

VEHICLE DETAILS

Chassis number ¹: PP1-1019820

Manufacture date: 1992

Make: HONDA

Model: BEAT

Body: E-PP1

Grade: BASE GRADE

Engine: E07A

Drive: MIDSHIP

Transmission: F5

Title information ²:



Deregistered to Export



Accident / Repair:



Problem found



Odometer rollback:



No problem



Manufacturer recall:



No problem



Safety grade ³:



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.









¥450,000

[About Buyback Guarantee](#)

This CAR VX Vehicle History Report is based only on Information supplied to CAR VX, LTD and available as of 2020-10-20 12:05:26. 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	 Reported				
—	—	2020-08-29	TAA Yokohama	Repaired	OK
—	—	2020-09-24	USS Tokyo	Repaired	OK
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)
2017-02-03	MLIT	77100
2019-02-19	MLIT	77300
2020-08-29	TAA Yokohama	77577
2020-09-24	USS Tokyo	77588

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			HONDA	Manufactured
1992-01			MLIT	First registration

2017-02-03		77100	MLIT	Inspection
2019-02-19		77300	MLIT	Inspection
2020-08-29	Kanagawa	77577	TAA Yokohama	Auctioned
2020-09-24	Chiba	77588	USS Tokyo	Auctioned
2020-10-05	Chiba		MLIT	Last registration

MANUFACTURER RECALL HISTORY

Date reported	Data source	Affected part	Details
 Not reported			

VEHICLE ASSESSMENT ⁶

Overall Collision Safety Ratings

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

* 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

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	656cc
Electric engine type		Electric engine maximum output	
Electric engine maximum torque		Electric engine power	
Engine maximum power	64ps(47kW)/8100rpm	Engine maximum torque	6.1kg· m(59.8N· m)/7000rpm
Engine model	E07A	Frame type	
Front shaft weight	320	Front shock absorber type	
Front stabilizer type		Front tires size	155/65R13 73H
Front tread	1210	Fuel consumption	17.2km/l
Fuel tank equipment	24	Grade	BASE GRADE
Height	117	Length	329
Main brakes type		Make	HONDA
Maximum speed		Minimum ground clearance	
Minimum turning radius	4.6m	Model	BEAT
Model code	E-PP1	Mufflers number	
Rear shaft weight	440	Rear shock absorber type	
Rear stabilizer type		Rear tires size	165/60R14 74H
Rear tread	1210	Reverse ratio	
Riding capacity	2	Side brakes type	
Specification code		Stopping distance	
Transmission type	F5	Weight	760
Wheel alignment	MIDSHIP	Wheelbase	2280
Width	139		

AUCTION DATA

Date: 2020-08-29, Auction: TAA Yokohama, Lot #: 18305

Date:	2020-08-29	Lot #:	18305
Auction name:	TAA Yokohama	Region:	Kanagawa
Make:	HONDA	Model:	BEAT
Reg. year:	1992	Mileage (km):	77577
Displacement (cc):	660	Transmission:	F5
Color:	coffer	Model code:	PP1
Result:	sold	Auction grade:	RA
Problem type:	Collision	Problem scale:	Repaired
Contaminated:	No	Airbag:	OK

Date: 2020-09-24, Auction: USS Tokyo, Lot #: 420

Date:	2020-09-24	Lot #:	420
Auction name:	USS Tokyo	Region:	Chiba
Make:	HONDA	Model:	BEAT
Reg. year:	1992	Mileage (km):	77588
Displacement (cc):	660	Transmission:	F5
Color:	YELLOW	Model code:	PP1
Result:	available	Auction grade:	R
Problem type:	Collision	Problem scale:	Repaired
Contaminated:	No	Airbag:	OK

