



Phone: Phone: 905-317-7154

WWW.dpconsult.ca



2005 Suzuki Carry Right Hand Drive
Owner :



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The purpose of this appraisal is to provide the vehicle owners with an unbiased written estimate of the condition and value. The appraisal should satisfy the requirements of the classic and collector car insurance industry of Ontario.

The appraisal is provided to help the owner and insurance company in substantiating the OPCF 19A ("Agreed value") and not the ACV ("Actual Cash Value") of the vehicle prior to possible claims of damage or loss. The overall condition is identified with detailed reporting of various aspects (e.g., paint, interior etc.). Photographs are also provided to help validate the condition at the time of the appraisal.

Validation of certain statements made by the owner about the vehicle and unseen latent or inaccessible aspects of the vehicle's condition or history are outside the scope of the appraisal. Nonetheless, the owner's statements about the vehicle may be included in the appraisal in order to provide information that may be helpful. It remains the responsibility of the owner, however, to verify such facts with supportive documentation if required by the insurance company.

The conclusion of the appraisal is an assessment of overall condition based on a complete list of specific areas of concern (e.g., vehicle history, body, suspension, drive train, paint finish, interior, etc.) The final condition evaluation was then related to standard categories, as set forth in the most recent and established publications and industry guides. Collector car value guides typically use a scale of 1= very best 2= very good 3= average 4= Good 5= poor and 6= parts car. The overall value based on condition is then equated with as much market value research as possible. Published asking prices in various sources were not central to this process.

Finally the appraisal is a stand alone snapshot in time of the condition and value as recorded by the appraiser. Increase in evaluation from a previous appraisal could be due to change in market, collector demand or increase in condition due to restoration. Decrease in value could be the result of a previous appraisal that may have been poorly researched, decrease in demand or the car may have actually deteriorated.

The appraiser takes no responsibility for errors or omissions in this appraisal once it has been accepted and forwarded to the insurer for a 19A policy. This appraisal was the opinion of the appraiser. We are not responsible for any financial losses. All information was accurate on the date of the appraisal. All information was derived for current market values wholesale and retail as well as information supplied by the owner. **NOTE: This Appraisal satisfies the minimum to obtain a 19A policy from most insurance companies**

This Appraisal has not been developed for resale purposes or any other purpose except for insurance company in substantiating the OPCF 19A or a 19 policy.

Owners

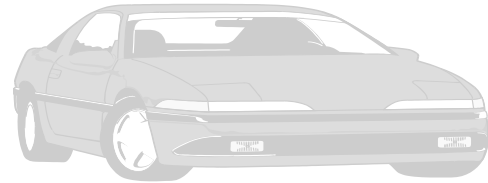
As owners you are responsible for having the proper coverage on your classic or custom car.

Please understand the difference between a 19 A Policy and a 19 policy . For more information please visit our Web site at WWW.dpconsult.ca

Please Note Provincial Sales taxes have not been added to the final appraised Value of this Vehicle .

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Customers Name: _____ **Address** _____ **City/Town** _____ **Province /State** Ontario **Country** Canada
Phone _____ **Postal code** _____ **Vehicle Year** 2005 **Brand** Toyota **Model** Carry **Mileage** _____ **Km**
Vin Number _____ **Body Style** 2 Door UTE **Body Colour** White **Interior** Gray



Body Condition	Exle	Aver	Poor	Comments	Body Condition	Exle	Aver	Poor	Comments
Roof		x			Grill		x		
Rear deck lid		x			Hood		x		
Rear tail light		x			Body Condition	Exle	Aver	Poor	Comments
Left front Fender		x			Front light		x		
Left front door		x			Right front Fender		x		
Left rear door					Right front door		x		
Left rear quarter		x			Right rear door				
Left side Windows		x			Right rear quarter		x		
Rear window		x			Right side Windows		x		
Left Side tire wear		90%			Winshield		x		
Rear Bumper		x			Rear Side tire wear		90%		

Interior Condition	Exel	Aver	Poor	Comments	Mechanical Condition	Exel	Aver	Poor	Comments
Front Upholstery		x			Engine Running		x		
Rear Upholstery					Engine Visual		x		
Carpeting					Transmit ion		x		
Dash		x			Clutch		x		
Interior panels		x			Exhaust		x		
					Steering		x		

