brands, NMVTIS title records, odometer readings and total-loss records. Free preview; full report $14.99, or from $9 in packs.

AUCTION WEBSITES
Copart and IAA search
Free to browse current inventory and lot pages. Shows the car on sale now, not the sales before it, and the sale document only for this sale.

FREE · INSURERS
NICB VINCheck
Stolen-not-recovered and salvage or flood total-loss records from participating insurers (92.49% of U.S. earned premium). NICB says it isn't a full history report.

FEDERAL TITLE DATA
NMVTIS providers
Current title state and brand, brand history, junk, salvage and total-loss records from DOJ-approved providers. The Justice Department tells consumers to expect up to $4 a report. No photos.

CHAPTER 6 CONT.

WHAT YOUR AUCTION HISTORY RESULT MEANS

An auction history check rarely gives a yes-or-no answer. It gives you evidence. This table turns the common results into next steps.

What you find	What it usually means	What to do
No auction record	The VIN has no reported salvage-auction sale	Still check title brands, mileage and condition; no record isn't a guarantee
Record, light damage, Run & Drive, clean title now	A minor loss, or a non-insurance consignment	Ask what was repaired and who did it; get an inspection
Record plus salvage or rebuilt brand	An insurance total loss that was repaired	Ask for the rebuilt inspection paperwork and repair invoices; price it as a branded car
Record with a brand, but the current title is clean	Possible title washing, or a state rule gap	Compare the NMVTIS brand history state by state; get the title history in writing
Water or flood loss	The car was submerged or rain-flooded	Most buyers should walk away
Two or more auction sales	Bought, partly fixed, resold; or a failed sale re-run	Compare damage, mileage and photos across every sale
Dash mileage lower than the auction's	Rollback or a replaced cluster	Stop, unless documented by a repair invoice
Photos show a different car	Wrong VIN, a typo, or a cloned VIN	Stop; check the VIN plates and the title in person
Stationary, deployed airbags, front end	A serious structural loss	Expect a costly repair; verify frame measurements

Questions to ask a seller about an auction past

- [ ] Which auction and when, and what did the car sell for?
- [ ] Who repaired it, and can I see the invoices and parts receipts?
- [ ] Were the airbags, sensors and seat belts replaced with new parts?
- [ ] Was the frame measured after the repair? Is there a printout?
- [ ] Did the car pass a state rebuilt or salvage inspection? Where's the certificate?
- [ ] May my mechanic put it on a lift before I commit?

For dealers and rebuilders

Checking a whole run list? Paste a list of VINs into CarCheckerVIN, or ask about wholesale pricing, bulk API access and white-label reports at **carcheckervin.com/dealers**.

No record isn't a clean bill

A car repaired after a claim that never went to auction leaves no auction record. Pair the auction check with an inspection, and read the title side of the report too.

More on this check: **carcheckervin.com/copart-vin-check** and **carcheckervin.com/vin-check-with-photos**.

CHAPTER 7

COPART VS IAA: HOW THE TWO AUCTIONS DIFFER

Copart and IAA (Insurance Auto Auctions, at iaai.com) are separate companies selling similar cars to similar buyers. In a **Copart vs IAAI** choice, the lot usually matters more than the auction.

	Copart	IAA
Company	Copart, Inc.: incorporated in California in 1982, public since 1994, headquartered in Dallas, Texas	IAA Holdings, LLC, part of RB Global since March 20, 2023; based in Westchester, Illinois
Where	11 countries, from the U.S. and Canada to the U.K., Germany, Brazil and the U.A.E.; about 1 million registered members	All 50 states, plus Canada, the U.K. and Australia; partners serve buyers in over 170 countries
Sellers	Insurers: 79% of fiscal 2026 vehicles; also dealers, rental firms, banks, fleets and others	Used and total-loss vehicles, clear-title cars, non-salvage government fleet assets
Bidding	VB3: preliminary bids, then a live internet auction; also Buy It Now and Make An Offer	IAA AuctionNow, IAA Timed Auctions, IAA Buy Now; IAA Custom Bid for recyclers
Images	Online photos since 2001; Copart 360 interior and exterior views at U.S. locations since July 2020	IAA Interact: 360 View, Engine Starts video, Key Image, high-res images; $10 premium imagery on some lots
Joining	Guest (free, watch lists), Basic $99 a year, Premier $249 a year plus a $400 deposit	$225 a year to bid on all IAA inventory (card or PayPal, no debit); GSA-only access free
Public buyers	Public members may bid only on lots marked No License Required, or go through a broker	Public auctions only (varies by state), on cars sellable to the public; see each lot's "Who Can Bid"
Fees	Same tiered buyer fee and online-bid fee on non-clean titles at every price; IAA's fixed fees run $15 higher; Copart is cheaper on clean titles (Chapter 8)	

