

## Maintenance

Octavia II 2004 ➤  
Octavia II 2010 ➤  
Edition 01.2018

# ŠKODA



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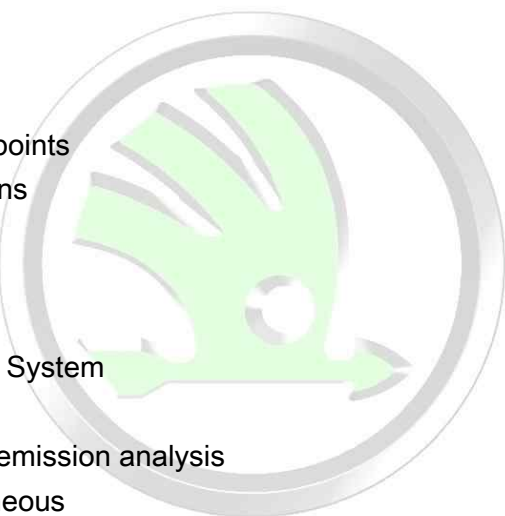


## Maintenance

# ŠKODA

### Heading

1. General points
2. Inspections
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.

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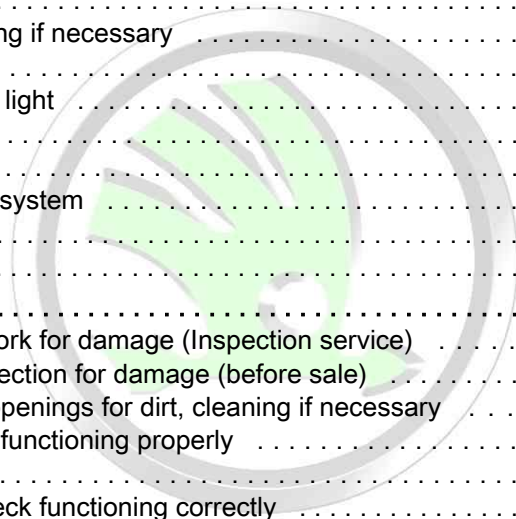
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# 1 General points

(SIGG000201; Edition 01.2018)

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⇒ [“1.2 Type plate”, page 4](#)

⇒ [“1.3 Vehicle data sticker”, page 4](#)

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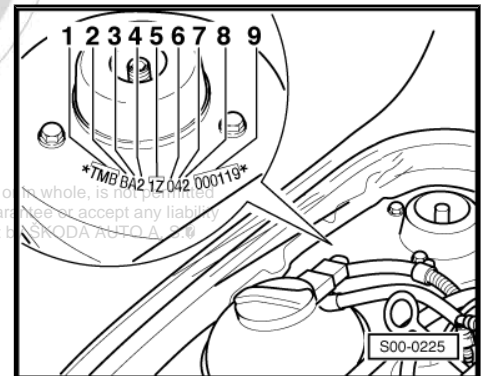
⇒ [“1.7 Additional customer information regarding inspection and maintenance”, page 5](#)

⇒ [“1.8 Determine the age of the vehicle”, page 7](#)

## 1.1 Vehicle identification data

The vehicle identification number is on 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 factories

#### 2 - Model and version:

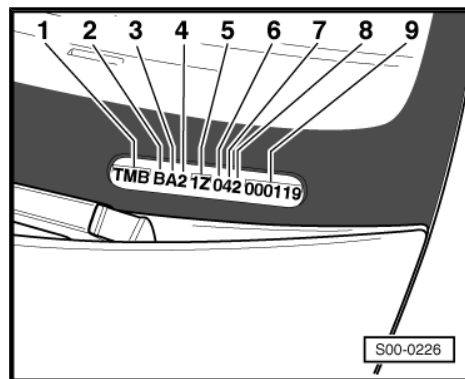
- A - OCTAVIA II, LK
- B - OCTAVIA II, Elegance
- C - OCTAVIA II, Ambiente
- D - OCTAVIA II, Classic, Basis, Tour
- E - OCTAVIA II RS
- F - OCTAVIA COMBI II LK
- G - OCTAVIA COMBI II, Elegance
- H - OCTAVIA COMBI II, Ambiente
- J - OCTAVIA COMBI II, Classic, Basis, Tour
- K - OCTAVIA COMBI II 4x4
- S - OCTAVIA II 4x4
- T - light weight utility vehicle
- U - OCTAVIA COMBI II RS

