

Maintenance

Octavia III 2013 ➤
Octavia III 2014 ➤
Edition 10.2013

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Maintenance

Heading

1. General points
2. Inspection
3. Engines
4. Gearbox
5. Chassis
6. Electrical System
7. Body
8. Exhaust-emission analysis
9. Miscellaneous

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Technical information should always be available to the foremen and mechanics, because their careful and constant adherence to the instructions is essential to ensure vehicle road-worthiness and safety. In addition, the normal basic safety precautions for working on motor vehicles must, as a matter of course, be observed.

Contents

1	General points	1
1.1	Vehicle identification data	1
1.2	Identification plate	3
1.3	Vehicle data sticker	3
1.4	Storage of ŠKODA new vehicles	4
1.5	Vehicle handover from stock	4
1.6	Additional customer information regarding inspection and maintenance	4
1.7	Determine the age of the vehicle	5
2	Inspection	6
2.1	Pre-Delivery Inspection -PDI- (Export)	6
2.2	Pre-sales Inspection - domestic (Czech Republic)	8
2.3	Delivery Inspection (Export)	12
2.4	Inspection	15
2.5	Oil change service	19
2.6	Countries with high sulphur content in the diesel fuel	21
2.7	Dust-rich countries	21
2.8	Service tables	22
2.9	Service tables with variations for the individual markets	26
3	Engines	30
3.1	Engine overview	30
3.2	Engine fitted	32
3.3	Inspect engine and parts in the engine compartment for leaks and damage	34
3.4	Changing toothed belt and tensioning pulley	35
3.5	Inspect toothed belt for camshaft drive and coolant pump drive for wear and condition	35
3.6	Inspecting engine oil level	38
3.7	Draining or suctioning off engine oil and filling up with engine oil	39
3.8	Replace engine oil filter	43
3.9	Cooling system: inspection	46
3.10	Poly V-belt: Check condition	52
3.11	Routing of V-ribbed belt	53
3.12	Replace spark plugs	54
3.13	Replace air filter element and clean air filter housing	54
3.14	Replacing the fuel filter (diesel engine)	59
3.15	Check diesel particulate filter	62
3.16	Multiple-purpose additive for petrol engines	62
3.17	Drain fuel filter	63
4	Gearbox	64
4.1	Check final drive and joint boots for leaks and damage	64
4.2	6-speed gearbox DSG: Change the gearbox oil, replace the oil filter	64
4.3	Changing oil in the Haldex coupling	69
4.4	Check oil level in the Haldex coupling	70
5	Chassis	72
5.1	Inspecting thickness of front and rear brake pads/linings	72
5.2	Inspecting brake system for leaks and damage	73
5.3	Change brake fluid	74
5.4	Inspecting the brake fluid level	81
5.5	Track rod heads: Check play, fastening and sealing sleeves	82
5.6	Front and rear axle: inspection	82
5.7	Tyres: inspection	83
5.8	Tightening wheel bolts to specific torque	91
5.9	Tyre inspection display: Calibration	91
5.10	Transport security: Remove anti-lock components from the shock absorbers of the front axle	92



5.11	Breakdown set	93
6	Electrical System	94
6.1	Electric windows: Check positioning	94
6.2	Electrical consumers: Check function	95
6.3	Exterior lighting front and rear: inspection	95
6.4	Interior Lights: inspection	96
6.5	Checking the battery	96
6.6	Checking proper operation of infotainment radio/navigation	96
6.7	Setting clock	97
6.8	Connect diagnostic unit and interrogate fault memory	97
6.9	Resetting service interval display (SID)	98
6.10	Adapt language variants to driver's instructions	103
6.11	Changing the code of the service intervals	104
6.12	Inspecting headlight beam setting and adjusting if necessary	104
6.13	Check for proper operation of automatic light	107
6.14	Check the operation of the dynamic cornering light	107
6.15	Checking the operation of the fog lights with the "Corner" function (static cornering light)	108
6.16	Setting the headlight beam	108
6.17	Adjusting the fog light	109
6.18	Replacing the own power supply of the alarm system	110
6.19	Climatronic: Set temperature to 22 °C	110
6.20	Switch off battery transport mode	110
6.21	Time-delayed locking mechanism after closing the tailgate - activate/deactivate	111
7	Body	112
7.1	Inspecting underbody protection for damage	112
7.2	Checking body paintwork and underbody protection for damage (before sale)	112
7.3	Check for corrosion	113
7.4	Windscreen wash/wipe system: Check function	113
7.5	Panorama tilting/sliding sunroof: Check function, clean and lubricate guide rails	115
7.6	Door locks, safety buttons, child locks: Check function	117
7.7	Replacing the dust and odour filter element	118
7.8	Affix vehicle data sticker	119
7.9	Stick the sticker Škoda Assistance	119
7.10	Check proper operation of key switch for front passenger airbag deactivation	119
7.11	Inspect original trailer coupling device	120
8	Exhaust-emission analysis	122
8.1	Exhaust-Emission Analysis on Models with Fuel Engines	122
8.2	Test Values for Exhaust-Emission Analysis on Petrol Engines	123
8.3	Exhaust-Emission Analysis on Models with Diesel Engines	124
8.4	Test Values for Exhaust-Emission Analysis on Diesel Engines	126
9	Miscellaneous	128
9.1	Tow starting/Towing	128
9.2	Road test	130
9.3	Raise vehicle	131

1 General points

(SIGG000094; Edition 10.2013)

Vehicle identification data ➔ [page 1](#)

Type plate ➔ [page 3](#)

Vehicle data sticker ➔ [page 3](#)

Storage of ŠKODA new vehicles ➔ [page 4](#)

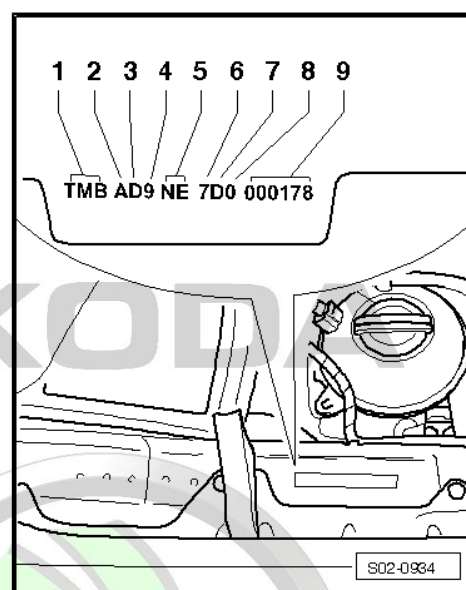
Vehicle handover from stock ➔ [page 4](#)

Additional customer information regarding inspection and maintenance ➔ [page 4](#)

Determine the age of the vehicle ➔ [page 5](#)

1.1 Vehicle identification data

The vehicle identification number is fixed to the right suspension strut dome.



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The vehicle identification number can also be found at the bottom left of the front window corner.

1 - Manufacturer's world code

XW8 - Manufacturing plant in Russia

TMB - other Škoda manufacturing plants

2 - Body type:

A - Sedan, left-hand drive, 4x2

B - Sedan, left-hand drive, 4x2

J - Combi, left-hand drive, 4x2

K - Combi, right-hand drive, 4x2

L - Combi, left-hand drive, 4x4

M - Combi, right-hand drive, 4x4

1 - vehicle category N1, left-hand drive, 4x2

2 - vehicle category N1, right-hand drive, 4x2

3 - vehicle category N1, left-hand drive, 4x4

4 - vehicle category N1, right-hand drive, 4x4

3 - Engine type:

A - 1.2 ltr./63 kW/petrol engine

B - 1.2 ltr./77 kW/petrol engine

C - 1.4 ltr./103 kW/petrol engine

D - 1.8 ltr./132 kW/petrol engine

E - 2.0 ltr./162 kW/petrol engine

F - 1.6 ltr. TDI/66 kW/diesel engine

G - 1.6l TDI/77, 81 kW/diesel engine

J - 2.0 ltr. TDI/105/110 kW/diesel engine

K - 2.0 ltr. TDI/135 kW/diesel engine

4 - Airbag System:

2 - 2 Front airbags

4 - 2 Front + 2 side airbags

5 - 2 front + 2 side + 1 knee airbag

6 - 2 front + 2 side + 2 head airbags

7 - 2 front + 2 side + 1 head + 1 knee airbag

8 - 2 front + 4 side + 2 head airbags

9 - 2 front + 4 side + 1 head + 1 knee airbag

B - total weight 1360 kg to 1814 kg

C - total weight 1814 kg to 2268 kg

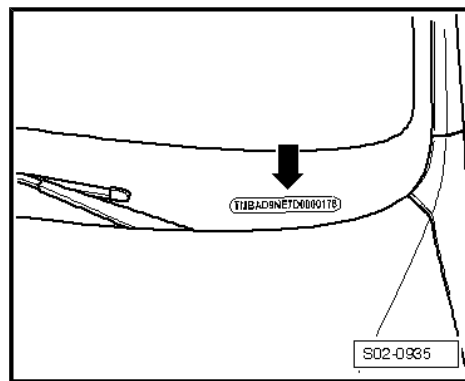
5 - Vehicle type:

NE, 5E - OCTAVIA III, OCTAVIA COMBI III

6 - Internal code

7 - Model year

D - 2013



E - 2014

F - 2015

G - 2016

H - 2017

J - 2018

K - 2019

8 - Manufacturing plant:

0 - Mladá Boleslav

A - Aurangabad

B - Solomonovo

D - Ust-Kamenogorsk

H - Nižnij Novgorod, Gaz

U - India (vehicles manufactured in the Czech Republic for India)

9 - Vehicle chassis number

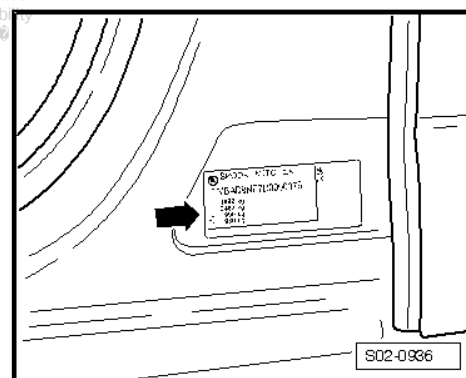


Note

The identification of the body manufactured as spare part is performed with the sign -#- in front and behind the vehicle identification number instead of the existing sign -*-.

1.2 Identification plate

The type plate is located on the bottom left of the B pillar -arrow-.

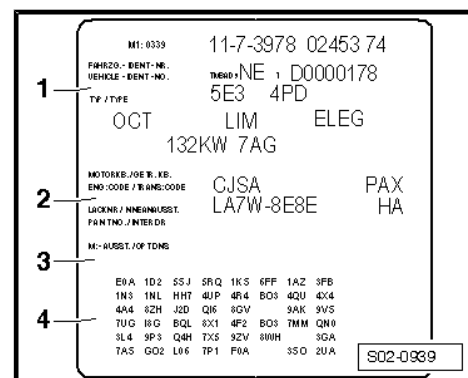


1.3 Vehicle data sticker

The vehicle data sticker is located in the luggage compartment floor on the left next to the spare wheel well ⇒ [page 119](#) .

The vehicle data sticker includes the following information:

- 1 - Vehicle identification number, vehicle type
- 2 - Engine and gearbox identification characters, interior trim, engine type, gearbox
- 3 - Paint number, additional equipment
- 4 - PR numbers





1.4 Storage of ŠKODA new vehicles

Notes for the storage of new vehicles ⇒ portal B2B/technical information/instructions, notes/care programme for new and used vehicles - implementation rule / system .

Service for exhibited and stored vehicles ⇒ Maintenance tables .

1.5 Vehicle handover from stock

- Before starting a stock vehicle, carry out a “pre-sales Inspection”.
- Check battery no-load voltage, if the no-load voltage is less than 12.5 V fully charge the battery.

1.6 Additional customer information regarding inspection and maintenance

Information regarding the use of vehicles under “severe conditions”:

- The service advisor should always point out to the customer that the inspection intervals are based on normal operating conditions.
- Under “severe conditions” the inspection intervals must be shortened.

“Severe conditions” exist, for instance, if the vehicle is operated continuously under one or several of the conditions stated below:

- ◆ Towing a trailer or when fitted with a roof rack.
- ◆ Operated on dusty, poor, muddy roads or roads treated with road salt.
- ◆ Driven for short distances and at ambient temperatures below freezing point.
- If one or several of these “severe conditions” exists, please advise your customer whether it is necessary to have work carried out between the normal service intervals, such as:
 - ◆ Changing the engine oil before the normal specified interval.
 - ◆ Cleaning or replacing the air filter element in the air filter housing.

General information:

- Inform your customer about this so that he has each inspection carried out at the right time and none are forgotten.
- Draw the attention of your customer to the sticker affixed to the side of the dash panel (driver's side) indicating when the next service event is due.
- In addition, enter in the boxes provided in the pages of the Service Schedule when the next service or other additional operations should be carried out.
- An oil change service should be undertaken at the prescribed interval ⇒ [page 19](#) .
- Advise your customer that to maintain the vehicle in a safe and roadworthy condition and also to ensure that the warranty terms are complied with, it is essential to have the additional following operations carried out in addition to the annual inspections:
 - ◆ Change the brake fluid (have this done if possible during the inspection):

After 3 years, then every 2 years.

Service interval display

- QI1 - Service display 5 000 km or 1 year (fixed)
- QI2 - Service display 7 500 km or 1 year (fixed)
- QI3 - Service display 10 000 km or 1 year (fixed)
- QI4 - Service display 15 000 km or 1 year (fixed)
- QI6 - Service display 30 000 km or 2 years (flexible)



WARNING

The service display in the dash panel insert will be controlled worldwide with these numbers.

The QG1/QG0 numbers now only control the hardware for maintenance interval extension (including the oil level and oil temperature sender and whether this is/is not present at the oil sump).

This could actually mean that a vehicle with a PR number QI4 - service display 15 000 km or 1 year (fixed), may also have the PR number QG1 - extended service interval.

Changing the code of the service intervals



Note

Conditions for recoding of service intervals ⇒ [page 104](#).

1.7 Determine the age of the vehicle

The age of the vehicle can be determined according to the sticker affixed to the window.

- Arrow 1- Production date
- Arrow 2- Calendar week of manufacture





2 Inspection

Pre-Delivery Inspection -PDI- (Export) ⇒ [page 6](#)

Pre-sales Inspection - domestic (Czech Republic) ⇒ [page 8](#)

Delivery Inspection (Export) ⇒ [page 12](#)

Inspection ⇒ [page 15](#)

Oil change service ⇒ [page 19](#)

Countries with high sulphur content in the diesel fuel
⇒ [page 21](#)

Dust-rich countries ⇒ [page 21](#)

Service table ⇒ [page 22](#)

2.1 Pre-Delivery Inspection -PDI- (Export)

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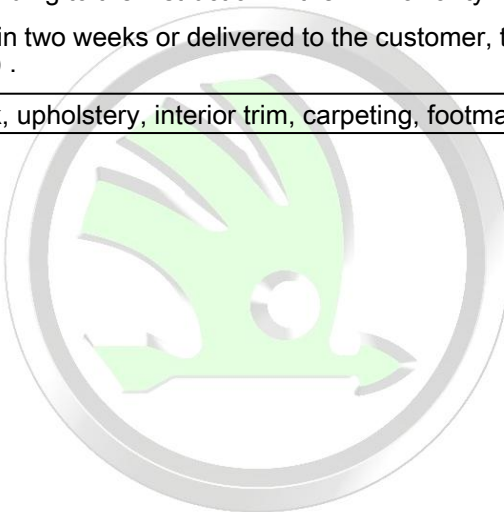


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- Immediately check the newly delivered vehicles for completeness and damage (liquidate the transport damage at the expense of the insurance). For this purpose, compare as-delivered condition of vehicle with order form.
- Incorrect or missing parts must be handled according to the instruction in the ⇒ Warranty manual, chap.7.5.1 (portal B2B) .
- In the case the vehicles are not transported within two weeks or delivered to the customer, the “care programme for new and used vehicles” must be carried out ⇒ (portal B2B - technical information - instructions) .

Inspect for transport damage (bodywork, paintwork, upholstery, interior trim, carpeting, footmats, coverings, wheels and tyres) ⇒ [page 112](#)



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2.2 Pre-sales Inspection - domestic (Czech Republic)

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- Immediately check the newly delivered vehicles for completeness and damage (liquidate the transport damage at the expense of the insurance). For this purpose, compare as-delivered condition of vehicle with order form.
- Incorrect or missing parts must be handled according to the instruction in the ⇒ Warranty manual, chap.7.5.1 (portal B2B) .
- In the case the vehicles are not transported within two weeks or delivered to the customer, the “care programme for new and used vehicles” must be carried out ⇒ (portal B2B - technical information - instructions) .

Compare as-delivered condition of vehicle with order form	Chapter
◆ Engine fitted	
◆ Type plate in engine compartment	
◆ Vehicle data sticker (compare with stamped identification number)	
◆ Colour of paintwork, badges, inscriptions	
◆ Seats (cover, colour) interior trim (colour)	
◆ Radio, speakers, aerial	
◆ Central locking system, anti-theft alarm system	
◆ Wheels, tyres	
◆ Sun roof	
◆ Check vehicle log book for completion, correct language/date of issue - all in the vehicle log book pouch	
◆ Other equipment (all equipment fitted in proper condition)	
Inspections or work to be carried out and noted in the form	
Vehicle (exterior)	
– Check plastic and rubber parts for cleanliness and damage	
– Inspect bodywork and paintwork for damage	⇒ page 112
– Check ignition key for cleanliness and completeness	
– Check operation of door handles, child safety locks, door contact switches and all locks and keys (including spare keys), doors, boot lid/tailgate, fuel filler cap, front flap lock	⇒ page 117
– Check the function of the anti-theft warning system	
– Check the wheel bolts for the specified torque (steel and light alloy wheels 120 Nm), fit wheel trim caps	⇒ page 91



– Check the tyre pressure (including spare wheel or emergency wheel), if necessary correct the tyre pressure, fit valve caps	⇒ page 91
– On vehicles in stock for more than 12 months: Change brake fluid	⇒ page 74
Engine compartment (from above)	
– Checking the battery	⇒ page 96
– Check tight connection of electric cables and plug connections (in particular battery cables)	
– Inspect engine, gearbox, cooling system, brake system and fuel system for tightness	⇒ page 34 , ⇒ page 73
– Check the engine oil level (to be in-between the markings on the dipstick)	⇒ page 38
– Check the brake fluid level (at “MAX” marking)	⇒ page 81
– Inspecting coolant level	⇒ page 52
– Fill up liquid in washer reservoir and ensure that there is antifreeze protection if there is any risk of frost	
– Check the function of all spray nozzles (windscreen, headlights) and adjust if necessary	⇒ page 113
Vehicle interior	
– Adapt language variants to driver's instructions	⇒ page 103
– Check proper operation of key switch for airbag “ON/OFF” and position to “ON”	⇒ page 119
– Switch off battery transport mode	⇒ page 110
– Inspect all switches, all electrical components, all gauges/indicators and controls	⇒ page 95
– Inspect upholstery, interior trim, carpeting and footmats for cleanliness and damage	
– Set the temperature to 22 °C (Climatronic)	⇒ page 110
– Checking proper operation of infotainment radio/navigation, set clock	⇒ page 96
– Reset service interval display	⇒ page 98
– Electric windows: Check positioning	⇒ page 94
– Fit net in luggage compartment (if available)	
– Install the footmats and aerial supplied in the vehicle	
– Stick the sticker Škoda Assistance	⇒ page 119
Underside of vehicle (on lift platform)	
– Inspect underbody (underbody protection for damage)	⇒ page 112
– Check for leak-tightness and damage: Engine, gearbox, final drive, steering, braking system axles, boots of steering joints. Check proper routing of the brake hoses and brake lines, fuel lines including ventilation of the fuel system	⇒ page 34 , ⇒ page 73
– Inspect tyres and wheels for damage	⇒ page 83
– Take out anti-lock components for front shock absorber (vehicles with basic and sport chassis)	⇒ page 92
Concluding operations	

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– Perform a test drive	⇒ page 130
– Interrogate fault memory of all systems, if necessary erase	⇒ page 97
– Remove protective seat covers and protective film	
– Fill out the service schedule, stick a part of the vehicle data sticker without a legend in the service schedule and a part of the vehicle data sticker with the legend on the luggage compartment floor in the vehicle next to the spare wheel. (Valid for vehicles for CW 44/2013)	⇒ page 119
– Fill out the operating manual, stick a part of the vehicle data sticker without a legend according to the manufacturer's instructions, and stick a part of vehicle data sticker with the legend on the luggage compartment floor in the vehicle next to the spare wheel. (Valid for vehicles as of CW 45/2013)	
– Final inspection to ensure proper condition for handover to the customer	



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2.3 Delivery Inspection (Export)

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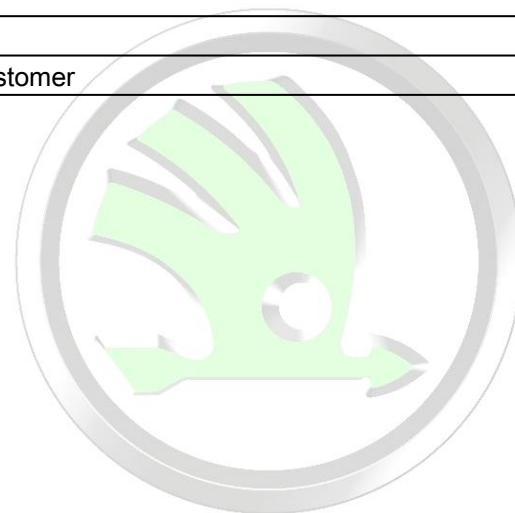
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Inspections or work to be carried out and noted in the form	Chapter
Vehicle (exterior)	
– Check plastic and rubber parts for cleanliness and damage	
– Inspect bodywork and paintwork for damage	⇒ page 112
– Check ignition key for cleanliness and completeness	
– Check the function of all locks (side doors, door grip, unlocking, child safety locks, bonnet lock, glove compartment, tailgate, fuel tank lid) and all other keys (including the spare key).	⇒ page 117
– Check the function of the anti-theft warning system	
– Tighten the wheel bolts to the specified torque, fit wheel trim caps	⇒ page 91
– Check the tyre pressure (including spare wheel), if necessary correct the tyre pressure, fit valve caps	⇒ page 91
– On vehicles in stock for more than 12 months: Change brake fluid	⇒ page 74
Engine compartment (from above)	
– Checking the battery	⇒ page 96
– Check tight connection of electric cables and plug connections (in particular battery cables)	
– Check the engine oil level (to be in-between the markings on the dipstick)	⇒ page 38
– Check the brake fluid level (at “MAX” marking)	⇒ page 81
– Coolant level; special equipment antifreeze down to -35 °C	⇒ page 46
– Fill up liquid in washer reservoir and ensure that there is antifreeze protection if there is any risk of frost	
– Check windscreen wiper and washer system, the spray nozzle adjustment and the resting position of the windscreen wipers	⇒ page 113
Vehicle interior	
– Switch off battery transport mode	⇒ page 110
– Inspect upholstery, upholstery, carpeting, footmats and coverings for cleanliness and damage	
– Inspect all switches, all electrical components, all gauges/indicators and controls	⇒ page 95
– Check proper operation of key switch for airbag “ON/OFF” and position to “ON”	⇒ page 119
– Set the temperature to 22 °C (Climatronic)	⇒ page 110
– Checking proper operation of infotainment radio/navigation, set clock	⇒ page 96
– Fit net in luggage compartment (if available)	
– Reset service interval display	⇒ page 98
– Adapt language variants to driver's instructions	⇒ page 103
– Time-delayed locking after closing the tailgate - activation/deactivation (only applicable for some countries)	⇒ page 111
– Electric windows: Check positioning	⇒ page 94



– Check vehicle log book for completion, correct language/date of issue - all in the vehicle log book pouch	
Underside of vehicle (on lift platform)	
– Inspect underbody (underbody protection for damage)	⇒ page 112
– Check for leak-tightness and damage: Engine, gearbox, final drive, steering, braking system axles, boots of steering joints. Check proper routing of the brake hoses and brake lines, fuel lines including ventilation of the fuel system	⇒ page 34 , ⇒ page 73
– Inspect tyres and wheels for damage	⇒ page 83
– Take out anti-lock components for front shock absorber (vehicles with basic and sport chassis)	⇒ page 92
Concluding operations	
– Perform a test drive	⇒ page 130
– Interrogating fault memory of all systems	⇒ page 97
– Fill out the service schedule, stick a part of the vehicle data sticker without a legend in the service schedule and a part of the vehicle data sticker with the legend on the luggage compartment floor in the vehicle next to the spare wheel. (Valid for vehicles for CW 44/2013)	⇒ page 119
– Fill out the operating manual, stick a part of the vehicle data sticker without a legend according to the manufacturer's instructions, and stick a part of vehicle data sticker with the legend on the luggage compartment floor in the vehicle next to the spare wheel. (Valid for vehicles as of CW 45/2013)	
– Install the footmats and aerial supplied in the vehicle	
– Remove protective seat covers and protective film	
– Final inspection to ensure proper condition for handover to customer	



2.4 Inspection

With each inspection:

- ◆ Check the use by date of the first aid kit.
- ◆ Ask the customer if he wishes a wiper blade change.
- ◆ Ask the customer if he wishes a topping up of the washer fluid (cleaning and antifreeze agent).
- ◆ Inform the customer about any defects which were found during the inspection.

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Additional operations

According to the time and kilometer schedule	Chapter
According to the service interval display ⇒ page 5	
– Engine oil and filter: replacing	⇒ page 39
– Reset service interval display for oil change	⇒ page 98
After 3 years, then every 2 years	
– Change brake fluid	⇒ page 74
Every 2 years or 60 000 km	
– Dust and pollen filter for passenger compartment: replacing	⇒ page 118
Every 3 years	
– Changing oil in the Haldex coupling	⇒ page 69
Every 5 years	
– Replacing the own power supply of the alarm system	⇒ page 110
Every 30 000 km	
– Fuel filter: Replace (diesel engines with fuel operation that does not meet the DIN EN 590 standard)	⇒ page 59
Every 60 000 km	
– change oil, replace filter: 6-speed gearbox DSG	⇒ page 64
Every 60 000 km or 4 years	
– Replace spark plugs - 1.2 ltr. and 1.4 ltr. and 2.0 ltr. TSI petrol engines	⇒ page 54
Every 90 000 km	
– Fuel filter: Replace (diesel engines with fuel operation according to DIN EN 590)	⇒ page 59
Every 90 000 km or 6 years	
– Replace spark plugs - 1.8 l TSI petrol engines	⇒ page 54
– Replace air filter element and clean air filter housing	⇒ page 54
Every 120 000 km	
– Replacing toothed belt for camshaft drive and tensioning pulley - Common Rail diesel engines operated in dust-rich countries ⇒ page 21	⇒ page 35
At 180 000 km, then every 30 000 km:	⇒ page 62
– Check diesel particle filter - common rail diesel engines with diesel particle filter installed as standard	
Every 210 000 km	
– Replace toothed belt for camshaft drive and tensioning pulley for Common Rail diesel engines - not valid for vehicles driven in dust-rich countries ⇒ page 21	
At 240 000 km, then every 30 000 km	



According to the time and kilometer schedule	Chapter
– Check the timing belt for the camshaft drive on 1.2 ltr. and 1.4 ltr. TSI petrol engines	⇒ page 35
– Check the timing belt for the coolant pump drive on 1.2 ltr. and 1.4 ltr. TSI petrol engines	⇒ page 35

1) Vehicles driven in dust-rich countries every 120 000 km ⇒ [page 21](#)

Inspection

After 2 years or 30 000 km and then every 1 year/30 000 km	Chapter
– Windscreen: Check for damage	
– Exterior lighting front and rear: inspection	⇒ page 95
– Breakdown kit: inspection	⇒ page 93
– Battery: inspection	⇒ page 96
– Engine oil level: inspection	⇒ page 39
– Brake fluid level: inspection	⇒ page 81
– Brake system: inspection	⇒ page 73
– Tyres: inspection	⇒ page 83
– Road test	⇒ page 130
– Reset service interval display for inspection	⇒ page 98
– Insert a comment into the service schedule/in the DSP (Digital Service Schedule).	
– Complete the next service date sticker and affix the sticker to the side of the dash panel (on the driver's side)	Valid for vehicles in MY 2013
– Complete “mirror tag” and attach to interior mirror (only for some countries)	
– Hand customer the completed and signed form	

Extended scope of inspection

After 3 years or 60 000 km and then every 2 years/60 000 km	Chapter
– Interior Lights: inspection	⇒ page 96
– Check for corrosion	⇒ page 113
– Sun roof: inspection	⇒ page 115
– Windscreen wash/wipe system: inspection	⇒ page 113



After 3 years or 60 000 km and then every 2 years/60 000 km	Chapter
– Front flap lock: Grease	
– Headlights: Check setting	⇒ page 104
– Poly V-belt: Check condition	⇒ page 52
– Cooling system: inspection	⇒ page 46
– Engine compartment from above: inspection	⇒ page 34
– Original trailer coupling device: inspection	⇒ page 120
– Engine compartment from below: inspection	⇒ page 34
– Front and rear axle: inspection	⇒ page 82
– Exhaust system: inspection	
– Underbody protection: inspection	⇒ page 112

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2.5 Oil change service

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Service intervals	
QI6 (flexible)	As per the display (max. 30 000 km/2 years)
QI1 (fixed)	As per the display (every 5 000 km or 1 year)
QI2 (fixed)	As per the display (every 7 500 km or 1 year)
QI3 (fixed)	As per the display (every 10 000 km or 1 year)
QI4 (fixed)	As per the display (every 15 000 km or 1 year)

In countries with increased sulphur content in the diesel fuel the engine oil must be changed every 7 500 km ⇒ [page 21](#) .

For each oil change service:

- ◆ Ask the customer if he wishes a wiper blade change.
- ◆ Ask the customer if he wishes a topping up of the washer fluid (cleaning and antifreeze agent).
- ◆ Inform the customer about any defects which were found during the inspection.

Work involved	Chapter
– Engine oil and filter: replacing	⇒ page 39
– Brake pads and brake discs: inspection	⇒ page 72
– Reset service interval display for oil change	⇒ page 98
– Insert a comment into the service schedule/in the DSP (Digital Service Schedule).	
– Complete the next service date sticker and affix the sticker to the side of the dash panel (on the driver's side)	Valid for vehicles in MY 2013
– Complete and attach service mirror tag to the interior rear-view mirror (certain countries only)	
– Hand customer the completed and signed form	

2.6 Countries with high sulphur content in the diesel fuel



Caution

Only valid for diesel engines:

- ◆ *In certain countries, the sulphur content in the diesel fuel is more than 2000 ppm.*
- ◆ *If the sulphur content is too high, this leads to cylinder wear while the cleanliness of the piston deteriorates.*
- ◆ *For this reason the engine oil must be changed every 7 500 km in countries with increased sulphur content in the diesel fuel.*

Albania	Cameroon	Mongolia
Algeria	Kazakhstan	Nigeria
Armenia	Qatar	Paraguay
China	Kuwait	Peru
Egypt	Lebanon	Ivory Coast
Ecuador	Libya	Senegal
Ghana	Mali	Tajikistan
Guatemala	Moldova	

2.7 Dust-rich countries

In these countries, the toothed belt for camshaft drive as well as the tensioning pulley on Common Rail diesel engines must be changed every 120 000 km.

Egypt	Guatemala	Mongolia	Syria
Algeria	India	Nepal (Indian subcontinent)	Tajikistan
Armenia	Iraq	Nigeria	Thailand
Azerbaijan	Israel	Oman	Tunisia
Australia	Yemen	Palestine	Turkey
Bahrain	Jordan	Panama	Turkmenistan
Barbados	Cameroon	Paraguay	Ukraine
White Russia (Belarus)	Kazakhstan	Peru	Uzbek
China	Qatar	Ivory Coast	Venezuela
Chile	Kenya	Reunion	
Costa Rica	Kirgizia	Russian Federation	
Djibouti	Colombia	Greece	
Dominican Republic	Kuwait	Saudi Arabia	
Ecuador	Lebanon	Senegal	
El Salvador	Libya	Singapore	
Georgia	Mali	Sri Lanka	
Ghana	Morocco	United Arab Emirates / Abu Dhabi	
Guadeloupe	Martinique	Sudan	



2.8 Service tables

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VW-engine oil standards

Fuel engines		VW-engine oil standards	
		QI6	QI1, QI2, QI3, QI4
1.2/63 kW	CJZB	VW 504 00	VW 502 00
1.2/77 kW	CJZA	VW 504 00	VW 502 00
1.4 ltr./103 kW	CHPA	VW 504 00	VW 502 00
1.8 ltr./132 kW	CJSA	VW 504 00	VW 502 00
1.8 ltr./132 kW	CJSB	VW 504 00	VW 502 00
2.0 ltr./162 kW	CHHB	VW 504 00	VW 502 00



Note

The given specifications must be indicated on the can individually or together with other specifications.

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Diesel engines		VW-engine oil standards	
		QI6	QI1, QI2, QI3, QI4
1.6 ltr./77 kW TDI CR	CLHA	VW 507 00	VW 507 00
1.6 ltr./66 kW TDI CR	CLHB	VW 507 00	VW 507 00
1.6 ltr./81 kW TDI CR	CRKB	VW 507 00	VW 507 00
2.0 ltr./105 kW TDI CR	CRVC, CKFB	VW 507 00	VW 507 00 ²⁾
2.0 ltr./135 kW TDI CR	CUPA	VW 507 00	VW 507 00
2.0 ltr./110 kW TDI CR	CKFC	VW 507 00	VW 507 00

2) For vehicles operated in India, VW 505 01 applies.



Note

The given specifications must be indicated on the can individually or together with other specifications.



