



# Vehicle History Report

## VEHICLE DETAILS

Chassis number <sup>1</sup>: ACR50-0162147

Manufacture date: 2013-04

Make: TOYOTA

Model: ESTIMA

Body: DBA-ACR50W

Grade: AERAS

Engine: 2AZ-FE

Drive: 2WD

Transmission: AT

Title information <sup>2</sup>:



Deregistered  
Temporarily



Accident / Repair:



No problem



Odometer  
rollback:



No problem



Manufacturer  
recall:



No problem



Safety grade <sup>3</sup>:



★★★★★



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.



¥0

[About Buyback Guarantee](#)

This CAR VX Vehicle History Report is based only on Information supplied to CAR VX, LTD and available as of 2024-02-08 03:18:59. 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)
2020-04-02	MLIT	26100
2022-03-31	MLIT	54700
2024-01-09	TAA Kinki	102150
2024-01-26	LAA Okayama	102154

## USE HISTORY

<b>Use in the contaminated regions <sup>4</sup></b>	<b>Radioactive contamination test fail <sup>5</sup></b>	<b>Commercial use</b>
Not reported	Not reported	Not reported

## DETAILED HISTORY

Event date	Location	Odometer reading (Km)	Data source	Details
2013-04			TOYOTA	Manufactured
2013-04			MLIT	First registration
2020-04-02		26100	MLIT	Inspection
2022-03-31	Naniwa	54700	MLIT	Inspection

2023-12-18	Naniwa		MLIT	Last registration
2024-01-09	Osaka	102150	TAA Kinki	Auctioned
2024-01-26	Okayama	102154	LAA Okayama	Auctioned

## MANUFACTURER RECALL HISTORY

Date reported	Data source	Affected part	Details
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 Not reported



## VEHICLE ASSESSMENT <sup>6</sup>

### Overall Collision Safety Ratings

Driver's seat			Front passenger's seat		
Points	Evaluation	Goal average	Points	Evaluation	Goal average
34.27	★★★★★★	95%	22.36	★★★★★★	93%

\* 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 <sup>7</sup>

Dry road		41.7 m
Wet road		45.5 m

## VEHICLE SPECIFICATION

<b>1st gear ratio</b>	2.396 ~ 0.428( MANUAL MODE ATTACHING): CONTINUOUSLY VARIABLE TRANSMISSION	<b>2nd gear ratio</b>	-
<b>3rd gear ratio</b>	-	<b>4th gear ratio</b>	-
<b>5th gear ratio</b>	-	<b>6th gear ratio</b>	-

<b>Additional notes</b>	GFXSK	<b>Airbag position, capacity</b>	
<b>Body rear overhang</b>	945	<b>Body type</b>	STATION WAGON
<b>Chassis number embossing position</b>	FRONT FLOOR CROSSMEMBER RIGHT SIDE ON SURFACE	<b>Classification code</b>	1452
<b>Cylinders</b>	4	<b>Displacement</b>	2360
<b>Electric engine type</b>	-	<b>Electric engine maximum output</b>	-
<b>Electric engine maximum torque</b>	-	<b>Electric engine power</b>	-
<b>Engine maximum power</b>	125/6000( NET)	<b>Engine maximum torque</b>	224/4000( NET)
<b>Engine model</b>	2AZ	<b>Frame type</b>	SOLID STRUCTURE
<b>Front shaft weight</b>	1030	<b>Front shock absorber type</b>	
<b>Front stabilizer type</b>	TORSION BAR TYPE	<b>Front tires size</b>	215/55R17 93V 215/60R16 95H 225/50R18 95V
<b>Front tread</b>	1.545 1.560	<b>Fuel consumption</b>	-
<b>Fuel tank equipment</b>	65	<b>Grade</b>	AERAS
<b>Height</b>	1.745	<b>Length</b>	4.815
<b>Main brakes type</b>	HYDRAULIC TYPE, FRONT: DISK BACK: DISK	<b>Make</b>	TOYOTA
<b>Maximum speed</b>	180	<b>Minimum ground clearance</b>	0.145 0.160
<b>Minimum turning radius</b>	5.9	<b>Model</b>	ESTIMA
<b>Model code</b>	DBA-ACR50W	<b>Mufflers number</b>	
<b>Rear shaft weight</b>	740	<b>Rear shock absorber type</b>	

<b>Rear stabilizer type</b>	-	<b>Rear tires size</b>	215/55R17 93V 215/60R16 95H 225/50R18 95V
<b>Rear tread</b>	1.550 1.565	<b>Reverse ratio</b>	1.668
<b>Riding capacity</b>	7	<b>Side brakes type</b>	MACHINE CAR WHEEL 制動 SHAPE( DRUM TYPE)
<b>Specification code</b>	15270	<b>Stopping distance</b>	50(100)
<b>Transmission type</b>	AT	<b>Weight</b>	1770
<b>Wheel alignment</b>	2WD	<b>Wheelbase</b>	2.950
<b>Width</b>	1.820		

## AUCTION DATA

**Date: 2024-01-09, Auction: TAA Kinki, Lot #: 349**

Date:	2024-01-09	Lot #:	349
Auction name:	<a href="#">TAA Kinki</a>	Region:	Osaka
Make:	TOYOTA	Model:	ESTIMA
Reg. year:	2013	Mileage (km):	102150
Displacement (cc):	2400	Transmission:	IAT
Color:	BLACK	Model code:	ACR50W
Result:	sold	Auction grade:	3.5
Problem type:	No problem	Problem scale:	None
Contaminated:	No	Airbag:	OK