#### 3 - Engine type:

- A - 1.6 ltr./75 kW/petrol engine
- B - 1.6 ltr./85 kW/petrol engine
- C - 1.4 ltr./55 kW/petrol engine
- D - 2.0l/110 kW/petrol engine
- E - 2.0l TDI/100/103 kW/diesel engine
- F - 2.0l/147 kW/petrol engine
- H - 2.0l/TDI/125 kW/diesel engine
- J - 1.4l/90 kW/petrol engine
- K - 1.8l/112/118 kW/petrol engine
- M - 1.2l/77 kW/petrol engine
- N - 2.0/81 kW/diesel engine
- S - 1.9l TDI/77kW/diesel engine
- T - 1.6l TDI/77kW/diesel engine
- X - 1.4 ltr./59 kW/petrol engine

#### 4 - Airbag system (does not apply for India):

- 0 - no airbag
- 1 - 1 Front airbag
- 2 - 2 Front + 2 side airbags
- 3 - 2 Front + 4 side airbags
- 4 - 2 Front airbags
- 5 - 2 front + 4 side + 2 head airbags



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- 6 - 2 front + 2 side + 2 head airbags
- B - total weight 1360 kg to 1814 kg
- C - total weight 1814 kg to 2268 kg

**4 - Identification character for manufacturing month (only applies for India):**

- A - January
- B - February
- C - March
- D - April
- E - May
- F - June
- G - July
- H - August
- J - September
- K - October
- L - November
- M - December

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**5 - Vehicle type:**

- 1Z - OCTAVIA II, OCTAVIA COMBI II - (all countries except AGCC states as of MY 2013)
- NN - OCTAVIA II, OCTAVIA COMBI II - only for AGCC states (Persian Gulf states) as of MY 2013

**6 - Internal code**

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**7 - Model year (does not apply for India):**

**- Construction year (only applies for India):**

- 4 - 2004
- 5 - 2005
- 6 - 2006
- 7 - 2007
- 8 - 2008
- 9 - 2009
- A - 2010
- B - 2011
- C - 2012
- D - 2013
- E - 2014

**8 - Manufacturing plant:**

- 2 - Mladá Boleslav
- 8 - Vrchlabí
- A - Aurangabad
- B - Solomonovo
- C - Bratislava



- D - Ust-Kamenogorsk
- E - Kaluga Grabcevo
- F - Damascus, Syria
- K - Kaluga Grabcevo
- S - Sarajevo
- U - vehicles manufactured in the Czech Republic for India
- X - Poznan
- N - Body as replacement part

**9 - Chassis number**



**Note**

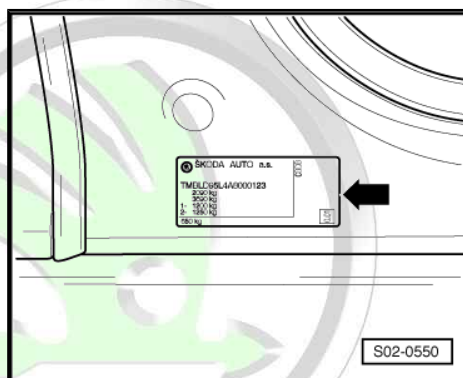
- ◆ *The identification -N- (body manufactured as replacement part) - valid until 12.2007.*
- ◆ *As of 01.2008 the authorised manufacturing plant is listed instead of -N- The identification of the body manufactured as spare part is performed with the sign #- in front and behind the vehicle identification number instead of the existing sign -\*.*

1) It may differ in certain countries (further information can be obtained from the importer in the relevant country)



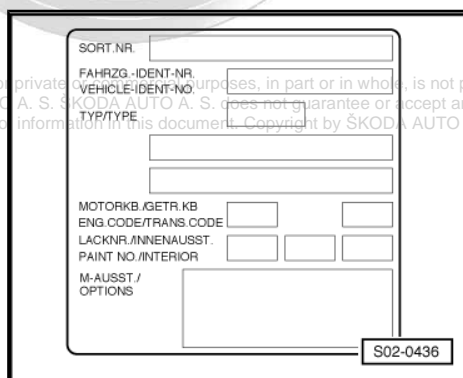
**1.2 Type plate**

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



**1.3 Vehicle data sticker**

The vehicle data sticker is located at the rear left on the floor of the boot.