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Filter change intervals

Engine oil filter (including engine oil):	
QI6	After the service interval display
QI1	Every 5 000 km or 1 year
QI2	Every 7 500 km or 1 year
QI3	Every 10 000 km or 1 year
QI4	Every 15 000 km or 1 year

Air filter:	
All vehicles	Every 90 000 km or 6 years

Fuel filter:		
Diesel engines	Diesel according to EN 590	Diesel not according to EN 590
	Every 90 000 km	Every 30 000 km

Dust and pollen filter:	
All vehicles	Every 60 000 km or 2 years

Gearbox oil filter (including gear oil):	
6-speed gearbox DSG	Every 60 000 km

Timing belt change intervals

Diesel engines				
Engine fitted	Engine identification characters	Period of time	Timing belt change interval	Tensioning pulley change interval
	CLHA CKFC		Every 210 000 km ³⁾	Every 210 000 km ³⁾

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Diesel engines				
Engine fitted	Engine identification characters	Period of time	Timing belt change interval	Tensioning pulley change interval
	CRVC CUPA CLHB CKFB CRKB			

3) Vehicles driven in dust-rich countries every 120 000 km ➔ [page 21](#)

service intervals

Service intervals - events:			
Of-to	Service event	Fixed service intervals QI1 - QI4	Variable service intervals QI6
Since operation	Inspection	According to the display- after 2 years or 30 000 km and then every 1 year/30 000 km	According to the display- after 2 years or 30 000 km and then every 1 year/30 000 km
	Extended scope of inspection	First one after 3 years or 60 000 km, then every 2 years/60 000 km	First one after 3 years or 60 000 km, then every 2 years/60 000 km
	Oil change service (fixed) - QI1	As per the display (every 5 000 km or 1 year)	
	Oil change service (fixed) - QI2	As per the display (every 7 500 km or 1 year)	
	Oil change service (fixed) - QI3	As per the display (every 10 000 km or 1 year)	
	Oil change service (fixed) - QI4	As per the display (every 15 000 km or 1 year)	
	Oil change service (flexible) - QI6		As per the display (max. 30 000 km/2 years)



2.9 Service tables with variations for the individual markets

2.9.1 Market area - India



Note

The tables include only deviating intervals.



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VW-engine oil standards

Diesel engines		VW-engine oil standards
		Vehicles with QI4
2.0 ltr./105 kW TDI CR	CRVC	VW 505 01



Note

The given specifications must be indicated on the can individually or together with other specifications.

service intervals		
Of-to	Service event	Vehicles with QI4
Since operation	Inspection with engine oil change	Every 15 000 km or 1 year
	Extended scope of inspection	Every 30 000 km or 2 years

Work involved	Interval	Description of work involved
Air filter: Replace	Every 15 000 km or 1 year ⁴⁾	⇒ page 54
Dust and pollen filter: Replace	Every 15 000 km or 1 year ⁴⁾	⇒ page 118
Fuel filter (diesel engine CRVC with water separator): Drain	Every 15 000 km	⇒ page 63
Fuel filter (diesel engine CRVC with water separator): Replace	Every 30 000 km	⇒ page 59
Spark plugs: Replace	Every 30 000 km or 2 years ⁴⁾	⇒ page 54
Add multiple-purpose additive for petrol engines	For each service event	⇒ page 62

4) Depending on what occurs first.



2.9.2 Market area - Russia



Note

The tables include only deviating intervals.

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service intervals		
Of-to	Service event	Interval
Since operation	Inspection with engine oil change	Every 15 000 km or 1 year ⁵⁾
	Extended scope of inspection	Every 30 000 km or 2 years ⁵⁾

5) Depending on what occurs first.

Work involved	Interval	Description of work involved
Dust and pollen filter: Replace	Every 15 000 km or 1 year ⁶⁾	⇒ page 118
Air filter: Replace	Every 30 000 km or 2 years ⁶⁾	⇒ page 54
Spark plugs: Replace	Every 60 000 km or 4 years ⁶⁾	⇒ page 54
Fuel filter (diesel engine): Replace	Every 30 000 km or 2 years ⁶⁾	⇒ page 59
Fuel filter (diesel engine CRVC with water separator): Drain	Every 15 000 km	⇒ page 63
Check toothed belts for camshaft drive, toothed belts for coolant pump drive, and tensioner pulley	Every 60 000 km or 4 years ⁶⁾	⇒ page 35
Add multiple-purpose additive for petrol engines	For each service event	⇒ page 62

6) Depending on what occurs first.



3 Engines

Engine overview ➤ [page 30](#)

Engine fitted ➤ [page 32](#)

Inspect engine and parts in the engine compartment for leaks and damage ➤ [page 34](#)

Change toothed belt and tensioning pulley ➤ [page 35](#)

Inspect toothed belt for camshaft drive and coolant pump drive for wear and condition ➤ [page 35](#)

Inspecting engine oil level ➤ [page 38](#)

Drain or suction off engine oil and fill up with engine oil ➤ [page 39](#)

Replace engine oil filter ➤ [page 43](#)

Cooling system: Checking ➤ [page 46](#)

Poly V-belt: Check condition ➤ [page 52](#)

Routing of V-ribbed belt ➤ [page 53](#)

Replace spark plugs ➤ [page 54](#)

Replace air filter element and clean air filter housing ➤ [page 54](#)

Replacing the fuel filter (diesel engine) ➤ [page 59](#)

Diesel particle filter ➤ [page 62](#)

Multiple-purpose additive for petrol engines ➤ [page 62](#)

Drain fuel filter ➤ [page 63](#)

3.1 Engine overview

Fuel engines

Engine identification characters	CJZB	CHPA	CJSA	CJZA
Emission standard	EU-5	EU-5	EU-5	EU-5
Manufacturing (from...through)	11.12 ...	11.12 ...	11.12 ...	01.13 ...
Displacement in litres	1.2	1.4	1.8	1.2
Output (kW at rpm)	63/4300...5300	103/4500...6000	132/5100...6200	77/4500...5500
Max. torque (Nm at rpm)	160/1400 - 3500	250/1500 - 3500	250/1250 - 5000	175/1400 - 4000
Bore (Ø mm)	71	74.5	82.5	71
Stroke (mm)	75.6	80.0	84.2	75.6
Compression	10.5	10.5	9.6	10.5
Hydraulic valve clearance compensation	X	X	X	X
Mixture formation ignition system/fuel injection	Motronic MED17.5.21	Motronic ME 17	FSI MPI	Motronic MED17.5.21
Fuel RON (minimum)	95	95	95/91 ⁷⁾	95
Firing order	1-3-4-2	1-3-4-2	1-3-4-2	1-3-4-2
Self-diagnosis	X	X	X	X
Catalytic converter	X	X	X	X
Turbocharging	X	X	X	X
Charge air cooler	X	X	X	X

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Engine identification characters	CJZB	CHPA	CJSA	CJZA
Lambda probe	X	X	X	X
Number of cylinders / valves per cylinder	4/4	4/4	4/4	4/4

7) Also unleaded petrol 95 RON may be used on engines with prescribed unleaded petrol 91 RON although engine power output will be slightly reduced.

Fuel engines

Engine identification characters	CJSB	CHHB
Emission standard	EU-5	EU-5
Manufacturing (from...through)	05.13 ...	05.13 ...
Displacement in litres	1.8	2.0
Output (kW at rpm)	132/5100...6200	162/4500...6200
Max. torque (Nm at rpm)	250/1250 - 5000	350/1500 - 4400
Bore (Ø mm)	82.5	82.5
Stroke (mm)	84.2	92.8
Compression	9.6	9.6
Hydraulic valve clearance compensation	X	X
Mixture formation ignition system/fuel injection	FSI MPI	TFSI
Fuel RON (minimum)	95/91 ⁸⁾	95
Firing order	1-3-4-2	1-3-4-2
Self-diagnosis	X	X
Catalytic converter	X	X
Turbocharging	X	X
Charge air cooler	X	X
Lambda probe	X	X
Number of cylinders / valves per cylinder	4/4	4/4

8) Also unleaded petrol 95 RON may be used on engines with prescribed unleaded petrol 91 RON although engine power output will be slightly reduced.

Diesel engines

Engine identification characters	CLHA	CKFC	CRVC	CUPA
Emission standard	EU-5	EU-5	EU-4 BS-4	EU-5
Manufacturing (from...through)	11.12 ...	11.12 ...	05.13 ...	05.13 ...
Displacement in litres	1.6	2.0	2.0	2.0
Output (kW at rpm)	77/3000...4000	110/3500...4000	105/3500...4000	135/3500...4000
Max. torque (Nm at rpm)	250/1500...2750	320/1750...3000	320/1750...3000	380/1750...3000
Bore (Ø mm)	79.5	81	81	81
Stroke (mm)	80.5	95.5	95.5	95.5
Compression	16.0	16.2	16.2	16.2
Hydraulic valve clearance compensation	X	X	X	X
Common Rail	X	X	X	X
Firing order	1-3-4-2	1-3-4-2	1-3-4-2	1-3-4-2
Exhaust gas recirculation	X	X	X	X



Engine identification characters	CLHA	CKFC	CRVC	CUPA
Self-diagnosis	X	X	X	X
Catalytic converter	X	X	X	X
Turbocharging	X	X	X	X
Charge air cooler	X	X	X	X
Lambda probe	X	X	-	X
Diesel particle filter ⁹⁾	X	X	-	X
Number of cylinders / valves per cylinder	4/4	4/4	4/4	4/4

9) Fitted in the series, PR number 7MJ

Diesel engines

Engine identification characters	CLHB	CKFB	CRKB
Emission standard	EU-5	EU-5	EU-5
Manufacturing (from...through)	05.13 ...	11.12 ...	11.13 ...
Displacement in litres	1.6	2.0	1.6
Output (kW at rpm)	66/2750...4800	105/3500...4000	81/3250...4000
Max. torque (Nm at rpm)	230/1400...2750	320/1750...3000	230/1500...3000
Bore (Ø mm)	79.5	81	79.5
Stroke (mm)	80.5	95.5	80.5
Compression	16.0	16.2	16.2
Hydraulic valve clearance compensation	X	X	X
Common Rail	X	X	X
Firing order	1-3-4-2	1-3-4-2	1-3-4-2
Exhaust gas recirculation	X	X	X
Self-diagnosis	X	X	X
Catalytic converter	X	X	X
Turbocharging	X	X	X
Charge air cooler	X	X	X
Lambda probe	X	X	X
Diesel particle filter ¹⁰⁾	X	X	X
Number of cylinders / valves per cylinder	4/4	4/4	4/4

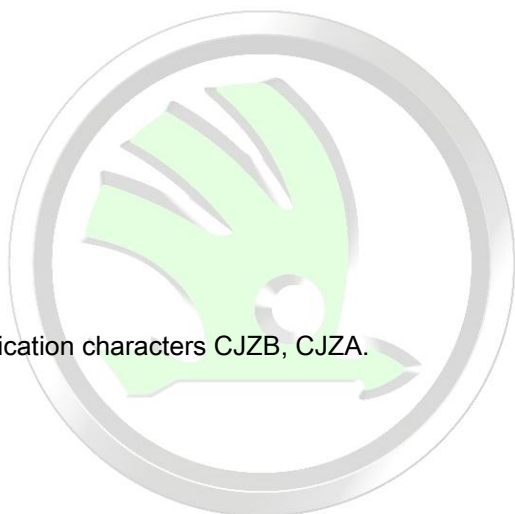
10) Fitted in the series, PR number 7MJ, 7MM

3.2 Engine fitted

The engine identification characters and serial number are located at the engine/gearbox joint.

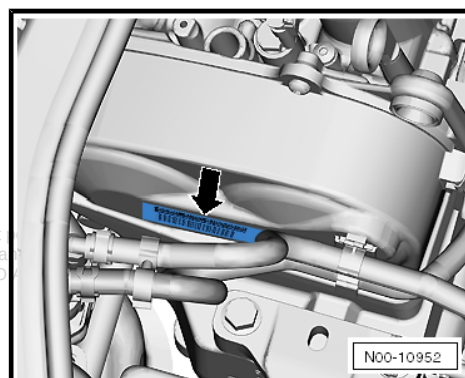
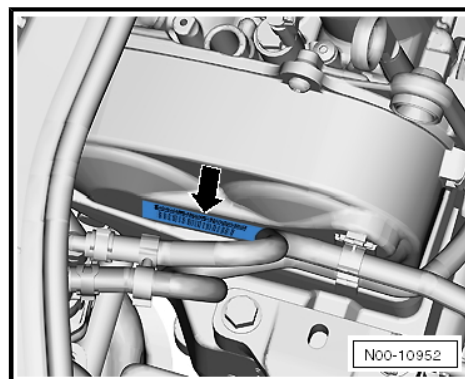
In addition, a sticker with the engine identification characters and serial number is affixed to the timing belt guard/cover for timing chain.

Engine with identification characters CHPA.

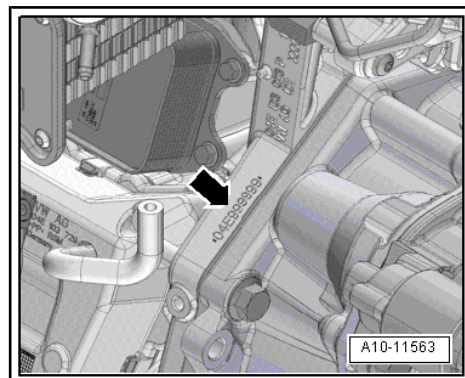


Engine with identification characters CJZB, CJZA.

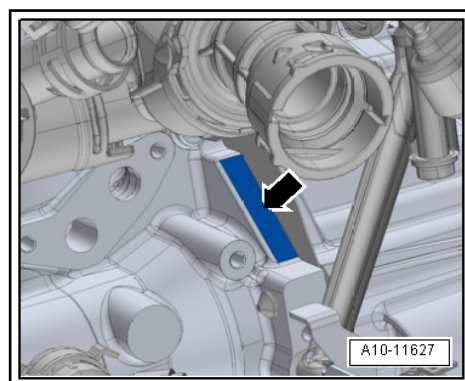
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Engine with identification characters CJSA, CJSB.

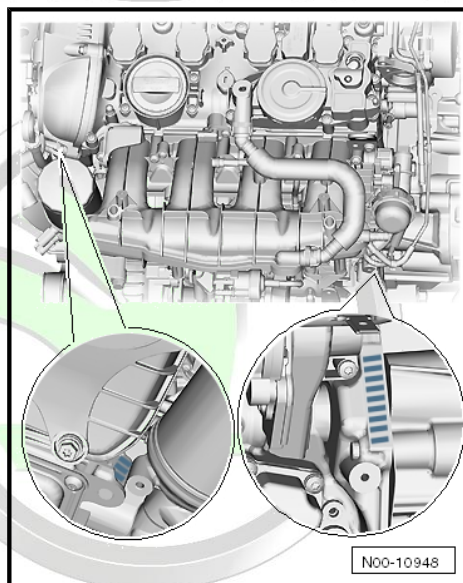


Engine with identification characters CLHA, CLHB, CRVC,
CKFC, CKFB, CUPA., CRKB





Engine with identification characters CHHB.



3.3 Inspect engine and parts in the engine compartment for leaks and damage



Note

- ◆ Carry out the corresponding repair procedure on all the defects which are found (repair measure).
- ◆ In the event of a loss of fluid, which was not caused by the current consumption, determine the cause and eliminate it (repair measure).

Engine compartment and components in the engine compartment from above:

- Inspect engine and parts in the engine compartment for leaks and damage.
- Inspect all lines, hoses and connections of the following systems and circuits for leaks, chafing points, porous and brittle joints:
 - ◆ for fuel system,
 - ◆ for cooling and heating system
 - ◆ for oil system
 - ◆ for air conditioning system
 - ◆ for suction and air system
 - ◆ for exhaust system
 - ◆ for brake system
- Inspect gearbox or final drive for leaks (e.g. inspection and drain plug, shift linkage, drive shafts) ➤ [page 64](#) .

Engine compartment and components in the engine compartment from below:

- Remove the noise insulation.
- Inspect engine and parts in the engine compartment for leaks and damage.

- Inspect all lines, hoses and connections of the following systems and circuits for leaks, chafing points, porous and brittle joints:
 - ◆ for fuel system,
 - ◆ for cooling and heating system
 - ◆ for oil system
 - ◆ for air conditioning system
 - ◆ for suction and air system
 - ◆ for exhaust system
 - ◆ for brake system
- Inspect gearbox or final drive for leaks (e.g. inspection and drain plug, shift linkage, drive shafts) ⇒ [page 64](#) .

3.4 Changing toothed belt and tensioning pulley

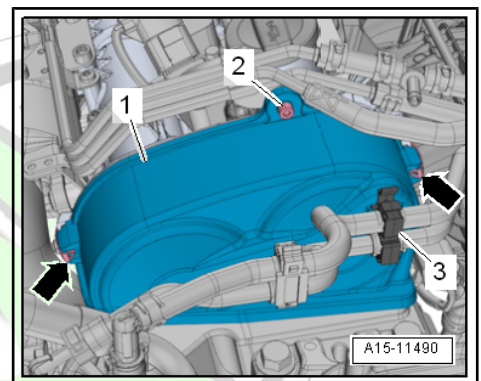
- Remove and install the timing belt and also the tensioning roller as required ⇒ relevant engine; Rep. gr. 13 .

3.5 Inspect toothed belt for camshaft drive and coolant pump drive for wear and condition

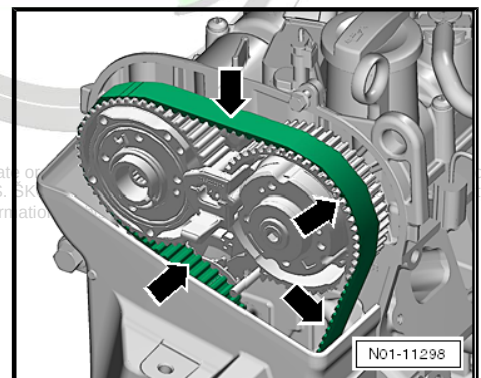
3.5.1 Inspecting timing belt for camshaft drive for wear and running

Work procedure

- Expose vacuum hose on the holder -3-.
- Release screw -2-.
- Loosen clips -arrows-, remove toothed belt guard -1- upwards.



- Turn the crankshaft on the fixing screw of the belt pulley crankshaft in direction of running of the engine and check the complete toothed belt for the following conditions -arrows-:



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Check timing belt for:

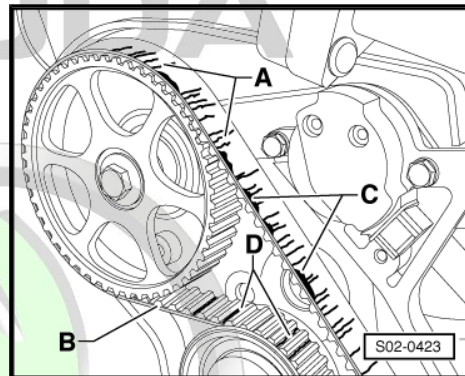
- ◆ Tears or splits -A-, cross-sectional fractures
- ◆ Lateral catches -B-
- ◆ Fraying or chunking -C-
- ◆ Crack in the base tooth -D-
- ◆ Separation of layers (timing belt housing, cords)
- ◆ Traces of oil and grease



WARNING

If any of the above mentioned defects or shortcomings are found, the timing belt must most definitely be replaced! Major engine damage can thus be avoided.

Replacing the timing belt is a repair measure.



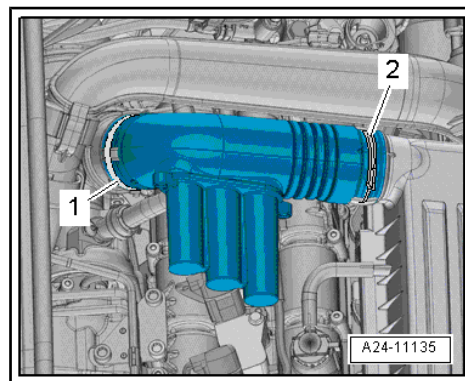
The re-installation of the toothed belt guard occurs in reverse order.

Tightening torque	Nm
Screw for toothed belt guard	8

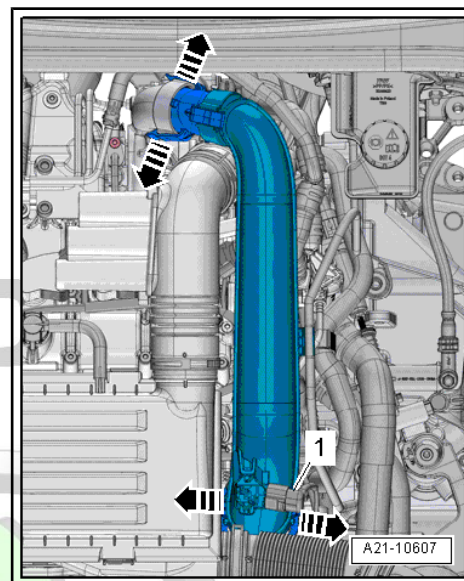
3.5.2 Inspecting toothed belt for coolant pump drive for wear and running

Work procedure

- Loosen hose clamps -1, 2-, remove air guide pipe.
- Expose air guide hoses at the air guide pipe.



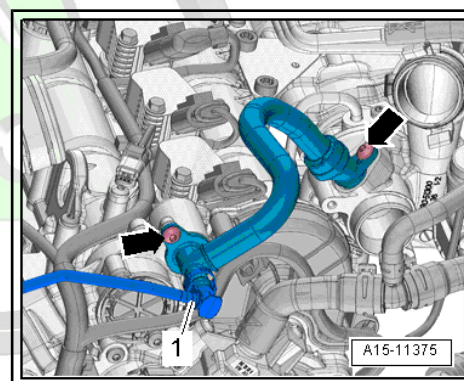
- Unplug connector -1-.
- Unlock catches -arrows-, remove air guide pipe.



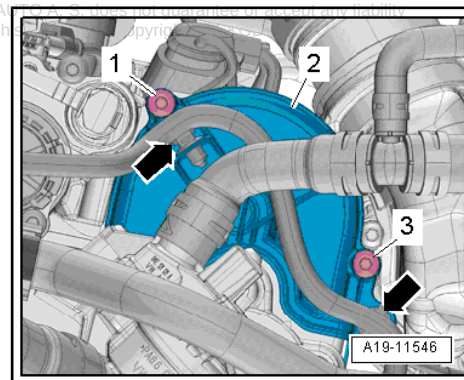
- Press release buttons on the hose -1- to remove the activated charcoal filter.
- Unscrew screws -arrows- and pull out, pull off hose for crankcase ventilation.

i Note

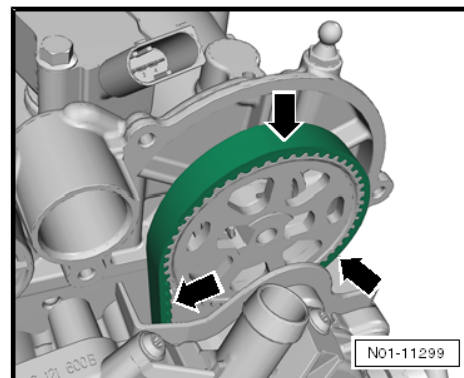
- ◆ *If one or more O-rings are damaged, replace the hose for the crankcase ventilation.*
- ◆ *Wet new O-rings with engine oil prior to installation!*



- Unclip the electric wiring harness -arrows-.
- Unscrew screws -1, 3- and remove toothed belt guard -2- for coolant pump toothed belt.



- Turn the crankshaft on the fixing screw of the belt pulley crankshaft in direction of running of the engine and check the complete toothed belt for the following conditions -arrows-:





Check timing belt for:

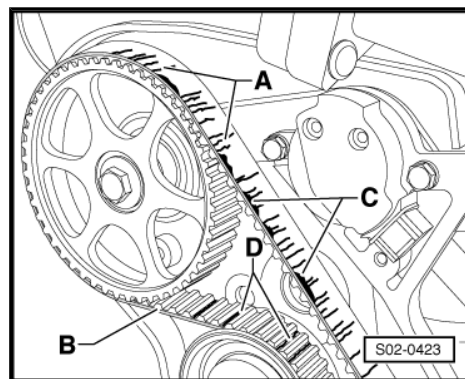
- ◆ Tears or splits -A-, cross-sectional fractures
- ◆ Lateral catches -B-
- ◆ Fraying or chunking -C-
- ◆ Crack in the base tooth -D-
- ◆ Separation of layers (timing belt housing, cords)
- ◆ Traces of oil and grease



WARNING

If any of the above mentioned defects or shortcomings are found, the timing belt must most definitely be replaced! Major engine damage can thus be avoided.

Replacing the timing belt is a repair measure.



The re-installation of the toothed belt guard occurs in reverse order.

Tightening torque	Nm
Screw for toothed belt guard	8
Screw for crankcase ventilation	9

3.6 Inspecting engine oil level



Note

- ◆ *The oil level must not, under any circumstances, be above the area -a- - danger of damage to the catalytic converter.*
 - ◆ *The vehicle must be standing on level ground when measuring the oil level. Wait a few minutes after switching off the engine to allow the oil to flow back into the oil pan.*
 - ◆ *When conducting the delivery inspection, the oil measurement can also be carried out on a cold engine.*
- Withdraw dipstick, wipe off with a clean cloth and re-insert dipstick fully.
 - Withdraw dipstick once again and read off oil level.

The oil level in area -a-

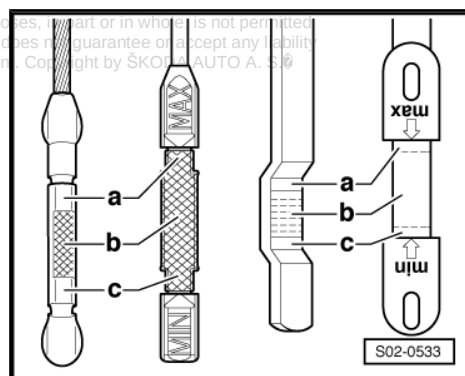
- The oil must not be topped up.

The oil level in area -b-

- The oil can be topped up. It is possible that the oil level will rise to the area -a-.

The oil level in area -c-

- The oil must be topped up. It is sufficient when the oil level rises to the area -b-.



3.7 Draining or suctioning off engine oil and filling up with engine oil

Special tools and workshop equipment required

- ◆ Old oil collecting and suction equipment e.g. - VAS 6622-



Note

- ◆ *The engine oil should always be changed, if possible, when the engine is at normal operating temperature.*
- ◆ *It is absolutely necessary to observe the oil disposal instructions!*
- ◆ *It is not permitted to clean and re-use the oil filter!*

Drain off/suction off engine oil

- Take off cap.

Vehicles with petrol engines with replacement oil filters

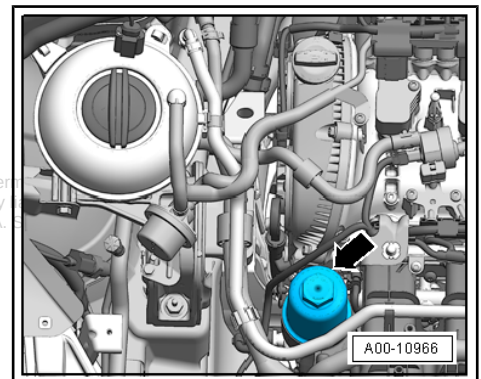
- Loosen oil filter and unscrew ➔ [page 43](#) . To this end, remove sound dampening system for filters applied laterally to the motor.

Vehicles with petrol engines with replacement oil filter element

- Remove engine cover.
- Loosen oil filter cover -arrow- with socket insert SW 32 and partially unscrew it.
- Wait a few minutes so that the oil flows out of the oil filter housing and back into the engine.

Vehicles with diesel engines with replacement oil filter element

- Remove the noise insulation.

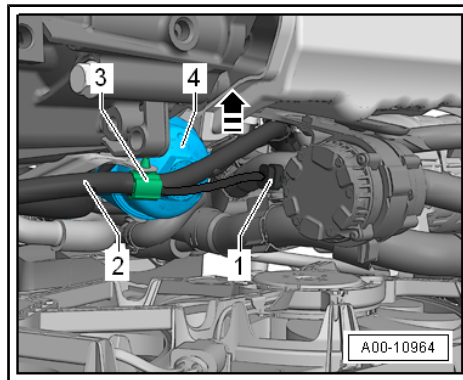




- Disconnect the plug -1- from the trailing pump.
- Slacken the generator cable -2- at the clip -3- and turn it in -direction of arrow-.
- Unscrew oil drain plug -1- at the oil filter cap -3- and drain the engine oil out of the oil filter.

Continued for all vehicles with metal oil pan

- Noise insulation removed
- Screw out oil drain plug.
- Collect the flowing out oil in a suitable vessel.



Note

Always replace oil drain plug.

- Screw in drain plug using a new sealing ring and tighten to 30 Nm.

For vehicles with plastic oil pan

- Suction off engine oil with the old oil collecting and suction equipment e.g. - VAS 6622- ➔ Operating instructions of the device .

or

- Screw out plastic drain plug.
- Collect the flowing out oil in a suitable vessel.



Note

Always replace plastic drain plug with O-ring.

- Screw in a new plastic drain plug as far as the stop.



WARNING

Do not tighten the plastic drain plug "too much", in order to avoid damaging or breaking the stop of the plastic drain plug as well as damage to the oil pan which can cause oil leakage!

Check the plastic drain plug for tightness after a road test.

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Topping up with engine oil

- Install new oil filter/oil filter element ➔ [page 43](#) .
- Pour in oil as stated in the specifications ➔ [page 41](#) .

Engine oil capacities

VW-engine oil standards

Fuel engines		Approximative oil capacity with oil filter change	Max. oil capacity after engine repair ¹¹⁾	VW-engine oil standards	
				QI6	QI1, QI2, QI3, QI4
1.2/63 kW	CJZB	3.9 l	4.5 l	VW 504 00	VW 502 00
1.2/77 kW	CJZA	3.9 l	4.5 ltr.	VW 504 00	VW 502 00
1.4 ltr./103 kW	CHPA	3.9 l	4.5 ltr.	VW 504 00	VW 502 00
1.8 ltr./132 kW	CJSA, CJSB	5.2 ltr.	6.1 ltr.	VW 504 00	VW 502 00
2.0 ltr./162 kW	CHHB	5.7 l	6.5 l	VW 504 00	VW 502 00

11) If the engine oil was drained in order to repair or replace part of the cylinder block or the crankshaft drive, the recommended oil capacity is greater than the amount required for a normal oil change. The amount of engine oil needed when topping up corresponds to the scope of completed engine repair.



Note

The given specifications must be indicated on the can individually or together with other specifications.

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Diesel engines		Approximative oil capacity with oil filter change	Max. oil capacity after engine repair ¹²⁾	VW-engine oil standards	
				QI6	QI1, QI2, QI3, QI4
1.6 ltr./77 kW TDI CR	CLHA	4.6 ltr.	5.0 ltr.	VW 507 00	VW 507 00
1.6 ltr./66 kW TDI CR	CLHB	4.6 l	5.0 l	VW 507 00	VW 507 00
1.6 ltr./81 kW TDI CR	CRKB	4.6 l	5.0 l	VW 507 00	VW 507 00
2.0 ltr./105 kW TDI CR	CRVC, CKFB	4.6 l	5.0 l	VW 507 00	VW 507 00 ¹³⁾
2.0 ltr./135 kW TDI CR	CUPA	4.6 l	5.0 l	VW 507 00	VW 507 00
2.0 ltr./110 kW TDI CR	CKFC	4.6 ltr.	5.0 ltr.	VW 507 00	VW 507 00

12) If the engine oil was drained in order to repair or replace part of the cylinder block or the crankshaft drive, the recommended oil capacity is greater than the amount required for a normal oil change. The amount of engine oil needed when topping up corresponds to the scope of completed engine repair.

13) For vehicles operated in India, VW 505 01 applies.



Note

The given specifications must be indicated on the can individually or together with other specifications.

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The engine is factory-filled with quality multigrade oil, which can also be used as an all-season oil, except in extremely cold climatic zones.

- Reinsert the screw cap.
- Start engine and check for leaks.



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Instructions for engines with exhaust gas turbocharger:

After the first engine start, change the engine oil and the oil filter and comply with the following:

- ◆ *The engine must only run in idle when the oil pressure warning light is lit in the dash panel insert.*
- ◆ *Do not accelerate!*
- ◆ *Once the oil pressure warning light goes out in the dash panel insert, the full oil pressure is reached and accelerating is possible.*

In case of sudden gas shocks, the turbocharger can be damaged or totally destroyed!

The turbocharger runs at very high speeds and can therefore be severely damaged or totally destroyed within a few seconds due to insufficient bearing lubrication!

Switch off the engine immediately in the event of an oil leakage, vibrations or unusual noise from the turbocharger.

- Check the engine oil level again and top up with oil if necessary ⇒ [page 38](#) .
- Wait at least 3 minutes after topping up the oil again before inspecting the oil level again ⇒ [page 38](#) .
- Install the noise insulation.



Note

The oil level must not be above the -max- marking to avoid damage to the catalytic converter ⇒ [page 38](#) .

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3.8 Replace engine oil filter

Special tools and workshop equipment required

- ◆ Old oil collecting and suction equipment e.g. - VAS 6622-
- ◆ Oil filter tool - 3417-

Replace oil filter with replacement oil filter for petrol engines
⇒ [page 43](#)

Replace oil filter with replacement oil filter insert for petrol engines
⇒ [page 44](#)

Replace oil filter insert for diesel engines ⇒ [page 45](#)

3.8.1 Replace oil filter with replacement oil filter for petrol engines

Remove replacement oil filter

- Remove the noise insulation.



The 4 cylinder petrol engine 1.2 TSI

- Loosen oil filter -arrow- with oil filter wrench - 3417- .

The 4 cylinder petrol engine 1.4 TSI

- Loosen oil filter -arrow- with oil filter wrench - 3417- .

