



Vehicle History Report

VEHICLE DETAILS

Chassis number ¹: JZX100-0010312

Manufacture date: 1996-10

Make: TOYOTA

Model: MARK II

Body: E-JZX100

Grade: GRANDE G

Engine: 1JZ-GE

Drive: 2WD

Transmission: AT

Title information ²:



Deregistered to Export



Accident / Repair:



No problem



Odometer rollback:



No problem



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](#)



¥420,000

This CAR VX Vehicle History Report is based only on Information supplied to CAR VX, LTD and available as of 2022-01-27 22:08:14. 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)
2017-09-20	MLIT	99300
2019-09-24	MLIT	101800
2021-11-18	USS Tokyo	102952

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
1996-10			TOYOTA	Manufactured
1996-10			MLIT	First registration
2017-09-20		99300	MLIT	Inspection
2019-09-24	Kasukabe	101800	MLIT	Inspection
2021-09-27	Kasukabe		MLIT	Last registration

MANUFACTURER RECALL HISTORY

Date reported	Data source	Affected part	Details
1999-05-18	MLIT	Others (buffer device)	Because there is a front wheel buffer the lower arm and knuckle arm of the device lubricity of the internal lower ball joint which connects inappropriate part, continuing the use in this state, the sliding portion is different always wear to damage It is, in the worst case, there is a possibility that the lower ball joint is removed from the knuckle arm, leading to the run line impossible.
2003-05-20	MLIT	Other (steering)	In steering apparatus, since there is inappropriate for welding joint portion of the bracket (the right of the two positions) for fixing the gear box to the cross member, frequent repetition of operations such as stationary steering handle, welded portions of the bracket There are damaged, the greater the play of noise and handle the worst case, there may not be a reliable steering.

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	SEDAN
Chassis number embossing position		Classification code	1
Cylinders	6	Displacement	2490
Electric engine type		Electric engine maximum output	
Electric engine maximum torque		Electric engine power	
Engine maximum power	200ps(147kW)/6000rpm	Engine maximum torque	26.0kg· m(255.0N· m)/4000rpm
Engine model	1JZ	Frame type	
Front shaft weight	790	Front shock absorber type	
Front stabilizer type		Front tires size	195/65R15 91H
Front tread	1485	Fuel consumption	
Fuel tank equipment	70	Grade	GRANDE G
Height	140	Length	476
Main brakes type		Make	TOYOTA
Maximum speed		Minimum ground clearance	
Minimum turning radius	5.1m	Model	MARK II
Model code	E-JZX100	Mufflers number	
Rear shaft weight	620	Rear shock absorber type	
Rear stabilizer type		Rear tires size	195/65R15 91H
Rear tread	1495	Reverse ratio	
Riding capacity	5	Side brakes type	
Specification code	8627	Stopping distance	

Transmission type	AT	Weight	1410
Wheel alignment	2WD	Wheelbase	2730
Width	175		

AUCTION DATA

Date: 2021-11-18, Auction: USS Tokyo, Lot #: 86112

Date:	2021-11-18	Lot #:	86112
Auction name:	USS Tokyo	Region:	Chiba
Make:	TOYOTA	Model:	MARK II
Reg. year:	1996	Mileage (km):	102952
Displacement (cc):	2500	Transmission:	AT
Color:	BLACK	Model code:	JZX100
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

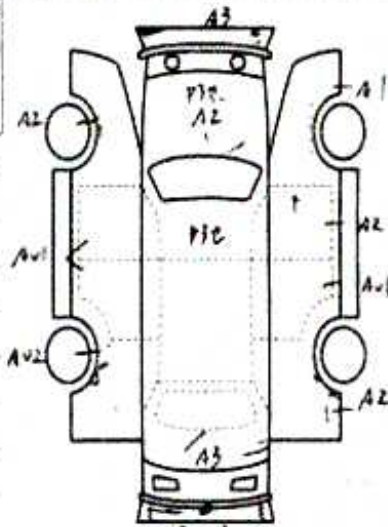
86112	車種 (自家用以外は記入)	排気量	型式	内装
		2500	E-JZX100	
	初年度登録年月 車名	グレード	2WD	内装
	8/10月 マークII 4		4WD	

車検	年	月	シフト	SR	純AW	PS	PW
			AT	カワ	TV	ナビ	17B
走行	0.2	952	冷房	セールスポイント			
外色	色番	カラー	有・無	0/21-76-7177			
燃料	ガソリン	内装色	有・無				
輸入車種	ディーラー	並行	左・右	月 日			

リサイクル 標記	11.930	円	登録年	登録地
注意事項 (車検 不具合等明記および状態等)			車台No	JZX100-0010312
			シリアルNo	

検査員報告 (USS使用欄) 外装A1色付

ル-6193v AC/AC
 12/11/16
 F201190
 A=7.171AT
 2.16.10.16



【荷台内寸】約	×	×	(cm)
長さ	476	幅	175
高さ	140	※(車検証上の寸法)	





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.

CAR VX, LTD DEPENDS ON ITS SOURCES FOR THE ACCURACY AND RELIABILITY OF ITS INFORMATION. THEREFORE, NO RESPONSIBILITY IS ASSUMED BY CAR VX, LTD OR ITS AGENTS FOR ERRORS OR OMISSIONS IN THIS REPORT. CAR VX, LTD FURTHER EXPRESSLY DISCLAIMS ALL WARRANTIES, EXPRESS OR IMPLIED, INCLUDING ANY IMPLIED WARRANTIES OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE.

© 2014-2022 Car VX Limited. All rights reserved.