

CAR



Vehicle History Report

VEHICLE DETAILS

Chassis number ¹: EF8-1003924

Manufacture date: 1990

Make: HONDA

Model: CR-X

Body: E-EF8

Grade: SiR

Engine: B16A

Drive: 2WD

Transmission: F5

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.



¥480,000

[About Buyback Guarantee](#)

This CAR VX Vehicle History Report is based only on Information supplied to CAR VX, LTD and available as of 2020-06-20 18:53:55. 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)
2014-02-25	MLIT	180200
2016-04-08	MLIT	188800

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
1990			HONDA	Manufactured
1990-04			MLIT	First registration
2014-02-25		180200	MLIT	Inspection
2016-04-08		188800	MLIT	Inspection
2018-08-06	Miyagi		MLIT	Last registration

MANUFACTURER RECALL HISTORY

Date reported	Data source	Affected part	Details
1994-05-24	MLIT	Ignition coil	Electronically controlled fuel injection apparatus with an ignition controller that is mounted on a vehicle (igniter) is, while others become bad by the influence of ozone (O3) or heat due to the discharge, Continued use in this state A the control vessel there is a risk that becomes the prime mover can not be started no longer operate.

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	COUPE
Chassis number embossing position	Classification code	18

Cylinders	4	Displacement	1595cc
Electric engine type		Electric engine maximum output	
Electric engine maximum torque		Electric engine power	
Engine maximum power	160ps(118kW)/7600rpm	Engine maximum torque	15.5kg·m(152N·m)/7000rpm
Engine model	B16A	Frame type	
Front shaft weight	670	Front shock absorber type	
Front stabilizer type		Front tires size	195/60R14 85H
Front tread	1440	Fuel consumption	13.4km/l
Fuel tank equipment	45	Grade	SiR
Height	127	Length	380
Main brakes type		Make	HONDA
Maximum speed		Minimum ground clearance	
Minimum turning radius	4.8m	Model	CR-X
Model code	E-EF8	Mufflers number	
Rear shaft weight	340	Rear shock absorber type	
Rear stabilizer type		Rear tires size	195/60R14 85H
Rear tread	1455	Reverse ratio	
Riding capacity	4	Side brakes type	
Specification code	6300	Stopping distance	
Transmission type	F5	Weight	1010
Wheel alignment	2WD	Wheelbase	2300
Width	167		

GLOSSARY

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.

