



Vehicle History Report

VEHICLE DETAILS

Chassis number ¹: YA4-016015

Manufacture date: 2010-11

Make: SUBARU

Model: EXIGA

Body: DBA-YA4

Grade: 2.0i-S LIMITED

Engine: EJ20

Drive: 2WD

Transmission: AT

Title information ²:



**Deregistered
Temporarily**



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 01:25:03. 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)
2020-05-18	MLIT	38000
2022-05-23	MLIT	47700


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
2010-11			SUBARU	Manufactured
2011-05			MLIT	First registration
2020-05-18		38000	MLIT	Inspection
2022-05-23	Nara	47700	MLIT	Inspection
2024-02-21	Nara		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
34.4	★★★★★★	96%	23.82	★★★★★★	99%

* 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		40.3 m
Wet road		48.1 m

VEHICLE SPECIFICATION

1st gear ratio	3.525 ~ 0.558(MANUAL MODE ATTACHING): CONTINUOUSLY VARIABLE TRANSMISSION	2nd gear ratio	-
3rd gear ratio	-	4th gear ratio	-
5th gear ratio	-	6th gear ratio	-
Additional notes	-	Airbag position, capacity	-
Body rear overhang	1060	Body type	MV&1BOX
Chassis number embossing position	FRONT BULK HEAD CENTRE PART	Classification code	1082

Cylinders	4	Displacement	1990
Electric engine type	-	Electric engine maximum output	-
Electric engine maximum torque	-	Electric engine power	-
Engine maximum power	110/6000(NET)	Engine maximum torque	191/3200(NET)
Engine model	EJ20	Frame type	FRAME LESS
Front shaft weight	850	Front shock absorber type	
Front stabilizer type	TORSION · BAR TYPE	Front tires size	205/60R16 92H 215/50R17 91V
Front tread	1.525	Fuel consumption	14.0
Fuel tank equipment	65	Grade	2.0i-S LIMITED
Height	1.660	Length	4.740
Main brakes type	HYDRAULIC TYPE FRONT DISK BACK DISK	Make	SUBARU
Maximum speed	180	Minimum ground clearance	0.150
Minimum turning radius	5.5	Model	EXIGA
Model code	DBA-YA4	Mufflers number	
Rear shaft weight	680	Rear shock absorber type	
Rear stabilizer type	TORSION · BAR TYPE	Rear tires size	205/60R16 92H 215/50R17 91V
Rear tread	1.530	Reverse ratio	2.358
Riding capacity	7	Side brakes type	MACHINE CAR WHEEL 制動 SHAPE(DRUM TYPE)
Specification code	16110	Stopping distance	☆7.72(100)

Transmission type	AT	Weight	1530
Wheel alignment	2WD	Wheelbase	2.750
Width	1.775		

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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