Option List	Yes	No	Option List	Yes	No	Option List	Yes	No	Option List	Yes	No
Power Steering	x		Power locks			Traction Control			AM/FM CD	x	
Power Brakes	x		Power Trunk			Anti lock Brakes			Air Bags	x	
Leather Upholstery			Automatic Transmission			Over Drive	x		A/C	x	
Bucket seats	x		Manual Transmission	x		Tilt Wheel			Convertible Top		
Power mirrors			Power seats			Cruise control			T/Top		
Power windows			Power doors			Alarm System			Front Sun Roof		
Aluminium Wheels			Running boards			Driving lights	x		AM/FM Stereo		
Traction control			Trailer tow package			Rear back up sensing			Removable Top		
Privacy Glass			4 wheel drive	x		Power Top			Heater		

Engine size/ Number of Cylinders Fuel type				Over all condition				Appraised value					
3 Cyl	x	8 Cyl		Gas	x	Natural Gas		Excellent	x	Poor		Whole Sale	
4 Cyl		10 Cyl		Diesel		Dual Fuel		Above Average		Rough		Retail Aver	
6 Cyl		12 Cyl		Propane				Average				Retail High	

Comments

See Next Pages For Details

Appraised By Daniel Sporbeck **Business Number** 120798590 **Signature** _____

Date _____

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Bibliography and Reference Martial:

Auto Trader publication On line
Nada Appraisal Guide
VMR Appraisal Guide
Collector Car Trader On Line
RM Auction Results
Owners Records
Company Records
Suzuki Archives

Summary:

This is an appraisal for a 2005 Suzuki Carry cab over truck 4 X 4 model Right hand drive . The first impression of this truck is very good . This is a very rare vehicle truck limited production and very few imported in to Canada . This Truck is not winter driven and is always kept in side under cover . The underside of this truck is in very good condition and is very solid overall. This truck is thought to be numbers matching . I rate this car as # 2.9 quality truck An extremely presentable vehicle showing minimal wear,. Runs and drives smooth and tight. Needs no mechanical or cosmetic work. Good looking vehicle but clearly below a #1 vehicle.. Runs and drives smooth and tight. Needs no mechanical work. Everything works as new. All equipment is original, NOS, or excellent quality reproductions. The Suzuki Carry Hepburn: Suzuki Kyarī is a kei truck produced by the Japanese automaker Suzuki. The microvan version was originally called the Carry van until 1982 when the passenger van versions were renamed as the Suzuki Every Suzuki Eburī. In Japan, the Carry and Every are kei cars but the Suzuki Every Plus, the bigger version of Every, had a longer bonnet for safety purposes and a larger 1.3-liter 86-hp (63 kW) four-cylinder engine. They have been sold under myriad different names in several countries, including those with Chevrolet and Ford badges. In their home market, the Carry truck and van (and Every van) have traditionally competed with a number of similarly sized vehicles, such as the Kurogane Baby, Honda Acty, Subaru Sambar, Mitsubishi Minicab, and Daihatsu Hijet. Some of these are also competitors in export markets, mainly the Carry and the Hijet. The first two generations of Carrys were sold with the Suzulight badge rather than the company name Suzuki, emphasizing the company's focus on "Light Cars" (also known as kei jidosha). The Carry series was born in October 1961 with the FB Suzulight Carry, a pickup truck with the engine underneath the front seat, but with a short bonnet. The layout has been referred to as a "semi cabover The FB Carry underwent some light modifications in October 1963, for the 1964 model year. A glassed FBD Carry Van was added in September 1964. The engine was called the FB, a 359 cc (21.9 cu in) air-cooled, two-stroke two-cylinder with 21 hp (16 kW). This engine remained in use, in three-cylinder form, until late 1987 in the Suzuki Jimny (as the LJ50). Top speed was no more than 76 km/h (47 mph). FB suspension was rigid with leaf springs, front and rear. A panel van (FBC) was also available from July 1962. In June 1965, the rebodied L20 Suzulight Carry replaced the FB. The ladder-frame chassis was modified, now with independently sprung front wheels (by torsion bars). While output remained 21 hp, the engine benefitted from Suzuki's patented Cylinder Crank Injection lubrication system. The Carry Van was replaced by the new L20V in January 1966, and there was also a drop side pickup (L21). Finally, the L20H, a pickup with a canvas canopy and a rear-facing seat placed in the bed, providing seating for four, was offered.