Continued for all vehicles

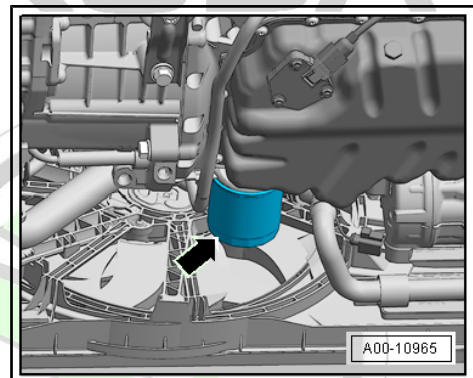
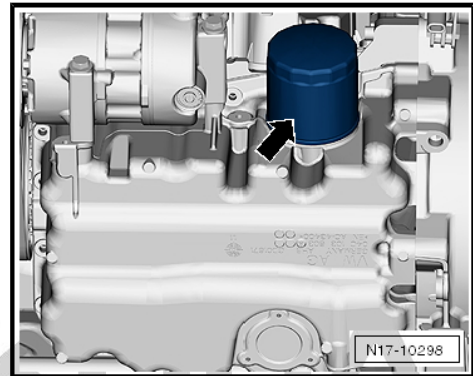
- Unscrew oil filter.

Install new replacement oil filter

- Clean sealing surface at engine.
- Lightly moisten the rubber seal of the new filter with oil.
- Screw in the new filter and tighten it with the oil filter wrench - 3417- .

Tightening torque	Nm
Oil filter	20

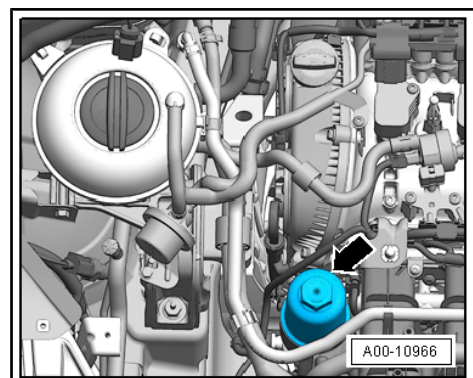
- After filling with oil, run engine until it is at operating temperature and inspect for tightness.
- Install the noise insulation.



3.8.2 Replace oil filter with replacement oil filter insert for petrol engines

Remove replacement oil filter element

- Remove engine cover.
- Loosen oil filter cover -arrow- with socket insert SW 32 and partially unscrew it.
- Wait a few minutes so that the oil flows out of the oil filter housing oil filter insert and back into the engine.



- Remove oil filter cover -1- completely.



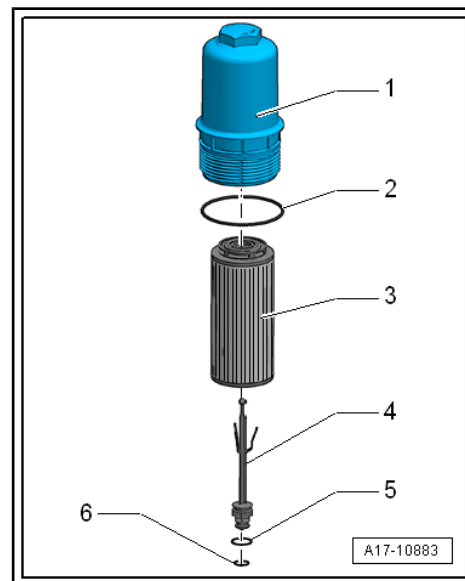
Note

Make sure none of the engine oil drops onto the cylinder block and/or poly V-belt. If necessary, use a cloth.

- Remove filter insert -3-.

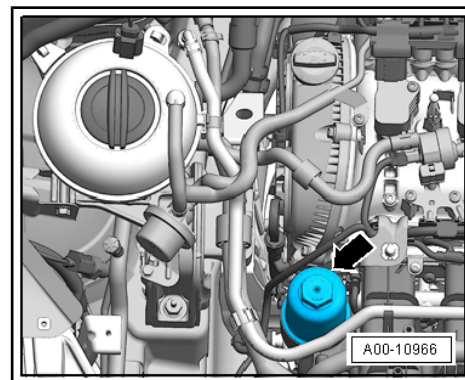
Install new replacement oil filter element

- Moisten the new O-ring -2- with engine oil and insert in the nut on the oil filter cover -1-.
- Replace filter insert -3-, oil drum -4- and O-ring -5- and -6-.



- Screw in the oil filter cover -arrow- with the socket insert SW 32 and tighten to tightening torque.
- After filling with oil, run engine until it is at operating temperature and inspect for tightness.
- Install the engine cover.

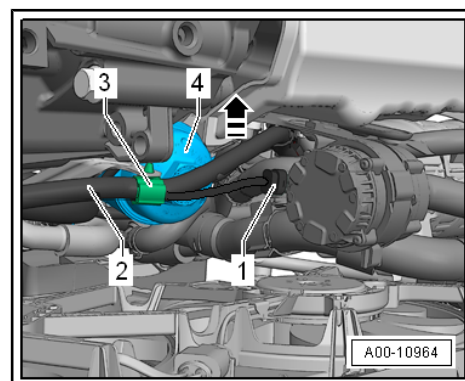
Tightening torque	Nm
Oil filter cover	25



3.8.3 Replace oil filter insert for diesel engines

Remove replacement oil filter element

- Remove the noise insulation.
- Disconnect the plug -1- from the trailing pump.
- Slacken the generator cable -2- at the clip -3- and turn it in -direction of arrow-.



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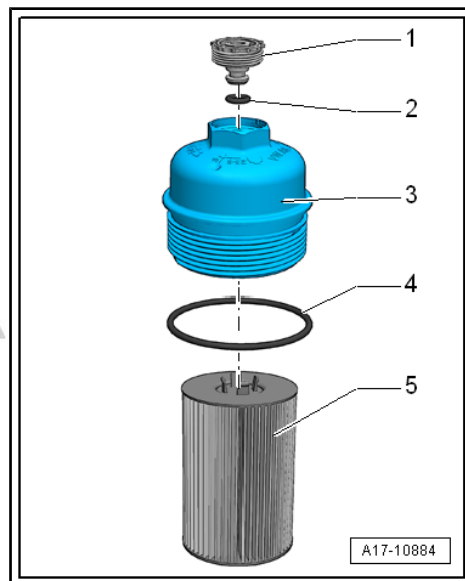
- Unscrew oil drain plug -1- at the cap -3- and drain the engine oil out of the oil filter.
- Insert screw cap for oil filter -3- with socket insert SW 32 .
- Pull out filter insert -5-.

Install new replacement oil filter element

- Insert a new O-ring -2- into the slot of the oil drain plug -1-.
- Screw the oil drain plug -1- into the cap -3- and tighten.
- Moisten new O-ring -4- with engine oil.
- Insert new oil filter element -5-.
- Screw in the cap -3- with the socket insert SW 32 and tighten to tightening torque.

Tightening torque	Nm
Screw cap for oil filter:	25
Oil drain plug at cap	5

- After filling with oil, run engine until it is at operating temperature and inspect for tightness.
- Install the noise insulation.



3.9 Cooling system: inspection

Inspecting antifreeze protection, replenishing coolant additive if necessary ➔ [page 46](#)

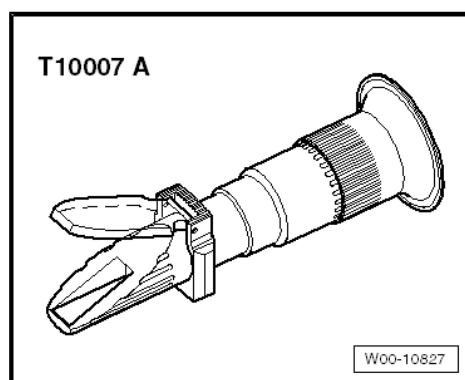
Inspecting coolant level (volume) ➔ [page 52](#)

3.9.1 Inspecting antifreeze protection, replenishing coolant additive if necessary

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Special tools and workshop equipment required

- ◆ Refractometer - T10007 A-



WARNING

- ◆ *Coolant additives are toxic!*
- ◆ *Do not inhale coolant vapours, do not swallow coolant, avoid contact with skin and eyes; hazardous if consumed!*
- ◆ *Observe the disposal instructions for the drained coolant.*



Note

- ◆ *When inspecting the antifreeze, read off the exact value on the light/dark boundary shown on the corresponding scale of the refractometer.*
- ◆ *Before starting the test, let a drop of water drip onto the measuring glass using a pipette for improved visibility of the light/dark boundary. Now the light/dark limit is clearly visible at the "WATERLINE".*
- Clean the measuring glass of the refractometer before inspecting the antifreeze, so that the test result will not be incorrect.
- Let a drop of coolant drip onto the measuring glass ⇒ Operating instructions of refractometer .
- Hold refractometer against a light source and read off the temperature down to which antifreeze protection exists on the corresponding scale:



WARNING

The vehicles are filled in the factory with coolant additive G13 - which has a lilac colour and conforms with the standard TL VW 774 J.

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The scale -2- of the refractometer - T10007 A- is valid for the coolant additives G13.

- Clean the measuring glass of the refractometer after inspecting the antifreeze.

Antifreeze protection of the coolant

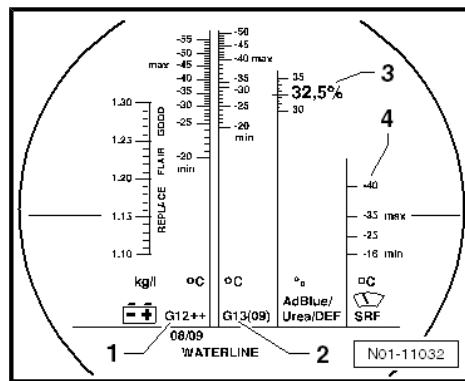


WARNING

Antifreeze protection of the coolant must be ensured down to about -25 °C.

In countries with an arctic climate, the antifreeze protection of the coolant must be guaranteed to -35 °C.

If a greater antifreeze concentration is required for climatic reasons, the concentration may be increased up to 60% (i.e. antifreeze protection down to approx -40°C). Any further increase in concentration increase would reduce the antifreeze protection and impair cooling efficiency.



Coolant mixture ratio

Antifreeze protection down to	Coolant additive	Drinking water
-25 °F	approx. 40 %	approx. 60 %
-35 °F	approx. 50 %	approx. 50 %
-40 °F	approx. 60 %	approx. 40 %

Replenishing coolant additive



Note

The cooling system is filled all year round with a mixture of drinking water and coolant additive with anti-corrosion agent. Coolant additives prevent damage from frost and corrosion and the accumulation of lime scale while also raising the boiling point of the coolant. For these reasons the cooling system must always be filled all year round with coolant additive with anti-corrosion agent offering these properties.

All coolant additives, approved by ŠKODA AUTO a.s., prevent frost and corrosion damage as well as the formation of scale and also increase the boiling point.

For these reasons you must use coolant additives 12 months a year.

The higher boiling temperature of the coolant contributes to the engine's reliability when the engine is stressed, especially in countries with a tropical climate.

Other coolant additives may specifically impair the provided corrosion protection.

The resulting corrosion damage may lead to a loss of coolant and subsequently cause major engine damage.

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DANGER!

Do not use coolant additives that have not been recommended by ŠKODA AUTO a.s.

Current offer on coolant additives ⇒ electronic catalogue of original parts .



WARNING

The vehicles are filled in the factory with coolant additive G13 - which has a lilac colour and conforms with the standard TL VW 774 J.

It is also possible that a specific vehicle was filled with the coolant additive G12++ - which has a lilac colour and conforms with the standard TL VW 774 G ⇒ Electronic catalogue of original parts .

When refilling, coolant additives G13 and G12++ - which have a lilac colour can be mixed with each other.

When topping up with coolant additive, use coolant additive for all vehicles depending on the current offer ⇒ Electronic catalogue of original parts .



WARNING

In case of doubt or uncertainty, which coolant additive was filled in the vehicle, use the scale of the refractometer -2- for coolant additive G13 after topping up with coolant additive and subsequently inspecting the antifreeze.



The scale -2- of the refractometer - T10007 A- is valid for the coolant additives G13.

If the vehicle is filled with the coolant and the antifreeze protection is not adequate, drain part of the coolant from the cooling system
 ⇒ Engine; Rep. gr. 19 .



Note

- ◆ Collect drained coolant for proper disposal.
- ◆ Observe the disposal instructions for the drained coolant.
- After this, fill the cooling system with concentrated coolant additive depending on the current offer ⇒ Electronic catalogue of original parts .



Note

The cooling system must be bled with the actuator diagnosis (coolant shut-off valve of heating system -N279- on vehicles with auxiliary heating and with coolant shut-off valve of heating system -N279-) ⇒ Vehicle diagnostic tester.

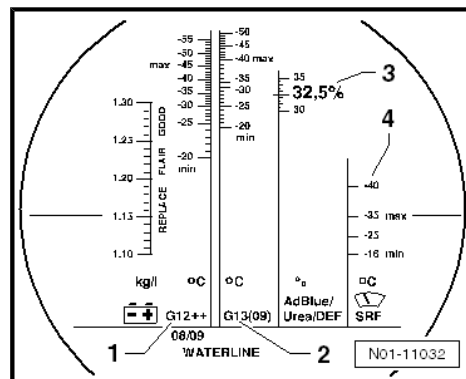
- Perform a test drive and again check the coolant antifreeze protection.

Miscibility of coolant additives



WARNING

Coolant additives G13 which conform with the standard TL VW 774 J and coolant additives G12++, which conform with the standard TL VW 774 G, can be mixed with each other.



Approximative quantities of coolant in the cooling system:





Engine	Engine identification characters	Coolant capacity
1.2 ltr./63 kW	CJZB	approx. 8.9 l
1.2 ltr./77 kW	CJZA	approx. 8.9 ltr.
1.4 ltr./103 kW	CHPA	approx. 10.2 ltr.
1.8 ltr./132 kW	CJSA, CJSB	approx. 7.8 ltr.
2.0 ltr./162 kW	CHHB	approx. 8.6 ltr.
1.6 ltr./77 kW TDI CR	CLHA	approx. 8.4 ltr.
1.6 ltr./66 kW TDI CR	CLHB	approx. 8.4 ltr.
1.6 ltr./81 kW TDI CR	CRKB	approx. 8.4 ltr.
2.0 ltr./110 kW TDI CR	CKFC	approx. 11.6 ltr. - manual gearbox 11.9 ltr. - double clutch gearbox
2.0 ltr./105 kW TDI CR	CRVC, KKFB	
2.0 ltr./135kW TDI CR	CUPA	

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- Perform a test drive and again check the coolant antifreeze protection.

3.9.2 Inspecting coolant level (volume)

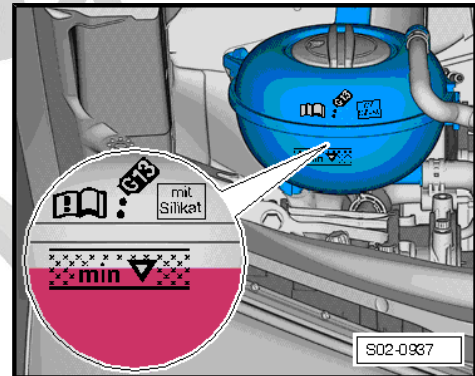
The coolant expansion reservoir is located on the right of the engine compartment.

- Check coolant level when the engine is cold.
- ◆ Pre-sales inspection and handover inspection: above the -Min- marking.
- ◆ Inspection: above the -Min- marking.
- When the coolant level is low, top up the missing amount of coolant according to the mixing ratio ➔ [page 48](#) .



WARNING

- ◆ *Coolant additives are toxic!*
- ◆ *Do not inhale coolant vapours, do not swallow coolant, avoid contact with skin and eyes; hazardous if consumed!*
- ◆ *In the event of a loss of coolant, which was not caused by the current consumption, determine the cause of the leakage and eliminate it (repair measure) ➔ Engine; Rep. gr. 19.*



- If required, top up with coolant.

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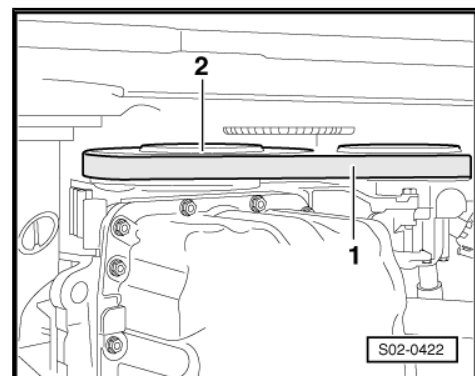
3.10 Poly V-belt: Check condition

Special tools and workshop equipment required

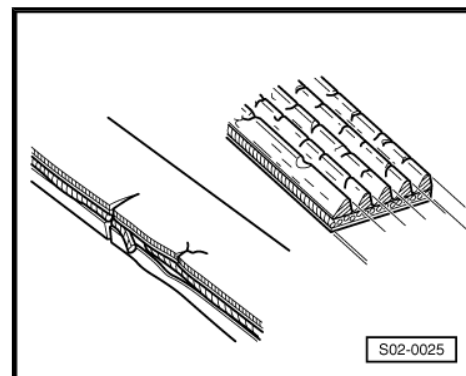
- ◆ Wrench socket

Perform the following procedure:

- Raise vehicle.
- Remove the noise insulation.
- Remove cap for screw of v-ribbed belt pulley - if present.
- Use a socket wrench to crank the engine at vibration damper/ belt pulley -2-.
- Inspect V-ribbed belt from below for:



- ◆ Splits in the carcass (initial splits, splits in core, splits across carcass).
- ◆ Separation of layers (top layer, cords).
- ◆ Sections of carcass broken out.
- ◆ Fraying of cords.
- ◆ Wear to sides (abrasion of material, frayed sides, hardening of sides, glazed and hardened surfaces).
- ◆ Traces of oil and grease.
- ◆ Correct tension.



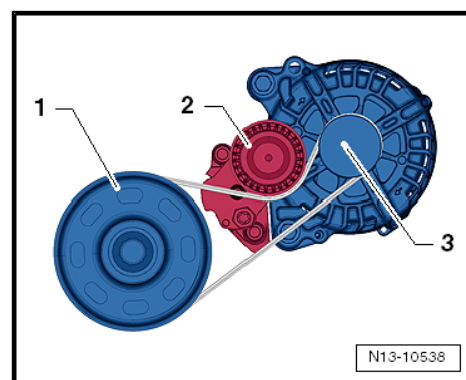
Note

It is essential to replace the V-ribbed belt if defects are found. This will help avoid any failures or operational problems. Replacing the ribbed V-belt is a repair measure.

3.11 Routing of V-ribbed belt

Engines: 1.2 ltr./63 kW (CJZB); 1.2ltr./77 kW (CJZA) 1.4 ltr./103 kW (CHPA) without air conditioning system

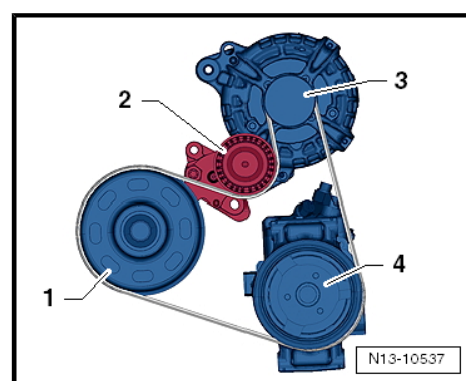
- 1 - Crankshaft/vibration damper
- 2 - Tensioning pulley
- 3 - AC generator



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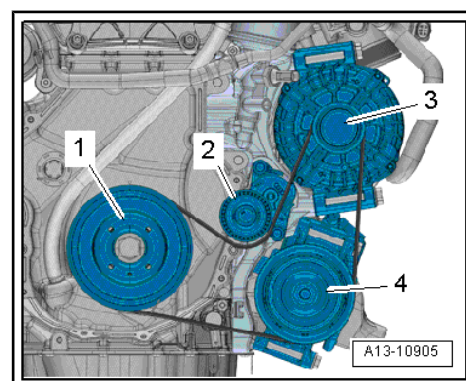
Engines: 1.2 ltr./63 kW (CJZB); 1.2ltr./77 kW (CJZA) 1.4 ltr./103 kW (CHPA) with air conditioning system

- 1 - Crankshaft/vibration damper
- 2 - Tensioning pulley
- 3 - AC generator
- 4 - AC compressor



1.8 l/132 kW (CJSA, CJSB); 2.0/162 kW (CHHB) with air conditioning unit

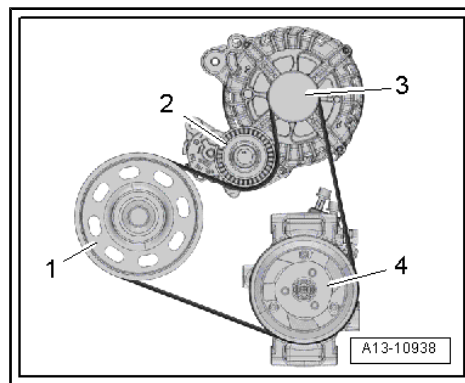
- 1 - Crankshaft/vibration damper
- 2 - Tensioning pulley
- 3 - AC generator
- 4 - AC compressor





1.6 l/77 kW (CLHA); 1.6 l/66 kW (CLHB); 2.0 l/110 kW (CKFC);
 2.0 l/105 kW (CRVC, CKFB); 2.0 l/135 kW (CUPA) 1.6 l/81 kW
 (CRKB) with air conditioning unit

- 1 - Crankshaft/vibration damper
- 2 - Tensioning pulley
- 3 - AC generator
- 4 - AC compressor



3.12 Replace spark plugs



Note

- ◆ To release the spark plugs use a special spark plug wrench -3122 B-.
- ◆ Observe the disposal instructions for the spark plugs.

Engine type/ Engine identification characters	Spark plug	Part number	Electrode spacing (mm)	Tool for removing the ignition units/ plugs	Change interval tightening torque
1.2 ltr./63 kW CJZB	NGK PZKER7A8EGS	04E 905 601	0.7 ... 0.8		⇒ page 16 22 Nm
1.2 l/77 kW CJZA	NGK PZKER7A8EGS	04E 905 601	0.7 ... 0.8		⇒ page 16 22 Nm
1.4 ltr./103 kW CHPA	Bosch Y5KPP332GA	04E 905 612	0.65 ... 0.75		⇒ page 16 22 Nm
1.8 l/132 kW CJSA CJSB	Bosch F5NPP332SBP	06K 905 611 C	0.7 ... 0.8		⇒ page 16 28 Nm
	NGK PLFER7A8EG	06K 905 601 B	0.7 ... 0.8		
2.0 l/162 kW CHHB	Bosch F5NPP332SBP	06K 905 611 C	0.7 ... 0.8	-T10530-	⇒ page 16 28 Nm
	NGK PLFER7A8EG	06K 905 601 B	0.7 ... 0.8		

3.13 Replace air filter element and clean air filter housing

Special tools and workshop equipment required

- ◆ Pliers for spring strap clamps



Note

- ◆ Always use an original air filter element: ➔ *Electronic Catalogue of Original Parts*.
- ◆ When installing the intake hose, use a lubricant (free of silicone).
- ◆ When installing the air filter element, make sure that it is seated in the centre of the air filter bottom part.
- ◆ Hose connections and hoses for charge air system must be free of oil and grease before being installed. Do not use any lubricant which contains silicone when installing.
- ◆ Secure all hose connections with hose clamps which comply with the series design ➔ *Electronic Catalogue of Original Parts*.

1.2 ltr. TSI and 1.4 TSI petrol engine ➔ [page 55](#)

1.8 ltr. TSI and 2.0 ltr. TSI petrol engine ➔ [page 56](#)

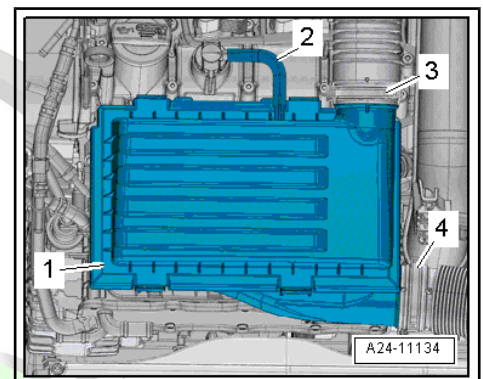
1.6 ltr. TDI CR and 2.0 ltr. TDI CR diesel ➔ [page 58](#)

Clean air filter housing ➔ [page 59](#)

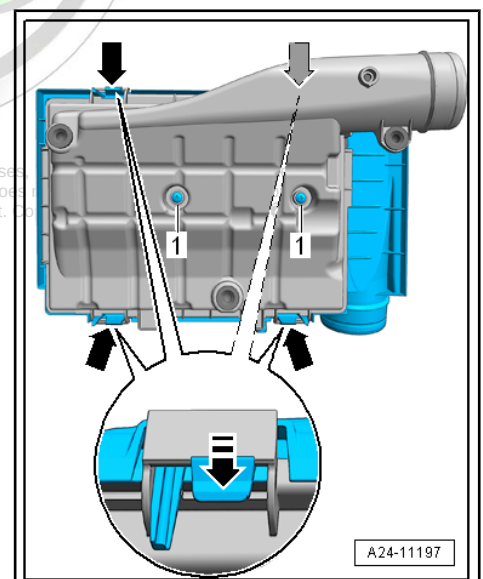
3.13.1 1.2 ltr. TSI and 1.4 TSI petrol engine

Removing

- Remove engine cover.
- Detach air guide hose -2- from air filter top part -1-.
- Slacken hose clamps -3- and -4-.
- Pull off -1- air filter housing upwards from the ball pin.
- Detach air guide from air filter housing -1-.
- Remove air filter housing -1- and lay aside turned by 180°.



- Unscrew the screws -1- from the air filter bottom part.
- Carefully unlatch the catches -arrows- at the air filter top part (risk of breakage).
- Remove air filter top part and take out air filter element.

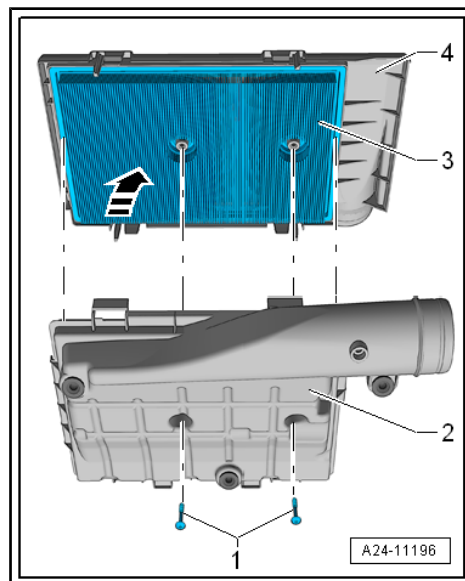


Install

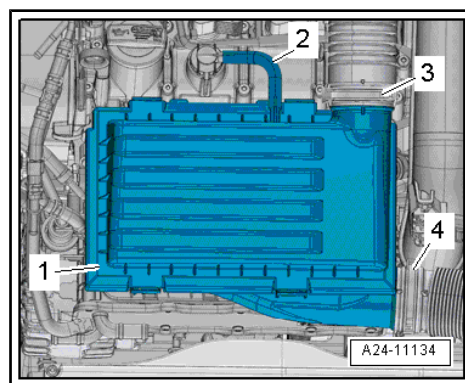
- Check air filter top part, air mass meter and water drainage for contamination and clean as required ➔ [page 59](#).



- Carefully insert the air filter insert -3- into the upper part of the air filter -4- so that it sits fully in the recess.
- Position air filter bottom part -2- on air filter top part -4- and screw on with screws -1-.



- Position air guide on air filter housing -1-.
- Fit on hose clamps -3- and -4-.
- Fit air filter housing -1- onto the ball pins and press on firmly.
- Connect air guide hose -2- to air filter housing -1-.
- Install the engine cover.



3.13.2 1.8 ltr. TSI and 2.0 ltr. TSI petrol engine

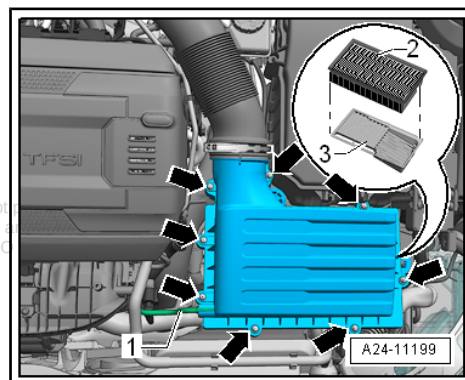
Removing

- Detach vacuum hose -1- from air filter housing.
- Unscrew fixing screws -arrows- from the air filter top part and lay the air filter top part together with the complete air guide to one side.
- Remove air filter element -2- and snow strainer -3-.



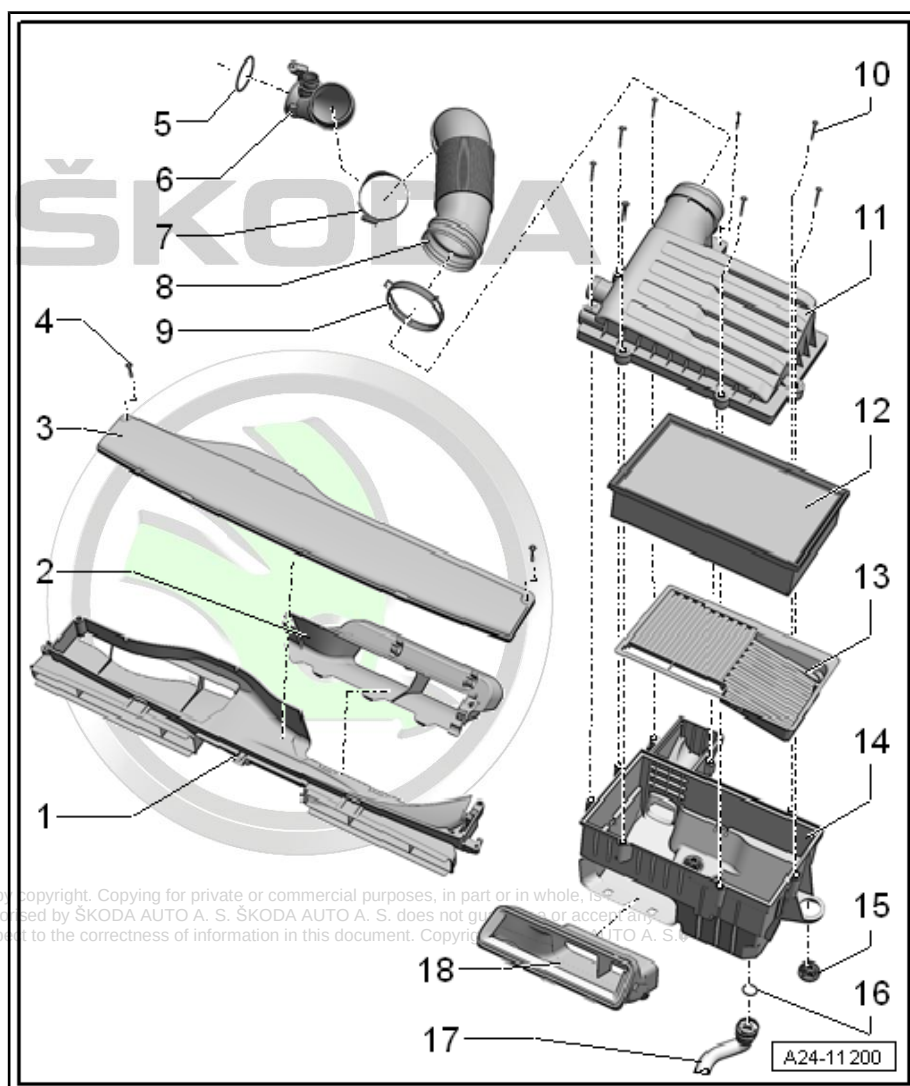
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The snow strainer is not installed in all vehicles.



Install

- Check air filter top part, air mass meter and water drainage for contamination and clean as required ➔ [page 59](#) .
- Insert the snow strainer -13- in the air filter bottom part -14-.



- Insert the air filter element -12- in the centre of the air filter bottom part -14-.
- Position the air filter top part -11- on the air filter bottom part -14- carefully and without using increased force.
- Screw together air filter bottom part and air filter top part with fixing screws -10- and tighten to tightening torque.



Note

Do not pay attention to the remaining positions!

Tightening torque	Nm
Fixing screws	1.5



3.13.3 1.6 I TDI CR and 2.0 I TDI CR diesel engine

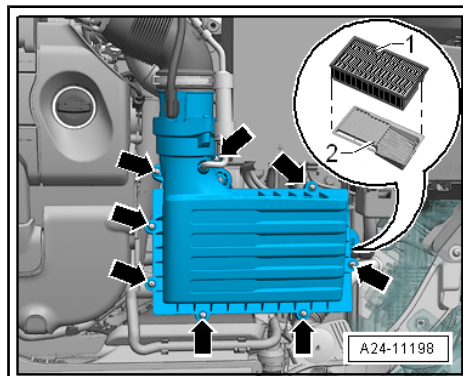
Removing

- Unscrew fixing screws -arrows- from the air filter top part and lay the air filter top part together with the complete air guide to one side.
- Remove air filter element -2- and snow strainer -2-.