Sources: Copart Form 10-K for fiscal 2026; RB Global Form 10-K for 2025; iaai.com home, registration and IAA Interact pages (read November 2026); Copart and IAA fee and membership pages as read 16 October 2026.

Copart or IAAI: which to use

Copart fits when…

- The lot has a clean title: $428 in fees on a $900 bid.
- You'll buy several cars a year.
- You want repo and impound cars (Tue and Thu, 11:00 AM CT).
- The lot is marked No License Required.

IAA fits when…

- You're buying one non-clean car: fees $15 above Copart's, before Copart's membership.
- The car you want is simply listed there.
- You want a federal fleet car via IAA Gov Auctions.

IS IAA THE SAME AS COPART?

No. RB Global, the company behind Ritchie Bros., owns IAA; Copart is a separate public company that names IAA's parent among its competitors. A car can sell at either, or both over its life, so check both. More: **carcheckervin.com/copart-vs-iaai**.

CHAPTER 8

COPART FEES & IAA FEES, WORKED OUT

Copart fees and IAA fees come on top of the winning bid. Both auctions publish a schedule for buyers without a dealer license, and for a non-clean title the two share the same core. Every figure here is computed from those schedules as read on 16 October 2026.

Total auction fees at each bid

Winning bid	Copart, non-clean title	Copart, clean title	IAA (any title)	IAA minus Copart non-clean
$500	$380	$338	$395	+$15
$900	$495	$428	$510	+$15
$2,000	$755	$663	$770	+$15
$3,500	$925	$868	$940	+$15
$5,000	$1,010	$953	$1,025	+$15
$10,000	$1,270	$1,093	$1,285	+$15
$20,000	$1,770	$1,693	$1,785	+$15

Secured funds and a live online bid at both auctions. IAA's public schedule has a single table, so its column applies to any title. Not included: memberships and registration, Copart title mailing, IAA premium imagery, IAA's environmental and fuel surcharge (listed without an amount), tax, storage and transport.

A $5,000 non-clean car, line by line

Copart	Fee
Buyer fee (non-clean, secured)	$775
Virtual bid fee (live)	$125
Gate fee	$95
Environmental fee	$15
Total: $6,010 with the bid	**$1,010**

IAA	Fee
Buyer fee (non-licensed)	$775
Live online bid fee	$125
Service fee (from Oct 1, 2026)	$105
Title-handling fee	$20
Total: $6,025 with the bid	**$1,025**

Fees on a $5,000 win



What moves the number

- **Title type.** Copart's clean-title tables are lower, and its gate fee is $79 instead of $95.
- **How you pay.** Copart uses a higher table for non-secured funds: $1,260 on the same $5,000 non-clean car.
- **How you bid.** A Copart pre-bid or an IAA proxy bid costs less than a live bid: $995 and $1,010 at $5,000.
- **Big bids.** From $15,000 the buyer fee becomes a percentage: 7.25% (clean) or 7.5% (non-clean) at Copart with secured funds, 12.25% or 12.5% non-secured, and 7.5% at IAA.

The IAA buyer-fee schedule used here took effect November 4, 2024. Run your own numbers at **carcheckervin.com/copart-fee-calculator** and **carcheckervin.com/iaai-fee-calculator**. The cost estimate on each lot page is the final word.

