



Vehicle History Report

VEHICLE DETAILS

Chassis number ¹: RB3-1123416

Manufacture date: 2011-02-08

Make: HONDA

Model: ODYSSEY

Body: DBA-RB3

Grade: ABSOLUTE

Engine: K24A

Drive: 2WD

Transmission: AT

Title information ²:



Deregistered to Export



Accident / Repair:



No problem



Odometer rollback:



No problem



Manufacturer recall:



No problem



Safety grade ³:



★★★★★



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 2024-03-07 01:21:34. 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)
2020-03-09	MLIT	80900
2022-03-07	MLIT	91600

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
2011-02-08			HONDA	Manufactured
2011-02			MLIT	First registration
2020-03-09		80900	MLIT	Inspection
2022-03-07	Hiroshima	91600	MLIT	Inspection
2024-02-13	Hiroshima		MLIT	Last registration


MANUFACTURER RECALL HISTORY

Date reported

Data source

Affected part

Details

 Not reported



VEHICLE ASSESSMENT ⁶

Overall Collision Safety Ratings

Driver's seat			Front passenger's seat		
Points	Evaluation	Goal average	Points	Evaluation	Goal average
32.88	★★★★★	91%	23.22	★★★★★	97%

* 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		40.1 m
Wet road		43.1 m

VEHICLE SPECIFICATION

1st gear ratio	2.785	2nd gear ratio	1.613
3rd gear ratio	1.081	4th gear ratio	0.772
5th gear ratio	0.566	6th gear ratio	-
Additional notes	-	Airbag position, capacity	-
Body rear overhang	1015	Body type	STATION WAGON
Chassis number embossing position	BONNET INSIDE DASH BOARD UPPER FRONT SURFACE	Classification code	0016
Cylinders	4	Displacement	2350
Electric engine type	-	Electric engine maximum output	-

Electric engine maximum torque	-	Electric engine power	-
Engine maximum power	151/7000(NET)	Engine maximum torque	232/4300(NET)
Engine model	K24A	Frame type	SOLID STRUCTURE
Front shaft weight	940	Front shock absorber type	
Front stabilizer type	TORSION· BAR TYPE	Front tires size	225/45R18 91W
Front tread	1560	Fuel consumption	11.4
Fuel tank equipment	60	Grade	ABSOLUTE
Height	1545	Length	4800
Main brakes type	HYDRAULIC TYPE DISK HYDRAULIC TYPE DISK	Make	HONDA
Maximum speed	180	Minimum ground clearance	145
Minimum turning radius	5.4	Model	ODYSSEY
Model code	DBA-RB3	Mufflers number	
Rear shaft weight	690	Rear shock absorber type	
Rear stabilizer type	TORSION· BAR TYPE	Rear tires size	225/45R18 91W
Rear tread	1560	Reverse ratio	2.000
Riding capacity	7	Side brakes type	MACHINE CAR WHEEL制動 SHAPE(DRUM TYPE)
Specification code	16178	Stopping distance	50(100)
Transmission type	AT	Weight	1630
Wheel alignment	2WD	Wheelbase	2830
Width	1800		

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.

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