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Top speed for the second generation was down to 75 km/h. The Carry Van had a horizontally divided, two-piece tailgate, and sliding rear windows. Production of this more traditional version continued in parallel with the cabover L30 Carry, ending only with the 1969 introduction of the L40. The new L30 Suzuki Carry (the "Suzulight" label was being retired) is a full cabover design, with the same FB engine mounted horizontally underneath the load area. The starter and generator were combined and mounted directly on the front of the crankshaft. Introduced in February 1966, the L30 was built alongside its more traditional predecessor until they were both replaced by the L40. A canopied L30H, similar to the L20H, but with the seats in the bed facing each other, was available from the start. Also, an L31, with a drop-side bed, was available. Performance and mechanics were very similar to its bonneted sister, but the load area was considerably larger. Maximum load capacity was still 350 kg (770 lb). A short-lived Carry Van version of the L30 ("L30V") was not introduced until March 1968, but offered four doors and a two-piece tailgate (top and bottom). Bodywork was the same ahead of the B-pillar. In July 1969, the Giugiaro-designed L40 Carry was introduced. In November of the same year, a van version with two opening side doors and a top-hinged rear gate was added. Giugiaro's design was more obvious in the Carry Van iteration, very symmetrical with similar looks to the front and rear. The L40's design was not overly utilitarian, limiting interior space and being a bit too modern for the usually very orthodox Japanese commercial customer base. The L40 did benefit, though, from an updated, 25 PS (18 kW) reed valve version of the now venerable FB engine. Dimensions, dictated by kei jidosha regulations, remained 2,990 mm × 1,295 mm (117.7 in × 51.0 in) and 359 cc (21.9 cu in). Maximum load was 350 kg (770 lb) for the truck and 300 kg (660 lb) for the van versions. Top speed increased considerably to 95 kilometres per hour (59 mph). As part of a minor facelift in April 1971, the Carry received a 27 PS (still at 6,000 rpm) version of the well-known FB engine, featuring Suzuki's Cylinder Crank Injection and Selmix lubrication system. This engine also found its way into the recently introduced LJ10 Jimny. Torque was 3.7 kg·m (36 N·m; 27 lb·ft) at 5,000 rpm. The Panel Van version has a boxy unit mounted on the rear of a Carry truck chassis. In 1971, a V40FC Camper version of the Van was also added. While the truck versions were replaced in May 1972, the L40V continued for another three months before an L50 Van took its place. The fifth-generation L50 Carry truck debuted in May 1972, followed by a new Carry van in August. The new model echoes Giugiaro's design, but without ventilation windows in the front doors and with a more traditional appearance. Headlights are now round, while the van version receives a more square rear body and with a sliding rear side door. The engine is a water-cooled design (L50), otherwise similar to the previous engine, but now with 28 hp (21 kW). Maximum load was back up to 350 kg (770 lb). In December 1972, a five-door van (L50VF, with sliding side doors) was added. Three months later, the drop side L51 went on sale. In November 1973, the Carry underwent a minor facelift, receiving a new grille and modified front bumper. The interior was also updated, with a new dashboard and finally hanging gas and clutch pedals. The fifth-generation Carry led Suzuki to great market success, with Suzuki selling more kei trucks than all others during 1973 and 1974. In September 1975, a special export version was introduced, aimed at customers who wanted more loading ability. The new L60 series received a larger, 446-cc (also L60) version of the L50 two-cylinder, 29 PS (as opposed to 26 for export market 360-cc models), a stronger differential "to transmit the generous torque and sturdier springs meant load capacity increased to 550 kg (1,210 lb).