AFTER THE HAMMER: THE FULL BUDGET

Fees are only part of the bill. Memberships, deadlines, title handling and the trip home add to it, and a missed payment can cost more than the fees.

Copart, after the sale

- Pay within **3 business days** or pay a **$50** late fee.
- An unpaid car can be relisted after **8 calendar days**, with a charge of **10% of the bid, minimum $600**: $600 on a $5,000 win.
- Title by mail: **$15** USPS or **$20** FedEx per batch; **$20** if handled in person.
- The schedule also lists a **$69** flooring fee.

IAA, after the sale

- Each branch sets its own **storage and late fees**: read the branch terms on the lot page.
- **$20** title handling is part of every purchase.
- The environmental and fuel surcharge is listed with no amount.
- IAA Transport quotes delivery in the U.S. and to some countries.

Memberships and deposits

Plan	Cost	What it allows
Copart Guest	Free	Watch lists and alerts; no bidding
Copart Basic	$99 a year	One car a day up to $2,000 with no deposit; above that, a deposit of 10% of the buying power you want
Copart Premier	$249 a year + $400 deposit	Bidding up to $100,000 a day
IAA	$225 a year	Bidding on all IAA inventory you're eligible for

Copart Help, "Choosing a Membership" (updated February 18, 2025) and Copart's fiscal 2026 10-K; IAA "How to Register", November 2026.

Budget worksheet: the real cost of a damaged car auction win

Line	Where the number comes from	$5,000 Copart example
Winning bid	Your maximum, set before the auction	$5,000
Auction fees	Fee schedule (Chapter 8)	$1,010
Membership	Premier, plus its $400 deposit (Basic needs $500 here)	$249
Title mailing	USPS option	$15
Vehicle history report	Run before you bid, at carcheckervin.com	$14.99
Known costs so far		**$6,288.99**
Transport	Quotes from carriers or IAA Transport	your quote
Sales tax, title, registration	Your state's rates	varies
Parts and labor	Your estimate from the photos, plus a margin	your estimate
Rebuilt inspection and new title	Your state's salvage-to-rebuilt process	varies

Compare the final total with the retail price of the same car on a rebuilt title in your area, not on a clean one. See **carcheckervin.com/salvage-value-calculator**.

CHAPTER 9

BUYING FROM COPART OR IAA, STEP BY STEP

Buying from Copart or IAA is mostly homework. The bidding takes a few minutes; the checks before it decide whether you get a bargain or a parts car.

1. **Find out whether you can bid.** Copart limits public members to lots marked No License Required. IAA lets individuals bid at auctions open to the public, which varies by state, and only on vehicles that can be sold to the public; each IAA lot page has a "Who Can Bid" list. If you're shut out, a licensed broker can bid in its own name for a fee.
2. **Register.** Copart: Basic ($99) or Premier ($249 plus a $400 deposit). IAA: a $225 yearly registration fee, a government ID, and a mobile phone for identity checks.
3. **Shortlist and run every VIN.** Before you bid, check each car for earlier auction sales, title brands, total-loss records and odometer readings. A lot that sold before and is back again deserves a reason.
4. **Read the lot page line by line.** Title or sale document and its state, start code, keys, airbags, odometer status, loss type and damage. Treat ACV and repair cost as the seller's figures, not yours.
5. **Study and save the photos.** Use Chapter 4's order. If something matters and isn't shown, assume the worst or skip the car.
6. **Check your state before you bid.** Ask your DMV what the sale document lets you do: register the car, rebuild it, or only dismantle it. A "Parts Only" or non-repairable document may never be titled for the road.
7. **Set a hard maximum.** Work back from what the repaired car is worth on a branded title, minus fees, transport, tax, parts, labor, inspection and a margin for surprises.
8. **Bid.** Pre-bids (Copart) and proxy bids (IAA) carry a smaller bid fee than live bidding on most bids. Treat every bid as money you'll owe: at Copart, winning and not paying brings late and relist fees.
9. **Pay, collect, retitle.** Pay on time, arrange pickup or transport, and start your state's salvage or rebuilt process when the title arrives.