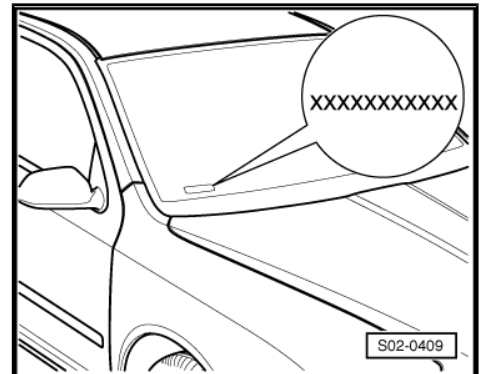
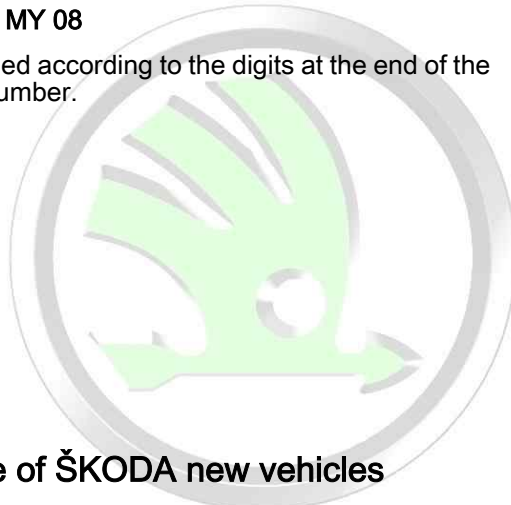
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## 1.4 Check identification of vehicle window glazing

Only for vehicles up to MY 08

All windows are identified according to the digits at the end of the vehicle identification number.



## 1.5 Storage of ŠKODA new vehicles

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

Service for exhibited and stored vehicles ⇒ Maintenance tables .

## 1.6 Vehicle handover from stock

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

## 1.7 Additional customer information regarding inspection and maintenance

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

- It must be pointed 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 or often 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.
- ◆ High cold start proportion
- ◆ Frequent extended operation in idle (e.g. taxis).
- ◆ Operation with diesel fuel with increased sulphur content.
- If one or several of these “severe conditions” applies, 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.



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- ◆ Cleaning or replacing the air filter element in the air filter housing.

**General information:**

- Notify the customer so that he has each inspection carried out at the right time and none are forgotten. This is necessary to ensure the operational and functional safety of the vehicle and to maintain claims to warranty.
- Show your customer the sticker affixed to the side of the dash panel (driver's side) (including 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 work should be carried out - to November 2013 (for some countries, to May 2014).
- An oil change service should be undertaken at the prescribed interval ⇒ **"2.5 Oil change service", page 23** .
- Vehicles with alternative fuels (LPG and multi-fuel) have fixed service intervals only.

**Service interval display****Up to MY 2012**

QG0 - Service indicator 15,000 km or 1 year (fixed)

QG2 - Service indicator 15,000 km or 1 year (fixed)

QG1 - Service indicator 30,000 km or 2 years (flexible)

**From MY 2013****WARNING**

*With model year 2013 there is a new PR family "Q11, Q12, Q13, Q14 and Q16".*

*From MY 13, the service indicator in the dash panel insert is governed worldwide using these numbers.*

Q11 - Service display 5,000 km or 1 year (fixed)

Q12 - Service display 7,500 km or 1 year (fixed)

Q13 - Service display 10,000 km or 1 year (fixed)

Q14 - Service indicator 15,000 km or 1 year (fixed)

Q16 - Service indicator 30,000 km or 2 years (flexible)