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For 1975, the Carry received minor changes allowing for the fitment of new larger license plates. In December 1975, the domestic market L50s' engine lost two horsepower (down to 26) in the effort of fulfilling new, stricter emissions standards. In May 1976, responding to changed standards for the kei class, Suzuki released the Carry 55, chassis code ST10/ST10V. It had the larger, water-cooled but still two-stroke three-cylinder LJ50 engine of 539 cc but was otherwise hard to distinguish from the preceding L50 series. The only two differences in appearance were bigger (albeit slimmer) bumpers, which no longer enveloped the bottom of the front, as well as slightly altered doors with a slight bump in the swage line to accommodate the door handle. There was also an ST11 version with a drop-side bed. The ST10 (along with the LC20 Fronte) was the first Suzuki to enter CKD production in Indonesia, in 1976. In 1977 it was replaced by the larger ST20. Soon thereafter, in September 1976, the interim ST10 (only built for four months) was gradually replaced by the widened and lengthened ST20 pickup version, which also has a longer wheelbase. Marketed as the Suzuki Carry Wide 550, it now reached the maximum dimensions set for the class. In November, the ST20 Van came in - this version was 4 cm (1.6 in) shorter than the truck as it reused the shorter rear side body panels of the L50 and ST10 versions. Some special variants of the ST10 (such as refrigerated versions, panel vans, etcetera) remained on sale alongside the ST20 for a little while longer until new versions could be developed and old stock be sold out. There was also an ST20K model available: the "K" refers to the "trucklike" nature of the vehicle in that it had three drop-sides as opposed to the utility version which had only a tailgate and formed sides. The ST20 range retained the three-cylinder 539-cc two-stroke engine of the ST10 and has a carrying capacity of 350 kg (772 lb). Maximum power remained 26 PS (19 kW) at 4500 rpm. In October 1977, after about 187,000 had been built, the ST20 underwent a light facelift, with increased equipment and all versions (excepting the base truck) now featuring a front grille. Equipment levels were base, Standard, and Super Deluxe. The base version has no front grille, the Standard has a black grille, while the Super Deluxe features chrome trim on the grille and chromed hubcaps. By October 1977, the Custom Van was available in the Japanese market. Well equipped, with metallic paint, reclining fabric-covered seats, and chrome bumpers, this was aimed squarely at use as a private car. This heralded the development of the future "Every" range of passenger microvans. By 1977, the export-only ST80 appeared - this version was the first Carry to be equipped with a four-stroke engine, the inline-four 797-cc F8A as recently introduced in the LJ80 Jimny. In the Carry, however, the engine only developed 37 hp (28 kW; 38 PS) at 5500 rpm. The ST20 Carry was also produced in Indonesia from 1978 until at least 1983, where it was nicknamed "Turungtung" (or Truntung). This is an onomatopoeic word for the sound made by the Carry's two-stroke engine. The ST20 Carry was the first Suzuki product to be built in Indonesia, where it saw extensive use as an Angkot. The ST20 was only offered as a truck in Indonesia, but local body builders such as Adi Putro and Liling Putra came up with multi-seat taxi bodies and other variations. The Indonesian ST20 has a claimed 33 PS (24 kW) at 4500 rpm and 52 N·m (38 lb·ft) of torque at 3000 rpm, being unaffected by emissions regulations. In March 1979, the new ST30 series arrived. The dimensions remained the same as before, as did the two-stroke engine, although it was moved forward and now resided underneath the front seat. At the time of the ST30's introduction, the Carry had been the bestselling Kei truck in the Japanese domestic market for eight straight years.

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For export markets, the ST90 version was equipped with the larger four-stroke F8A engine of 797 cc, entering production in August 1979. In October 1980, the domestic market Carry became available with the new 543 cc four-stroke F5A engine (ST40), although the torquey two-stroke engine remained popular. Later, export models were also fitted with the 970 cc four-cylinder engine; they received the ST100 chassis codes. In December 1982, the Van portion of the Carry range became separated in the Japanese domestic market and was now sold as the Suzuki Every. The Every was only available with the four-stroke engine, as the two-stroke could not pass the tighter emissions standards for passenger cars. New for May 1981 was a four-wheel drive version, originally only available as a pickup. This received the ST31/41 chassis code. A four-wheel drive van version was added in November 1982. In Pakistan, Pak Suzuki Motors, a small time affiliate of the Suzuki Motor Corporation, still assembles and distributes the Suzuki Bolan, based on the ST90V version of the Carry (also known as Hi-Roof) with the three-cylinder F8B 796 cc carburetor engine with output of 37 hp (28 kW). The four-speed manual transmission allows for a top speed of 120 km/h (75 mph). As of 2021 it is available as either a plain, panelled Cargo Van with vinyl seats or as the seven-seater VX variant which features air conditioning. The Bolan is widely used as an ambulance all over Pakistan and as a taxi in parts of the country. There is also a pickup version, called Ravi. The Ford Pronto is a rebadged Carry ST, which was manufactured between 1985 and 2007[32] by Ford Lio Ho, a joint venture between Ford and Lio Ho in Taiwan. The Pronto was only available in the Taiwanese market, where it was introduced specifically to compete with China Motor Corporation's Mitsubishi Minicab and Sanfu's Subaru Sambar in the local minivan market. In 2007, Ford Lio Ho ceased to produce the Pronto because the engine couldn't be made to meet revised local environmental regulations. In Indonesia, the seventh generation Carry and Super Carry were assembled by Suzuki Indomobil Motor beginning in 1983, fitted with the well-known 970 cc F10A engine with 50 PS (37 kW). This carried the ST100 model code, and was also available as a minivan. Thanks to a locally developed rear body with a longer overhang and a wheelbase extended by 10 cm (3.9 in), it was about 20 cm (7.9 in) longer than the Carrys sold elsewhere, which allowed a third row of seats to be fitted. In 1986, it was updated with a new half-trapezium front headlight, but only lasted for less than six months and was replaced again with square headlights by the end of 1986 (until the end of production in 2009) with new front and larger bumpers; this model was originally sold as the "Super Carry Extra". This model, available as a van or truck, reached 3,530 mm (139.0 in) in overall length and is 1,465 mm (57.7 in) wide. These dimensions remained true until the end of Carry 1.0 production in Indonesia. Unlike most markets, Indonesian Carry trucks could legally seat three people. In 1989 the Super Carry received a five-speed transmission, as well as a tachometer. In late 1996, Suzuki equipped the Carry Extra with power steering. Late in the model's life, the engine was updated to meet the Euro 2 emissions standards, which took effect in Indonesia in 2007. This meant that the old F10A engine was updated with multi-point fuel injection in 2005 and a catalytic converter, increasing power to 60 PS (44 kW).