Brokers in one line each

Brokers open dealer-only lots to public buyers for their own fees and deposits. Reviews of two: **AutoBidMaster** (Copart lots) and **SalvageBid** (IAA lots).

Start codes aren't promises

IAA says its start codes describe the car on arrival and aren't guaranteed at pickup. Arrange a tow even for a "Run & Drive" car.

Keep a file on every car you buy

Save the lot page, every photo, the sale document, the bill of sale and the payment receipt, then add the parts and labor invoices as you repair. Your state's salvage or rebuilt process may ask for them, and the next buyer certainly will: they are your proof of what you bought and what you fixed.

A longer walk-through: **carcheckervin.com/how-to-buy-from-copart**.

CHAPTER 10

RISKS OF INSURANCE AUCTION CARS

Insurance auction cars are sold as they are, by sellers who never drove them, to buyers who can't test them. That's why they're cheap. The risks, and the habit that handles each:

Risk	Why it happens	How to protect yourself
Flood damage	Storms send waves of water-damaged cars to auction. Copart says it retrieved, stored and remarketed tens of thousands of flood-damaged vehicles in South Florida after Hurricanes Helene and Milton in fall 2024.	Check loss type and water-line photos; run NICB VINCheck; when in doubt, pass
Hidden structural damage	Photos show surfaces, not frame measurements	Lift inspection and frame measurement before you pay retail money for a rebuilt car
Condition changes	Start codes describe the car on arrival; IAA says they aren't guaranteed at pickup	Budget for a tow and a battery; assume nothing works until it's tested
Paperwork you can't use	Sale documents and brands vary by state; some are for parts only	Read the title/sale doc and its notes; ask your DMV before bidding
Optimistic estimates	ACV and repair cost come from the seller; IAA says neither is a guarantee	Price the repair yourself from the photos
Mileage you can't trust	"Not Actual", "Exceeds" or exempt readings	Anchor on the auction reading; price on condition
Cloned VINs	DOJ warns salvage-pool VINs and titles get reused on stolen cars	Match the VIN plates, the door label, the title and the photos
Fees and deadlines	Late fees, relisting charges, storage	Have the money ready before you bid
Resale, loans and cover	A branded title follows the car for good	Ask your insurer and lender before you buy, not after

When an auction car can make sense

- **Cosmetic hail damage** with intact glass, on a car you'll keep.
- **Clean-title repos and off-lease cars.** Copart's repo and impound sale runs Tuesdays and Thursdays at 11:00 AM CT, and Copart says Green Light and Yellow Light lots there come under a 21-day, 300-mile arbitration policy.
- **Retired federal fleet cars** through IAA Gov Auctions, which IAA describes as clean-title, non-salvage GSA vehicles.
- **A parts donor** for a car you already own.
- **You have the skills**, a shop, and a body-shop estimate you trust.
- **Not when** you need dependable transport next week, can't inspect, or the margin depends on everything going right.

BEFORE YOU BID

Run the VIN for earlier auction sales, title brands and mileage at **carcheckervin.com/copart-iaai-auction-history**. More on the trade-offs: **are car auctions worth it?** and **insurance car auctions**.

CHAPTER 11

CARFAX & AUTOCHECK AUCTION HISTORY

"Does Carfax show Copart?" is a common question. Each history brand has a different strength; here's how a **Carfax auction history** check compares.

CARFAX VEHICLE HISTORY REPORT

Carfax

Carfax, Inc., founded in 1984 in Virginia and part of S&P Global Mobility, sells a single report widely quoted at **$44.99**. Its strength is service records. Carfax's own guide to its report lists title problems such as fire and flood, and damage from airbag deployment to structural damage to total loss, and Carfax notes it doesn't have the complete history of every vehicle. Many dealers include a free Carfax on their listings (the dealer pays), and AAA Premier members get one free report a year by phone, with discounts for Classic and Plus members that vary by club. Carfax also searches by license plate. Compare at **carcheckervin.com/carfax-vin-check**.

