

VEHICLE DETAILS

Chassis number ¹: RD1-1098663

Manufacture date: 1996

Make: HONDA

Model: CR-V

Body: E-RD1

Grade: STANDARD

Engine: B20B

Drive: 4WD

Transmission: AT

Title information ²:



Deregistered to Export



Accident / Repair:



No problem



Odometer rollback:



Problem found



Manufacturer recall:



Problem found



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.

[About Buyback Guarantee](#)



¥540,000

This CAR VX Vehicle History Report is based only on Information supplied to CAR VX, LTD and available as of 2022-01-28 00:42:31. 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)
2017-08-14	MLIT	106800
2019-08-14	MLIT	117000
2021-04-08	USS Tokyo	113827

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
1996			HONDA	Manufactured
1996-09			MLIT	First registration
2017-08-14		106800	MLIT	Inspection
2019-08-14	Tama	117000	MLIT	Inspection
2021-04-08	Chiba	113827	USS Tokyo	Auctioned

MANUFACTURER RECALL HISTORY

Date reported	Data source	Affected part	Details
1999-03-25	MLIT	Pressure control transmission section	In the negative pressure tube of the brake booster, for work at the time of manufacture is inappropriate, it may residue in the backflow prevention valve within the tube from entering, and continue to use as it is, and prevent the backflow by fixing the valve, in the worst case, there is a Re emesis that depression force of the brake pedal becomes heavier than usual.
2006-06-14	MLIT	Starter	Because components of grease that was applied to the contacts in the ignition switch is inappropriate, it is performed slowly the operation of when the ignition switch is off, the longer the arc discharge time of the contact portion, grease is cured when the temperature of the contact portion is increased, When the operation is repeatedly performed, is generated cuprous oxide into contact, there is a continuity failure occurs in the contact portion. Therefore, the contact becomes poor conduction during running such as vibration, the engine is stopped, there may not be restarted. In addition, contact is heated locally, solder contacts back melts, in the worst case, there is a risk of burns and fell to the feet of the driver.

VEHICLE ASSESSMENT ⁶

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

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	SUV
Chassis number embossing position		Classification code	71
Cylinders	4	Displacement	1970
Electric engine type		Electric engine maximum output	
Electric engine maximum torque		Electric engine power	
Engine maximum power	130ps(96kW)/5500rpm	Engine maximum torque	19.0kg·m(186.3N·m)/4200rpm
Engine model	B20B	Frame type	
Front shaft weight	780	Front shock absorber type	DOUBLE WISHBONE
Front stabilizer type		Front tires size	205/70R15 95S
Front tread	1535	Fuel consumption	
Fuel tank equipment	58	Grade	STANDARD
Height	170	Length	456
Main brakes type		Make	HONDA
Maximum speed		Minimum ground clearance	
Minimum turning radius	5300	Model	CR-V
Model code	E-RD1	Mufflers number	
Rear shaft weight	610	Rear shock absorber type	DOUBLE WISHBONE

Rear stabilizer type		Rear tires size	205/70R15 95S
Rear tread	1535	Reverse ratio	3.0
Riding capacity	5	Side brakes type	
Specification code	8385	Stopping distance	
Transmission type	AT	Weight	1390
Wheel alignment	4WD	Wheelbase	2620
Width	175		

AUCTION DATA

Date: 2021-04-08, Auction: USS Tokyo, Lot #: 86383

Date:	2021-04-08	Lot #:	86383
Auction name:	USS Tokyo	Region:	Chiba
Make:	HONDA	Model:	CR-V
Reg. year:	1996	Mileage (km):	113827
Displacement (cc):	2000	Transmission:	AT
Color:	NAVY BLUE	Model code:	RD1
Result:	available	Auction grade:	3.5
Problem type:	No problem	Problem scale:	None
Contaminated:	No	Airbag:	OK

PHOTOS AND AUCTION SHEETS

ロープラコーナー

86383	車種 (自家用以外は記入)	排気量	型式	3.5
	8/9月	2,000	E-RD1	
	登録年	名	グレード	2WD
	8/9月	CR-V	5	4WD

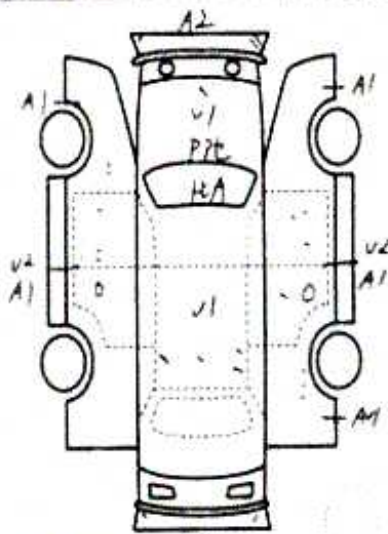
車種	年	月	ソフト	AT	SR	AW	ES	EW
走行	113,827	Km	冷房	AC	カウ	TV	ナビ	ETB
外色	色	カラー	有・無	有・無	セールスポイント			
燃料	ガソリン	エンジン	有・無	有・無	○ユーザー選定車			
輸入型式	輸入区分	ハンドル	名義変更済		○4WD			
ディーラー	並行	左・右	月	日				

リサイクル料	1,960	円	乗車定員	5人	登録地	
車台号	RD1-1498663			シリアル号		

○注意事項 (標準 不具合箇所および状態等)

○検査員報告 (USS使用欄)

左更替シブ
シート77
11-12-13-14
左77-11-先席
シート-AC
合計14



【荷台内寸】	長さ	幅	高さ	(cm)	※ (車検証上の寸法)
					A1





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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