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Although removed from the regular price lists in 2006, this version of the Carry was still built to special order until 2009, alongside the larger Carry Futura (based on the eighth generation Carry). Until 1987, when surpassed by the Daihatsu Zebra and Toyota Kijang, the Carry was Indonesia's best selling vehicle. The seventh generation Carrys in Indonesia, alongside the eighth generation Carry Futura, are widely used as transportation minibuses known locally as "angkot". The Maruti Suzuki Omni is a microvan manufactured by Suzuki's Indian subsidiary Maruti Suzuki. The first version of Maruti Suzuki Omni had a 796 cc (49 cu in) inline-three engine, same as the Maruti 800 city car. Sold simply as the Maruti Suzuki Van, this was the second vehicle to be launched by Maruti Suzuki. It arrived one year after the 800, in 1984. The name was changed to "Omni" in 1988. It received a facelift in 1998, and further minor revisions in 2005, when improvements were made to the exterior and the interior, and new colours became available. Later version of the Omni includes the Omni (E), released in 1996, an 8-seater microbus version of the Omni Omni XL - 1999, as the Omni E but with a higher roof. Omni Cargo LPG - 2004, created to answer the growing popularity of this car being used as an inter-city cargo vehicle. Omni LPG - 2003, same 796 cc engine, added with a factory fitted LPG Kit, authorised by the Indian RTOs (Regional Transport Offices). This makes it the most economic four-wheeler in India, as far as driving costs are concerned. Omni Ambulance - A Omni E, designed for ambulance usage. This is the most common type of ambulances found in Indian cities. The Omni could be divided into two categories: the family version and the cargo version. The newer family version has two extra seats directly behind the front seating and facing away towards the rear of the van making it an eight seater. Older versions are modified by individual owners to add additional capacity this way. The cargo version is completely devoid of back seats. Both versions have sliding back doors and hatchbacks. The eighth generation Carry (and second generation Every) appeared in March 1985. It was modernized and the range again expanded, with a more powerful fuel injected engine available on top. The chassis codes became quite confusing, with DA/DB71 used for the F5A engined model (DB signifying four-wheel drive) and DA81 for the two-stroke truck which remained available until the Carry underwent a facelift in July 1986. T, B, and V suffixes were used to denote trucks, trucks with tip decks, and vans. Beginning in late 1987, a 52 PS (38 kW) turbocharged engine was available in the Every, while the Carry truck received a three-valve, supercharged version of the F5A engine with 48 PS (35 kW). There was also a short-lived nine-valve version with 32 PS (24 kW) available for better equipped versions of the Every; the regular six-valve version had to make do with 30 PS (22 kW). In May 1989 the more modern multi-valve F5B engine entered the lineup; it received the DA/DB41 chassis code and replaced most of the F5A engines. This new engine also became available in the badge-engineered Autozam Scrum, sold by Mazda (DG/DH41). With the rules regarding the size and engines of kei-cars being altered for March 1990, Suzuki had to update the Carry/Every which now carried the DA/DB51 chassis code. The larger 657 cc F6A engine provided somewhat more power, ranging from 38 to 58 PS (28 to 43 kW), and new more rounded bodywork provided a more modern look. The least powerful engine received an upgrade in the passenger-oriented Every models in September 1990, increasing output to 42 PS (31 kW) at 5500 rpm while torque went up from 5.3 to 5.8 kg·m (52 to 57 N·m; 38 to 42 lb·ft) at 4000 rpm. This engine became standard fitment for the lower end Carrys as well in March 1991, but only six months later the DA/DB51 was replaced by the reshelled ninth generation Carry and Every.

