

VEHICLE DETAILS

Chassis number ¹: PD8W-0202155

Manufacture date: 1996-09

Make: MITSUBISHI

Model: DELICA SPACE GEAR

Body: KD-PD8W

Grade: XG

Engine: 4M40

Drive: 4WD

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



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

[About Buyback Guarantee](#)

Average Market Price



¥470,000

This CAR VX Vehicle History Report is based only on Information supplied to CAR VX, LTD and available as of 2022-01-27 20:14:23. 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)
2019-12-16	MLIT	261500
2020-12-21	MLIT	267400
2021-11-09	USS Yokohama	268920

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
1996-09			MITSUBISHI	Manufactured
1996-12			MLIT	First registration
2019-12-16		261500	MLIT	Inspection
2020-12-21	Sodegaura	267400	MLIT	Inspection
2021-06-04	Sodegaura		MLIT	Last registration

MANUFACTURER RECALL HISTORY

Date reported	Data source	Affected part	Details
2004-01-13	MLIT	Differential	In the dynamic damper is mounted in order to reduce the vibration of the rear axle differential, the strength of the pin to prevent the dropping of the weight support rubber and weights are missing. Therefore, continuing to use as it is, the weight support rubber is damaged, then the pin is then broken, in the worst case, it may interfere with the safety weights are dropped out of the other traffic. (Note) This report is August 22, 2000 in measures to improve notification of the "notification 164", for the contents of improvement measures against trouble was insufficient, review the contents of the improvement measures, the line had measures the notification again it is intended to implement.
2004-07-22	MLIT	Engine body	For advance strength margin for shock of control lever of the cold start time of the advance device is not enough, during the maintenance work of the injection timing adjustment of morphisms fuel injection pump, given a shock to the lever by mistake, that the cracking occurs It is there. Therefore, continuing to use as is, in the worst case, the lever is broken, the fuel injection amount is likely that the engine rotation is increased to increase.
2020-01-30	MLIT	Airbag	In the inflator (inflation device) of the driver's seat airbag, the gas generating agent may absorb moisture due to improper prevention of moisture absorption. Therefore, when the gas generating agent repeatedly absorbs and dries moisture during the use process, there is a possibility that the gas generating agent does not normally deploy when the airbag is activated.

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

MV&1BOX

Chassis number embossing
position

Classification code

32

Cylinders

4

Displacement

2830

Electric engine type

Electric engine
maximum output

Electric engine maximum
torque

Electric engine power

Engine maximum power

125ps(92kW)/4000rpm

Engine maximum
torque

30.0kg· m(294.2N·
m)/2000rpm

Engine model

4M40

Frame type

Front shaft weight

1230

Front shock absorber
type

Front stabilizer type

Front tires size

215SR15

Front tread

1440

Fuel consumption

Fuel tank equipment

75

Grade

XG

Height

196

Length

468

Main brakes type

Make

MITSUBISHI

Maximum speed		Minimum ground clearance	
Minimum turning radius	6.0m	Model	DELICA SPACE GEAR
Model code	KD-PD8W	Mufflers number	
Rear shaft weight	700	Rear shock absorber type	
Rear stabilizer type		Rear tires size	215SR15
Rear tread	1435	Reverse ratio	
Riding capacity	2	Side brakes type	
Specification code	7641	Stopping distance	
Transmission type	AT	Weight	1930
Wheel alignment	4WD	Wheelbase	2800
Width	169		

AUCTION DATA

Date: 2021-11-09, Auction: USS Yokohama, Lot #: 62256

Date:	2021-11-09	Lot #:	62256
Auction name:	USS Yokohama	Region:	Kanagawa
Make:	MINIBUS MITSUBISHI	Model:	DELICA SPACE GEAR
Reg. year:	1996	Mileage (km):	268920
Displacement (cc):	2800	Transmission:	AT
Color:	NAVY BLUE 2	Model code:	PD8W
Result:	available	Auction grade:	3.5
Problem type:	No problem	Problem scale:	None
Contaminated:	No	Airbag:	OK

PHOTOS AND AUCTION SHEETS

7万MAXコーナー

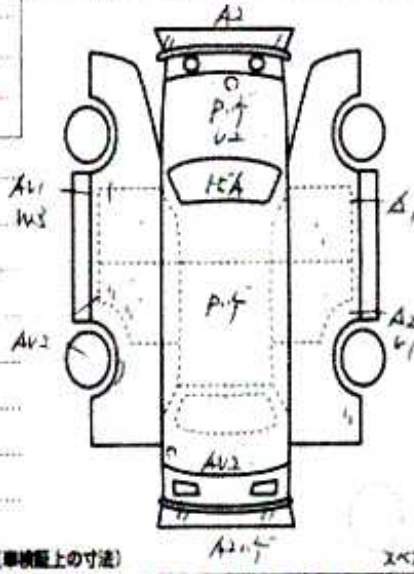
62256	車種 (自家用以外は記入)	排気量	型式	評価点 35 内装 C
	初年度登録年月	車名	グレード	
	48 / 12月	三菱	ステップ	
				2WD 4WD

車検	年	月	シフト	AT	燃費	SR	MAW	PS	PW
走行	268,920	Km	冷房	AC	セルステイタ	カワ	有	有	有
外装色	色別	カラー	有・無						
色	紺	700481							
燃料	ガソリン	軽油							
輸入車	輸入国	ハンドル	名義変更						
	ディーラー	並行	左・右	月	日				

リサイクル 廃棄金	14450円	乗車定員	2人	登録地	
○注意事項 (車検・不具合箇所および状態等)		車体記号	PD8W-0202155	シリアル記号	

○検査員報告 (USS使用欄)

2-172 270 174456
 A-W内キス 270 171-27
 2-17 270
 EXBY 270
 270 270
 R-270 270



【荷台内寸】約 x x (cm)

長さ 468 cm 幅 169 cm 高さ 196 cm (車検上の寸法)





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.

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