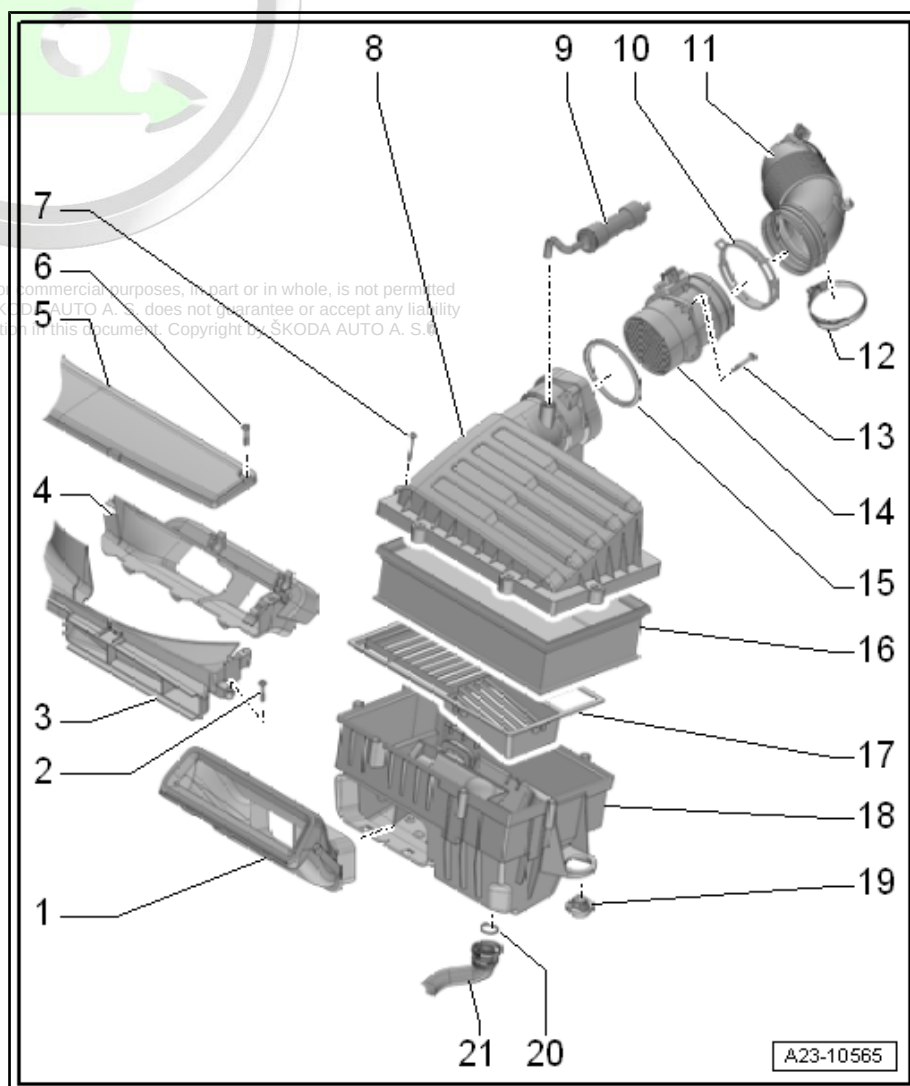
Note

The snow strainer is not installed in all vehicles.



Install

- Check air filter top part, air mass meter and water drainage for contamination and clean as required ➔ [page 59](#).
- Insert the snow strainer -17- in the air filter bottom part -18-.



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- Insert the air filter element -16- in the centre of the air filter bottom part -18-.
- Position the air filter top part -8- on the air filter bottom part -18- carefully and without using increased force.
- Screw together air filter bottom part and air filter top part with fixing screws -7- and tighten to tightening torque.



Do not pay attention to the remaining positions!

Tightening torque	Nm
Fixing screws	1.5

3.13.4 Cleaning air filter housing



- ♦ *The reading of the drawn in air mass shown on the air mass meter, may be incorrect due to heavy soiling or moisture. This results in a reduction of engine power output, because a lower injection quantity is calculated.*
- ♦ *Observe the disposal instructions!*
- Check air mass meter as well as air intake hose (on the side of the fresh air) for salt residues, dirt and leaves.
- Check water drain hose in air filter bottom part for contamination or blockage and clean if required.
- Clean air filter housing (top part and bottom part) from salt residues, dirt and leaves; to do so use an extraction device if required.



Please follow the following notes when blowing out the air filter housing with compressed air: Cover critical air-conveying parts with a clean rag to prevent impairments to their function.

3.14 Replacing the fuel filter (diesel engine)

Special tools and workshop equipment required

- ♦ Protective gloves
- ♦ Protective goggles



WARNING

Risk of burning through very hot fuel.

- ◆ *The temperature of the fuel lines or of the fuel can be up to 100°C in an extreme case. Let the fuel cool down before opening the lines, as otherwise there is a high risk of burning.*
- ◆ *Wear protective gloves.*
- ◆ *Wear safety goggles.*

Risk of injury caused by fuel which is under high pressure.

- ◆ *Lay a clean cloth around the connection point and carefully slacken the connection point in order to relieve the pressure in the fuel system.*



Note

Observe the disposal instructions!

Removing

For CRVC motor with water separator:

- Drain fuel filter ➔ [page 63](#) .

For all engines:

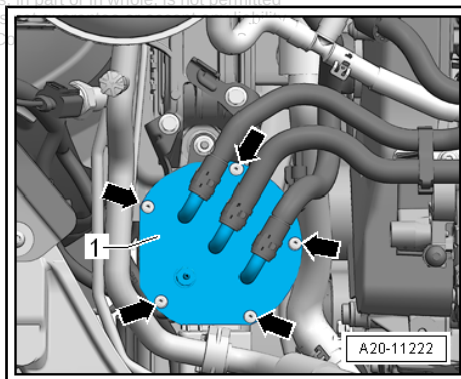
- Switch off ignition.



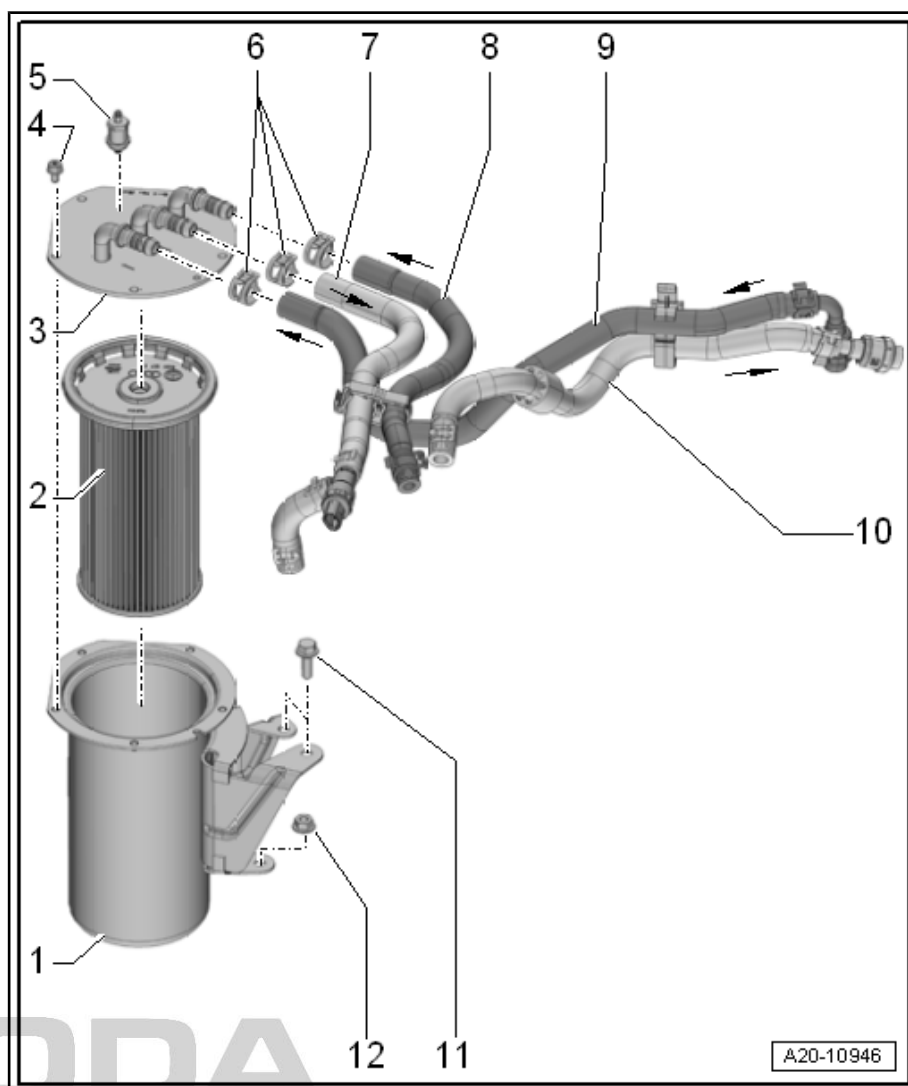
Note

Place a cleaning cloth around the filter housing before slackening the hose connections!

- Unscrew screws -arrows-, lift up filter cover -1- with fuel hoses connected and lay to the side.



- Take the filter element -2- out of the fuel filter housing -1-.



Note

Do not pay attention to the remaining positions!

- Insert the filter element -2- in the filter housing -1- so that the gasket of the filter element -2- engages fully into the recess of the filter housing -1-.
- Position the filter cover -1- with the fuel hoses connected on the filter housing so that the support in the filter cover engages in the gasket for the hole in the filter element.
- Screw in the screws -4- for the filter cover and tighten to specified torque.

Tightening torque	Nm
Screws for cover	5

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Venting air from the fuel system



DANGER!

- ◆ *If the fuel filter is replaced, bleed the fuel system before the first engine start.*
- ◆ *Risk of damage to the high pressure pump through running dry.*

This work sequence is carried out on the vehicle while it is standing on its wheels using the diagnostic unit -VAS- together with the corresponding diagnostic cable ⇒ Vehicle diagnostic tester.

- Switch on ignition, connect diagnostic unit and fill as well as bleed the high pressure pump/fuel system as follows:
- On the diagnostic device, select: “Targeted functions” → “Škoda” → “Octavia 2013” → “Drive” → “4 cylinder diesel engine Bosch” and next → “Actuate fuel pump”.
- Follow the instructions on the diagnostic device display to continue.

3.15 Check diesel particulate filter

- Check the connections and secure fitting of all lines and senders to the diesel particulate filter.
- Check diesel particulate filter for leaks, damage and secure fitting.



Note

The filling level of the particle volume is queried during diesel particle testing.

- Select »Targeted functions« and further »engine« and then start »check volumetric efficiency of the particle filter volume« ⇒ Vehicle diagnostic tester.
- If the ash mass limit is reached or exceeded (negative test result), the diesel particle filter must be replaced ⇒ Relevant Engine; Rep. gr. 26

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Replacing the diesel particle filter is a repair measure.



Note

After replacing the diesel particle filter the »engine control unit must be adjusted to the diesel particle filter«, i.e. the ash mass limit must be set to -0-.

3.16 Multiple-purpose additive for petrol engines



Note

- ◆ *Only applies for some markets.*
- ◆ *Petrol engines only*

- Add multi-purpose additive -G 001 770 A2 (90 ml)- or -G 001 780 M3 (200 ml)- for petrol engines into the fuel tank at each service event.



Note

- ◆ *Only effective if the fuel tank is completely full!*
- ◆ *If this multi-purpose additive for petrol engines is poured into a fuel tank which is not completely full, the customer is advised to fill up to a full tank as soon as possible.*

3.17 Drain fuel filter

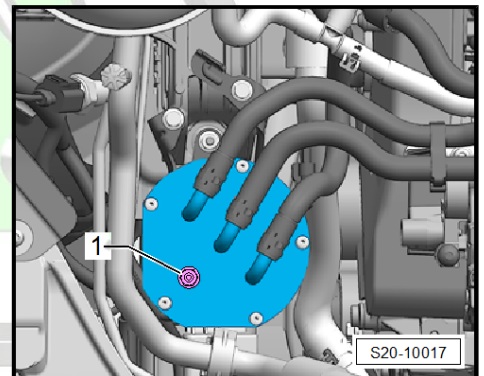
Special tools and workshop equipment required

- ◆ Fuel-resistant container
- ◆ Transparent hose



Note

- ◆ *Safety precautions when working on the fuel supply system .*
- ◆ *Observe rules for cleanliness.*
- ◆ *Make sure no diesel fuel runs onto the coolant hoses. If necessary clean the hoses immediately!*
- ◆ *Observe the disposal instructions!*
- Insert the transparent hose onto the drain plug -1- and next insert them into the drain container.
- Start engine.
- Undo the drain plug -1- carefully by 14 turns.
- Drain off approx. 0.3 to 0.4 litres of fluid. Once clean diesel fuel discharges, seal the drain plug -1-.
- Switch off engine and remove the transparent hose and drain plug.



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4 Gearbox

Check final drive and joint boots for leaks and damage
⇒ [page 64](#) .

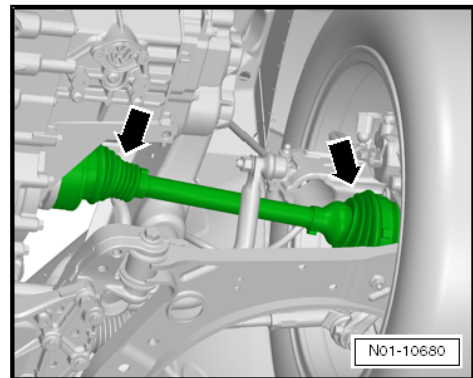
6-speed gearbox DSG: Change the gearbox oil, replace the oil filter ⇒ [page 64](#)

Changing oil in the Haldex coupling ⇒ [page 69](#)

Check oil level in the Haldex coupling ⇒ [page 70](#)

4.1 Check final drive and joint boots for leaks and damage

- Check joint boots -arrows- of final drive for leaks and damage.



4.2 6-speed gearbox DSG: Change the gearbox oil, replace the oil filter

Special tools and workshop equipment required

- ◆ Vehicle Diagnosis, Measurement and Information System - VAS-
- ◆ Adapter for oil filling e.g. -V.A.G 6262- or -VAS 6262A-
- ◆ **Catch pan**
- ◆ **Protective goggles**
- ◆ Protective gloves
- ◆ Pliers for spring strap clamps



WARNING

- ◆ *The engine must not be started if the repair was carried out and no oil was poured in, or only a small amount of oil is available in the gearbox, or after a major gearbox oil loss.*
- ◆ *Only gear oil for the double clutch gearbox must be used, which is indicated as spare part for automatic gearbox 0D9 - DSG. Other oils can lead to functional problems or to failure of the gearbox, part number ➔ Electronic catalogue of original parts .*
- ◆ *Observe instructions for automatic gearbox 0D9 - DSG ➔ Gearbox 0D9 - DSG; Rep. gr. 00 .*
- ◆ *General repair instructions ➔ Gearbox 0D9 - DSG; Rep. gr. 00 .*
- ◆ *Regulations concerning cleanliness when working on the gearboxes ➔ Gearbox 0D9 - DSG; Rep. gr. 00 .*
- ◆ *The gearbox oil temperature is determined with the vehicle diagnosis, measurement and information system - VAS- .*
- ◆ *The gear oil level changes with the gearbox oil temperature.*
- ◆ *Checking gear oil level when oil temperature is too low may result in over-filling.*
- ◆ *Checking gear oil level when oil temperature is too high may result in under-filling.*
- ◆ *An over-filling or an under-filling impairs the proper working of the gearbox.*
- ◆ *Always replace the gasket ring of the outlet and check screw.*

Requirements

- Engine switched off
- Vehicle in horizontal position, all supports of the lift platform must be at the same level, so that it is secured in the horizontal position.
- Selector lever in „P“
- -VAS- is connected.
- The gearbox oil temperature must not exceed 35°C at the start of the test.

Change the gearbox oil, replace the oil filter



Note

The following instructions must be observed until termination of the gear oil change.

removing and installing oil filter

- Remove engine cover ➔ Relevant Engine; Rep. gr. 10 .



- Unplug connector -2- at air mass meter -G70-
 - Detach bleeder hose -1- and air guide hose -5-.
 - Release the spring strap clip -3- with pliers for spring strap clips and remove the air guide hose from the pipe.
 - Release screw -4- and remove air filter housing.
 - Raise vehicle.
 - Remove the sound dampening system ⇒ Body Work; Rep. gr. 50 .
 - Position the catch pan under the gearbox.
 - Lower the vehicle.
 - Unscrew oil filter housing -1- from gearbox.
 - Before removing, the oil filter must be slightly inclined.
- So that the oil can flow out of the oil filter back into the gearbox.



Note

Always replace O-ring -2-.

- Remove filter -3-.
- Moisten O-ring -2- with gear oil.

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- Moisten O-ring in intake collar -arrow- downwards and tighten the filter housing to 20 Nm.
- Install filter housing and air mass meter -G70- , mount electrical plug connections, fasten ventilation hose with retaining clip ⇒ relevant engine; Rep. gr. 24 if necessary ⇒ relevant engine; Rep. gr. 21 .

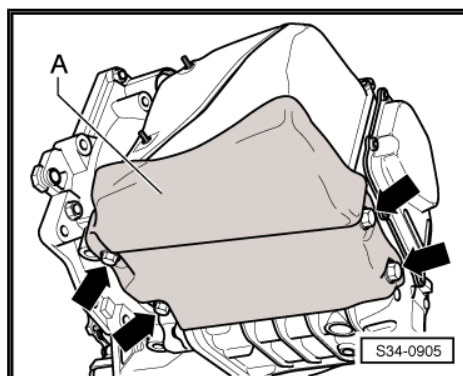
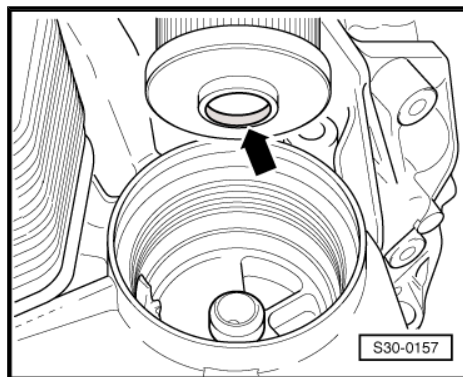
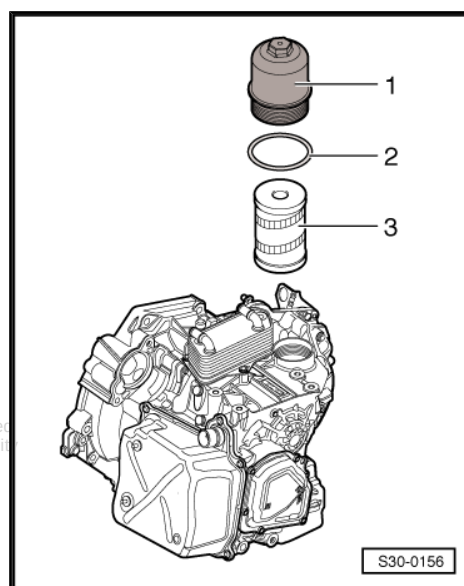
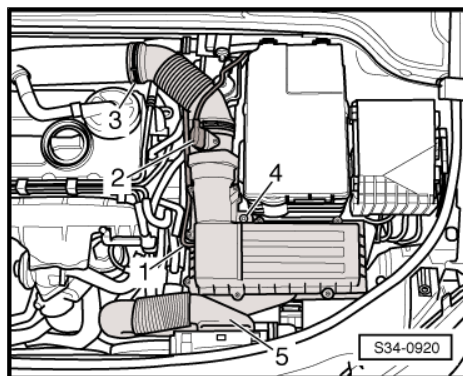
Change gear oil, check oil level

- Raise vehicle.
- Remove protection plate -A- at the bottom of the gearbox -arrows-; if applicable.
- The catch pan is under the gearbox.



DANGER!

- ◆ *Wear safety goggles.*
- ◆ *Wear protective gloves.*



Oil can only be drained and checked via the check screw -B-.

- Unscrew check screw -B- close to the pendulum support.

i Note

A plastic overflow tube with an 8 mm hexagon socket and a tightening torque of 3 Nm is located behind this screw. The length of the overflow tube determines the oil level in the gearbox, when replacing assign via part number ⇒ Electronic Catalogue of Original Parts .

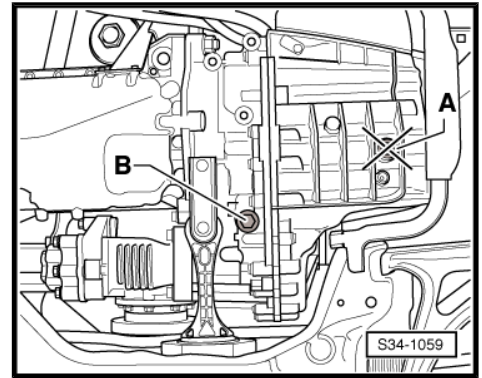
- Remove overflow tube.

Approx. 5.0 ltr of oil flows out. Furthermore, the catch pan remains under the gearbox.

- Screw in overflow tube and tighten to 3 Nm.
- Shake the oil reservoir before opening.

i Note

The filling hose and adapter -VAS 6262- or -VAS 6262A- must be clean and gearbox oil must not be mixed with other oils!



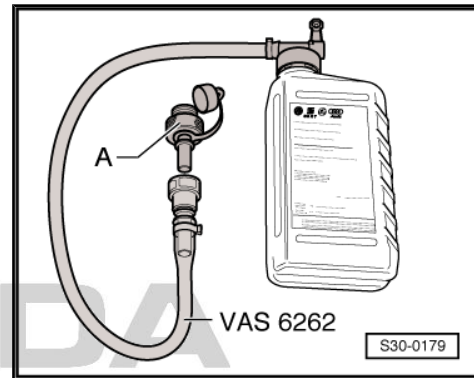
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- Screw in adapter -A- from -VAS 6262- or -VAS 6262A- by hand into the hole of the check screw.

When changing the bottle the shut-off valve can be closed or the adapter for oil filling -VAS 6262- or -VAS 6262A- can be held higher than the gearbox.

- Pour in 5.5 litres of gear oil for the double clutch gearbox using adapter -VAS 6262- or -VAS 6262A- .
- Read off gearbox oil temperature at -VAS- .
- Start engine.
- Press brake pedal and push the selector lever for approx. 3 seconds into all positions. Then push again the selector lever into position „P“.



Do not switch off the engine!



WARNING

- ◆ *When working close to the radiator, always keep a distance from the fan - risk of injury!*
- ◆ *The fan can switch on automatically.*

For a gearbox oil temperature of 35°C up to 45°C:

- When the engine is running, separate the quick coupling at the adapter for oil filling -VAS 6262- or -VAS 6262A- .
- Drain off excess oil.



Note

To check the oil level a slight amount of oil flows out via the overflow tube every 30 seconds, independent of the oil level; the cause are pulses of the oil, which cool down the coupling. This oil quantity is no criterion for determining the correct oil level and must therefore not be taken into account when assessing.



WARNING

The oil drained from the gearbox must no longer be used for topping up. Used oil must be disposed of according to the national legislation ⇒ Gearbox 0D9 - DSG; Rep. gr. 00 .

- As soon as the oil has been drained off (begins to drip), unscrew adapter for oil filling -VAS 6262- or -VAS 6262A- and screw in check screw -B- with new gasket ring.

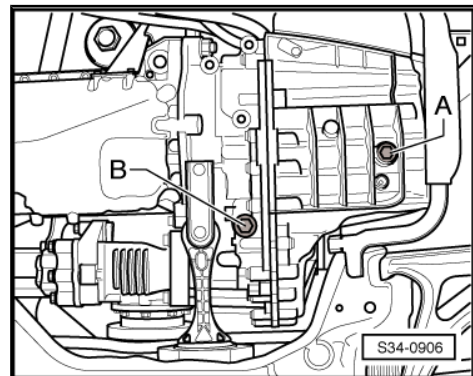
Tightening torque: 45 Nm

- Switch off engine.

Thus, the gear oil and oil filter change is completed.

The oil is at the correct level.

- Install the noise insulation ⇒ Body Work; Rep. gr. 50 .



4.3 Changing oil in the Haldex coupling

Special tools and workshop equipment required

- ◆ Filling device for Haldex coupling - VAS 6291-
- ◆ Catch pan - VAS 6208-
- ◆ Oil for Haldex coupling ⇒ Electronic Catalogue of Original Parts

Precondition

- Vehicle on level ground

Drain oil

- Place a catch pan under the Haldex coupling.
- Unscrew drain plug -arrow- and drain all oil from the Haldex coupling.
- Screw in drain plug -arrow- and tighten to tightening torque ⇒ [page 71](#) .

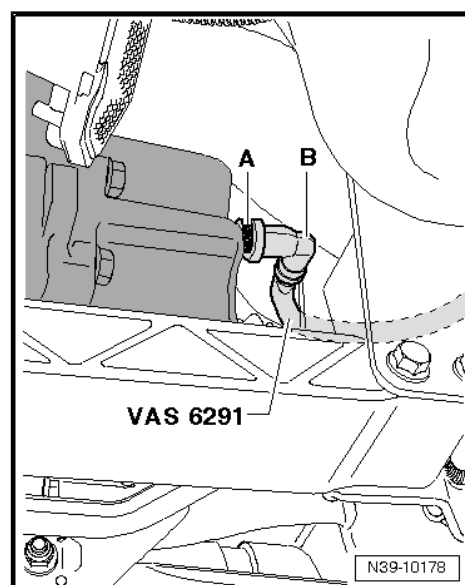
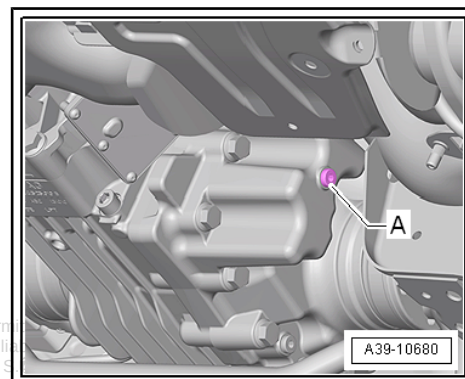
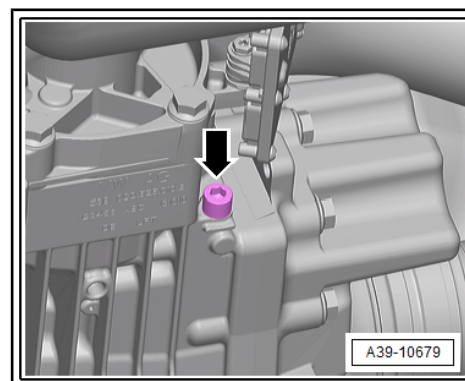
Replenish oil

- Unscrew oil filler plug -A-.



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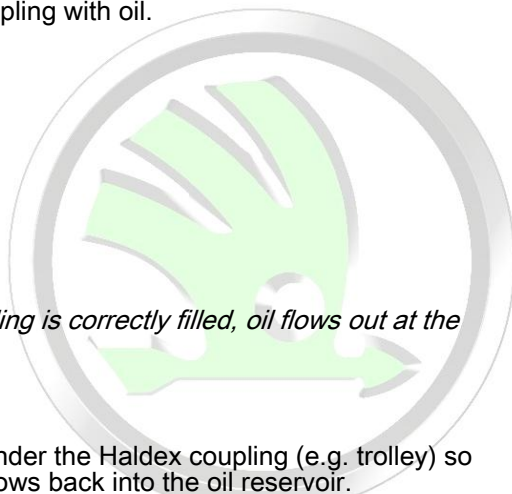
- Screw in the adapter -A- of the Filling device for Haldex coupling - VAS 6291- into the inspection hole up to the stop.
- Place angular piece -B- in position on adapter -A- and secure.
- Route hose of filling device above drive shaft and pull out of the vehicle.
- The hose must not sag. It must come out above the left rear wheel.
- Lower the vehicle.





- Ensure that the valve -arrow- is closed.
- Screw oil reservoir -A- onto filling device for Haldex coupling -VAS 6291- .
- Open valve -arrow- and hold oil reservoir as shown in the figure.

Then fill the Haldex coupling with oil.



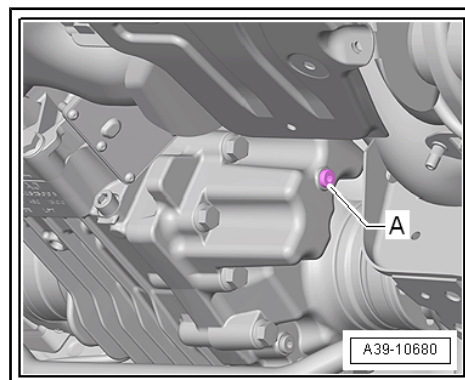
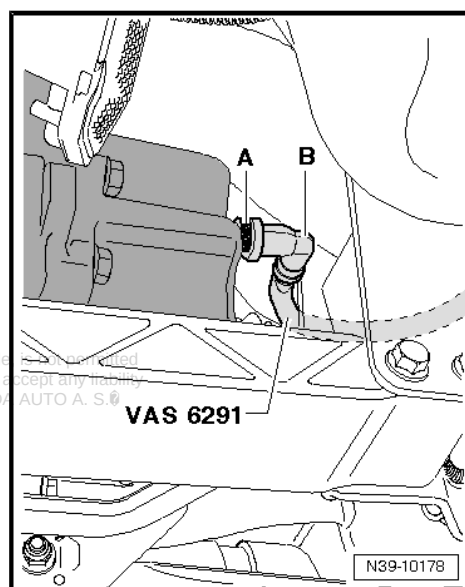
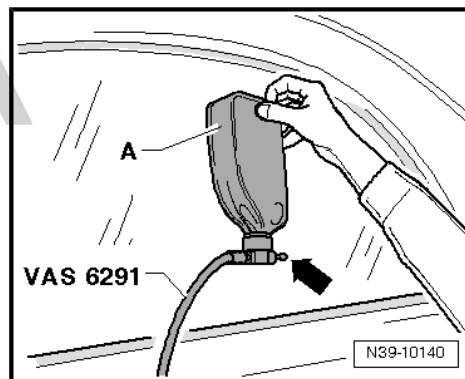
Note

When the Haldex coupling is correctly filled, oil flows out at the adapter -A-.

- Raise vehicle.
- Place oil reservoir under the Haldex coupling (e.g. trolley) so that the excess oil flows back into the oil reservoir.
- If no more oil flows back, remove the filling device for Haldex coupling -VAS 6291-.
- The Haldex coupling is now filled to lower edge of oil filler hole.
- Check oil level in the Haldex coupling ➔ [page 70](#) .

If the oil level is OK:

- Screw in oil filler plug -A- and tighten to tightening torque ➔ [page 71](#) .



4.4 Check oil level in the Haldex coupling

Special tools and workshop equipment required

- ◆ Catch pan - VAS 6208-

Test requirements

- The oil temperature must be between 20 and 40 °C. This oil temperature can e.g. be reached by means of a test drive.
- Vehicle on level ground.



WARNING

Observe safety provisions and information during the test drive.

- Read oil temperature⇒ Vehicle diagnostic tester Guided Functions.
- The oil temperature must be between 20 and 40 °C.

Checking the oil level

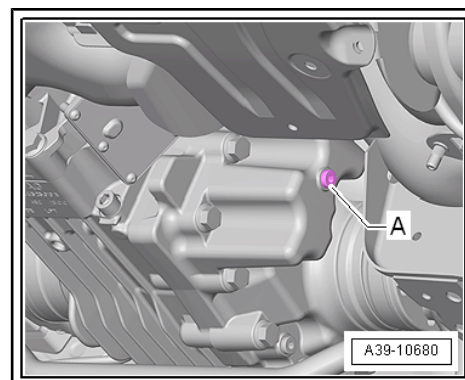
- Place catch pan - VAS 6208- under the final drive.
- Unscrew screw for oil inspection -A-.

Oil is at the correct level if the Haldex coupling is filled up to the lower edge of the oil filler hole or max. 3 mm below the lower edge of the oil filler hole.

- Top up with oil for Haldex coupling .

Tightening torques

Component	Tightening torque
Oil filler plug for high efficiency oil for Haldex coupling • Renew bolt.	15 Nm
Oil drain plug for high efficiency oil for Haldex coupling • Renew bolt.	32 Nm



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5 Chassis

Inspecting thickness of front and rear brake pads/linings

⇒ [page 72](#)

Inspecting brake system for leaks and damage ⇒ [page 73](#)

Change brake fluid ⇒ [page 74](#)

Inspecting the brake fluid level ⇒ [page 81](#)

Track rod heads: Check play, fastening and sealing sleeves
⇒ [page 82](#)

Front and rear axle: Checking ⇒ [page 82](#)

Tyres: Checking ⇒ [page 83](#)

Tightening wheel bolts to specific torque ⇒ [page 91](#)

Tyre inspection display: Calibration ⇒ [page 91](#)

Transport security: Remove anti-lock components from the shock absorbers of the front axle ⇒ [page 92](#)

Breakdown kit ⇒ [page 93](#)

5.1 Inspecting thickness of front and rear brake pads/linings

Special tools and workshop equipment required

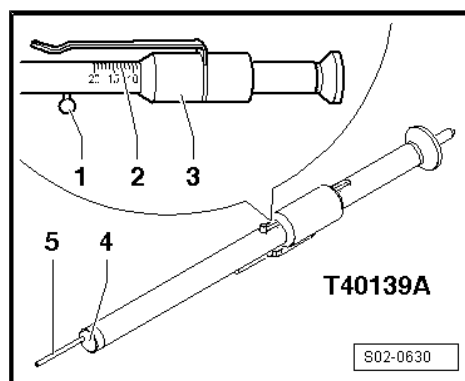
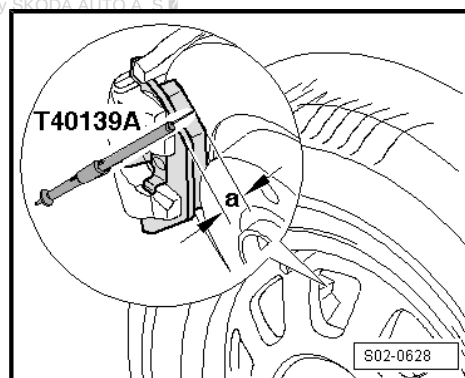
◆ Inspection pin - T40139A-

Front disc brake pads

The brake pad thickness (including backing plate) -a- can be checked by visual inspection (if necessary with a torch and a mirror) or with the inspection pin - T40139A- from the outside of the wheel.

Procedure when checking with the inspection pin - T40139A-

- Slide the grinder -3- of the inspection pin fully onto the pin -1-.
- Push the inspection pin - T40139A- through the wheel rim, so that the measuring tip -5- rests against the brake disc.
- Carefully move the inspection pin - T40139A- on the bead so that the end face -4- of the inspection pin rests against the backing plate of the brake pad.
- Remove the inspection pin - T40139A- and read off the brake pad thickness (in mm) on the scale -2-.