**Date: 2024-01-26, Auction: LAA Okayama, Lot #: 1047**

Date:	2024-01-26	Lot #:	1047
Auction name:	<a href="#">LAA Okayama</a>	Region:	Okayama
Make:	TOYOTA	Model:	ESTIMA
Reg. year:	2013	Mileage (km):	102154
Displacement (cc):	2400	Transmission:	DA

Color:	BLACK	Model code:	ACR50W
Result:	sold	Auction grade:	4
Problem type:	No problem	Problem scale:	None
Contaminated:	No	Airbag:	OK

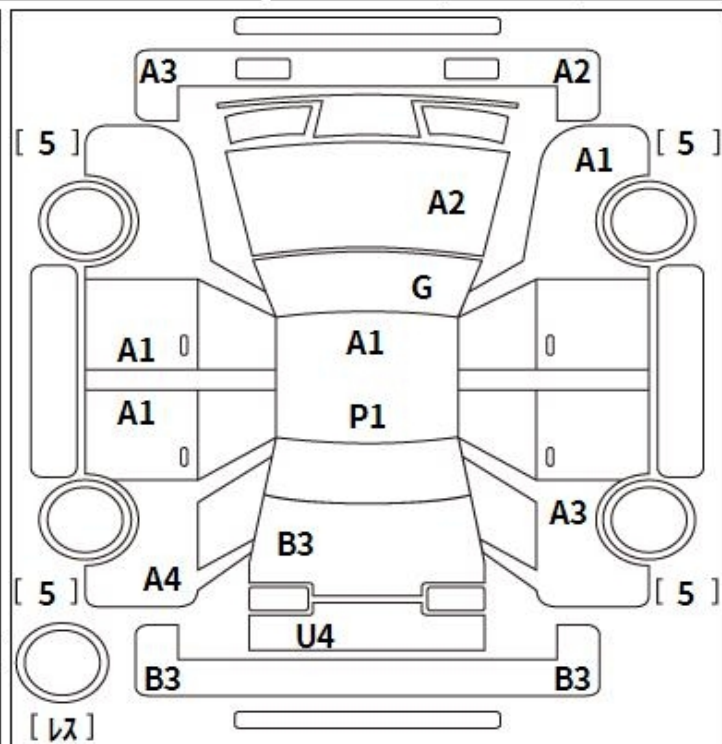
## PHOTOS AND AUCTION SHEETS

出品番号	初度登録	車名	ドア形状	グレード	評価点
349	H25 年 4月	イステイマ	5W	アエラス	3.5
		車歴	排気量	燃料	
		自家用	2400 CC	ガソリン	DBA-ACR50W
					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	
102,150 km	年月		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	最大積載量	
IAT	WAC	知	7人	kg	
		カラーNo.	輸入車	リサイクル預託金	
		202	知系	14,340円	
後日発送部品				純正装備	
				ABS イ7B PS PW	

注意事項欄			車台番号		
			ACR50-0162147		
			諸元		
長さ	幅	高さ			

検査員記入欄
外装うすい線キズ 下廻りAU ハンドルすれ シフトノブすれ 室内内張傷 室内薄汚れ 天張薄汚れ 天張傷 スペアタイヤ等格納部U パンパー下A ミラーA ローダウン Rスポイラー色あせ
事務局よりご案内



A: 板 U: A1 B: 板\*を伴うA1 P: 要塗装 W: 補修跡 S: 錆 C: 腐食 G: 70%か\*点板\* XX: 交換済み X: 要交換 内・外装評価 5段階評価(A・B・C・D・E) 1



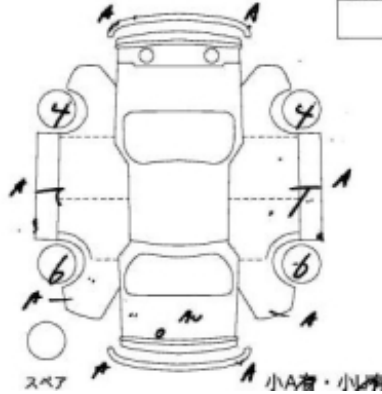




# LFA 出品申込書

LIGHT AUTO ROOTION

出品番号 <b>1047</b>	初度登録年月 <b>25</b>	車名 <b>エスティマ 5W</b>	ドア形状 <b>5W</b>	グレード <b>アエラス</b>	評価点 <b>4</b>
車種 自家用-( )	型式 <b>ΔBA-ACR50W</b>	排気量 <b>2400cc</b>	定員 人		
車検 年 月 日	フロア コラム MTのみ 速	スマートキー・Pスタート クルーズコントロール ステアリングスイッチ	[外装] <b>B</b>		
走行 十 万 千 百 十 一 <b>10 2 1 5 4</b>	冷原 AAC	燃料 Xリリ・軽油( )	[内装] <b>B</b>		
外装色 <b>クロ</b>	色鮮度は色鮮と記入	PS AW	PW SR	純正品のみ 丸印	
内装色	外装カラーNo <b>202</b>	輸入車	年・不明	D車・並	右・左H
新車保証書 取扱説明書	R券	¥14,340	名変期限	月	日迄
後日品【 不具合箇所等 <b>ナビ・TV・カメラ・ETC リアアタウンモニター・左右パワーステアリング</b> 】	車台No <b>0162147</b>				
検査員記入 <b>R70PTC</b>	ガラス	A X要ス	シート	A	コゲ・穴・汚れ・破れ <b>R70T T和3AV</b>
長さ cm	幅 cm	高さ cm	積載量 kg		













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

**<sup>2</sup> 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

**<sup>3</sup> 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.

**<sup>4</sup> 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.

**<sup>5</sup> 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.

**<sup>6</sup> 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.

**<sup>7</sup> 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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