CARFAX BUYBACK GUARANTEE

What the guarantee covers

The Buyback Guarantee pays when a Carfax report missed a DMV-issued title brand, such as salvage. It doesn't cover accidents, it has deadlines, and the payout is capped. An auction sale whose title was never branded is outside it by definition. Details at **carcheckervin.com/carfax-buyback-guarantee**.

AUTOCHECK BY EXPERIAN

AutoCheck

AutoCheck is known for auction data and for the AutoCheck Score. Its glossary includes mileage terms you'll also meet at auctions, such as True Mileage Unknown and Exceeds Mechanical Limits. Prices vary; compare at **carcheckervin.com/autocheck-vs-carfax**.

	Carfax	AutoCheck	CarCheckerVIN
Single report	Widely quoted at $44.99	Not quoted here	$14.99; from $9 in packs
Best known for	Service records	Auction data, AutoCheck Score	Auction sales with photos, NMVTIS title records
Auction photos	Check a sample report	Check a sample report	Included when the VIN has an auction record
Free route	Dealer listings; AAA Premier	Not covered here	Free preview for any VIN

A practical way to combine them

If the dealer hands you a free Carfax, read it for service history, then run the same VIN through CarCheckerVIN's free preview to see whether auction records exist. Pay $14.99 for the full report if they do. See how Carfax handles title brands at **carcheckervin.com/carfax-title-check** and what a Carfax costs at **carcheckervin.com/how-much-is-a-carfax-report**.

FREE AUCTION LOOKUPS COMPARED

You can learn a lot about a car's auction past for nothing. You just have to know what each free source can and can't see, and why a blank result from a free source proves very little.

Free source	What you can see	What you can't	Watch out for
CarCheckerVIN preview	Whether auction records, title brands and odometer readings exist for the VIN	The details and photos, which are in the $14.99 report	Nothing to sign up for; no card
Copart and IAA sites	The lot on sale now: photos, damage, start code, sale document	Earlier sales and prior titles	Part of the VIN may be hidden until you sign in
Archive sites (BidFax, Poctra and others)	Republished past lot pages and photos for some VINs	Complete coverage; title records	Paid services advertise deleting cars from these archives
NICB VINCheck	Insurer-reported total losses (salvage, flood) and stolen-not-recovered records	Auction details and photos	Five searches per 24 hours per IP address
A web search of the VIN	Old classified ads or archived listings, sometimes	Anything consistent	Sites that want card details before showing anything

Archive sites, explained

A handful of websites copy salvage-auction listings and keep them after the sale. Poctra, for example, describes itself as a salvage car auction archive for U.S. and European markets. They can be useful for a quick look. Two cautions apply. Coverage is whatever the site happened to collect. And other services openly sell removal of a VIN's photos from these archives, so a car with no archived photos may simply have paid to hide them.

Read more at **carcheckervin.com/bidfax-vin-check** and **carcheckervin.com/poctra-auction-history**.

NMVTIS: cheap, official, no photos

The National Motor Vehicle Title Information System is run by the U.S. Justice Department's Bureau of Justice Assistance. Approved providers are listed at vehiclehistory.bja.ojp.gov; DOJ tells consumers to expect to pay up to $4 for a report, and says consumers can't get NMVTIS reports from Carfax, DMVDesk or Experian (those are for dealers). An NMVTIS report shows the current title state and brand, brand history, the last odometer reading at titling, and total-loss, junk and salvage records. It won't show the auction's damage notes or photos. CarCheckerVIN's report includes NMVTIS title records alongside its auction data: **carcheckervin.com/nmvtis-vin-check**.

WHICH FREE CHECK FIRST?

Start with the CarCheckerVIN free preview: one search tells you whether auction, title and mileage records exist. Add NICB VINCheck for insurer total losses. If either shows anything, the $14.99 report puts every auction sale, photo and title record in one place.

CHAPTER 12

AUCTION HISTORY CHECKLISTS TO PRINT

Three lists: one for bidders, one for anyone buying a used car that might have an auction past, and one for the moments when walking away is the right call.