**WARNING**

*The existing control using QG0, QG1 and QG2 is no longer suited for worldwide regulation.*

*All Škoda vehicles are affected by this change.*

*The QG1 and QG0 numbers will not be discontinued however. In future, they will regulate only the hardware for the maintenance interval extension (including the oil level and oil temperature sensor in the oil pan).*

*Specifically, this can mean that a vehicle with PR number Q14 – service display of 15,000 km or 1 year (fixed) – can also have the PR number QG1 – service interval extension.*

## 1.8 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



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## 2 Inspections

- ⇒ [“2.1 Pre-Delivery Inspection -PDI- \(Export\)”, page 8](#)
- ⇒ [“2.2 Pre-sales Inspection - domestic \(Czech Republic\)”, page 10](#)
- ⇒ [“2.3 Delivery Inspection \(Export\)”, page 14](#)
- ⇒ [“2.4 Service intervals”, page 17](#)
- ⇒ [“2.5 Oil change service”, page 23](#)
- ⇒ [“2.6 Countries with high sulphur content in the diesel fuel”, page 25](#)
- ⇒ [“2.7 Dust-rich countries”, page 25](#)
- ⇒ [“2.8 Service tables”, page 26](#)
- ⇒ [“2.9 Service tables with variations for the individual markets”, page 32](#)

### 2.1 Pre-Delivery Inspection -PDI- (Export)

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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. 7.2.9 (B2B Portal) .
- If the vehicles are not transported onwards within two weeks or delivered to the customer, the “care programme for new and used vehicles” must be carried out ⇒ (B2B portal - technical information - instructions) .

Inspect for transport damage (bodywork, paintwork, upholstery, interior trim, carpeting, footmats, coverings, wheels and tyres)	⇒ <a href="#">“7.2 Checking body paintwork and underbody protection for damage (before sale)”</a> , <a href="#">page 172</a>
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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) .
- If the vehicles are not transported onwards within two weeks or delivered to the customer, the “care programme for new and used vehicles” must be carried out ⇒ (B2B portal - 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	
– Detach the protective strip from the wiper blades - valid for vehicles up to 07.09	
◆ Other equipment (all equipment fitted in proper condition)	
◆ Replace brake fluid on vehicles in stock for over 12 months, (applies to vehicles from MY 2009)	⇒ <a href="#">“5.3 Change brake fluid”, page 123</a>
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	⇒ <a href="#">“7.2 Checking body paintwork and underbody protection for damage (before sale)”, page 172</a>



– Check identification of vehicle window glazing (only for vehicles up to MY 08)	⇒ <a href="#">“1.4 Check identification of vehicle window glazing”, page 5</a>
– Check ignition key for cleanliness and completeness	
– Inspect proper operation of door handles, door locks, child safety locks, door contact switches and all locks and keys (including spare keys), doors, boot lid/ tailgate, fuel filler cap, front flap lock	⇒ <a href="#">“7.6 Door locks, locking buttons and child lock: check functioning correctly”, page 176</a>
– Check the function of the anti-theft warning system	
– Check the wheel bolts for the specified torque (steel and light alloy wheels 120 Nm), install wheel trim caps	⇒ <a href="#">“5.8 Tightening wheel bolts to specific torque”, page 133</a>
– Check the tyre pressure (including spare wheel or emergency wheel), if necessary correct the tyre pressure, install valve caps	⇒ <a href="#">“5.10 Tyre inspection display: basic setting”, page 154</a>
Engine compartment (from above)	
– Checking battery	⇒ <a href="#">“6.3 Checking battery”, page 158</a>
– 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	⇒ <a href="#">“3.3 Visual inspection of engine and parts in the engine compartment for leaks and damage”, page 50</a> , ⇒ <a href="#">“5.2 Inspecting brake system for leaks and damage”, page 122</a>
– Check the engine oil level (to be in-between the markings on the dipstick)	⇒ <a href="#">“3.6 Inspecting engine oil level”, page 51</a>
– Check the brake fluid level (at “MAX” marking)	⇒ <a href="#">“5.4 Inspecting the brake fluid level”, page 130</a>
– Inspecting coolant level	⇒ <a href="#">“3.10 Inspecting coolant level (volume)”, page 67</a>
– 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	⇒ <a href="#">“7.4 Windscreen wiper and washer system: check functioning properly”, page 173</a>
Vehicle interior	
– Select display language in the dash panel insert	⇒ <a href="#">“6.8 Select language in the dash panel insert”, page 161</a>
– Check proper operation of key switch for airbag “ON/OFF” and position to “ON”	⇒ <a href="#">“7.11 Check proper operation of key switch for front passenger airbag deactivation”, page 177</a>
– Switch off battery transport mode	⇒ <a href="#">“6.17 Switch off battery transport mode”, page 170</a>
– Inspect all switches, all electrical components, all gauges/indicators and controls	⇒ <a href="#">“6.2 Electric consumers: check they are functioning”, page 158</a>
– Inspect upholstery, interior trim, carpeting and footmats for cleanliness and damage	
– Set the temperature to 22 °C (Climatronic)	⇒ <a href="#">“6.16 Climatronic: set the temperature to 22 °C”, page 169</a>