Note

- ◆ When removing the inspection pin, ensure that the grinder does not move otherwise this can result in an incorrect measurement.
- ◆ On certain vehicles (e.g. with steel rims), where the inspection pin - T40139A- does not reach/rests against the brake disc/backing plate, check the brake pad thickness with the inspection pin - T40139A- from the inside of the wheel.

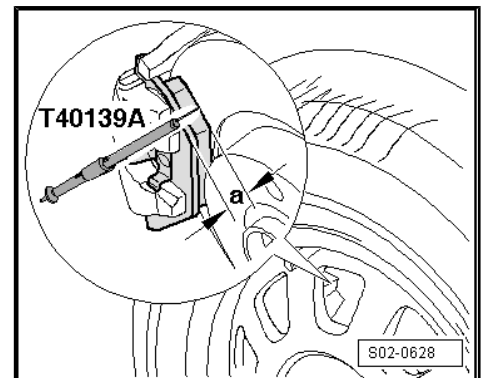
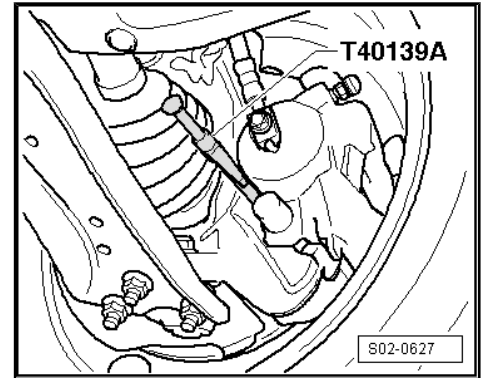
Wear limit of front disc brake pads

The wear limit -a- is reached at a pad thickness of 10 mm, including backing plate.

If the thickness of the pad is less than 10 mm including backing plate, always replace the brake pads on both sides (repair measure)

- Inspect also the brake discs for damage (scores, tears) and wear (minimum thickness) ⇒ Brake systems; Rep. gr. 00 .

The brake disc change is a repair measure.



Note

After replacing the brake pads depress brake pedal firmly several times when the vehicle is stationary to ensure the brake pads are properly seated in their normal operating position.

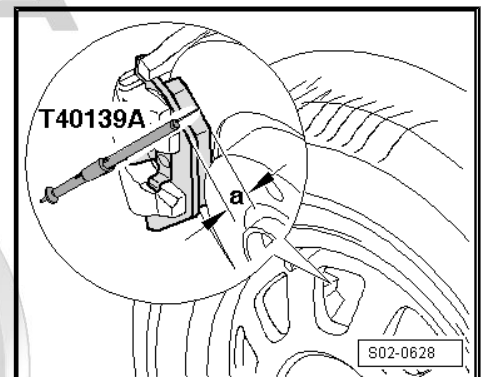
Wear limit of rear disc brake pads

The wear limit -a- is reached at a pad thickness of 9 mm, including backing plate.

If the thickness of the pad is less than 9 mm including backing plate, always replace the brake pads on both sides (repair measure)

- Inspect also the brake discs for damage (scores, tears) and wear (minimum thickness) ⇒ Brake systems; Rep. gr. 00 .

The brake disc change is a repair measure.



Note

After replacing the brake pads depress brake pedal firmly several times when the vehicle is stationary to ensure the brake pads are properly seated in their normal operating position.

5.2 Inspecting brake system for leaks and damage

- Check main brake cylinder, brake servo (with ABS: hydraulic unit), braking force regulator and calipers for leak-tightness and damage.
- Inspect brake hoses for twisting.
- Ensure that the brake hoses do not touch any parts of the vehicle when the steering is turned to full left or full right lock.



- Inspect the brake hoses for porous and brittle points. Inspect the brake hoses and brake lines for chafing points.
- Inspect the brake connections and attachment to ensure they are correctly fitted, free of leaks and corrosion.
- Check that the electrical cables of the ABS speed sensors are secured in the wheel arches.



WARNING

Any defects found must be rectified (repair measure).

5.3 Change brake fluid

Special tools and workshop equipment required

- ◆ Brake filling and bleeding device , e. g. -VAS 5234-
- ◆ Tool set for brake bleeding - VAS 6564-

Use only new genuine brake fluid N.052.766.Z0 which conforms to the USA standard FMVSS 571.116, DOT 4 and VW standard 501 14 .



WARNING

- ◆ *Brake fluid must never come into contact with fluids containing mineral oils (oil, petrol, cleaning agent). Mineral oils damage the gaskets and boots of the brake system.*
- ◆ *Brake fluid is poisonous. Also due to its corrosive effect brake fluid must not come into contact with paintwork.*
- ◆ *Brake fluid is hygroscopic, i.e. it absorbs moisture from the surrounding air. Therefore it should always be stored in airtight containers.*
- ◆ *Wash any parts stained with brake fluid with large volumes of water.*
- ◆ *Observe the disposal instructions!*
- ◆ *Drained (used) brake fluid must never be used again.*

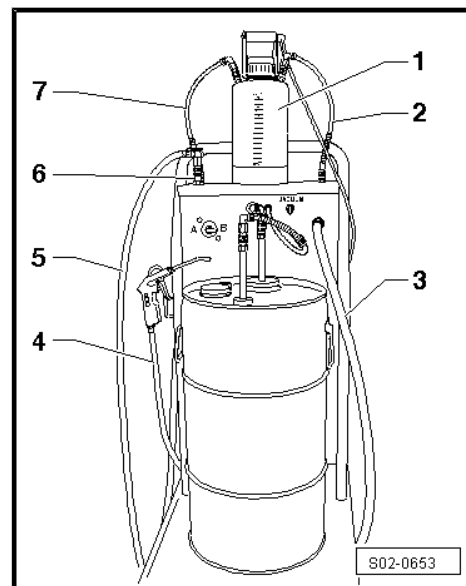
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Extract brake fluid from the brake fluid reservoir.

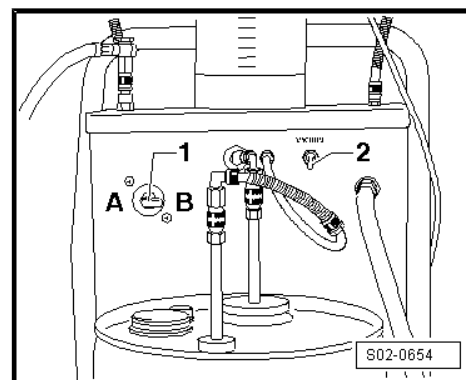
- Switch on the extraction function of the brake filling and bleeding device , e.g. -VAS 5234- .

- 1 - Catch pan
- 2 - Connecting hose
- 3 - Pneumatic support
- 4 - Extraction hose with end part
- 5 - Filling hose with quick coupling
- 6 - Unit connecting point
- 7 - Connecting hose

- Connect brake filling and bleeding device , e. g. -VAS 5234- , to the compressed air distribution.



- Position cock -1- on -B-.
- Set switch -2- upwards on -vacuum-.



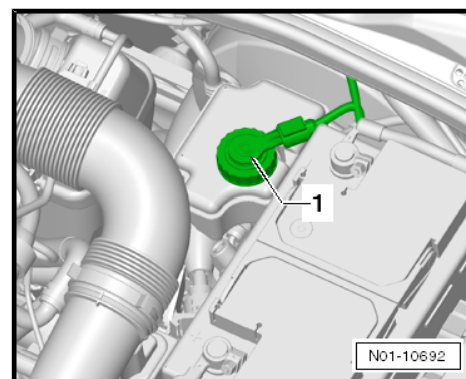
- Unscrew cap -1- from the brake fluid reservoir



Note

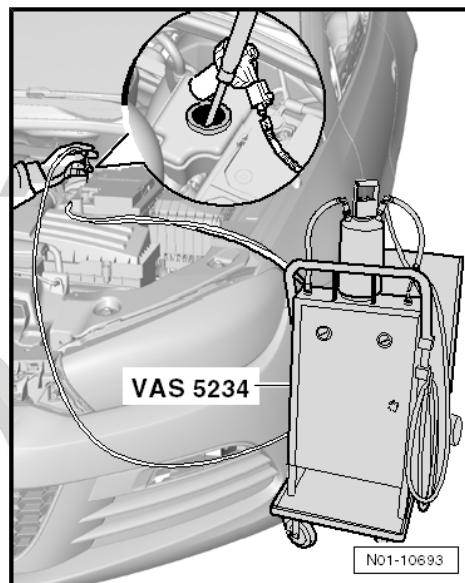
Do not remove the strainer from the brake fluid reservoir.

- Switch on the compressed air distribution, herewith the brake filling and bleeding device , e.g. -VAS 5234- , is operative.





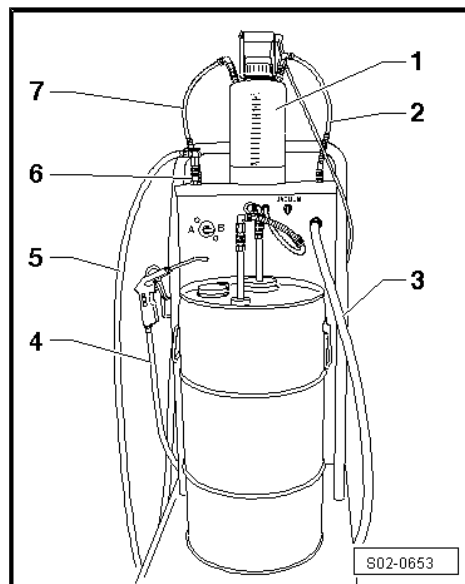
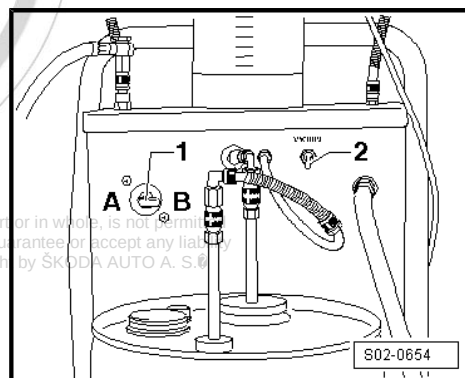
- Use an extraction hose with end part to extract as much brake fluid as possible from the brake fluid reservoir.



- Set back switch -2- from -vacuum- down.
- Switch off the compressed air distribution, herewith the brake filling and bleeding device , e.g. -VAS 5234- , is no longer operative.

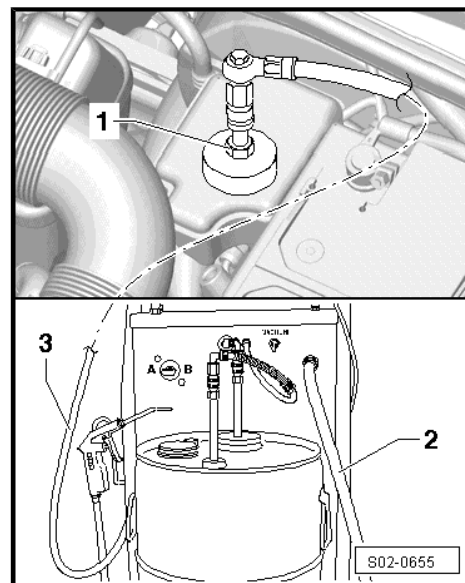
Change brake fluid in slave cylinder - vehicles with manual gear-box

- Remove engine cover.
- Remove air filter ⇒ Relevant Engine; Rep. gr. 23 or ⇒ Relevant Engine; Rep. gr. 24 .
- Switch on the filling function of the brake filling and bleeding device , e.g. -VAS 5234- , as follows:
- Detach connecting hoses -2- and -7- from catch pan -1-.
- Detach the filling hose with quick coupling -5- from the unit connecting point -6-.

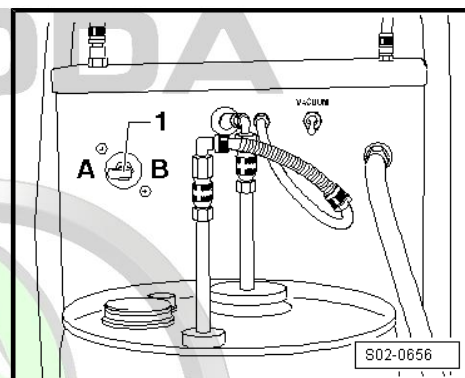


- Screw the thread plug -1- of the brake filling and bleeding device , e.g. -VAS 5234- , onto the brake fluid reservoir.

- 1 - Thread plug
- 2 - Compressed air distribution
- 3 - Filling hose with quick coupling



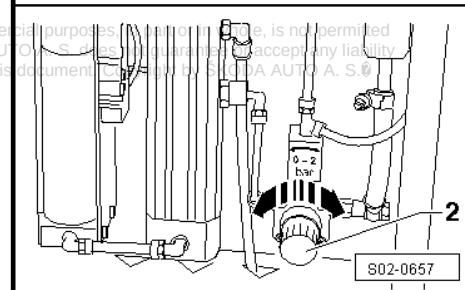
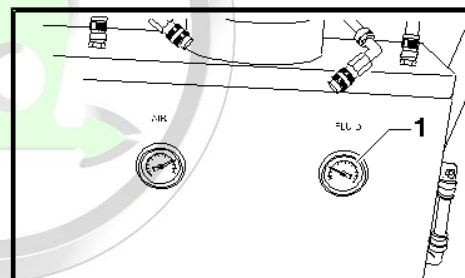
- Position cock -1- on -A-.
- Switch on the compressed air distribution, herewith the brake filling and bleeding device , e.g. -VAS 5234- , is operative.



- Check brake fluid pressure using the pressure manometer -1-.

Brake fluid pressure = 0.2 Mpa.

- Set the pressure e.g. by turning the regulating valve -2-.



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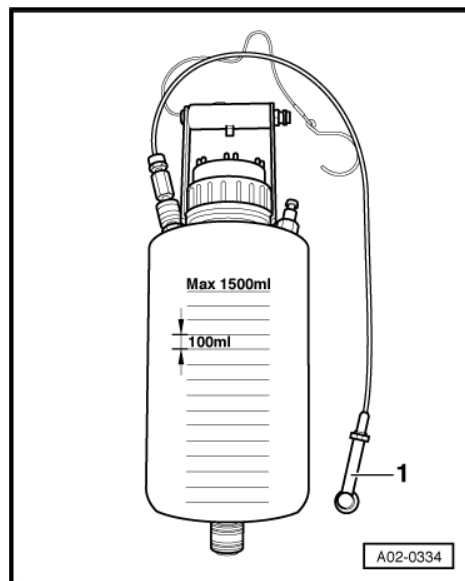


- Provide a catch pan for used brake fluid.



Note

- ◆ *Slacken the vent valve using the set of tools for brake bleeding - VAS 6564- and tighten. While doing so, pull the bleeder hose through the socket insert with a corresponding hollow adapter piece from this set.*
- ◆ *Fit a torque wrench on the socket insert with a corresponding hollow adapter piece for tightening the vent valve.*
- ◆ *In view of the different versions and the fitting locations of the slave cylinder with the vent valve, tightening the vent valve using the set of tools for brake bleeding - VAS 6564- (with the torque wrench inserted) cannot always be performed due to lack of space.*
- ◆ *In this case, replace the battery and battery holder where required. Pay attention to the work sequence when disconnecting and reconnecting the battery ➔ Electrical System; Rep. gr. 27.*

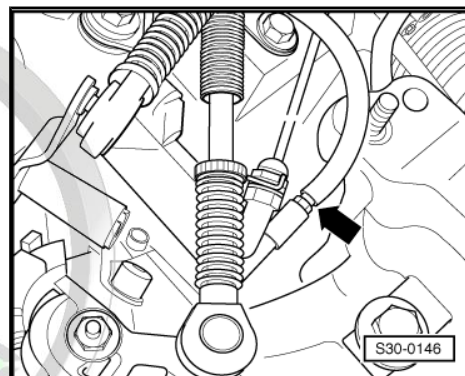


- If necessary remove cap from vent valve of slave cylinder.

Gearbox 0A4

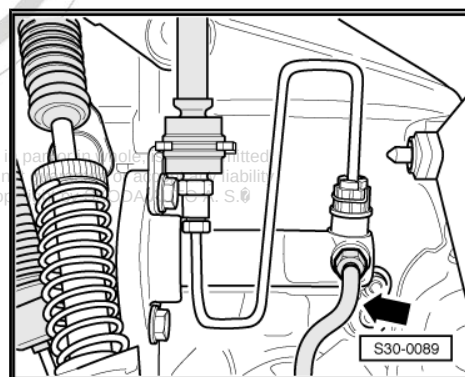
- Fit the bleeder hose of the catch pan onto the vent valve of the slave cylinder -arrow-.

Gearbox 0AJ



- Fit the bleeder hose of the catch pan -arrow- onto the vent valve of the slave cylinder.

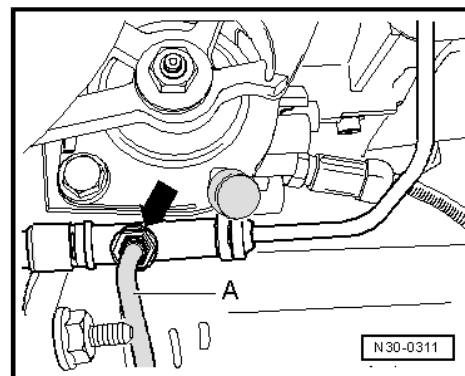
Gearbox 02Q



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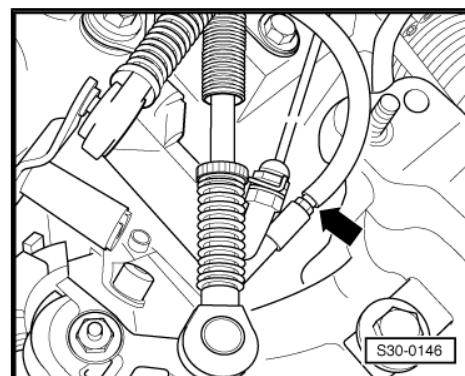
- Fit the bleeder hose of the catch pan -A- onto the vent valve of the slave cylinder -arrow-.

Gearbox 02S



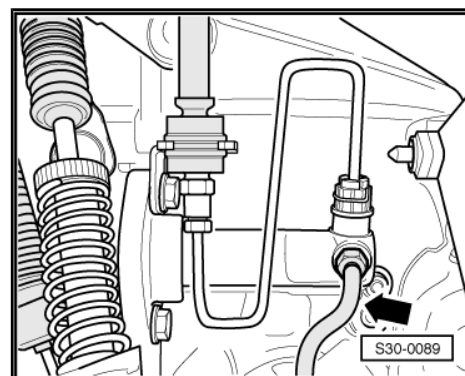
- Fit the bleeder hose of the catch pan onto the vent valve of the slave cylinder -arrow-.

Gearbox 0AF



- Fit the bleeder hose of the catch pan -arrow- onto the vent valve of the slave cylinder.

Gearbox 0AH



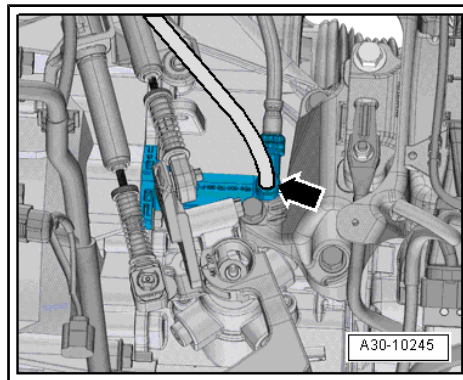
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- Fit the bleeder hose of the catch pan -arrow- onto the vent valve of the slave cylinder.

Continued for all vehicles

- Open vent valve and allow approx. 0.15 litres of brake fluid to flow out.
- Tighten the vent valve with corresponding tightening torque ⇒ Relevant gearbox; Rep. gr. 30 .
- Detach bleeder hose of catch pan.
- If necessary fit the cap onto the vent valve of the slave cylinder.
- Install air filter ⇒ Relevant Engine; Rep. gr. 23 or ⇒ Relevant Engine; Rep. gr. 24 .
- After completing the bleeding procedure press the clutch pedal repeatedly.



Change the brake fluid in the brake system



WARNING

Carry out the brake fluid change in the brake system, without removing the wheels from the vehicle.

In view of the different versions of the wheels and the brake calipers, tightening the bleeder valves using the set of tools for brake bleeding - VAS 6564- (with the torque wrench inserted) cannot always be performed due to lack of space.

In this case, the corresponding wheels must be removed from the vehicle. Do not exchange the wheels and mark their position opposite the brake disc.

The wheels must also be removed on vehicles with multi-control rear arm axles.

Tightening torque of the wheel screws = 120 Nm.

- Raise vehicle.
- Hook in the catch pan on the vehicle.
- Remove the rubber cap from the bleeder valve on the rear right wheel.



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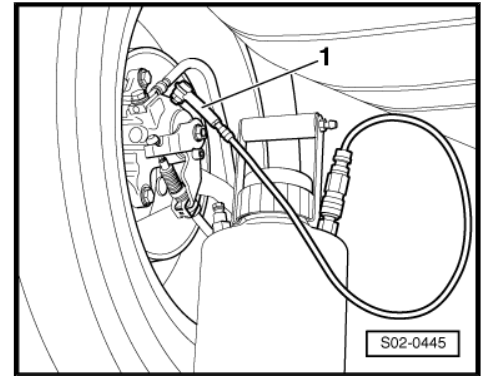
- Fit bleeder hose -1- of catch pan onto the bleeder valve of the rear right wheel.



WARNING

Slacken the bleeder valves using the set of tools for brake bleeding - VAS 6564- and tighten. While doing so, pull the bleeder hose through the socket insert with a corresponding hollow adapter piece from this set.

Fit a torque wrench on the socket insert with a corresponding hollow adapter piece for tightening the vent valves.



- Loosen the bleeder valve and allow approx. 0.3 litres of brake fluid to flow out.
- Tighten bleeder valve to corresponding tightening torque ⇒ Brake systems; Rep. gr. 47 .
- Detach hose of catch pan.
- Fit the rubber cap onto the bleeder valve and remove the catch pan from the vehicle.
- Repeat this procedure for all brake calipers.

Sequence: Slave cylinder, brake caliper	Quantity of brake fluid which must flow out:
Slave cylinder	0.15 litre
Rear right	0.3 litre
Rear left	0.3 litre
Front right	0.2 litre
Front left	0.2 litre

Total amount of drained brake fluid: approx. 1.15 litres, incl. amount drained out of the brake fluid reservoir.

- Switch off and disconnect the brake filling and bleeding device .
- Check brake fluid level and screw the cap onto the brake fluid reservoir.
- Activate the brake pedal repeatedly.
- Check that the pedal “does not fall through” when it is pressed down repeatedly with force.
- Check the brake pedal-idle travel on the brake pedal. Idle travel: max. 1/3 of the pedal travel.
- Perform a test drive.



Note

During a test drive, at least one ABS adjustment must be carried out on vehicles with ABS.

5.4 Inspecting the brake fluid level

Use only new genuine brake fluid N 052 766.Z0 which conforms to the USA standard FMVSS 571.116 DOT4 and VW standard 501 14 .

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WARNING

- ◆ *Brake fluid is poisonous. Also due to its corrosive effect brake fluid must not come into contact with paintwork.*
- ◆ *Brake fluid is hygroscopic, i.e. it absorbs moisture from the surrounding air. Therefore it should always be stored in airtight containers.*



Note

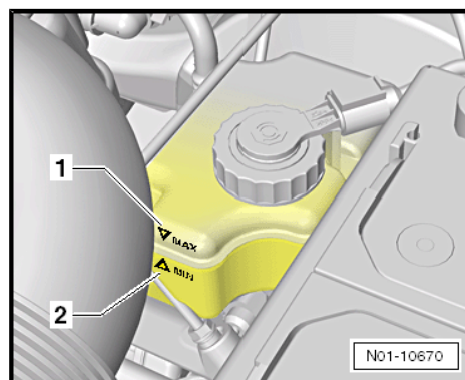
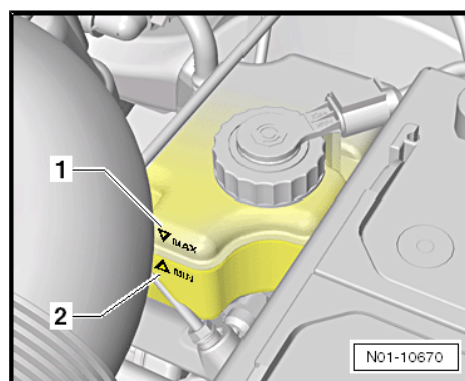
The brake fluid must not be above the "MAX" marking to prevent fluid flowing out of the reservoir.

Delivery Inspection

The brake fluid level during the delivery inspection should be at the "MAX" marking -1-.

Inspection:

- The brake fluid level (volume) must always be assessed on the basis of the brake pad wear. When driving a slight drop in the brake fluid level occurs as a result of wear-and-tear and the automatic slack adjustment of the brake pads.
- If the fluid brake level is on the "MIN" marking -2- or slightly above, it is not necessary to top up the brake fluid if the brake pads have practically reached their wear limit.
- If the brake pads are new or far off the brake wear limit, the brake fluid level must be between the "MIN" and "MAX" markings.
- If the brake fluid level has dropped below the "MIN" marking, it is necessary to inspect the brake system before topping up the brake fluid ➔ [page 73](#) , carry out repair measure if necessary.



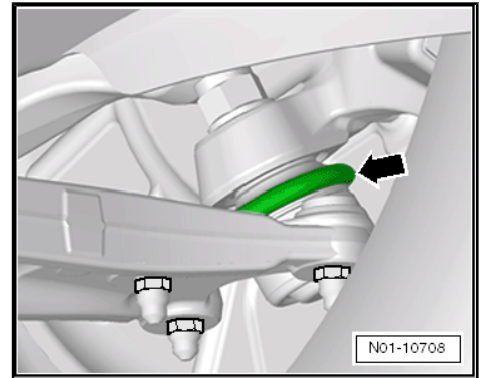
5.5 Track rod heads: Check play, fastening and sealing sleeves

- Check play by moving track rods and wheels with the vehicle raised (wheels hanging free). Play: There should be no play.
- Inspect attachment.
- Inspect sealing boots for damage and correct installation.

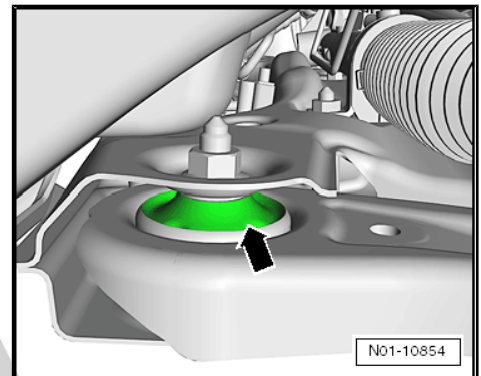
5.6 Front and rear axle: inspection

- Check the fixing parts, axle body and their moving parts for damage, corrosion and play in the attachment.

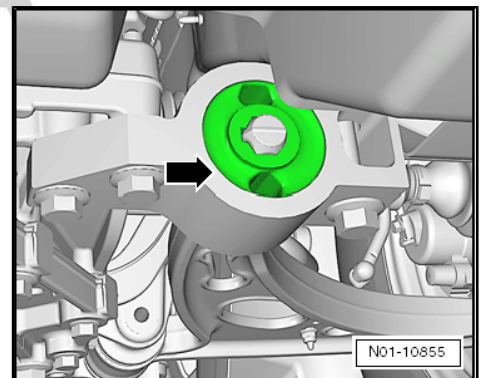
- Check sealing boots -arrow- of steering joints for leaks, damage and correct position.



- Check the rubber-metal bearings -arrow- of the axles for the following damage:



- Check the rubber-metal bearings -arrow- of the axles for the following damage:
 - ◆ There must not be any play present on the rubber metal bearings.
 - ◆ There must not be any tears, porous points and distortions on the rubber metal bearings.
- Track rod heads: Check clearance, fastening and sealing flanges
 - ◆ Check play by moving track rods and wheels with the vehicle raised (wheels hanging free). Play: There should be no play.
 - ◆ Inspect attachment.
 - ◆ Inspect sealing boots for damage and correct installation.



5.7 Tyres: inspection

Inspecting tyres (including spare wheel) ⇒ [page 83](#)

Inspecting the tyre tread depth (including spare wheel) and entering ⇒ [page 84](#)

Inspecting the tyre pressure (including spare wheel), if necessary correcting tyre pressure ⇒ [page 85](#)

5.7.1 Inspecting tyres (including spare wheel)



Note

Only tyres of the same type may be fitted to the vehicle. Tyres of the same brand and tread pattern must always be fitted to wheels on the same axle!



WARNING

When using tyres, the legal requirements must be observed.

Delivery Inspection:

- Inspect the tyre tread and side wall for damage, if necessary remove any foreign bodies from the tyres, such as nails or glass splinters.

Inspection:

- Inspect the tyre tread and side wall for damage, if necessary remove any foreign bodies from the tyres, such as nails or glass splinters.
- Inspect tyres for scrubbing, tread worn down on one side, porous side walls, cuts and punctures. Any defects found must be advised to the customer and the customer's attention must be drawn to any necessary repair measures!

Inspecting tyre wear

- The wear pattern on the front tyres makes it possible to assess whether it is necessary to inspect the wheel toe and camber:
- ◆ The formation of ridges on the tyre tread is an indication of wheel toe errors.
- ◆ Tread worn on one side is usually attributable to camber errors.
- If such signs of wear are found, determine the cause by checking the chassis alignment (repair measure).

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5.7.2 Inspecting the tyre tread depth (including spare wheel) and entering

Special tools and workshop equipment required

- ◆ Inspection pin - T40139A-

Minimum tyre tread depth

- Minimum tread depth: 1.6 mm

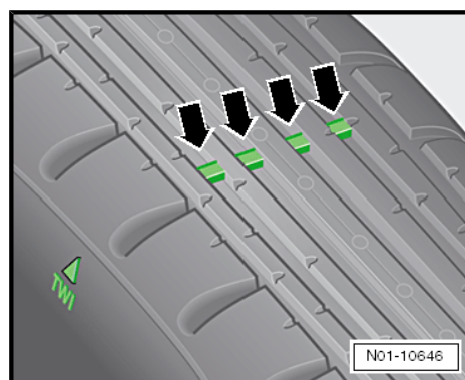
This value may differ in individual countries as a result of differing statutory requirements.

The minimum tyre tread depth is reached as soon as no further tread exists at several points around the circumference of the tyre at which the wear indicators (1.6 mm high) are positioned -arrow-.

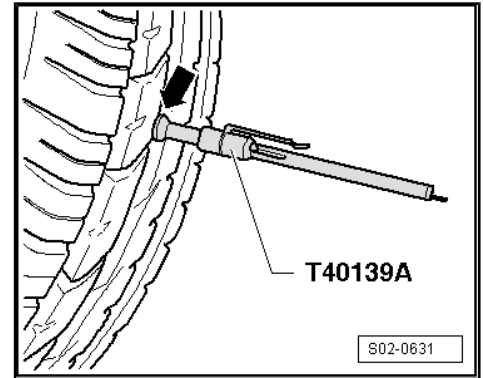
If the tyre tread depth is close to the legal minimum, the customer should be informed of the necessary tyre change.

Check tread depth

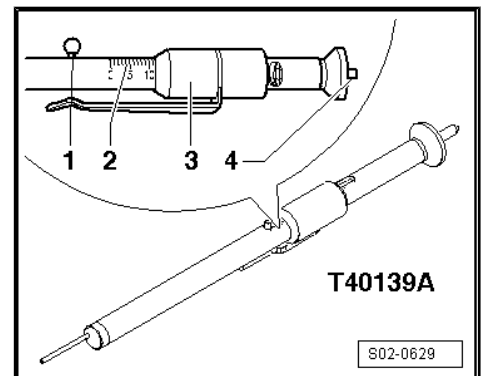
The tyre tread depth is checked with the inspection pin - T40139A- .



- Position the inspection pin - T40139A- with the bead onto the outer tread of the tyre -arrow-.
- Slide the grinder -3- of the inspection pin fully onto the pin -1-.



- Move the pin -1- with the grinder of the inspection pin -3- in such a way that the measurement pin of the inspection pin -4- rests fully against the inner tread of the tyre.
- Remove the inspection pin and read off the tyre tread depth (in mm) on the scale -2- (with tyre symbol) of the inspection pin .



Note

- ◆ Check the tread depth at several points on the total tyre circumference.
- ◆ The tread depth should be the same on the total tyre circumference.
- ◆ If the tread depth on the total tyre circumference significantly varies, this is probably due to a wheel imbalance. The customer should be informed of the necessary repair measures.

5.7.3 Inspecting the tyre pressure (including spare wheel), if necessary correcting pressure

Special tools and workshop equipment required

- ◆ Tyre pressure tester e.g. VAS 5216

Tyre pressure values



WARNING

The tyre pressure values are indicated on a sticker, which is affixed to the inside of the fuel filler flap.

The tyre pressure values indicated on the sticker apply only to the tyres when cold. Do not reduce the higher pressure of warm tyres.

If winter tyres are fitted, the relevant tyre pressure should be increased by 0.2 bar/20 kPa.

The tyre pressure in the spare wheel should correspond to the highest specified tyre pressure of the respective vehicle type.

After each tyre pressure correction the calibration of the "tyre inspection display" must be performed ➔ [page 91](#) .


