



## VEHICLE DETAILS

**Chassis number <sup>1</sup>:** 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 <sup>2</sup>:**



Deregistered  
Temporarily



**Accident / Repair:**



No problem



**Odometer  
rollback:**



No problem



**Manufacturer  
recall:**



No problem



**Safety grade <sup>3</sup>:**



No data



**Contamination  
risk:**



No problem



This vehicle does not qualify for Buyback Guarantee



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

[About Buyback Guarantee](#)

Average Market Price



¥800,000

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

<b>Use in the contaminated regions</b> <sup>4</sup>	<b>Radioactive contamination test fail</b> <sup>5</sup>	<b>Commercial use</b>
✔ 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
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## VEHICLE ASSESSMENT <sup>6</sup>

### 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 <sup>7</sup>

Dry road



Wet road



## VEHICLE SPECIFICATION

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

<b>Engine maximum power</b>	64PS(47KW)/6500RPM	<b>Engine maximum torque</b>	87KG*M(853NM)/4000RPM
<b>Engine model</b>	F6A	<b>Frame type</b>	
<b>Front shaft weight</b>	300	<b>Front shock absorber type</b>	STRUT
<b>Front stabilizer type</b>		<b>Front tires size</b>	155/65R13 73H
<b>Front tread</b>	1200	<b>Fuel consumption</b>	
<b>Fuel tank equipment</b>	30	<b>Grade</b>	AZ-1
<b>Height</b>	115	<b>Length</b>	329
<b>Main brakes type</b>		<b>Make</b>	MAZDA
<b>Maximum speed</b>		<b>Minimum ground clearance</b>	
<b>Minimum turning radius</b>	4700	<b>Model</b>	AUTOZAM AZ-1
<b>Model code</b>	E-PG6SA	<b>Mufflers number</b>	
<b>Rear shaft weight</b>	420	<b>Rear shock absorber type</b>	STRUT
<b>Rear stabilizer type</b>		<b>Rear tires size</b>	155/65R13 73H
<b>Rear tread</b>	1195	<b>Reverse ratio</b>	
<b>Riding capacity</b>	2	<b>Side brakes type</b>	
<b>Specification code</b>	7155	<b>Stopping distance</b>	
<b>Transmission type</b>	F5	<b>Weight</b>	720
<b>Wheel alignment</b>	MIDSHIP	<b>Wheelbase</b>	2235
<b>Width</b>	139		

## GLOSSARY

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

<sup>2</sup> **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

<sup>3</sup> **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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