

Vehicle History Report

VEHICLE DETAILS

Chassis number 1: PG6SA-100100

Manufacture date: 1992-09

Make: MAZDA

Model: AUTOZAM AZ-1

Body: E-PG6SA

Grade: AZ-1

Engine: F6A

Drive: MIDSHIP

Transmission: F5

Title information

Deregistered Temporarily

Accident / Repair: No problem

Odometer rollback:

No problem

Manufacturer No problem recall:

Safety grade ³:

Ö

No data

Contamination risk:

No problem

This vehicle does not qualify for Buyback Guarantee

Average Market Price



Unfortunately, this vehicle does not qualify for our Buyback Guarantee program.



¥800,000

About Buyback Guarantee

This CAR VX Vehicle History Report is based only on Information supplied to CAR VX, LTD and available as of 2024-01-31 01:05:43. Other information about this vehicle, including problems, may not have been reported to CAR VX, LTD. Use this report as one important tool, along with a vehicle inspection and test drive, to make a better decision about your next used car.

ACCIDENT / REPAIR HISTORY

Problem type	Reported	Date reported	Data source	Details	Airbag
Collision	Not reported				
Malfunction	Not reported				
Theft	Not reported				
Fire damage	Not reported				
Water damage	Not reported				
Hail damage	Not reported				

ODOMETER READINGS HISTORY

Date reported	Data source	Odometer reading (Km)
2003-10-09	MLIT	N/A

USE HISTORY

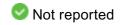
Use in the contaminated regions ⁴	Radioactive contamination test fail ⁵	Commercial use
Not reported	Not reported	Not reported

DETAILED HISTORY

Event date	Location	Odometer reading (Km)	Data source	Details
1992-09			MAZDA	Manufactured
1992-09			MLIT	First registration
2003-10-09	Hiroshima	N/A	MLIT	Inspection
2005-12-09	Hiroshima		MLIT	Last registration

MANUFACTURER RECALL HISTORY

Date reported Data source Affected part Details



VEHICLE ASSESSMENT

Overall Collision Safety Ratings

Driver's seat			Front passenger's seat		
Points	Evaluation	Goal average	Points	Evaluation	Goal average
0		0%	0		0%

^{*} In order to accurately differentiate between the evaluations of different vehicles, a standard is set based on current technology. Up to 6 points out of 12 is given level 1 and the rest of the range is divided up into equal parts, which are respectively assigned to level 2 (more than 6 points but 7.5 or less), level 3 (more than 7.5 points but 9 or less), level 4 (more than 9 points but 10.5 or less) or level 5 (more than 10.5 points).

Braking performance tests 7

Dry road

Wet road

VEHICLE SPECIFICATION

			V
1st gear ratio		2nd gear ratio	
3rd gear ratio		4th gear ratio	
5th gear ratio		6th gear ratio	
Additional notes		Airbag position, capacity	
Body rear overhang		Body type	LIGHT CAR
Chassis number embossing position		Classification code	1
Cylinders	3	Displacement	650
Electric engine type		Electric engine maximum output	
Electric engine maximum torque		Electric engine power	

Engine maximum power	64PS(47KW)/6500RPM	Engine maximum torque	87KG*M(853NM)/4000RPM
Engine model	F6A	Frame type	
Front shaft weight	300	Front shock absorber type	STRUT
Front stabilizer type		Front tires size	155/65R13 73H
Front tread	1200	Fuel consumption	
Fuel tank equipment	30	Grade	AZ-1
Height	115	Length	329
Main brakes type		Make	MAZDA
Maximum speed		Minimum ground clearance	
Minimum turning radius	4700	Model	AUTOZAM AZ-1
Model code	E-PG6SA	Mufflers number	
Rear shaft weight	420	Rear shock absorber type	STRUT
Rear stabilizer type		Rear tires size	155/65R13 73H
		real tires size	133/03/(13 73/1
Rear tread	1195	Reverse ratio	155/05/(15 75/1
Rear tread Riding capacity	1195 2		155/05/(15 75)1
		Reverse ratio	133/03/(13 73)1
Riding capacity	2	Reverse ratio Side brakes type	720
Riding capacity Specification code	2 7155	Reverse ratio Side brakes type Stopping distance	

GLOSSARY

² Title information:

Registered – qualified for driving in Japan

Deregistered Temporarily – not qualified for driving in Japan, usually a temporary title during the ownership change

Deregistered Completely – not qualified for driving in Japan, the vehicle is determined to be scrapped Deregistered to Export – not qualified for driving in Japan, the vehicle is determined to be exported

¹ Chassis number – a unique identification number of the vehicle in Japan (same as VIN in the USA or Europe)

³ Determining the overall collision safety performance evaluation – For the driver's seat, the results of the full-wrap frontal collision test, offset frontal collision test, and side collision test are added together and evaluated

to 6 different levels. For the Frontal passenger's seat, the results of the full-wrap frontal collision test and the side collision test (results for the driver's or the front passenger's seat are used) are added together and evaluated to 6 different levels.

Regular vehicle inspection – All vehicles in Japan must undergo regular vehicle inspections (shaken). New cars need to be tested after three years, and then vehicles must be tested every two years thereafter. A vehicle inspection (shaken) is compulsory for all vehicles with an engine size over 250cc. It ensures that all vehicles on the road are properly maintained and safe to drive. The test also checks that vehicles have not been illegally modified; if they are found to have been modified, they are not allowed on the road.

- ⁴ Use in the contaminated regions The Fukushima Daiichi nuclear disaster was a catastrophic failure at the Fukushima I Nuclear Power Plant on 11 March 2011, resulting in a meltdown of three of the plant's six nuclear reactors. As a result, some areas in the following prefectures were contaminated: Fukushima, Miyagi, Ibaraki, Tochigi.
- ⁵ Radioactive contamination test radioactive contamination inspection that was started in July 2011 as a preventive measure for exporting contaminated vehicles from Japan. The inspection is being conducted since in all sea ports of Japan under the supervision of The Japan Harbor Transportation Association (JHTA).

MLIT – Ministry of Land, Infrastructure, Transport and Tourism.

- ⁶ Japan New Car Assessment Program the Ministry of Land, Infrastructure, Transport and Tourism (MLIT) and the National Agency for Automotive Safety & Victims' Aid (NASVA) have taken measures for safety, one of which is to assess commercially available vehicles through a variety of safety performance tests and release the resulting information compiled into the "New Car Assessment Program". The objective of Japan New Car Assessment Program is to increase the use of safe automobiles by providing an environment in which users can easily select such vehicles. This also promotes the development of safer vehicles by automobile manufacturers. Neck injury protection for rear-end collision performance test, rear seat passenger's protection for frontal collision performance test, rear passenger's seat belt usability evaluation test and seat belt reminder for passengers evaluation test are started in FY2009.
- ⁷ Braking Performance Tests Braking performance is determined by the shortness of the distance in which a vehicle can stop and the stability of the vehicle at the time of braking. This test is performed under wet and dry road conditions for a vehicle which has both a driver and a front passenger. The distance it takes for the vehicle to stop and the stability of the vehicle at the time of braking is evaluated for when the vehicle is stopped abruptly while traveling at a speed of 100km/h. The stopping distance and vehicle speed have been measured by using GPS since FY2009.

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