Tyre pressure values, Octavia III

Engine	Tyres	Tyre pressure (kPa/bar)			
		half load		full load	
		Front axle	Rear axle	Front axle	Rear axle
1.2 ltr./63 kW TSI	195/65 R15	220/2.2	230/2.3	250/2.5	330/3.3
1.2 ltr./77 kW TSI		220/2.2	230/2.3	250/2.5	330/3.3
1.6 ltr./66 kW TDI CR		230/2.3	240/2.4	250/2.5	330/3.3
1.6 ltr./77 kW TDI CR		230/2.3	240/2.4	250/2.5	320/3.2
1.2 ltr./63 kW TSI	205/55 R16	210/2.1	210/2.1	250/2.5	320/3.2
1.2 ltr./77 kW TSI		210/2.1	210/2.1	250/2.5	320/3.2
1.4 ltr./103 kW TSI		220/2.2	220/2.2	250/2.5	320/3.2
1.8 ltr./132 kW TSI		230/2.3	230/2.3	250/2.5	320/3.2
1.6 ltr./66 kW TDI CR		220/2.2	220/2.2	250/2.5	320/3.2
1.6 ltr./77 kW TDI CR		220/2.2	220/2.2	250/2.5	320/3.2
2.0 ltr./105/110 kW TDI CR		220/2.2	220/2.2	250/2.5	320/3.2
2.0 ltr./105/110 kW TDI CR		220/2.2	220/2.2	250/2.5	320/3.2
1.2 ltr./63 kW TSI	205/50 R17	210/2.1	210/2.1	250/2.5	320/3.2
1.2 ltr./77 kW TSI		210/2.1	210/2.1	250/2.5	320/3.2
1.4 ltr./103 kW TSI		220/2.2	220/2.2	250/2.5	320/3.2
1.8 ltr./132 kW TSI		230/2.3	230/2.3	250/2.5	320/3.2
1.6 ltr./66 kW TDI CR		220/2.2	220/2.2	250/2.5	320/3.2
1.6 ltr./77 kW TDI CR		220/2.2	220/2.2	250/2.5	320/3.2
2.0 ltr./105/110 kW TDI CR		220/2.2	220/2.2	250/2.5	320/3.2
2.0 ltr./105/110 kW TDI CR		220/2.2	220/2.2	250/2.5	320/3.2
1.2 ltr./63 kW TSI	225/45 R17	210/2.1	210/2.1	250/2.5	320/3.2
1.2 ltr./77 kW TSI		210/2.1	210/2.1	250/2.5	320/3.2
1.4 ltr./103 kW TSI		220/2.2	220/2.2	250/2.5	320/3.2
1.8 ltr./132 kW TSI		230/2.3	230/2.3	250/2.5	320/3.2
1.6 ltr./66 kW TDI CR		220/2.2	220/2.2	250/2.5	320/3.2
1.6 ltr./77 kW TDI CR		220/2.2	220/2.2	250/2.5	320/3.2
2.0 ltr./105/110 kW TDI CR		220/2.2	220/2.2	250/2.5	320/3.2
2.0 ltr./105/110 kW TDI CR		220/2.2	220/2.2	250/2.5	320/3.2
1.2 ltr./63 kW TSI	225/40 R18	200/2.0	210/2.1	240/2.4	320/3.2
1.2 ltr./77 kW TSI		200/2.0	210/2.1	240/2.4	320/3.2
1.4 ltr./103 kW TSI		200/2.0	210/2.1	240/2.4	320/3.2
1.8 ltr./132 kW TSI		200/2.0	210/2.1	240/2.4	320/3.2
1.6 ltr./66 kW TDI CR		200/2.0	210/2.1	240/2.4	320/3.2
1.6 ltr./77 kW TDI CR		200/2.0	210/2.1	240/2.4	320/3.2
2.0 ltr./105/110 kW TDI CR		200/2.0	210/2.1	240/2.4	320/3.2



Engine	Tyres	Tyre pressure (kPa/bar)			
		half load		full load	
		Front axle	Rear axle	Front axle	Rear axle
1.2 ltr./77 kW TSI		200/2.0	210/2.1	240/2.4	320/3.2
1.4 ltr./103 kW TSI		220/2.2	230/2.3	240/2.4	320/3.2
1.8 ltr./132 kW TSI		220/2.2	230/2.3	240/2.4	320/3.2
1.6 ltr./66 kW TDI CR		220/2.2	230/2.3	240/2.4	320/3.2
1.6 ltr./77 kW TDI CR		220/2.2	230/2.3	240/2.4	320/3.2
2.0 ltr./105/110 kW TDI CR		220/2.2	230/2.3	240/2.4	320/3.2

Tyre pressure values, Octavia III RS

Engine	Tyres	Tyre pressure (kPa/bar)			
		half load		full load	
		Front axle	Rear axle	Front axle	Rear axle
2.0 ltr./162 kW TSI	225/45 R17	240/2.4	250/2.5	260/2.6	330/3.3
2.0 ltr./135 kW TDI CR		240/2.4	250/2.5	260/2.6	330/3.3
2.0 ltr./162 kW TSI	225/40 R18	240/2.4	240/2.4	250/2.5	330/3.3
2.0 ltr./135 kW TDI CR		240/2.4	240/2.4	250/2.5	330/3.3
2.0 ltr./162 kW TSI	225/35 R19	270/2.7	270/2.7	290/2.9	320/3.2
2.0 ltr./135 kW TDI CR		270/2.7	270/2.7	290/2.9	320/3.2

Tyre pressure values Octavia III Green Line

Engine	Tyres	Tyre pressure (kPa/bar)			
		half load		full load	
		Front axle	Rear axle	Front axle	Rear axle
1.6 ltr./81 kW TDI CR	185/70 R15	260/2.6	270/2.7	260/2.6	320/3.2
	195/65 R15	260/2.6	270/2.7	260/2.6	320/3.2
	205/55 R16	250/2.5	250/2.5	250/2.5	320/3.2



Engine	Tyres	Tyre pressure (kPa/bar)			
		half load		full load	
		Front axle	Rear axle	Front axle	Rear axle
	205/50 R17	250/2.5	250/2.5	250/2.5	320/3.2

Tyre pressure values, Octavia Combi III

Engine	Tyres	Tyre pressure (kPa/bar)			
		half load		full load	
		Front axle	Rear axle	Front axle	Rear axle
1.2 ltr./63 kW TSI	195/65 R15	220/2.2	230/2.3	250/2.5	330/3.3
1.2 ltr./77 kW TSI		220/2.2	230/2.3	250/2.5	330/3.3
1.6 ltr./66 kW TDI CR		230/2.3	240/2.4	250/2.5	330/3.3
1.6 ltr./77 kW TDI CR		230/2.3	240/2.4	250/2.5	320/3.2
1.2 ltr./63 kW TSI	205/55 R16	210/2.1	210/2.1	250/2.5	320/3.2
1.2 ltr./77 kW TSI		210/2.1	210/2.1	250/2.5	320/3.2
1.4 ltr./103 kW TSI		220/2.2	220/2.2	250/2.5	320/3.2
1.8 ltr./132 kW TSI		230/2.3	230/2.3	250/2.5	320/3.2
1.6 ltr./66 kW TDI CR		220/2.2	220/2.2	250/2.5	320/3.2
1.6 ltr./77 kW TDI CR		220/2.2	220/2.2	250/2.5	320/3.2
2.0 ltr./105/110 kW TDI CR		220/2.2	220/2.2	250/2.5	320/3.2
1.2 ltr./63 kW TSI	205/50 R17	210/2.1	210/2.1	250/2.5	320/3.2
1.2 ltr./77 kW TSI		210/2.1	210/2.1	250/2.5	320/3.2
1.4 ltr./103 kW TSI		220/2.2	220/2.2	250/2.5	320/3.2
1.8 ltr./132 kW TSI		230/2.3	230/2.3	250/2.5	320/3.2
1.6 ltr./66 kW TDI CR		220/2.2	220/2.2	250/2.5	320/3.2
1.6 ltr./77 kW TDI CR		220/2.2	220/2.2	250/2.5	320/3.2
2.0 ltr./105/110 kW TDI CR		220/2.2	220/2.2	250/2.5	320/3.2
1.2 ltr./63 kW TSI	225/45 R17	210/2.1	210/2.1	250/2.5	320/3.2
1.2 ltr./77 kW TSI		210/2.1	210/2.1	250/2.5	320/3.2



Engine	Tyres	Tyre pressure (kPa/bar)			
		half load		full load	
		Front axle	Rear axle	Front axle	Rear axle
1.4 ltr./103 kW TSI	225/40 R18	220/2.2	220/2.2	250/2.5	320/3.2
1.8 ltr./132 kW TSI		230/2.3	230/2.3	250/2.5	320/3.2
1.6 ltr./66 kW TDI CR		220/2.2	220/2.2	250/2.5	320/3.2
1.6 ltr./77 kW TDI CR		220/2.2	220/2.2	250/2.5	320/3.2
2.0 ltr./105/110 kW TDI CR		220/2.2	220/2.2	250/2.5	320/3.2
1.2 ltr./63 kW TSI		200/2.0	210/2.1	240/2.4	320/3.2
1.2 ltr./77 kW TSI		200/2.0	210/2.1	240/2.4	320/3.2
1.4 ltr./103 kW TSI		220/2.2	230/2.3	240/2.4	320/3.2
1.8 ltr./132 kW TSI		220/2.2	230/2.3	240/2.4	320/3.2
1.6 ltr./66 kW TDI CR		220/2.2	230/2.3	240/2.4	320/3.2
1.6 ltr./77 kW TDI CR		220/2.2	230/2.3	240/2.4	320/3.2
2.0 ltr./105/110 kW TDI CR		220/2.2	230/2.3	240/2.4	320/3.2

Tyre pressure values, Octavia Combi III RS

Engine	Tyres	Tyre pressure (kPa/bar)			
		half load		full load	
		Front axle	Rear axle	Front axle	Rear axle
2.0 ltr./162 kW TSI	225/45 R17	240/2.4	260/2.6	260/2.6	330/3.3
2.0 ltr./135 kW TDI CR		240/2.4	260/2.6	260/2.6	330/3.3
2.0 ltr./162 kW TSI	225/40 R18	240/2.4	240/2.4	250/2.5	320/3.2
2.0 ltr./135 kW TDI CR		240/2.4	240/2.4	250/2.5	320/3.2
2.0 ltr./162 kW TSI	225/35 R19	270/2.7	270/2.7	290/2.9	320/3.2
2.0 ltr./135 kW TDI CR		270/2.7	270/2.7	290/2.9	320/3.2

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ŠKODA

Tyre pressure values, Octavia Combi III 4x4

Engine	Tyres	Tyre pressure (kPa/bar)			
		half load		full load	
		Front axle	Rear axle	Front axle	Rear axle
1.6 ltr./77 kW TDI CR	195/65 R15	230/2.3	240/2.4	250/2.5	320/3.2
1.8 ltr./132 kW TSI	205/55 R16	230/2.3	230/2.3	250/2.5	320/3.2
2.0 ltr./105/110 kW TDI CR		220/2.2	220/2.2	250/2.5	320/3.2
1.6 ltr./77 kW TDI CR		220/2.2	220/2.2	250/2.5	320/3.2
1.8 ltr./132 kW TSI		230/2.3	230/2.3	250/2.5	320/3.2
2.0 ltr./105/110 kW TDI CR	205/50 R17	220/2.2	220/2.2	250/2.5	320/3.2
1.6 ltr./77 kW TDI CR		220/2.2	220/2.2	250/2.5	320/3.2
1.8 ltr./132 kW TSI		230/2.3	230/2.3	250/2.5	320/3.2
2.0 ltr./105/110 kW TDI CR		220/2.2	220/2.2	250/2.5	320/3.2
1.6 ltr./77 kW TDI CR	225/45 R17	220/2.2	220/2.2	250/2.5	320/3.2
1.8 ltr./132 kW TSI		230/2.3	230/2.3	250/2.5	320/3.2
2.0 ltr./105/110 kW TDI CR		220/2.2	220/2.2	250/2.5	320/3.2
1.6 ltr./77 kW TDI CR		220/2.2	220/2.2	250/2.5	320/3.2
1.8 ltr./132 kW TSI	225/40 R18	220/2.2	230/2.3	240/2.4	320/3.2
2.0 ltr./105/110 kW TDI CR		220/2.2	230/2.3	240/2.4	320/3.2
1.6 ltr./77 kW TDI CR		220/2.2	230/2.3	240/2.4	320/3.2



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Tyre pressure values Octavia III Green Line

Engine	Tyres	Tyre pressure (kPa/bar)			
		half load		full load	
		Front axle	Rear axle	Front axle	Rear axle
1.6 ltr./81 kW TDI CR	185/70 R15	260/2.6	270/2.7	260/2.6	320/3.2
	195/65 R15	260/2.6	270/2.7	260/2.6	320/3.2
	205/55 R16	250/2.5	250/2.5	250/2.5	320/3.2
	205/50 R17	250/2.5	250/2.5	250/2.5	320/3.2

5.8 Tightening wheel bolts to specific torque

Special tools and workshop equipment required

- ◆ Torque wrench

Tightening torque for steel and light alloy wheels 120 Nm.

5.9 Tyre inspection display: Calibration



Note

- ◆ *The calibration of the "tyre inspection display" must be performed after each tyre pressure correction, while paying attention to the correct tyre pressure values ➔ [page 85](#).*
- ◆ *If no pressure loss and no tyre damage is discovered after a tyre pressure warning, this erroneous warning can be eliminated by a calibration.*
- ◆ *If the warning light comes on, a pressure loss was detected. In this case, the pressure in all the tyres has to be inspected and a calibration is performed.*
- ◆ *If the warning light comes on even after the calibration has been performed (or no pressure loss or tyre damage was detected), a system failure exists ➔ Vehicle diagnostic tester.*

The tyre inspection display operates via the ABS speed sensors, which compare the wheel rotations and through this also the wheel circumferences. In case of a change in the wheel circumference, the warning light in the dash panel insert lights up.

The tyre circumference can change, if

- the tyre pressure is too low
- the tyre structure is damaged
- the vehicle is loaded on one side
- the wheels on an axle are heavily loaded (e.g. when operating a trailer, on steep gradients).
- snow chains are mounted
- an emergency wheel is mounted
- a wheel is changed on an axle.

A calibration is required at each pressure change, at each tyre change (also change from front to rear) and after working on the chassis in the workshop, which has an influence on the tyre inspection display.

The tyre inspection display has a warning light in the dash panel insert.

Calibration for vehicles without radio and with radio preinstallation.

- Switch on ignition.



- Press button of tyre inspection display for more than 2 seconds.

The warning light for the tyre inflation display in the dash panel insert lights up as long as the button is pressed.

Performing the calibration is confirmed by an informative tone and when the warning light in the dash panel insert goes out.

Calibration for vehicles with infotainment radio/navigation

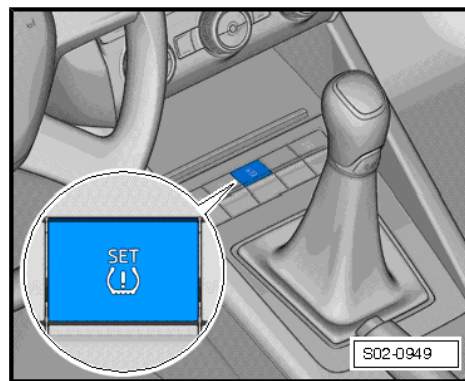
Perform the calibration of the tyre inspection display according to the vehicle specification.

The vehicles are equipped with different infotainment radio/navigation. For operation refer to the ➔ operating instructions infotainment radio/navigation .

- Switch on ignition.
- Select the following in the infotainment radio/navigation: “Select vehicle systems” (Button **CAR**) and in addition the button **Tyres**.
- Further select the button **SET (with tyre symbol)**.

The calibration starts herewith.

- Then proceed by referring to the read-out on the display.



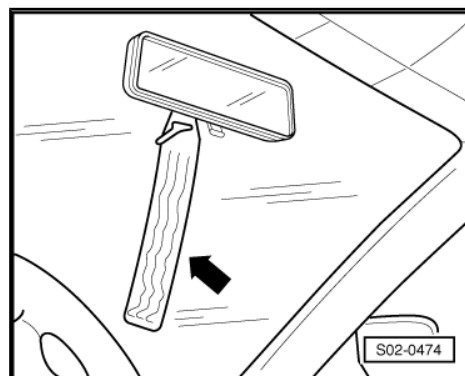
5.10 Transport security: Remove anti-lock components from the shock absorbers of the front axle

On vehicles with basic chassis and sport chassis, anti-lock components are attached to the shock absorbers of the front axle. These vehicles are identified by a trailer label -arrow- on the interior mirror.



Note

These anti-lock components should protect the vehicle from back-swing and through this also from damage when driving into the transport vehicle or onto the train wagon.



WARNING

The anti-lock components must absolutely be removed before the vehicle handover! The trailer label on the interior mirror clearly informs you about this.

Proceed as follows:



Note

- ♦ *It is not necessary to remove the wheel.*
- ♦ *Ensure that the surface of the springs is not damaged.*
- Relieve helical springs by raising the vehicle onto the lift platform.
- Push the protective cover of the suspension strut upwards.

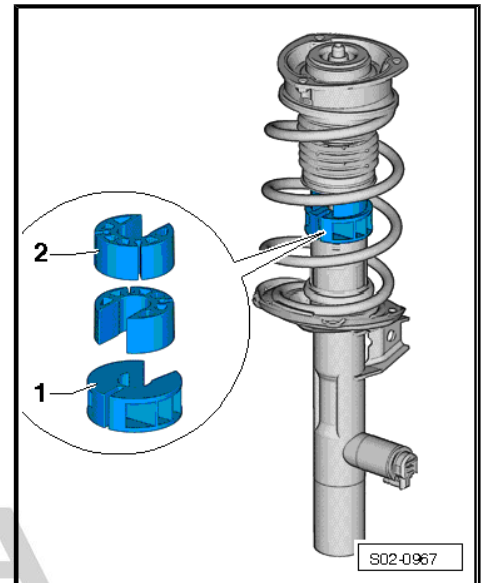
- Detach the anti-lock components -1- and -2- from the shock absorbers.



WARNING

Depending on the type of the chassis, all shock absorbers can be fitted with 2 or 3 anti-lock components each with a 180° offset. All are to be removed!

- Push the protective cover of the suspension strut downwards.



5.11 Breakdown set

The breakdown set contains a tyre inflation bottle with sealant in addition to the compressor.

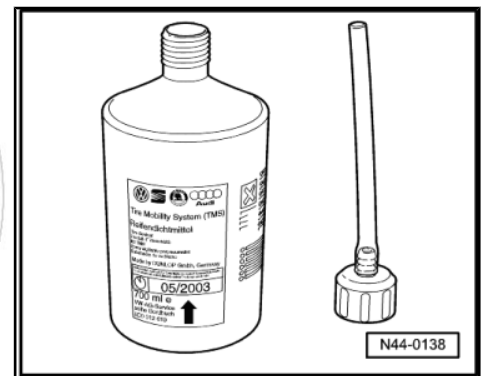


Note

- ◆ *The tyre sealant in the bottle is perishable.*
- ◆ *Therefore, the best before date is given on the bottle -arrow-.*

In this example the use by date 05/2003 has expired, therefore the bottle must be replaced.

- Check the use by date and enter it in the maintenance tables.
- Replace the tyre sealant if the use by date has been reached.



WARNING

The tyre sealant must not be older than 4 years.
If the bottle was opened, e.g. when having a flat tyre, it must also be replaced.



Note

- ◆ *Residues of tyre sealant or bottles which are still filled must be disposed of if the best before date has expired.*
- ◆ *Old tyre sealant or residues of this should not be mixed with other fluids and must be disposed of.*



6 Electrical System

Electric windows: Check positioning ⇒ [page 94](#)

Electrical consumers: Check function ⇒ [page 95](#)

Exterior lighting front and rear: Checking ⇒ [page 95](#)

Interior Lights: Checking ⇒ [page 96](#)

Check the battery ⇒ [page 96](#)

Check proper operation of infotainment radio/navigation
⇒ [page 96](#)

Setting clock ⇒ [page 97](#)

Connect diagnostic unit and interrogate fault memory
⇒ [page 97](#)

Resetting service interval display (SID) ⇒ [page 98](#)

Adapt language variants to driver's instructions ⇒ [page 103](#)

Changing the code of the service intervals ⇒ [page 104](#)

Inspecting headlight beam setting and adjusting if necessary
⇒ [page 104](#)

Check for proper operation of automatic light ⇒ [page 107](#)

Check the operation of the dynamic cornering light ⇒ [page 107](#)

Setting the headlight beam ⇒ [page 108](#)

Adjust the fog light beam ⇒ [page 109](#)

Replacing the own power supply of the alarm system
⇒ [page 110](#)

Climatronic: Set temperature to 22 °C ⇒ [page 110](#)

Switch off battery transport mode ⇒ [page 110](#)

Time-delayed locking mechanism after closing the tailgate - activate/deactivate

6.1 Electric windows: Check positioning

Disconnect the battery when all the windows are closed:

This test must not be carried out as the setting of the windows is retained.

Disconnect the battery when the windows are opened (or if one window is opened):

In the event that the battery is disconnected, the power windows forget their current position.



Caution

In the event of disconnecting and connecting the battery, the force limit is not functioning. There is the risk of contusion injuries due to the door window.

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Test conditions:

- All car doors closed
- Switch on ignition.
- Close all the windows above the switches in the driver door.

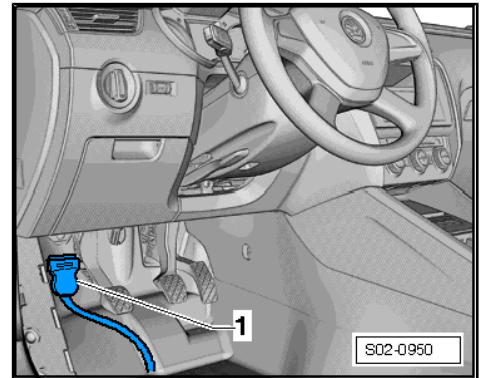
- Release switch in the driver door.
- Hold the individual switches in the driver door pressed consecutively in the position "close" for approx. another 3 seconds.
- Check the automatic lift/lower lift mechanism on all the windows and switch off the ignition.

The positioning of the power windows can also be checked using the vehicle diagnosis, measurement and information system - VAS- .

- Connect up the vehicle diagnosis, measurement and information system -VAS- using the appropriate diagnostic cables
⇒ Vehicle diagnostic tester.

Connect the diagnostic unit to the diagnostic connector -1-.

- Switch on ignition.
- On the diagnostic device, select: "Targeted functions" → "Škoda" → "Octavia 2013►" → "Engine type" → "Door electronics on driver's side" and further select → "Learn end stops and soft stop, front" or "Learn end stops and soft stop, rear".
- Follow the instructions on the diagnostic unit.
- Switch off ignition.



6.2 Electrical consumers: Check function

- Inspect lighting, headlights, headlight beam control, fog lights, turn signal lights, hazard warning light system, tail lights, rear fog lights, reversing lights, brake lights, parking light and day-light driving lights (if present) for brightness, colour and proper operation.
- Check operation of fog lights with "Corner" function (if present) ⇒ [page 108](#) .
- Check for proper operation of automatic light ⇒ [page 107](#) .
- Inspect interior lights, illuminated storage compartment, illuminated ashtray for proper operation.
- Indicator lights for airbag: Check function ⇒ [page 119](#) .
- Inspect warning buzzer, onboard computer, all switches in console as well as in dash panel insert and horn for proper operation.
- Inspect power windows, electrically adjustable exterior mirrors (heated and electrically adjustable), central locking system and convenience closing system for proper operation.
- Inspect heating of front seats.
- Inspect infotainment radio/navigation for proper reception and absence of interference, also inspect speakers ⇒ [page 96](#) .

6.3 Exterior lighting front and rear: inspection

- Lighting,
 - ◆ Headlights, headlight beam control
 - ◆ Fog lights
 - ◆ Turn signals



- ◆ Hazard warning light system
- ◆ Tail light
- ◆ Rear fog lights
- ◆ Reversing lights
- ◆ Brake lights
- ◆ Check parking light and daylight driving lights (if present) for brightness, colour and proper operation
- Check operation of fog lights with “Corner” function (if present)
⇒ [page 108](#) .

6.4 Interior Lights: inspection

- Check the operation of the interior lights in the roof trim, the luggage compartment light and the illuminated storage compartment in the dash panel or the footwell lighting.

6.5 Checking the battery

- Work sequence during the battery test ⇒ Electrical System - General notes; Rep. gr. 27 .

6.6 Checking proper operation of infotainment radio/navigation

Precise information on how to operate the radio should be obtained from the operating instructions before inspecting proper operation of the infotainment radio/navigation.



WARNING

Deactivate the transport mode before switching on the radio/navigation ⇒ [page 110](#) .

- Switch system on and off.



WARNING

If only the following is activated after switching on the radio/navigation:

- ◆ *Traffic information TP*
- ◆ *Telephone*

The “component protection” is activated. This function must be deactivated ⇒ Vehicle diagnostic tester.

Carry out the functional test according to the ⇒ Operating instructions of the infotainment radio/navigation .

- Operate the volume control.
- Carry out station programming ¹⁴⁾.
- Inspect station search ¹⁴⁾.
- Check CD/DVD or SD (insert CD/DVD or SD and play) ¹⁴⁾.

Use the latest version of the cartographic data (data) approved by Škoda Auto for the navigation system ¹⁴⁾.

- Check activation of the anti-theft coding on the radio ¹⁴⁾.

14) These functions are model specific and are not present on all types of sets.
For operation refer to the operating instructions infotainment radio/navigation.

6.7 Setting clock

Set the clock in the display of the dash panel insert

The clock is set using the operating buttons -1- and -3-.

- Switch ignition on and off.
- Press the button -3- **SET**.

The lettering -time- lights up in the display -2- of the dash panel insert.

An hour display is shown in the display -2- at the same time as the lettering -time-.

- Set the hours accordingly using the button **0.0** -1-.

After setting the hour, wait until the minute display is shown.

- Set the minutes accordingly using the button **0.0** -1-.

After performing the setting, wait a short period of time until the display switches back to the normal display.

Set clock for vehicles with infotainment radio/navigation

Set the clock and the date according to the vehicle specification.

The vehicles are equipped with different infotainment radio/navigation. For operation refer to the ⇒ operating instructions infotainment radio/navigation .

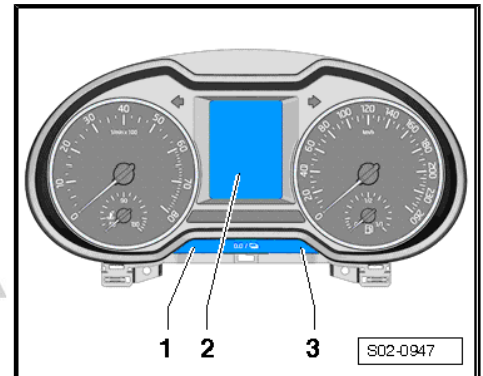
- Switch on ignition.
- Select the following in the infotainment radio/navigation:
“Device settings” (button **MENU**) and in addition button **SETUP**

or

“Vehicle settings”

- Further select the button **time and date**.
- Then proceed by referring to the read-out on the display.

Here you can also set the date, daylight saving time, time zone, time and date format.

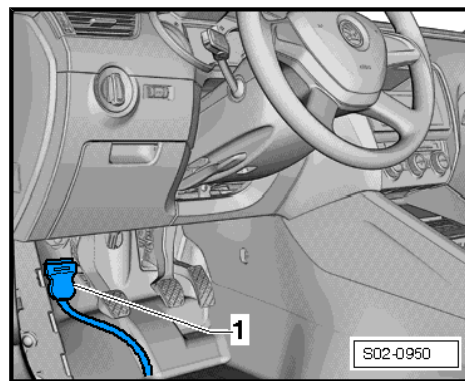


6.8 Connect diagnostic unit and interrogate fault memory

Connect the diagnosis device and subsequent interrogating of the fault memory or other necessary functions are carried out with the vehicle diagnosis-, measurement- and information system - VAS- with appropriate diagnosis line ⇒ Vehicle diagnostic tester.



Connect the diagnostic unit to the diagnostic connector -1-.



6.9 Resetting service interval display (SID)

Display the remaining kilometres and days until the next inspection service. ➔ [page 98](#)

Reset service interval display in MY 2013 ➔ [page 98](#)

Reset service interval display from MY 2014 ➔ [page 100](#)

6.9.1 Display the remaining kilometres and days until the next inspection service.

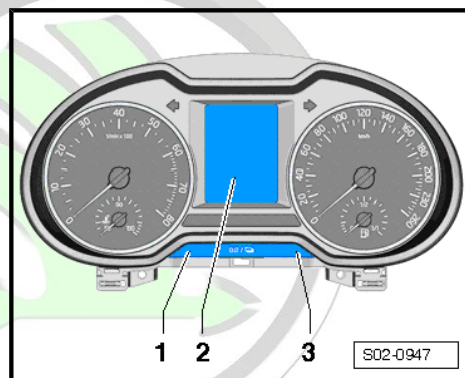
- Switch on ignition.
- Press button -3- until the “Service” logo is displayed in the dash panel insert display.
- Release button -3-.

The “open-ended spanner” and the following message are displayed in the dash panel insert display:

Service in ... km or ... Days

or

SERVICE IN ... km OR ... days



6.9.2 Reset service interval display in MY 2013

The service interval display is reset with the vehicle diagnosis, measurement and information system -VAS- ➔ [page 99](#).

The service interval display can also be reset with the buttons in the dash panel insert (for oil change only) ➔ [page 99](#).

Reset service interval display with vehicle diagnosis, measurement and information system -VAS- , observing the following information when doing so:



WARNING

Vehicles from MY 2013 are equipped with a two-channel service interval display with uniform service message.

This two-channel service interval display must be reset in 2 steps.

Before reaching the service interval the "open-ended spanner" symbol is displayed in the display when the ignition is switched on and the following message is displayed:

- ◆ *"Service in ... km or ... Days." or "SERVICE IN ... km OR ... DAYS"*

As soon as the service interval has been reached the "open-ended spanner" symbol is displayed in the display when the ignition is switched on and the following message is displayed:

- ◆ *"Service now!" or "SERVICE NOW"*

Use the following test to determine whether an oil change service or an inspection must be performed: ➔ Vehicle diagnostic tester.

On the diagnostic device, select: "Test plan" ➔ "Bodyshell" ➔ "Electrical system" ➔ "01-Self-diagnosable systems" ➔ "Dash panel insert - J285" ➔ "Functions of the dash panel insert" ➔ "17- Service results" and next "Oil change service or an inspection?".

Continue to follow the instructions on the diagnostic unit.

- *When changing the engine oil, the service interval display must be reset for the engine oil change ➔ Vehicle diagnostic tester.*

On the diagnostic device, select: "Test plan" ➔ "Bodyshell" ➔ "Electrical system" ➔ "01-Self-diagnosable systems" ➔ "Dash panel insert - J285" ➔ "Functions of the dash panel insert" ➔ "17- Service units" and next "Oil change service (variable)" ➔ or "Oil change service".

Continue to follow the instructions on the diagnostic unit.

- *During the inspection, the service interval display must be reset for the inspection ➔ Vehicle diagnostic tester.*

On the diagnostic device, select: "Test plan" ➔ "Bodyshell" ➔ "Electrical system" ➔ "01-Self-diagnosable systems" ➔ "Dash panel insert - J285" ➔ "Functions of the dash panel insert" ➔ "17- Service results" and next "Inspection".

Continue to follow the instructions on the diagnostic unit.

- *During the oil change associated with the inspection, both service interval displays must be reset.*

Reset the service interval display with the buttons on the dash panel insert (oil change only)

When resetting the service interval display using the buttons in the dash panel insert, observe the following information:



WARNING

Vehicles from MY 2013 are equipped with a two-channel service interval display with uniform service message.

Before reaching the service interval the "open-ended spanner" symbol is displayed in the display when the ignition is switched on and the following message is displayed:

- ◆ "Service in ... km or ... Days." or "SERVICE IN ... km OR ... DAYS"

As soon as the service interval has been reached the "open-ended spanner" symbol is displayed in the display when the ignition is switched on and the following message is displayed:

- ◆ "Service now!" or "SERVICE NOW"

When resetting the service interval display using the buttons in the dash panel insert the oil change service interval must always be reset!

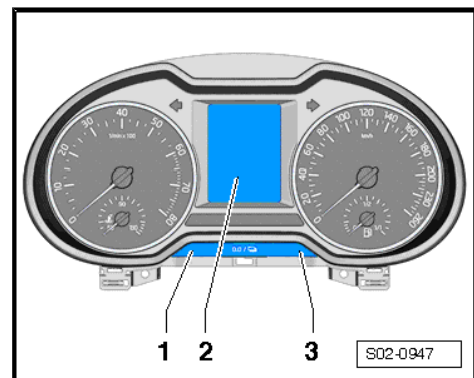
This also applies if an inspection must be performed on the vehicle!

- ◆ Vehicles with service intervals -Q16- are automatically re-coded to -Q14- as a result of this procedure.
- ◆ A recoding to -Q16- is only possible with the diagnosis device taking the conditions into account ➔ [page 104](#).

The inspection interval cannot be reset using the buttons!

It must therefore be checked or reset using the corresponding dual channel service interval display (in 2 steps, i.e. for oil change or for inspection) using the diagnostic unit -VAS- ➔ [page 99](#).

- Switch off ignition.
- Hold the button -3- pressed and simultaneously switch on the ignition.
- Release button -3- and press it again.



6.9.3 Reset service interval display from MY 2014

The service interval display is reset with the vehicle diagnosis, measurement and information system -VAS- ➔ [page 100](#).

The service interval display can also be reset with the buttons in the dash panel insert ➔ [page 101](#).

Reset service interval display with the vehicle diagnosis, measurement and information system -VAS-

The service interval display is reset with vehicle diagnosis, measurement and information system -VAS-, while observing the following information:



WARNING

Vehicles from MY 2014 are equipped with a two-channel service interval display with a different service message.

This two-channel service interval display must be reset in 2 steps.

Before reaching the service interval the "open-ended spanner" symbol is displayed in the display when the ignition is switched on and the following message is displayed:

- ◆ "Oil change service in ... days" and/or "OIL CHANGE SERVICE IN ... DAYS"

or

- ◆ "Inspection in ... days" and/or "INSPECTION IN ... DAYS"

As soon as the service interval has been reached the "open-ended spanner" symbol is displayed in the display when the ignition is switched on and the following message is displayed:

- ◆ "Oil change service now!" or "OIL CHANGE SERVICE NOW"

or

- ◆ "Inspection now!" or "INSPECTION NOW"

- *When changing the engine oil, the service interval display must be reset for the engine oil change → Vehicle diagnostic tester.*

On the diagnostic device, select: "Test plan" → "Bodyshell" → "Electrical system" → "01-Self-diagnosable systems" → "Dash panel insert - J285" → "Functions of the dash panel insert" → "17- Service units" and next "Oil change service (variable)" → or "Oil change service".