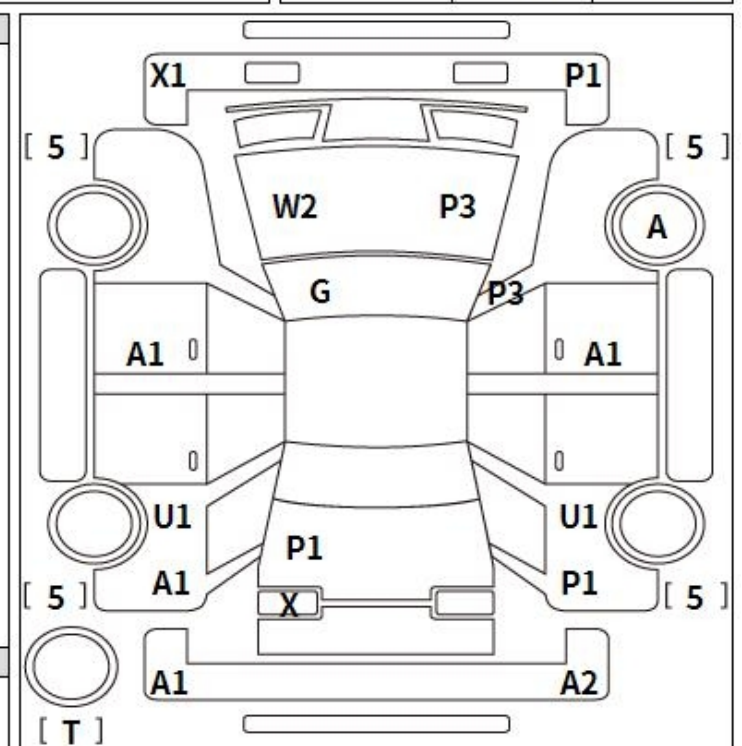
PHOTOS AND AUCTION SHEETS

出品番号	初度登録	車名	ドア形状	グレード	評価点
18305	H 4 年	ビート	20P		RA
		車歴	排気量	燃料	
	月	自家用	660 CC	ガソリン	E-PP1
					外装 内装
					D C

走行	車検	登録番号	名変期限	セールスポイント	
77,577 km	33年02月	湘南 580ホ9835	月 日	★オークションデビュー★	
シフト	エアコン	外装色	乗車定員	社外ホイール	
F5	AC	キ	2人	CDデッキ	
		カラーNo.	輸入車	社外マフラー	
		Y53	系	社外ハンドル	
				E T C	
後日発送部品				純正装備	
ナビリモコン				PW	

注意事項欄			車台番号		
			PP1-1019820		
			諸元		
長さ 329		幅 139	高さ 117		

検査員記入欄
FインナーU コアサポートU スクリーンくもり中 AC不良 外装のり付 ビラー内張ビス穴 内装ペイント シートタバコ穴中 ダッシュ板のり付 エンブレム欠品 タコメーター不良 社外品取り付け有り コンソール加工
事務局よりご案内



A:枠 U:穴 B:枠を伴う穴 P:要塗装 W:補修跡 S:錆 C:腐食 G:70%以上点検 XX:交換済み X:要交換 内・外装評価 5段階評価(A・B・C・D・E) 2



軽自動車コーナー

420	車種 (自家用以外は記入)	排気量	型式	評価点 R
	初年度登録年月	車名	型式+7ナンバー	
	14/月	ホンダビート	20P	内装 C

車検	R3年 2月	シフト	F5	修正系	SR カワ	純AW TV	PS ナビ	PA エアB
走行	77,588 Km	冷却	AC	セールスポイント				
外色	イエロー	カラーNo	YS3	◎社外AW				
燃料	ガソリン・軽油・()	内装色		◎社外マフラー				
輸入型式	輸入区分	ハンドル		◎社外ステップ				
ディーラー・並行	左・右	月	日	名義変更期間				

リサイクル 料金は	6,710 円	乗車定員	2人	登録No	京邦 581 4643
◎注意事項 (修復・不具合箇所および状態等)		車台No	PP-1019820	シリアルNo	

注意書き
F333T

◎検査員報告 (USS使用欄)

正しくありませんか? 内部パーツ?

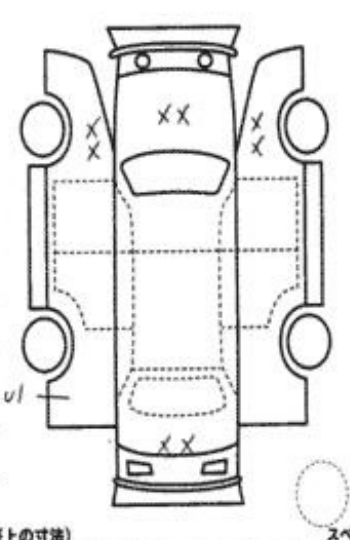
シートベルトの長さ

AWのチェック

フロントのエアポートの位置

外装同色の塗装

シートベルトの長さ



台内寸約 X X (cm)

長さ cm 幅 cm 高さ cm ← (車検証上の寸法) スペア





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

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

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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