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Post-1985 European market Carrys still used the 797 cc four-cylinder F8A familiar from the ST90 Carry, while Super Carrys were equipped with the F10A 970 cc four. Chassis codes are SK408 and SK410, while power outputs are 37 and 45 PS respectively (27.5 and 33 kW), top speeds 110 and 115 km/h. Heftier bumpers meant overall length was up 10 cm, for a total of 3295 mm. Production of export models began in July 1985. The SK408 (sometimes called the DA11) was discontinued in October 1989. The SK410 Super Carrys (DA21) received the same F10a 970cc inline-four as fitted to the SJ410 Samurai. In much of Europe, this generation of the Carry was also sold as the Bedford, Vauxhall, or GME Rascal. These were built at the GM plant in Luton, to circumvent JAMA's voluntary export restrictions. In Australia, this model was sold as both the Super Carry (in ute, van, or wagon form) and as the Holden Scurry, which was not available as a "ute". In Australia, the Scurry was designated as the NB series. The Super Carry continues in production in Vietnam for local markets, as a truck or panel van, with a Euro 2 emissions compliant engine. The 970 cc engine has electronic fuel injection and develops 31 kW (42 PS) at 5500 rpm. The 3,240 mm (128 in) long truck is the best selling truck in Vietnam and the engine was updated to meet the Euro 4 emissions standards in 2017. The Bedford Rascal (later Vauxhall Rascal), also built as the Suzuki Super Carry, is a kei truck and microvan that was developed as a joint venture between the American car company General Motors (GM) and the Japanese automaker Suzuki. It was sold under GM's British-based Bedford marque as well as in Suzuki form. Other names were used in a few international markets, such as GME (General Motors Europe) for those continental European markets where Suzukis were generally not marketed and where the "Bedford" and "Vauxhall" brands were largely unknown. The van was produced at the IBC Vehicles plant in Luton, England, adjacent to the main Vauxhall factory (GM's British-based passenger car marque). Alongside the Bedford, the Suzuki-branded twin was manufactured for the European market (where Bedford is a less established brand). Sold from 1986 to 1994, the Rascal, like the Super Carry, is a small and economical van intended for many purposes. The vehicle's strengths were its diminutive size and maximum payload weight; 550 kg for the van and 575 kg for the pickup. The principal visible difference between Bedford and Suzuki versions is the front trim: the Super Carry has two separate plastic headlamp surrounds and the Rascal has a single full width one with "Bedford" moulded in the middle. In Indonesia, the Carry received a redesign which made its debut in mid-February 1991. This was a response to the 1989 introduction of the 1.3-liter Daihatsu Zebra; somewhat larger it was now 3,700 mm (146 in) long and also ten centimeters wider than before. It has a wheelbase of 1,970 mm (78 in). Overall length then grew to 3,875 mm (153 in), the width to 1,570 mm (62 in). It has a 1,360 cc G13C engine, later enlarged to 1,493 cc (G15A, introduced around 2000) and then 1,590 cc. Internal codenames for these models are ST130, ST150, and ST160 respectively; the ST130 Suzuki Carry Futura was also referred to as the SL413, ST150 as the SL415 and ST160 as the SL416. Beginning in 1994, the rear doors received wind-down rather than sliding windows. In March 2005, the 1.5 engine was upgraded to fuel injection rather than the earlier carburetors. Unlike the Mitsubishi version, Suzuki also offers a factory-bodied minibus version. The bare chassis version is usually converted into a microbus by local bodybuilders, for use as an angkot, or share taxi. For the Indonesian market, the Carry Futura is also offered as the Mitsubishi Colt T120SS. The name is a continuation of the first generation Mitsubishi Delica, which was marketed as the "Colt T120" in many countries including Indonesia.