Continue to follow the instructions on the diagnostic unit.

- *During the inspection, the service interval display must be reset for the inspection → Vehicle diagnostic tester.*

On the diagnostic device, select: "Test plan" → "Bodyshell" → "Electrical system" → "01-Self-diagnosable systems" → "Dash panel insert - J285" → "Functions of the dash panel insert" → "17- Service results" and next "Inspection".

Continue to follow the instructions on the diagnostic unit.

- *During the oil change associated with the inspection, both service interval displays must be reset.*

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Reset the service interval display with the buttons on the dash panel insert

When resetting the service interval display using the buttons in the dash panel insert, observe the following information:

**WARNING**

Vehicles from MY 2014 are equipped with a two-channel service interval display with a different service message.

This two-channel service interval display must be reset in 2 steps.

Before reaching the service interval the "open-ended spanner" symbol is displayed in the display when the ignition is switched on and the following message is displayed:

- ◆ "Oil change service in ... days" and/or "OIL CHANGE SERVICE IN ... DAYS"

or

- ◆ "Inspection in ... days" and/or "INSPECTION IN ... DAYS"

As soon as the service interval has been reached the "open-ended spanner" symbol is displayed in the display when the ignition is switched on and the following message is displayed:

- ◆ "Oil change service now!" or "OIL CHANGE SERVICE NOW"

or

- ◆ "Inspection now!" or "INSPECTION NOW"

- When changing the engine oil, the service interval display must be reset for the engine oil change ➔ [page 102](#).

- ◆ Vehicles with service intervals -QI6- are automatically re-coded to -QI4- as a result of this procedure.

- ◆ A recoding to -QI6- is only possible with the diagnosis device taking the conditions into account ➔ [page 104](#).

- During the inspection, the service interval display must be reset for the inspection ➔ [page 102](#).

- During the oil change associated with the inspection, both service interval displays must be reset.

For vehicles equipped with the KESSY system:

- Close all vehicle doors.
- Close tailgate and front flap.

Reset "oil change service" display

- Switch off ignition.
- Hold button -3- pressed and simultaneous switch on the ignition until the following message is displayed on the dash panel insert display:

Reset oil change service?

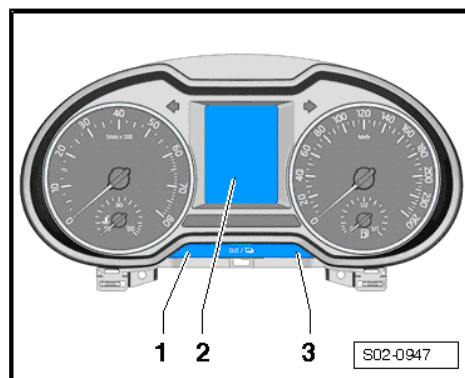
or

DELETE OIL_CHANGE

- Release button -3- and press it again.

Reset "inspection" display

- Switch off ignition.



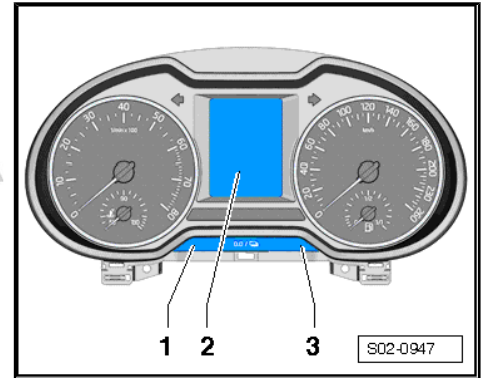
- Hold button -3- pressed and simultaneous switch on the ignition until the following message is displayed on the dash panel insert display:

Delete inspection?

or

DELETE INSPECTION

- Release button -3- and press it again.



6.10 Adapt language variants to driver's instructions

Adjust the language variant for vehicles without infotainment radio/navigation

The language variants of the driver instructions are selected with the vehicle diagnosis, measurement and information system -VAS-.

- Connect up the vehicle diagnosis, measurement and information system -VAS- using the appropriate diagnostic cables
⇒ Vehicle diagnostic tester.

Connect the diagnostic unit to the diagnostic connector -1-.

- On the diagnostic device, select: "Targeted functions" → "Škoda" → "Octavia 2013➤" → "Engine type" and further → "Dash panel insert" and further → "Code language variants for driver's information system".
- Set the desired language taking account of the diagnostic unit display.

Adjust the language variant for vehicles with infotainment radio/navigation

The adjustment of the language variants for driver's instructions takes place by changing the language in the infotainment radio/navigation

Carry out the adjustment of the language variants of the driver's instructions as per the vehicle specification.

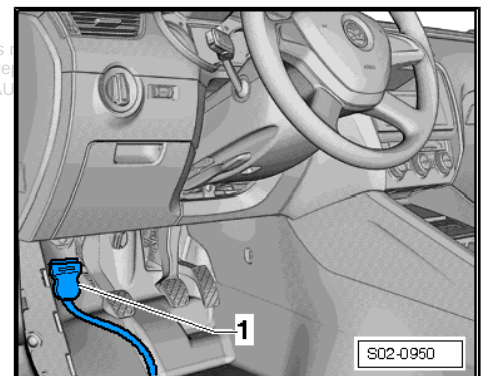
The vehicles are equipped with different infotainment radio/navigation. For operation refer to the ⇒ operating instructions infotainment radio/navigation.

- Switch on ignition.
- Select the following in the infotainment radio/navigation:
"Device settings" (button **MENU**) and in addition button **SETUP**

or

"Vehicle settings".

- Further select the button **Language**.
- Then proceed by referring to the read-out on the display.





6.11 Changing the code of the service intervals

These tasks are carried out using the vehicle diagnosis, measuring and information system -VAS- together with the corresponding diagnostic cable ⇒ Vehicle diagnostic tester.

- On the diagnostic device, select: “Test plan” → “Bodyshell” → “Electrical system” → “01-Self-diagnosable systems” → “Dash panel insert - J285” → “Functions of the dash panel insert” → “17- Service results” and next “Change fixed/variable intervals”.
- Continue to follow the instructions on the diagnostic unit.



WARNING

Note the following conditions when coding the service intervals:

Vehicles with QI6 by default can be recoded to QI1 - QI4 under the following conditions:

- Carry out when changing the oil during “Öl change service” or “Inspection”.
- Carry out the recoding using the diagnosis device.

A recoding to QI6 is possible subject to the conditions:

- Carry out when changing the oil during “Öl change service” or “Inspection”.
- Carry out the recoding using the diagnosis device.
- Use prescribed engine oil.
- Vehicle meets prescribed specifications (original battery...)



WARNING

Vehicles with QI1 - QI4 factory preset cannot be recoded to QI6.

6.12 Inspecting headlight beam setting and adjusting if necessary

Special tools and workshop equipment required

- ◆ Headlight beam setting device

In principle the following inspection and setting description applies for all countries. However, comply with national guidelines and legislation of the relevant country ⇒ Operating instructions for the headlight beam setting device .

Test and setting conditions

- Tyre pressure o.k.
- Lenses must neither be damaged nor soiled.
- Reflectors and bulbs o.k.
- Vehicle load must be achieved.

Load: with one person or 75 kg on the driver's seat in an otherwise unladen vehicle (unladen weight).

The unladen weight is the weight of the vehicle with full fuel tank (at least 90%) including the weight of all the operational equipment elements (e.g. spare wheel, tool kit, jack etc.).

If the fuel tank is not filled up to at least 90%, the load must be set as follows:

- Determine the fuel volume in the fuel tank on the fuel gauge display.
- Load vehicle with corresponding weight via the fuel tank according to the following table:

Fuel gauge	Weight (kg)
Reserve	35
1/4	30
1/2	18
3/4	7
Fuel tank full	0



Note

- ◆ *Use as weight e.g. plastic tanks filled with water or canisters. 1 liter of water = 1 kg.*
- ◆ *When fitting the weight onto the rear seat pay special attention so that the seat upholsteries are not dirty or damaged.*

The vehicle must have rolled a few metres or have been depressed a few times at the front and rear to allow the springs to settle.

- The vehicle and the headlight beam setting device must be on a level surface.
- Align the vehicle and the headlight beam setting device in accordance with the instructions of the device manufacturer.
- Check the control system of vehicles equipped with headlight beam control by repeatedly turning the thumbwheel in the dash panel. Then turn the thumbwheel to initial position.
- For vehicles equipped with adaptive headlights (cornering light) perform first of all the basic setting ➔ [page 105](#) .
- Set the inclination value.

Basic setting

This setting is carried out on the vehicle while it is standing on its wheels using the diagnostic unit -VAS- together with the corresponding diagnostic cable ➔ Vehicle diagnostic tester.

- Switch on ignition and connect diagnostic unit ➔ Vehicle diagnostic tester.
- Switch on low beam light.
- On the diagnostic device, select: “Targeted functions” ➔ “Škoda” ➔ “Octavia 2013” ➔ “Engine type” and further ➔ “Body Work” and further ➔ “Electrical System” and further ➔ “01 Self-diagnosable systems”..
- Then choose “55 cornering light J-745” followed by “Basic setting”.
- Initiate test and proceed by referring to the read-out on the display of the diagnostic unit.



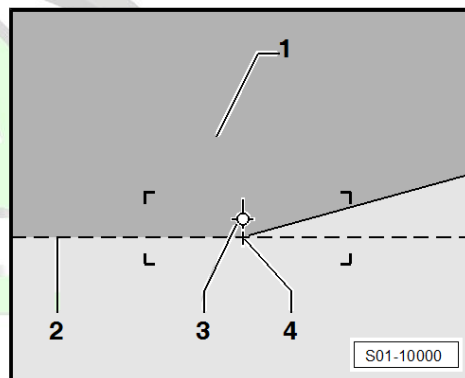
Inclination value:

The inclination value is marked in “%” at the headlight housing. The headlights must be set to this value. The percentage value applies up to 10 metres projection distance. This will be 10 cm for an inclination value of e.g. 1.0 %.

Inspecting headlight beam setting and adjusting if necessary

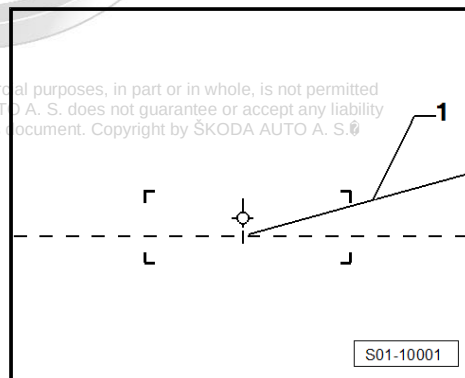
Halogen headlights:

- Check whether the light beam -1- generates the light-dark limit on the dividing line -2- of the control surface when the low beam is switched on.
- Check whether the kink -4- between the left horizontal part and the ascending right part of the light/dark limit intersects with the central mark -3- on the vertical line. The light core of the light beam must be located to the right of the vertical line.



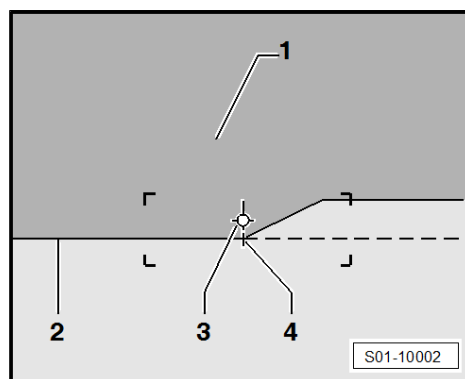
Note

- ♦ To easily determine the kink -4- alternately cover and uncover the left half of the headlight (in the driving direction) a few times. After this, check the low beam once again.
- ♦ Once the low beam light has been correctly set, the centre of the light beam of the main beam must be positioned on the central mark -3-.
- ♦ The headlight setting on the control screen with adjusting line 15° -1- is analogous to the headlight setting on the control screen without this adjusting line.
- ♦ To prevent an incorrect headlight adjustment, the adjusting line 15° -1- must not be observed however.



Xenon headlights:

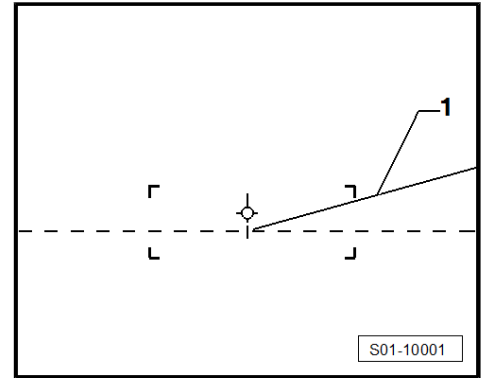
- Check whether the deepest part of the light beam -1- generates the light-dark limit on the dividing line -2- of the control surface when the low beam is switched on.
- Check whether the kink -4- between the left horizontal part and the ascending right part of the light/dark limit intersects with the central mark -3- on the vertical line.





Note

- ◆ To easily determine the kink -4- alternately cover and uncover the left half of the headlight (in the driving direction) a few times. After this, check the low beam once again.
- ◆ The headlight setting on the control screen with adjusting line 15° -1- is analogous to the headlight setting on the control screen without this adjusting line.
- ◆ To prevent an incorrect headlight adjustment, the adjusting line 15° -1- must not be observed however.



Fog lights ➔ [page 109](#)

Other additional headlights:

Additionally fitted headlights must be inspected or set in compliance with the relevant applicable directives.

6.13 Check for proper operation of automatic light

- This test must be performed in daylight.
- Turn the turning handle of the light switch to position -automatic light-.

The headlights must not light up during daylight.

- Cover sensor for rain and light detection (in the foot of the interior mirror) from outside by hand or with a suitable object.

The headlights must light up (the luminous intensity of the daylight is reduced).

- Uncover sensor for rain and light detection (in the foot of the interior mirror).

The headlights must go off.



Note

The headlights go off approx. 4 -5 seconds after uncovering the sensor for rain and light detection.

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6.14 Check the operation of the dynamic cornering light

This test is carried out on the vehicle while it is standing on its wheels using the diagnostic unit -VAS- together with the corresponding diagnostic cable ➔ Vehicle diagnostic tester.

- Switch on ignition and connect diagnostic unit ➔ [page 97](#).
- Switch on low beam light.
- On the diagnostic device, select: “Targeted functions” ➔ “Škoda” ➔ “Octavia 2013➤” ➔ “Engine type” and further ➔ “Body Work” and further ➔ “Electrical system”.
- Choose the “Presentation mode” function.
- Initiate test and proceed by referring to the read-out on the display of the diagnostic unit.

The cornering light is now activated on the vehicle while it is standing on its wheels.



Swivel the headlight horizontally

- Turn the steering wheel from the middle position to the right.

The light cone of the headlight must turn to the right (in accordance with the steering angle).

- Rotate the steering wheel again to the middle position.

The light cone must turn again to the initial position.

- Turn the steering wheel from the middle position to the left.

The light cone of the headlight must turn to the left (in accordance with the steering angle).

- Rotate the steering wheel again to the middle position.

The light cone must turn again to the initial position.

Swivel the headlight vertically

- Slowly operate the accelerator pedal.

The light cone must swivel towards the bottom.

- Slowly release the accelerator pedal.

The light cone must turn upwards to the initial position.

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This completes the test.

- Terminate the “presentation mode” and separate the diagnostic unit ⇒ Vehicle diagnostic tester.

6.15 Checking the operation of the fog lights with the “Corner” function (static cornering light)

- Switch on ignition and low beam light.
- Turn the steering wheel from the middle position one turn to the right.

The right fog light must switch on.

- Turn the steering wheel from the middle position one turn to the left.

The left fog light must switch on.

6.16 Setting the headlight beam

- Basic setting for the inclination value adjustment: 1 %

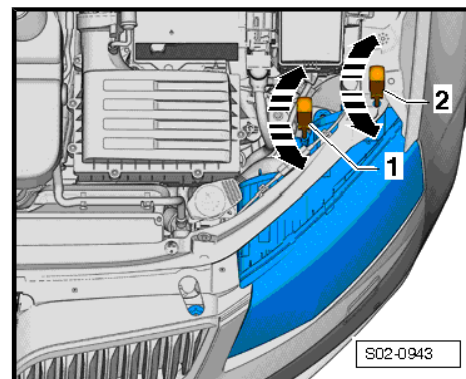


Note

Use a headlight beam setting device for setting the headlight beam. Nominal values and conditions ⇒ [page 104](#).

- Adjust the light with a screwdriver with socket extension or with a socket wrench SW 6 by turning the screws -1- and -2-.

- 1 - Height adjustment
- 2 - Lateral adjustment



6.17 Adjusting the fog light

Inclination value:

The inclination is 2.2 %. The fog lights must be set to this value.

- Check whether the light/dark limit touches the adjusting line and runs horizontally over the total width of the control screen.

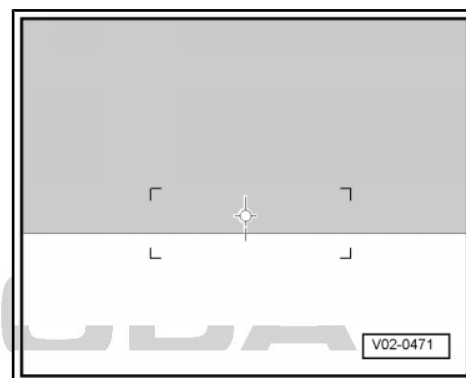
Adjustment for RS vehicles

- Fit a screwdriver with socket extension or socket wrench SW 6 through the slot in the grid below the fog light.



Note

Pay attention to the correct sinking of the socket wrench in the adjusting screw. It is guided into the adjusting screw with the cone point of this screw.



- Align the fog light by turning the adjusting screw -arrows-.

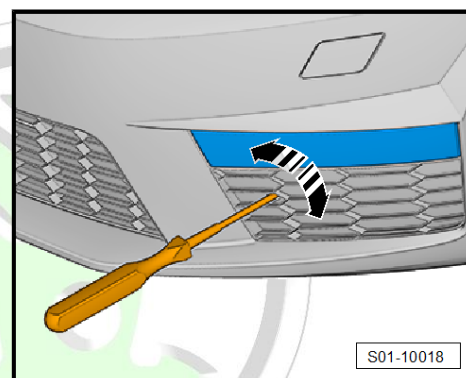
Setting for all other vehicles

- Fit a screwdriver with socket extension or socket wrench SW 6 through the slot in the grid above the fog light.

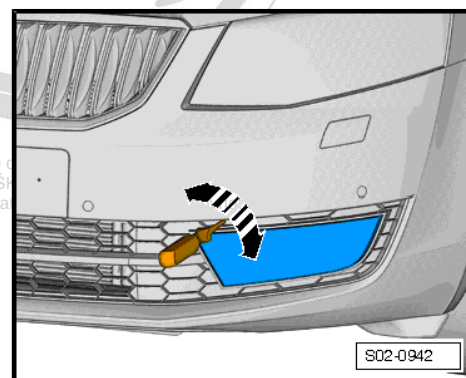


Note

Pay attention to the correct sinking of the socket wrench in the adjusting screw. It is guided into the adjusting screw with the cone point of this screw.



- Align the fog light by turning the adjusting screw -arrows-.



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6.18 Replacing the own power supply of the alarm system

- Replace the alarm of the alarm system ⇒ Electrical System;
Rep. gr. 96 .

6.19 Climatronic: Set temperature to 22 °C



Note

- ♦ *The fastest way to obtain a comfortable climate (temperature) in the vehicle, is by adjusting the temperature to 22°C.*
- ♦ *Hence if personal health conditions demand, only a regulation in the adjustment is necessary.*

Adjust the temperature to 22°C on the operating unit of the Climatronic

- Switch on ignition.
- Check if the displays (displays) indicate 22 °C.
- Set temperature as follows:
- Turn the regulators -1- and -3- and set the temperature to 22 °C -4- for both halves of the vehicle.
- Press the button -2- for automatic operation. On the button -2- the warning light comes on.
- Switch off ignition.

Set the temperature to 22°C for vehicles with infotainment radio/navigation

Set the temperature to 22°C according to the vehicle specification.

The vehicles are equipped with different infotainment radio/navigation depending on the equipment. For operation refer to the ⇒ operating instructions infotainment radio/navigation .

- Press the button **SETUP** on the operating part of the Climatronic.
- By turning the regulators -1- and -3- adjust the temperature to 22 °C for both halves of the vehicle.

The display of the device will show the set temperature.

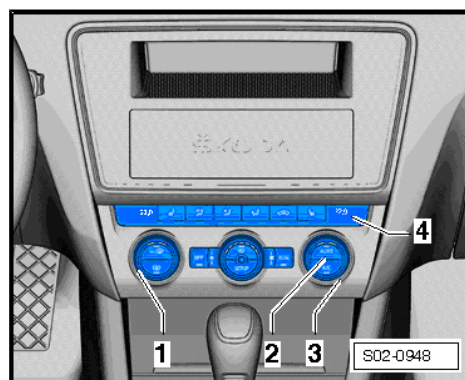
- Select the button **AUTO** in the infotainment radio/navigation.
- Then proceed by referring to the read-out on the display.

Here you can also set the climate profile, the auxiliary heating, the automatic re-circulating air mode, etc.



Note

If the device is operated in the menu Climatronic for no more than 10 seconds and if the device was not switched on before selecting the menu Climatronic, it switches off.



6.20 Switch off battery transport mode

The active transport mode is displayed with the lettering "TrA" in the lower display area of the dash panel insert.

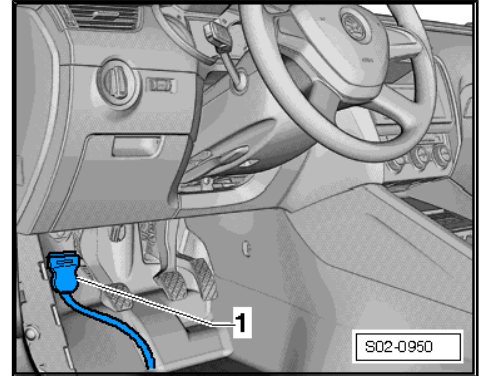
Additionally the battery charge state in % is displayed below the lettering "TrA".

- Connect up the vehicle diagnosis, measurement and information system -VAS- using the appropriate diagnostic cables
⇒ Vehicle diagnostic tester.

Connect the diagnostic unit to the diagnostic connector -1-.

- Switch on ignition.
- On the diagnostic device, select: "Targeted functions" → "Škoda" → "Octavia 2013►" → "Engine type" → "Body" → "Electrical System" → "Diagnostics Interface for Databus" and next → "Transport mode".
- Deactivate the transport mode by following the indication on the diagnostic unit.
- Switch off ignition.
- Disconnect the vehicle diagnosis, measurement and information system -VAS- using the appropriate diagnostic cables.

Switching off the transport mode is indicated by erasing the lettering "TrA" in the lower display area of the dash panel insert.



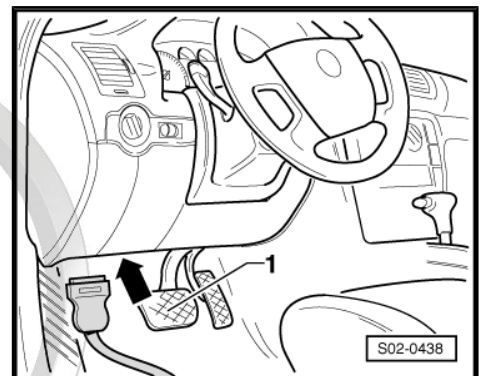
6.21 Time-delayed locking mechanism after closing the tailgate - activate/deactivate

These tasks are carried out using the vehicle diagnostic, measuring and information device -VAS- together with the corresponding diagnostic cable.

- Connect vehicle diagnosis, measurement and information system -VAS- ⇒ Vehicle diagnostic tester.
- On the diagnostic device, select: → "Body" → "Electrical system" → "01-Self-diagnosable systems" → "Electronic central electronics" → "function" and next "J519 - Time-delayed locking of tailgate".

Connect the diagnostic unit to the diagnostic connector.

- "Activate/deactivate time-delayed locking after closing of tailgate" according to the instructions on the diagnosis device.
- Switch off ignition.
- Disconnect the vehicle diagnosis, measurement and information system -VAS- using the appropriate diagnostic cables.





7 Body

Inspect underbody protection for damage ➔ [page 112](#)

Check body paintwork and underbody protection for damage (before sale) ➔ [page 112](#)

Check for corrosion ➔ [page 113](#)

Windscreen wash/wipe system: Check function ➔ [page 113](#)

Panorama tilting/sliding sunroof: Check function, clean and lubricate guide rails ➔ [page 115](#)

Door locks, safety buttons, child locks: Check function
➔ [page 117](#)

Replacing the dust filter element if necessary dust and odour filter element ➔ [page 118](#)

Affix vehicle data sticker ➔ [page 119](#)

Stick the sticker Škoda Assistance ➔ [page 119](#)

Check proper operation of key switch for front passenger airbag deactivation ➔ [page 119](#)

Inspect original trailer coupling device ➔ [page 120](#)

7.1 Inspecting underbody protection for damage

Scope of testing applies to:

Inspection

The inspection of the underbody sealant and paintwork should cover the following points:

- undamaged layer of PVC Plastisol
- undamaged paintwork



WARNING

All mechanical damage of unproductive character found on the corrosion protection of the chassis as well as on the vehicle paintwork must be repaired immediately in agreement with the owner at his own expense!

This will prevent future damage caused by deep corrosion.

Always make a special note in the Service Schedule.

7.2 Checking body paintwork and underbody protection for damage (before sale)

Scope of testing applies to:

Pre-Delivery Inspection -PDI- (Export)

Pre-sales Inspection - domestic (Czech Republic)

Delivery Inspection (Export)

The inspection of the underbody sealant and paintwork should cover the following points:

- undamaged layer of PVC Plastisol

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- undamaged paintwork



WARNING

Pay particular attention to the mechanical damage resulting from the transportation of the vehicle.

7.3 Check for corrosion

Carry out a visual inspection for corrosion when the doors, front flap and tailgate are opened.

Checkpoints:

- ◆ sunroof frame
- ◆ Inner and outer door frame
- ◆ Area around the decorative strips
- ◆ Roof edge, windscreen
- ◆ Outer and inner A-pillar
- ◆ Front flap
- ◆ Wheelhousings
- ◆ Outer and inner tailgate

7.4 Windscreen wash/wipe system: Check function

Fluid in windscreen washer fluid reservoir

The windscreen washer fluid reservoir must be filled up to the brim.



Note

- ◆ *If fluid is filled into the washer reservoir, mix a windscreen cleaner (in summer) or an antifreeze agent (in the winter).*
- ◆ *If the vehicle is fitted with a headlight washing system and the headlights have plastic lenses (out of polycarbonate), one must only use fluids which do not damage the polycarbonate for filling the windshield washer reservoir.*

Spray nozzles of the windscreen washer system

The spray nozzles of the windscreen washer system are set to the required setting by the manufacturer.





The water spray should strike the windscreen in a cone-shaped pattern.

If the nozzle setting does not comply with the manufacturing setting, or if it was replaced:

- Move the adjuster upwards or downwards -arrows- and while doing so adjust the spray nozzles of the windscreen washer system in such a way that the correct injection jet is reached.



Note

If the spray flows out unevenly or insufficiently, replace the spray nozzle (repair measure).

Windscreen wiper arms: Check rest position, adjust where necessary

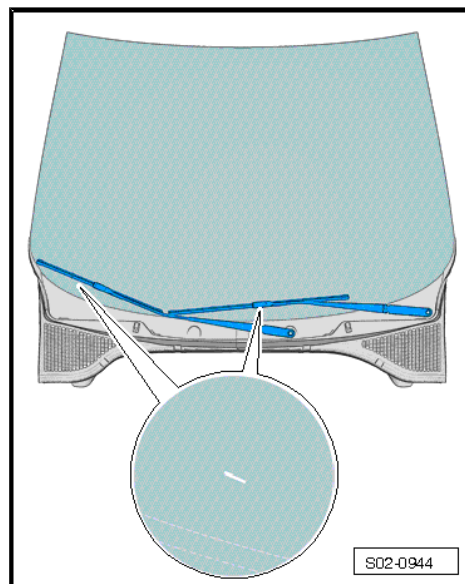
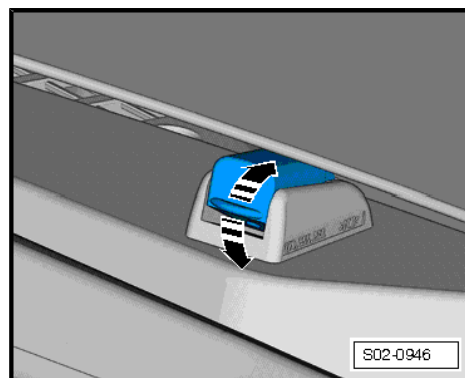
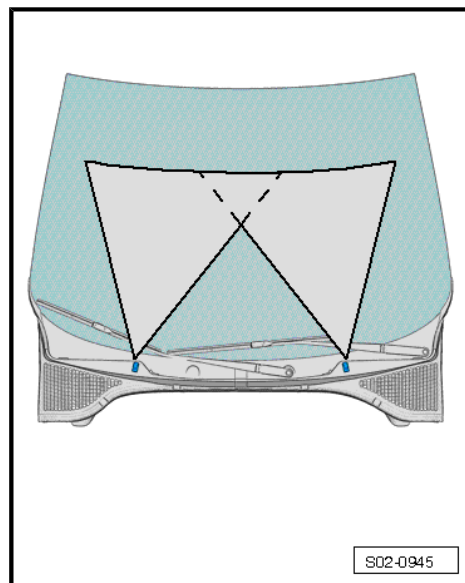
- Check the position of the wiper blades so that these blades are aligned with the markings on the windscreen.



Note

- ◆ *Set the end position of the windscreen wiper arms ➔ Electrical System; Rep. gr. 92.*
- ◆ *The tolerance between wiper blade and marking at the windscreen is ± 2 mm.*
- If necessary slacken fixing nuts, detach windscreen wiper arms and insert again so that the wiper blades are aligned with the markings.

Windscreen wiper arm of rear window wiper system: Check rest position, adjust where necessary



- Set the position of the windscreen wiper arm in such a way that the window edge maintains the dimension -a-.

Dimension -a-:

- Octavia III = 52 ± 2 mm
- Octavia Combi III = 45 ± 2 mm

The specified tightening torque for the windscreen wiper nut is 12 Nm.

Inspect rear window spray nozzle, Octavia III

The spray should strike the rear window as shown in the illustration when the vehicle is stationary.

a = 132 mm

b = 18 mm

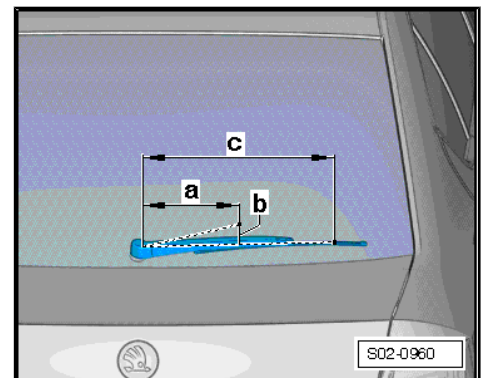
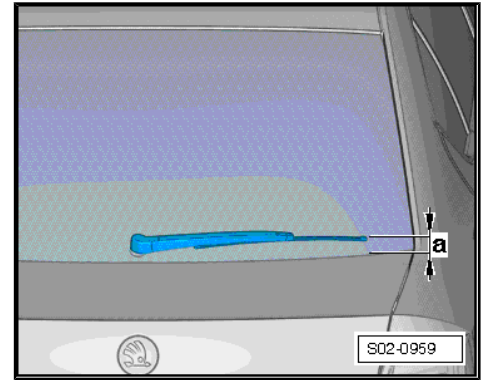
c = 330 mm

- Inspect setting of nozzle, if necessary adjust or clean the nozzle heads with a tool (e.g. with a needle).



Note

If the spray flows out unevenly or insufficiently, replace the spray nozzle (repair measure).



Check spray nozzle of the Octavia Combi III rear window



Note

- ♦ *Spray nozzle of the Octavia Combi III rear window is not adjustable.*
- ♦ *If the spray flows out unevenly or insufficiently, replace the spray nozzle (repair measure).*

7.5 Panorama tilting/sliding sunroof: Check function, clean and lubricate guide rails

Special tools and workshop equipment required

- ♦ Solid lubricant paste G 060 751 A2

Check the function of the panoramic tilting/sliding glass roof

If noises or problems should occur during the functional test, carry out the repair measure.

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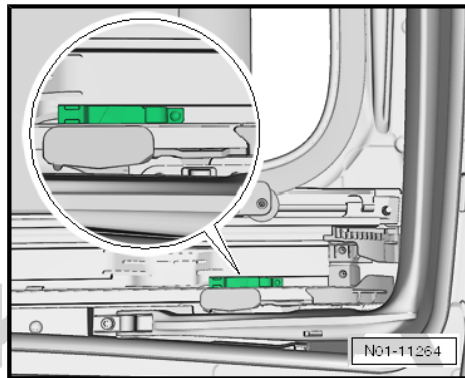


- Open glass panel fully.

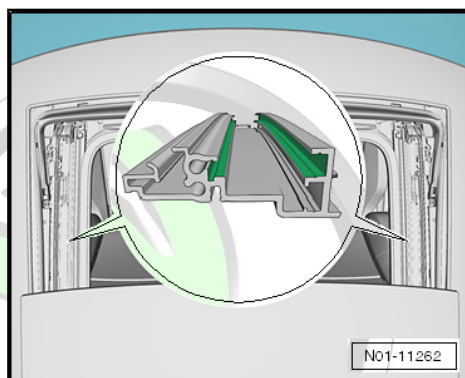


WARNING

*The control link -green- must neither be cleaned nor lubricated!
Risk of damage!*



First of all clean all the parts which must be lubricated with a non-fluffy cloth or an applicator and an aspirator.