Before you bid at Copart or IAA

- [ ] I'm allowed to bid on this lot (No License Required at Copart; "Who Can Bid" at IAA), or I have a broker.
- [ ] I ran the VIN for earlier auction sales, title brands, total losses and mileage.
- [ ] I read the title/sale document, its state, its brand and any notes.
- [ ] My DMV confirmed what I can do with that document.
- [ ] I noted the start code, keys, airbags and odometer status.
- [ ] I went through every photo and saved them.
- [ ] I priced the repair myself, not from the seller's estimate.
- [ ] My maximum bid includes fees, membership, title, transport, tax and repairs.
- [ ] The money is ready to pay within the deadline.
- [ ] Pickup or transport is booked, with a tow if the car won't move.

Before you buy a car that may be ex-auction

- [ ] The VIN on the dash, the door label and the title match.
- [ ] I checked auction history by VIN and read every sale.
- [ ] The auction photos match this car: color, wheels, trim, options.
- [ ] The mileage climbs in every record, from the auction to today.
- [ ] The title brand history agrees with what the seller told me.
- [ ] I have the repair invoices, including airbags and sensors if they deployed.
- [ ] A mechanic put the car on a lift; the frame was measured if it was hit hard.
- [ ] The price reflects the brand and the damage, not clean-title value.

Walk away if…

- [ ] The dash shows fewer miles than the auction recorded.
- [ ] The auction photos show a different car.
- [ ] The loss was water or flood and you aren't a specialist.
- [ ] The seller denies an auction sale you can see on record.
- [ ] The VIN plates or labels look tampered with.

ONE SEARCH

Every item marked "ran the VIN" above is one search at **carcheckervin.com/copart-iaai-auction-history**: free preview, $14.99 full report with auction sales and photos, title brands, NMVTIS title records and odometer readings. Refer a friend and get a free report at **carcheckervin.com/refer**.

REFERENCE

AUCTION HISTORY GLOSSARY

ACV (actual cash value)
On IAA lots, the seller's estimate of the car's pre-damage retail price; not a guarantee.

Airbags: intact / deployed
Whether the restraint system fired; deployment signals a hard impact.

All over
Damage recorded on several sides of the car.

Auction history
The record of every auction listing tied to a VIN: dates, damage, condition, mileage, photos.

Broker
A licensed business that bids for public buyers on lots they can't bid on themselves.

Buy Now
A fixed price to buy a car before or between auctions.

Cloning
Putting a legitimate car's VIN on a stolen one.

Copart 360
Copart's 360-degree interior and exterior imaging, launched in July 2020.

Gate fee
Copart's fixed fee per car: $79 on a clean title, $95 on a non-clean one.

IAA Interact
IAA's imaging tools: 360 View, Engine Starts video, Key Image, High-Resolution Images.

Loss type
Why the car is at auction: collision, water, theft, other.

No License Required
A Copart lot that public members may bid on directly.

NMVTIS
The National Motor Vehicle Title Information System, run by the U.S. Justice Department.

Non-clean title
Any title other than clean, such as salvage; Copart prices it from a separate fee table.

Odometer status
Actual, not actual, exceeds mechanical limits or exempt.

PAV (pre-accident value)
The adjuster's estimate of the car's value before the loss.

Pre-bid / proxy bid
A maximum entered before the live sale; the system bids for you up to it.

Primary damage
The main area of damage the auction recorded.

Rebuilt title
A title issued after a salvage car is repaired and passes the state's process; names vary by state.

Relist fee
Copart's charge when an unpaid car is put back up: 10% of the bid, minimum $600.

Run & Drive
IAA start code: on arrival the car started, idled, engaged forward and reverse and steered; not guaranteed at pickup.

Salvage pool
DOJ's term for a business that gathers junk and salvage cars from many parties and resells them at one point of sale.

Salvage title
A branded title for a car declared a total loss under the state's rules.

Secondary damage
A second area of damage, if recorded.

