



# Vehicle History Report

## VEHICLE DETAILS

**Chassis number <sup>1</sup>:** GGH25-8007132

**Manufacture date:** 2009-01

**Make:** TOYOTA

**Model:** ALPHARD

**Body:** DBA-GGH25W

**Grade:** 350S

**Engine:** 2GR-FE

**Drive:** 4WD

**Transmission:** AT

**Title information <sup>2</sup>:**



**Deregistered to Export**



**Accident / Repair:**



**No problem**



**Odometer rollback:**



**No problem**



**Manufacturer recall:**



**Problem found**



**Safety grade <sup>3</sup>:**



★★★★★★



**Contamination risk:**



**No problem**



This CAR VX Vehicle History Report is based only on Information supplied to CAR VX, LTD and available as of 2025-11-26 23:48:08. 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)
2022-01-04	MLIT	81700
2024-01-11	MLIT	87900
2025-11-01	USS HAA Kobe	102242

## USE HISTORY

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

## DETAILED HISTORY

Event date	Location	Odometer reading (Km)	Data source	Details
2009-01			TOYOTA	Manufactured
2009-01			MLIT	First registration
2022-01-04		81700	MLIT	Inspection
2024-01-11	Nara	87900	MLIT	Inspection
2025-10-29	Nara		MLIT	Last registration

## MANUFACTURER RECALL HISTORY

Date reported	Data source	Affected part	Details
2016-10-26	MLIT	Airbag	In the inflator (inflation device) of the passenger airbag, the prevention of moisture absorption of the gas generating agent is inappropriate, so that the gas generating agent may deteriorate due to repeated changes in temperature and humidity. For this reason, the inflator container may be damaged when the airbag is deployed.

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

### Overall Collision Safety Ratings

Driver's seat			Front passenger's seat		
Points	Evaluation	Goal average	Points	Evaluation	Goal average
32.48	★★★★★★	90%	22.74	★★★★★★	95%

\* 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		45.3 m
Wet road		49 m

## VEHICLE SPECIFICATION

1st gear ratio	3.300	2nd gear ratio	1.900
3rd gear ratio	1.420	4th gear ratio	1.000
5th gear ratio	0.713	6th gear ratio	0.608

<b>Additional notes</b>	PRTSK	<b>Airbag position, capacity</b>	-
<b>Body rear overhang</b>	1015	<b>Body type</b>	MV&1BOX
<b>Chassis number embossing position</b>	FRONT FLOOR CROSSMEMBER RIGHT SIDE ON SURFACE	<b>Classification code</b>	0069
<b>Cylinders</b>		<b>Displacement</b>	3450
<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>	280ps(206kW)/6200rpm	<b>Engine maximum torque</b>	35.1kg·m(344N·m)/4700rpm
<b>Engine model</b>	2GR-FE	<b>Frame type</b>	SOLID STRUCTURE
<b>Front shaft weight</b>	1150	<b>Front shock absorber type</b>	
<b>Front stabilizer type</b>	TORSION BAR TYPE	<b>Front tires size</b>	235/50R18 97V
<b>Front tread</b>	1555	<b>Fuel consumption</b>	9.1
<b>Fuel tank equipment</b>	65	<b>Grade</b>	350S
<b>Height</b>	1915	<b>Length</b>	4865
<b>Main brakes type</b>	HYDRAULIC TYPE, DISK HYDRAULIC TYPE, DISK	<b>Make</b>	TOYOTA
<b>Maximum speed</b>	180	<b>Minimum ground clearance</b>	180
<b>Minimum turning radius</b>	5.9	<b>Model</b>	ALPHARD
<b>Model code</b>	DBA-GGH25W	<b>Mufflers number</b>	
<b>Rear shaft weight</b>	870	<b>Rear shock absorber type</b>	
<b>Rear stabilizer type</b>	-	<b>Rear tires size</b>	235/50R18 97V
<b>Rear tread</b>	1560	<b>Reverse ratio</b>	4.148
<b>Riding capacity</b>	8	<b>Side brakes type</b>	
<b>Specification code</b>	16089	<b>Stopping distance</b>	50(100)
<b>Transmission type</b>	AT	<b>Weight</b>	2020

**Wheel alignment**

4WD

**Wheelbase**

2950

**Width**

1840

**AUCTION DATA****Date: 2025-11-01, Auction: USS HAA Kobe, Lot #: 37084**

Date:	2025-11-01	Lot #:	37084
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Auction name:	USS HAA Kobe	Region:	
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Make:	TOYOTA	Model:	ALPHARD
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Reg. year:	2009	Mileage (km):	102242
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Displacement (cc):	3500	Transmission:	IA
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Color:	PEARL	Model code:	GGH25W
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Result:	available	Auction grade:	4
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Problem type:	No problem	Problem scale:	None
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Contaminated:	No	Airbag:	OK
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**PHOTOS AND AUCTION SHEETS**

# プライムタイムコーナー

37084	車種 (国産以外は輸入) 排気量	3500	型式	DBA-GGH25W	年式	4
	初年度登録年月	H21/1月	車名 トヨタ	グレード	350S	4WD
	アルファード	50				B

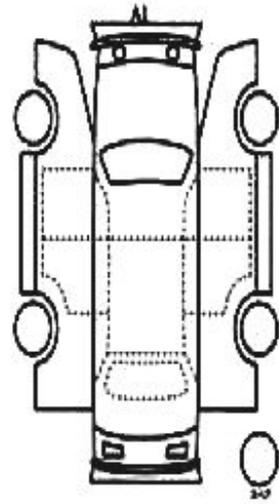
車検	年月日	シフト	IAT	燃費	SA	CAAD	PS	W
走行	102,242 km	冷期	NAAC	セルスポイント	カワ	TV	ナビ	LED
外色	パール	カラー	070	★オートライト				
燃料	ガソリン	エンジン		★フロントフォグライト				
ドア	4	ハンドル		★両側パワースライドドア				
				★バックモニター				
				★ステアリングスイッチ				
				★純正18W				
				★スペアタイヤ				

リサイクル料	18,290円	登録地	
納付金	B人	車台地	GGH25-8007132
○注意事項 (不明・不具合等あるよりお問い合わせ)		シリアル地	

- ★オートライト
- ★フロントフォグライト
- ★両側パワースライドドア
- ★バックモニター
- ★ステアリングスイッチ
- ★純正18W
- ★スペアタイヤ

### ○検査結果

ルーム内一部汚れキズ  
小キズ小凹



【荷台内寸】約	X	X	(cm)
長さ	486 cm	幅	184 cm
高さ	191 cm		

**<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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