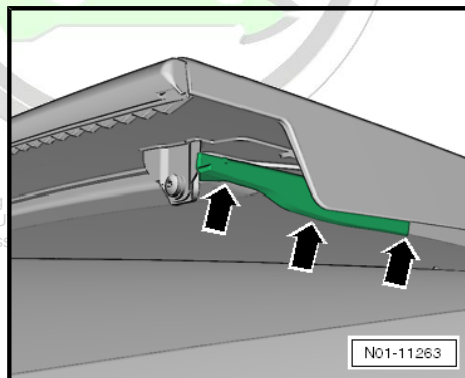
- Lubricate the runners from the inside and outside -green- on both sides with solid lubricant paste.
- Lubricate the runner in the area of the -arrows-, from both sides with solid lubricant paste, approx. the first 10 cm.

Make sure that no other components or the vehicle interior get dirty.



Note

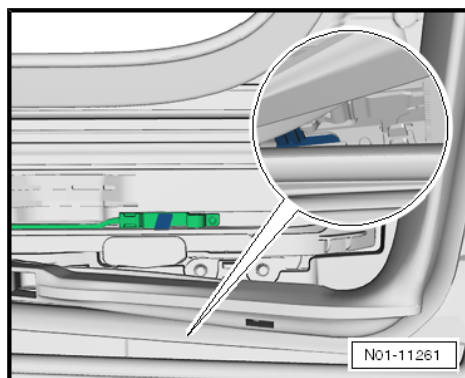
If the locking block of the control link is unlocked during the cleaning and lubrication work, do not operate the panoramic tilting/sliding glass roof! Risk of damage!



Lock the control link as follows:

- Carefully press the lever of the control link -green- downwards.
- Carefully slide the locking block -blue- across the level -green- from the side using a screwdriver.

Clean draft deflector

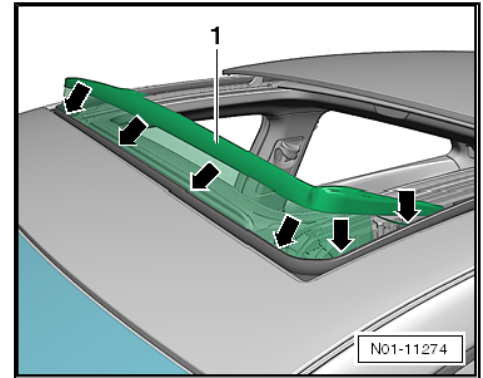


- Check draft deflector -1- for dirt. Pay particular attention to the dirt deposits in the lower area of the draft deflector -arrows-.
- Remove dirt deposits for example with an aspirator.

Note

- ♦ *In order to dissolve sticking insects and particles from the net and from the draft deflector frame, use a sponge and diluted detergent.*
- ♦ *Mixing ratio of detergent: 3 drops of rinsing water to 1 litre of water.*

- Afterwards remove the dissolved insects and particles with a vacuum cleaner and a suitable vacuum cleaner nozzle.



WARNING

Use a nozzle suitable for the draft deflector, so that the net is not damaged!

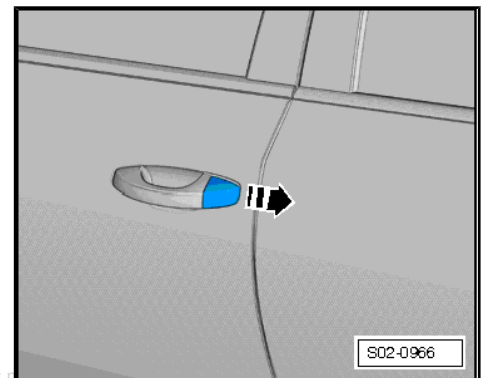
When carrying out this work, make sure that no dirt falls into the vehicle interior.

7.6 Door locks, safety buttons, child locks: Check function

Driver door lock

- Remove the cap for the lock cylinder -in direction of arrow- on the driver's side.
- Unlock and lock the driver door with the key. All the doors must remain locked.

The driver door must not be locked as long as the door is opened.



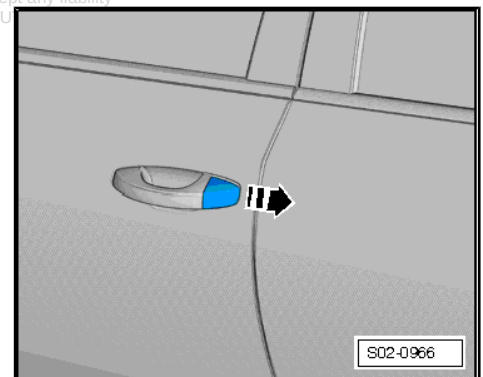
- Fit on the cap for the lock cylinder -against the direction of the arrow- on the driver's side.

Child safety locks (rear doors):

The rear doors are additionally equipped with a child safety lock.

- Insert the key in the slot of the child safety lock in the door.

Rear left door





- Turn the slot of the child safety lock -in direction of arrow-, the child safety lock is activated.

The inside door lock is now blocked. The door can only be opened from the outside.

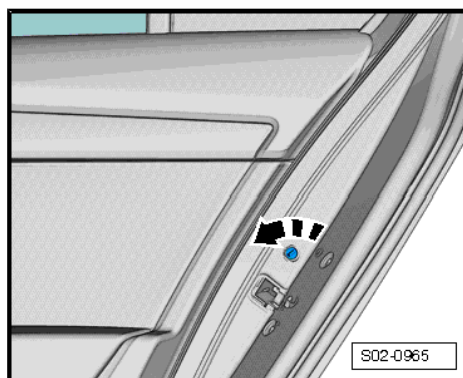
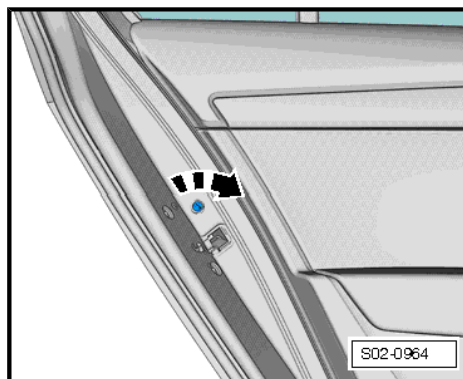
- Turn the slot of the child safety lock -against the direction of the arrow-, the child safety lock is not activated.

Rear right door

- Turn the slot of the child safety lock -in direction of arrow-, the child safety lock is activated.

The inside door lock is now blocked. The door can only be opened from the outside.

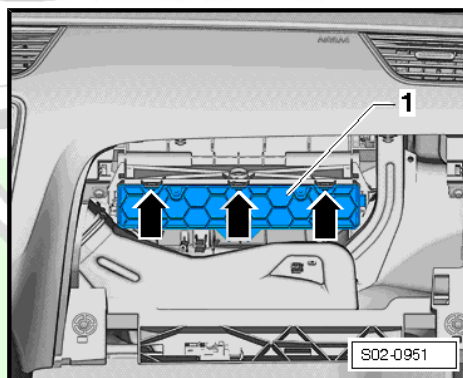
- Turn the slot of the child safety lock -against the direction of the arrow-, the child safety lock is not activated.



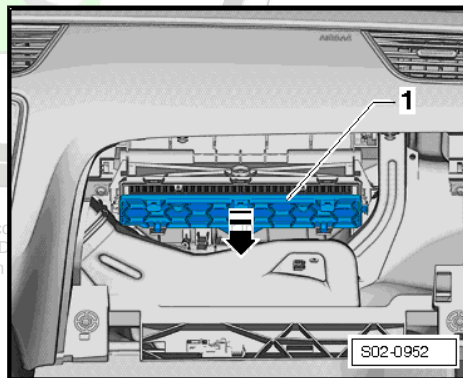
7.7 Replacing the dust and odour filter element

Removing:

- Remove glove compartment on front passenger side ➔ Body Work; Rep. gr. 70 .
- Press back the catch pegs for the cover -1- of the dust filter -arrows-.



- Remove dust filter cover -1- in -direction of arrow-.

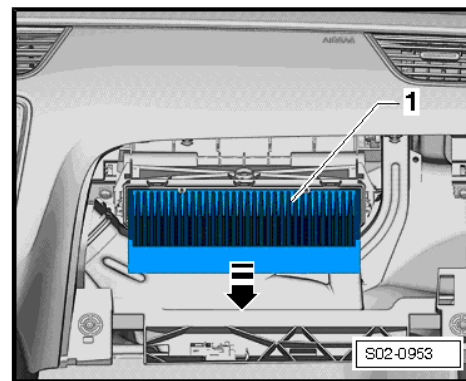


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- Remove dust filter insert -1- -in direction of arrow-.

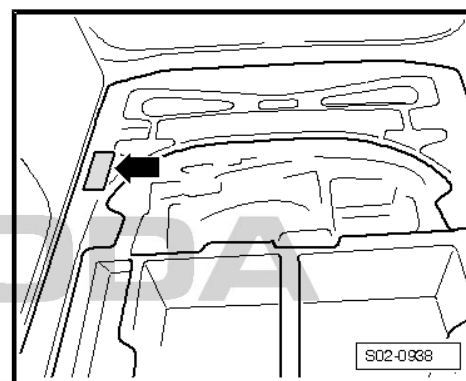
Installing:

Installation is carried out in the reverse order.



7.8 Affix vehicle data sticker

- Stick the vehicle data sticker to the floor of the luggage compartment inside the vehicle on the left next to the spare wheel -arrow-.



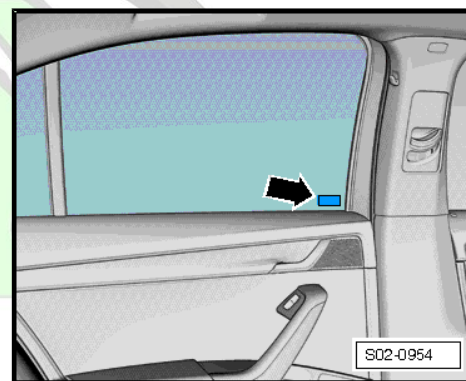
7.9 Stick the sticker Škoda Assistance

- Stick the sticker on the cleaned side window of the rear left door from the inside -arrow-.



Note

The sticker can only be stuck on the specified point according to the illustration!



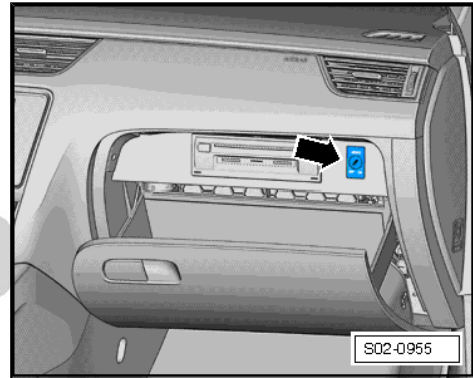
7.10 Check proper operation of key switch for front passenger airbag deactivation

- Switch off ignition.
- Open the glove compartment on the front seat passenger side.

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- Turn the key switch for the front passenger airbag -arrow- with the ignition key into the position “OFF”.

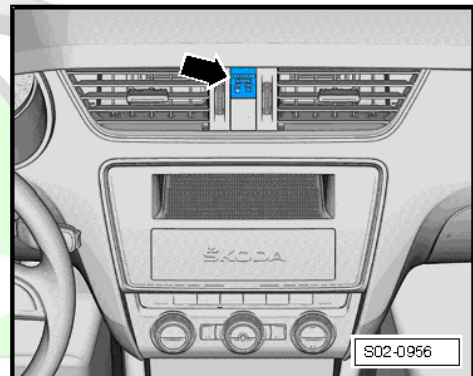


After the ignition is switched on the warning light “PASSENGER AIRBAG OFF” -arrow- must light up in the centre console of the dash panel.

At the same time, the warning light in the dash panel insert comes on for about 4 seconds after the ignition is switched on.

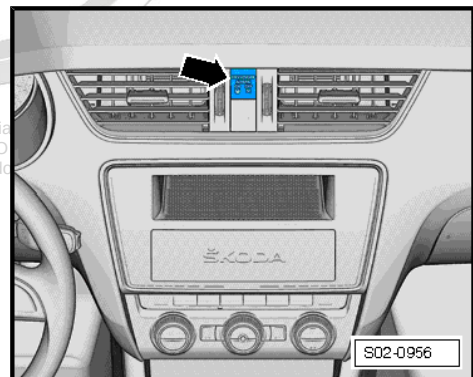
The information regarding the deactivated front passenger airbag is displayed at the same time in the dash panel insert by the lettering “airbag/belt tensioner deactivated”.

- Switch off ignition.
- Turn the key switch for the front passenger airbag with the ignition key into the position “ON”.



After the ignition is switched on the warning light “PASSENGER AIRBAG ON” -arrow- must not light up in the centre of the dash panel.

At the same time, the warning light in the dash panel insert comes on for about 4 s after the ignition is switched on and then must go out.



WARNING

The key switch for the front passenger airbag must only be operated when the ignition is switched off. Non compliance may result in a fault at the airbag system (risk from the following airbag deployment).

If the warning light in the dash panel insert lights up for approx. 4 s after the ignition is switched on and if the warning light then flashes for a further 12 s, this indicates that the front passenger airbag has been electronically blocked with the diagnostic unit.

If the warning light in the dash panel insert does not go out or flashes while driving, a system fault is present → Vehicle diagnostic tester.

7.11 Inspect original trailer coupling device

Inspecting condition of the support for the trailer coupling device

- Inspecting condition of the support shaft (contamination, grease).

Clean the non treated and contaminated support shaft and treat with -G 052 778 A2- .

- Check proper operation of the cap for the support shaft.

Replace the defective or damaged cap for the support shaft.

Inspect the condition of the trailer arm

- Inspect the rotation of the operating lever in open condition.

If the operating lever is difficult to turn or does not turn at all, the jamming eccentric in the trailer arm housing must be cleaned and treated with -G 052 778 A2-. If there is no improvement, the trailer arm must be sent for repair to the manufacturer or replaced with a new one.

- Inspect the rotation of the operating lever in closed condition.

If the operating lever can be turned more than 5°, the trailer coupling device is defective and must not be operated. Send the trailer arm for repair to the manufacturer or replace it with a new one.

- Check the turning of the key in the lock.

If the catch bolt in the operating lever is difficult to move or does not move at all, it can be caused by the following:

- ◆ Lock defective: Replace bolts with lock
- ◆ Operating lever bent: Have manufacturer repair or replace trailer arm
- ◆ the bolt is jammed: clean, treat with -G 052 778 A2- and put into motion. If this does not help, send it for repair to the manufacturer or replace it with a new one.



Note

When applying the loctite -G 052 778 A2- ensure that it penetrates into the gaps between the lock bolt and the operating lever and the eccentric and the trailer arm housing.

Check proper function of the trailer coupling device

- Insert the trailer arm into the support shaft.
- Close lock and withdraw key.
- Inspect proper closing by turning the operating lever “downwards”.





8 Exhaust-emission analysis



Note

The exhaust-emission analysis must be carried out according to the valid national legislation of the particular country.

Exhaust-Emission Analysis on Models with Fuel Engines

⇒ [page 122](#)

Test Values for Exhaust-Emission Analysis on Petrol Engines

⇒ [page 123](#)

Exhaust-Emission Analysis on Models with Diesel Engines

⇒ [page 124](#)

Test Values for Exhaust-Emission Analysis on Diesel Engines

⇒ [page 126](#)

8.1 Exhaust-Emission Analysis on Models with Fuel Engines



Note

Perform the following visual inspections as well as comply with the setting conditions below before performing the exhaust-emission analysis:

Visual inspection

- ◆ Lambda probes are connected
- ◆ All vacuum hoses are connected
- ◆ All wires of the activated charcoal filter system are connected
- ◆ All the electrical wires of the ignition and injection system are connected
- ◆ Hose for crankcase ventilation is connected
- ◆ The exhaust system must be undamaged and tight
- ◆ Catalyst must be undamaged

Test and setting conditions

- Perfect operation of the engine
- Perfect operation of the ignition system
- Intake system tight
- All electrical components are switched off (radiator fan must not run during the test)

i Note

- ◆ *If any shortcomings are noticed they must first of all be repaired.*
- ◆ *The idling speed, ignition point and CO content are only measured as they cannot be adjusted.*
- ◆ *The CO content is set to nominal value by the lambda control. Faults in the lambda control are detected by the self-diagnostic system and stored in the fault memory.*
- ◆ *When interrogating the fault memory (engine electronics) all detected faults must be repaired and the fault memory must be erased.*
- ◆ *To prevent injury to persons and damage to the ignition and injection system make sure the ignition is switched off when disconnecting and connecting the wires of the ignition system.*

Connect the test equipment to the vehicle

To prevent industrial accidents or avoid causing damage to the ignition system, pay attention to the following:

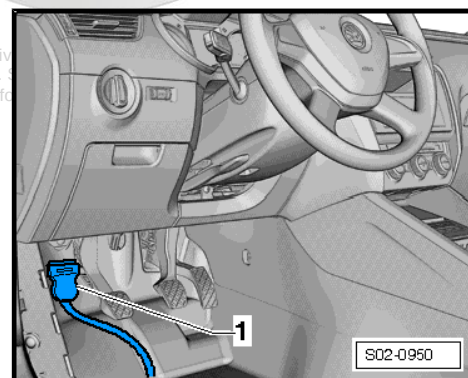
- ◆ Disconnect and connect wires of the ignition system (including high-voltage wires) when the ignition is switched off.
- Connect the tester in compliance with the operating instructions.

Connect the diagnostic unit to the diagnostic connector -1-.

i Note

The exhaust gas probe must be fully inserted into the exhaust tailpipe (do not insert into the suction tube)!

- Start engine and run in idle.
- Measure idle speed and CO content.



8.2 Test Values for Exhaust-Emission Analysis on Petrol Engines

The values are valid for the date of issuing of this workshop manual.

Engine identification characters	CJZB	CJZA	CHPA	CJSA
Oil temperature	at least 80 °C	at least 80 °C	at least 80 °C	at least 80 °C
Catalyst warming-up time	2 min. at 2500 rpm	2 min. at 2500 rpm	2 min. at 2500 rpm	2 min. at 2500 rpm
Idling speed (rpm)	600 ... 750	600 ... 750	600 ... 800	600 ... 800
CO content at idle speed (measured after catalyst)	0.0 ... 0.5 %	0.0 ... 0.5 %	0.0 ... 0.5 %	0.0 ... 0.5 %
Increased idling speed (rpm)	2400 - 2600	2400 - 2600	2400 - 2600	2400 - 2600
Lambda value when engine is running at fast idling	0.97 - 1.03	0.97 - 1.03	0.97 - 1.03	0.97 - 1.03
CO content when engine is running at fast idling	max. 0.3 %	max. 0.3 %	max. 0.3 %	max. 0.3 %
Lambda probe version	Broadband probe	Broadband probe	Broadband probe	Broadband probe



Engine identification characters	CJZB	CJZA	CHPA	CJSA
Test speed	Idling speed	Idling speed	Idling speed	Idling speed

Engine identification characters	CJSB	CHHB
Oil temperature	at least 80 °C	at least 80 °C
Catalyst warming-up time	2 min. at 2500 rpm	2 min. at 2500 rpm
Idling speed (rpm)	600 ... 800	600 ... 800
CO content at idle speed (measured after catalyst)	0.0 ... 0.5 %	0.0 ... 0.5 %
Increased idling speed (rpm)	2400 - 2600	2400 - 2600
Lambda value when engine is running at fast idling	0.97 - 1.03	0.97 - 1.03
CO content when engine is running at fast idling	max. 0.3 %	max. 0.3 %
Lambda probe version	Broadband probe	Broadband probe
Test speed	Idling speed	Idling speed

**Note**

All tubes and plug connections, which had been removed or disconnected for the test, must be correctly re-inserted or connected.

Technical data of spark plugs ➔ [page 54](#) .

8.3 Exhaust-Emission Analysis on Models with Diesel Engines

**Note**

- ◆ *When possible the test should be carried out immediately after the road test and also outdoors. If specific reasons prevent this (weather conditions, excessive noise in residential areas) the test may also be performed in the workshop.*
- ◆ *Secure the front flap in the first stop while measuring to reduce the noise.*

Visual inspection

- ◆ Hose for crankcase ventilation is connected
- ◆ Fuel system and injection pump must be tight
- ◆ The exhaust system must be undamaged and tight
- ◆ All vacuum hoses are connected

Test and setting conditions

- Oil temperature min. 80 °C
- All electrical components disconnected
- No fault in fault memory ➔ [page 97](#)

**Note**

Correct detected faults before measuring (repair measure).



WARNING

All vehicles with CR diesel engines are equipped with clutch guards.

If the vehicle is stationary, the maximum engine speed (cutoff speed) is 2500 ± 200 rpm even when the accelerator is fully depressed.

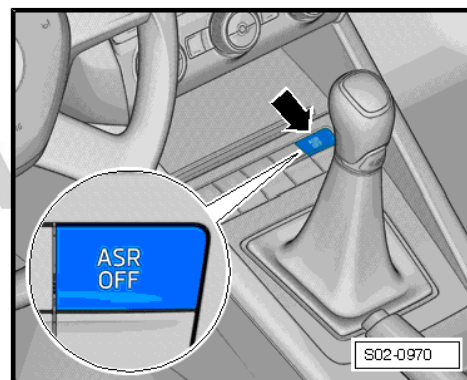
On vehicles with ESC/TCS, the clutch guard must be switched off using the ESC/TCS button.

The TCS as well as the clutch guard are switched off using this button.

On vehicles without the ESC/TCS button on which the clutch protection cannot be deactivated the "decreased" maximum engine speed (governed speed) (without the clutch protection deactivation option) must be used to measure soot emissions.

Switch off the clutch guard on vehicles without infotainment radio/navigation using the traction control system

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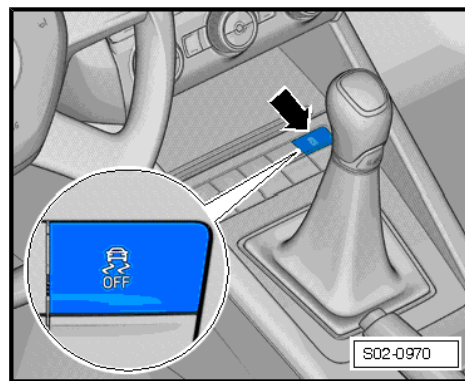
Switch off the clutch guard on vehicles without infotainment radio/navigation using the ESC

- Press ESC/TCS button on the shift housing -arrow-.

Switch off the clutch guard on vehicles with infotainment radio/navigation

- Select the following in the infotainment radio/navigation: “Set vehicle systems” (button **CAR**), in addition the button **ESC system** and further select the button **TCS deactivated**.
- Proceed by following the indication on the display.

The TCS as well as the clutch guard are switched off herewith.



Connect the test equipment

- Connect the tester in compliance with the operating instructions.
- Start engine, warm up to normal temperature and run in idle.
- Perform the exhaust-emission analysis.



Note

- ◆ *Activate and inspect auxiliary equipment such as e.g. power steering, automatic gearbox or air conditioning system. Check whether the engine continues to run perfectly under this load.*
- ◆ *All tubes and plug connections, which had been removed or disconnected for the test, must be correctly re-inserted or connected.*

8.4 Test Values for Exhaust-Emission Analysis on Diesel Engines

The values are valid for the date of issuing of this workshop manual.



Note

- ◆ *Oil temperature: Starting from an engine oil temperature of at least 60 °C, let the engine heat up by 10 free accelerations up to its maximum speed to at least 80 °C.*
- ◆ *Soot emission max. opacity value: After the procedure - free acceleration.*

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Engine identification characters	CLHA	CKFC	CRVC	CLHB
Oil temperature	at least 80 °C	at least 80 °C	at least 80 °C	at least 80 °C
Idling speed (rpm)	730 ... 930	730 ... 930	670 ... 870	730 ... 930
Cutoff speed (rpm) (with clutch guard deactivation)	5200 ... 5600	5200 ... 5600	4000 ... 4100	5200 ... 5600
Cutoff speed (rpm) without clutch guard deactivation	2400 ... 2600	2400 ... 2600	2300 ... 2700	2400 ... 2600
Soot emission max. opacity value (1/m) ➤ page 126 - Homologation value	0.5	0.5	0.7- (FD6D9004) 0.8- (FM62Q025)	0.5
Soot emission max. opacity value (1/m) ➤ page 126 - max. value according to EU guideline 2009/40	1.5	1.5	1.5	1.5
Probe no.	1	1	1	1
Measurement mode	B	B	B	B
Measurement time slice	0.5 s	0.5 s	0.5 s	0.5 s

Engine identification characters	CUPA	CRKB
Oil temperature	at least 80 °C	at least 80 °C
Idling speed (rpm)	730 ... 930	720 ... 870
Cutoff speed (rpm) (with clutch guard deactivation)	5200 ... 5600	5200 ... 5600
Cutoff speed (rpm) without clutch guard deactivation	2400 ... 2600	2300 ... 2700
Soot emission max. opacity value (1/m) ➤ page 126 - Homologation value	0.5	0.5
Soot emission max. opacity value (1/m) ➤ page 126 - max. value according to EU guideline 2009/40	1.5	1.5
Probe no.	1	1
Measurement mode	B	B
Measurement time slice	0.5 s	0.5 s



9 Miscellaneous

Tow starting/Towing ➔ [page 128](#)

Road test ➔ [page 130](#)

Raise vehicle ➔ [page 131](#)

9.1 Tow starting/Towing

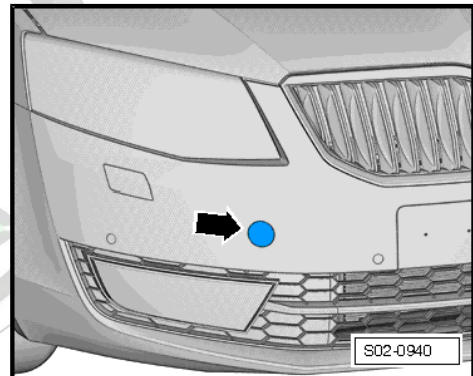


Note

- ◆ A towing rope or towing bar must only be fitted to the appropriate towing lugs.
- ◆ The towing rope must be elastic to protect the vehicle. Therefore only use synthetic ropes or ropes manufactured in an equally elastic material. However, it is safer to use a towing bar!
- ◆ Make sure no unauthorised traction forces or no jolting loads are exerted. During towing manoeuvres away from hardened road surfaces there is a risk of overloading and damaging of the fastening parts.
- ◆ Before starting the engine by towing, first use the battery of another vehicle as a start aid.

Front:

- Lever off the cap in the front bumper by pressing the left area of the cap -arrow-.
- Pull the cap out of the front bumper.

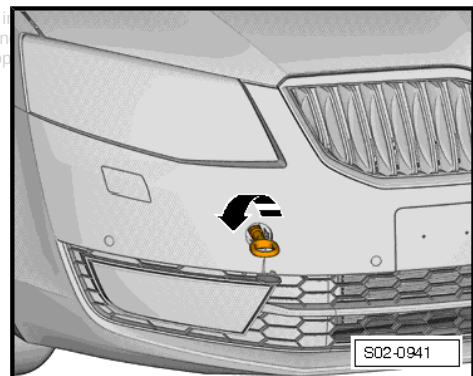


- Screw in the towing lug by turning to the left -arrow- with the hand up to the stop.
- Tighten the towing lug with the wheel bolt key (push the key through the lug).

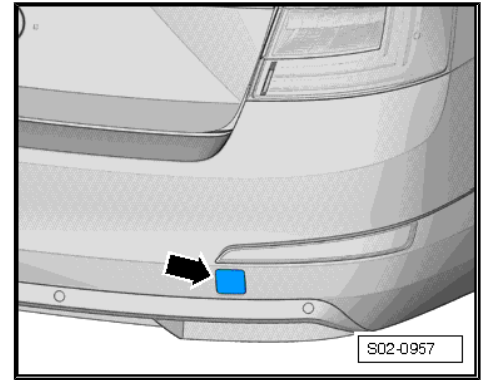
After unscrewing the towing lug, insert the cap in the tilt bearing and then press the right area of the cap.

The cap must securely lock into place.

Rear:



- Lever off the cap in the rear bumper by pressing the upper area of the cap -arrow-.
- Pull the cap out of the rear bumper.



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- Screw in the towing lug by turning to the left -arrow- with the hand up to the stop.
- Tighten the towing lug with the wheel bolt key (push the key through the lug).

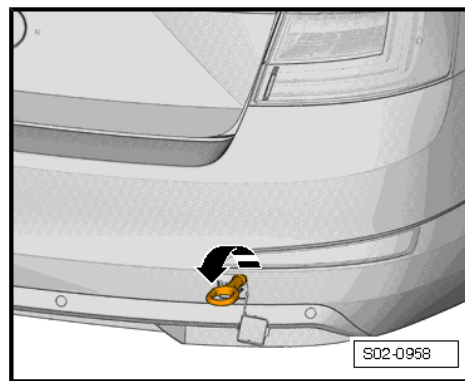
After unscrewing the towing lug, insert the cap in the tilt bearing and then press the lower area of the cap.

The cap must securely lock into place.



Note

- ◆ *Comply with the legal regulations on towing.*
- ◆ *Both drivers must be familiar with the specificities of the towing process.*
- ◆ *When using a towing rope the driver of the towing vehicle must press the clutch very smoothly when driving off and changing gear.*
- ◆ *The driver of the towed vehicle must make sure that the rope is kept taut.*
- ◆ *The ignition must be switched on to ensure the steering wheel does not lock and that the turn signals, horn, windscreen wipers and windscreen washer system can be activated.*
- ◆ *As the brake servo unit only operates with the engine running, the brake pedal must be pressed much harder when the engine is switched off!*
- ◆ *On vehicles with power steering the steering is much harder when the engine is switched off.*
- ◆ *If there is no lubricant in the gearbox or automatic gearbox the vehicle must only be towed with the drive wheels raised.*



When towing vehicles with a manual gearbox pay attention to the following:

- Before towing engage 2nd or 3rd gear.
- Switch on ignition.
- As soon as the engine starts, press clutch and move out gear to avoid driving into the towing vehicle.



Note

Do not start the engine of vehicles fitted with a catalyst by towing over a long distance as unburnt fuel may get into the catalyst and burn there. This may result in overheating and hence in the destruction of the catalyst.

9.2 Road test

The following must be assessed within the scope of a test drive according to the vehicle equipment and the available possibilities (city/country, weather)

- Inspect engine for performance, misfiring, idling behaviour, acceleration and starting behaviour.
- Foot and hand brake: Check function, (rubbing, squealing, pulling to one side) check ABS function. Brake pedal idle travel: max. $\frac{1}{3}$ of the pedal travel.

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- Inspect the lever position and smooth operation of the gear-shifts.
- Inspect the driving behaviour of the clutch as well as the pedal force and smell.
- Check automatic gearbox: Selector lever setting, selector lever lock, switching response, display in the dash panel insert.
- Inspect steering clearance of the vehicle standing on its wheels, with engine running by turning the steering wheel one way and then the other (wheels straight ahead). There must be no play on the steering.
- Inspecting the sun roof operation.
- Pay attention to pulling and to the straight ahead position of the steering wheel during driving.
- Inspect the imbalance of the wheels, drive shafts and prop-shafts.
- Check functions: Heating, air-conditioning system, ventilation, instruments and indicator lights, mirror adjustment.
- Inspect engine, gearbox, axles, steering, brakes, clutch, body-work for abnormal noises.

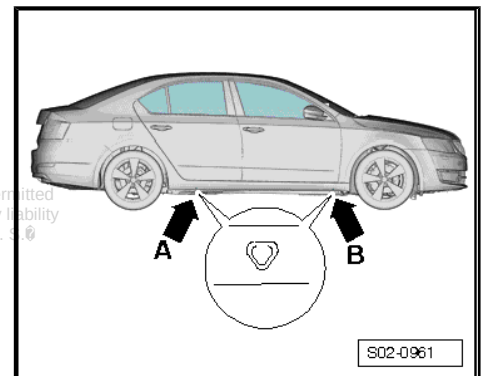
9.3 Raise vehicle

Raise vehicle with a lift platform and a workshop jack

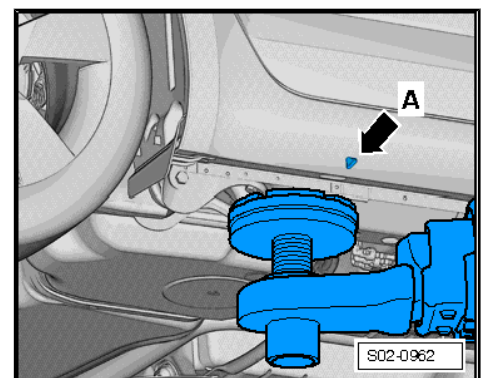
The vehicle must only be raised with a workshop jack in the indicated jacking points -arrow A- and -arrow B-.

The jacking points are located at the stiff joint of the bottom side rail in the area of the markings -arrow A- and -arrow B-, on the bottom surface of the bottom side rail.

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Rear fixation point -arrow A-



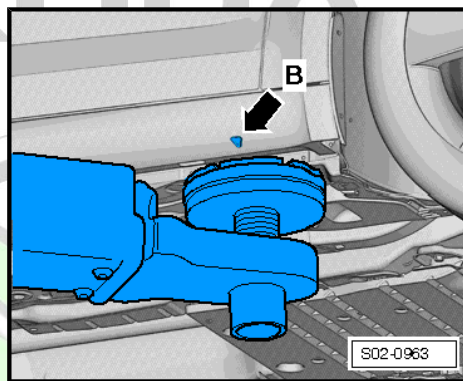


Front fixation point -arrow B-



WARNING

- ◆ *Under no circumstances may the arms of the lift platform or jack be positioned under the engine, the gearbox, the front or rear axles.*
- ◆ *Never start the engine or engage a gear when the vehicle is raised, while even one driving wheel is still in contact with the ground.*
- ◆ *Secure the vehicle on the lift platform before its centre of gravity shifts considerably because of successive disassembly operations.*



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