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When production began in 1991, it replaced the Minicab-based "Jetstar". The T120SS is based on the locally developed Carry Futura, with which it shares everything aside from the engines. Overall length is 3,720 mm (3,940 mm for the "3-way wide deck" version). The Colt T120SS is available as either a bare chassis, a fixed-side pickup truck, or one where all three sides fold down, called "3-way wide deck". The engine used is either Mitsubishi's 1.3 L (1,343 cc) carburetted 4G17 or the bigger 1.5 L (1,468 cc) fuel injected 4G15. The smaller engine puts out 78 PS (57 kW) at 6000 rpm. This engine had the same specs from its time of introduction in 1991 until it was replaced in 2005, except for one major difference: in 1996 it was redesigned and is no longer an interference engine. The larger unit, which meets Euro 2 emission standards, produces 86 PS (63 kW) at 5750 rpm. Both engines feature three valves per cylinder. The bigger engine arrived in March 2005 with 1.5-litre Multi Point Injection, when the T120SS was also lightly facelifted, with a new grille featuring a triangular central portion. From 1997 to 2019, Mitsubishi Motors built 324,960 units of the T120SS. The Indonesian market Carry Futura was facelifted several times, in August 1997, March 2005 and April 2010, and again in January 2017, with a redesigned grille and bumper. The Colt T120SS only received a single facelift (in 2005). The Carry Futura and Colt T120SS were discontinued in 2019, few months after Indonesia's enforcement of rules for Euro 4 emission standards as both manufacturers asked for an extension of the Euro 4 deadline that was set in October 2018.[60] The last T120SS rolled off the production line at PT Krama Yudha Ratu Motor plant in Pulo Gadung, East Jakarta on 22 January 2019, while the Carry Futura continues to be produced at Suzuki Indomobil Motor plant in Bekasi until February 2019. Starting in 2016, Maruti Suzuki has produced a rebadged version of the Carry Futura in India as the Super Carry. This model receives a 793 cc (48.4 cu in) two-cylinder engine with 32 PS (24 kW) at 3500 rpm. and 75 Nm of torque connected to a 5-speed manual transmission. The minuscule engine is not able to power an air-conditioning system. It is also available with the CNG-powered G12B 1.2-liter inline-four engine. The diesel engine was discontinued in March 2020 as the engine is not compliant with the Bharat Stage 6 emissions standard. The Super Carry was also imported to the Philippines from India from late October 2016, with the same 793 cc (48.4 cu in) diesel engine as the Indian version. It is available as a flat-bed truck, utility van, cargo van or prepared to be fitted with Jeepney bodywork. It is 3,800 mm (149.6 in) long, with a wheelbase of 2,110 mm (83.1 in), a cargo bed of 2,384 mm (93.9 in), and can take a load of 625 kg (1,378 lb) as well as two occupants. After the all-new model Carry arrived in the Philippines in 2019, the Super Carry continued to be sold alongside it. The ninth generation Carry (and third generation Every) appeared in September 1991. The 657 cc F6A engine remained from the previous generation, but an all-new bodywork was much smoother, originally with slim, small rectangular headlights. The chassis was largely unchanged for the truck (albeit with a somewhat longer wheelbase), but the vans had a considerably longer wheelbase and an engine mounted midships, just ahead of the rear axle. Chassis codes changed accordingly, and were now different for the Carry and the Every. The trucks are DC/DD51T and the vans are DE/DF51V ("DD" and "DF" for four-wheel drive versions). Two different front treatments were available, one with small rectangular aerodynamic headlights and one with large, round units (used on lower-spec models). The ninth-generation Carry received a very gentle facelift in September 1993, including a switch from front drum brakes to discs on all models.

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Two months later, the Carry Van line switched to the Every nameplate and the division between trucks and vans was made clearer. Another light change occurred in July 1995, when the front turn signals were changed from clear to amber and the wheel bolt pattern was changed from 4x114.3mm to 4x100mm. The ninth generation continued to be built until 1999. Most export markets continued to receive the previous generation Carry with bigger engines and most commonly with van bodywork. The older Super Carry is generally more rugged than the DE/DF51, which was fitted with a coil sprung De Dion rear axle not as suitable for carrying heavy loads. In those rather few foreign markets where the ninth generation Carry was available, it was sold as the SK306 and with a version of the 657 cc engine used in the Japanese domestic market. In late 1997, the retro-styled Suzuki Every C arrived. The tenth generation Carry was introduced in January 1999. It retained the F6A engine (albeit modernized) and was sold as the DA/DB52 T and V (Carry truck or Every van, "DB" signifying four-wheel drive). This marked the end of using "Carry" badging on vans in the Japanese domestic market. In June 1999 the DA52W (Every Wagon, only with two-wheel drive) appeared, along with the bigger Every Plus. In 2001 a version with the more powerful timing chain equipped K6A (still of 660 cc displacement) appeared, as the DA62T/V/W. This model has also been built by Chang'an (Chana) in China, as the "Star" (Zhixing) bus and truck (originally SC6350, SC1015). in which they have gone through many revisions since 2009. The Carry truck was completely rebodied in May 2002, but the existing Every Van and Wagon continued to be produced until replaced in August 2005, as the two lines continued a process of divergence begun with the introduction of the Every in 1982..