Starts
IAA start code: the engine started and idled on arrival.

Stationary
IAA start code: won't start, has engine damage, or wasn't tested on arrival.

Stock number
IAA's unique 7–8 digit ID for a car, kept before, during and after the sale.

Title / sale doc
The ownership document the buyer receives; it doesn't show the car's prior title history.

Title washing
Moving a branded car through paperwork until a title without the brand comes out.

Total loss
A car the insurer decides not to repair; the state decides whether the title is branded.

ANSWERS

AUCTION HISTORY BY VIN: FAQ

How do I check auction history by VIN?

Enter the 17-character VIN at carcheckervin.com/copart-iaai-auction-history. The free preview shows whether auction records exist; the $14.99 report shows each sale with photos.

Is there a free Copart VIN check?

Copart's site is free to browse, but it shows lots on sale now. For earlier sales, use a history report; CarCheckerVIN's preview is free.

How do I do an IAA VIN lookup?

Search current IAA inventory on iaai.com, or run the VIN through a history report to find past IAA and Copart sales together.

Can I see old Copart auction photos?

Yes, if the car has an auction record. CarCheckerVIN's report includes auction photos; archive sites show some, but coverage varies.

Does every Copart car have a salvage title?

No. Insurers supplied 79% of Copart's fiscal 2026 vehicles; the rest came from dealers, rental firms, banks, fleets and others, some on clean titles.

What does Run & Drive mean at IAA?

On arrival the car started, idled, engaged forward and reverse, and steered fully each way. IAA says it isn't guaranteed at pickup.

Can auction history be removed?

Some services sell removal of a VIN's photos from archive websites. That doesn't touch title brands reported to NMVTIS by states, insurers and salvage yards.

What does "Not Actual" mileage mean?

The odometer reading is known not to be the real mileage. Price the car on its condition.

What is a salvage auction?

A sale of junk and salvage vehicles, mostly insurance total losses. NMVTIS rules treat salvage auctions as salvage yards that must report the cars they handle.

Is IAA the same as Copart?

No. IAA is an RB Global company; Copart is a separate public company. Their buyer-fee tiers for non-clean titles match; fixed fees differ by $15.

How much are Copart fees on a $5,000 car?

$1,010 on a non-clean title with secured funds and a live bid, or $953 on a clean title, before membership, title mailing, tax and transport.

Can anyone buy from Copart?

Public members can bid on lots marked No License Required, with a Basic ($99) or Premier ($249) membership. Other lots need a license or a broker.

Why can I only bid $2,000 on Copart?

Basic allows one car a day up to $2,000 without a deposit. A deposit of 10% of the buying power you want raises it.

Does Carfax show Copart auction history?

Carfax is best known for service records; AutoCheck is known for auction data. Check what each sample report shows. CarCheckerVIN includes auction sales with photos.

Can a car with auction history have a clean title?

Yes: non-insurance consignments, Texas hail damage, or a Florida repair agreement can all leave a clean title. The auction record still shows the past.

Is buying from an insurance auction worth it?

It can be for hail cars, clean-title repos, parts donors and skilled rebuilders, after a VIN check and an inspection.

Can dealers check auction history in bulk?

Yes. Paste a VIN list, or ask about the bulk API at carcheckervin.com/dealers.

What does "Parts Only" mean on an auction title?

A sale-document brand IAA gives as an example. Criteria vary by state, and such a car may never be titled for the road; ask your DMV first.

AUCTION HISTORY BY VIN

See the auction past before you pay.

Free preview for any VIN. Full report $14.99 with auction sales and photos, title brands, NMVTIS title records and odometer readings.

carcheckervin.com/copart-iaai-auction-history →

Scan to check a VIN

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How we made this guide: written by CarCheckerVIN with AI assistance, from the public sources listed above; figures, prices and links checked November 2026.

More free tools at carcheckervin.com

Copart VIN check
Copart fee calculator
VIN lookup
VIN auction history
Salvage title check
License plate lookup
Copart vs IAAI
Total loss check
Vehicle history report

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