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Summary Continues :

Paint:

The paint looks to be original to this truck. It is white in colour . The paint is in nice condition with some minor evidence or checking or other imperfections.

Wheels

The are 12 inch Steel wheels in very good condition .

Tires:

The tires are after market 145/R12 with 90 % tread left

Transmission:

This is a 5 speed Manual transmission thought to be numbers matching to this truck. The Transmission engages and shifts smooth with no issues.

Chrome:

The moldings and trim are original style good condition .

Body:

The Body of this truck looks to be original and solid rust free no repairs have been made . The vin tag is still intact. The underside of the truck is also very solid rust free in very good condition.

Glass:

All glass is original with a factory original in good condition.

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Stereo:

Factory Am/Fm CD Stereo in good working condition

Exhaust:

Exhaust looks to be original in good condition.

Engine:

This particular truck is powered by a Fuel injected 660CC. straight-3 gasoline engine making The engine is thought to be original numbers matching to this Truck . The engine runs well .

Interior:

The Interior is Gray in colour. With factory vinyl seat are in good condition. The dash and gauges are factory and are in good working condition . The interior panels are in good condition .

Mechanical:

Mechanically this truck is in good condition the engine runs perfectly. The brakes front and rear have been inspected with no issues. Front end and rear suspension have been have been inspected with no issues .

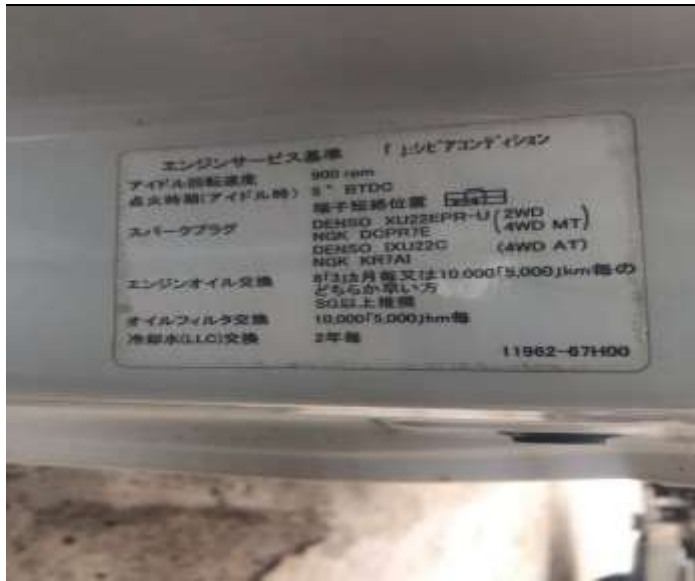
Value: \$

:Please Note Provincial Sales taxes have not been added to the final appraised Value of this Vehicle .

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Trim Tags



Vin Tag



Interior



Odometer Reading



Engine Bay



Under Carriage





Ontario  PLATE PLAQUE
Issued pursuant to the Highway Traffic Act / Délivré en vertu du Code de la route

PERMIT - PLATE PORTION / CERTIFICAT D'IMM. - PLAQUE

ATTACHED

VIN N.I.V.	[REDACTED]	R.I.N. N.I.T.	[REDACTED]
MAKE MARQUE	[REDACTED]	MODEL MODÈLE	[REDACTED]
VALIDATION NO N° DE VALIDATION	[REDACTED]	EXPIRY DATE DATE D'EXPIRATION	[REDACTED]
CODE	[REDACTED]	REG. GROSS WT POIDS BRUT ENR.	[REDACTED]
NAME NOM	[REDACTED]		
ADDRESS ADRESSE	[REDACTED]		
MAILING ADDRESS ADRESSE POSTALE	[REDACTED]		
OFFICE / BUREAU	EFF. DATE / EN VIGUEUR	PERMIT NO. / N° DE CERTIFICAT	
[REDACTED]	[REDACTED]	L3786939	

Current Ownership