- Inspect proper operation of radio and navigation system, set clock	⇒ <a href="#">“6.4 Inspecting proper operation of radio and navigation system”, page 158</a>
- Reset service interval display	⇒ <a href="#">“6.7 Resetting service interval display (SID)”, page 160</a>
- Power windows: check positioning	⇒ <a href="#">“6.1 Power windows: check positioning”, page 157</a>
- Install net in luggage compartment (if available)	
- Install the footmats and aerial supplied in the vehicle	
- Stick the sticker Škoda Assistance	⇒ <a href="#">“7.10 Stick the sticker Škoda Assistance”, page 177</a>
Underside of vehicle (on lift platform)	
- Inspect underbody (underbody protection for damage)	⇒ <a href="#">“7.2 Checking body paintwork and underbody protection for damage (before sale)”, page 172</a>
- Check engine, gearbox, final drive, steering, brake systems, axles and boots of steering joints for leaks and damage. Check proper routing of the brake hoses and brake lines, fuel lines including ventilation of the fuel system	⇒ <a href="#">“3.3 Visual inspection of engine and parts in the engine compartment for leaks and damage”, page 50</a> , ⇒ <a href="#">“5.2 Inspecting brake system for leaks and damage”, page 122</a>
- Inspect tyres and wheels for damage	⇒ <a href="#">“5.6 Inspecting tyres (including spare wheel)”, page 131</a>
- Take out anti-lock components for front springs (vehicles with sport chassis)	⇒ <a href="#">“5.11 Transport lock: remove anti-lock components from the springs of the front axle”, page 155</a>
Concluding operations	
- Perform a test drive.	⇒ <a href="#">“9.2 Road test”, page 197</a>
- Query the event memory for all systems; clear if necessary	⇒ <a href="#">“6.6 Connect diagnostic unit”, page 160</a>
- Remove protective seat covers and protective film	
- Complete the Service Schedule, affix the vehicle data sticker in the Service Schedule to the floor of the luggage compartment, complete the next service date sticker and affix to the side of the dash panel on the driver's side	⇒ <a href="#">“7.9 Affix vehicle data sticker”, page 177</a>
- Final inspection to ensure proper condition for handover to the customer	

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## 2.3 Delivery Inspection (Export)

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Inspections or work to be carried out and noted in the form	Chapter
Vehicle (exterior)	
– Detach the protective strip from the wiper blades - valid for vehicles up to 07.09.	
– Check plastic and rubber parts for cleanliness and damage	
– Inspect bodywork and paintwork for damage	⇒ <a href="#">“7.2 Checking body paintwork and underbody protection for damage (before sale)”, page 172</a>
– Check identification of window glazing (valid up to MY 2008)	⇒ <a href="#">“1.4 Check identification of vehicle window glazing”, page 5</a>
– 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).	⇒ <a href="#">“7.6 Door locks, locking buttons and child lock: check functioning correctly”, page 176</a>
– Check the function of the anti-theft warning system	
– Tighten the wheel bolts to the specified torque, install wheel trim caps	⇒ <a href="#">“5.8 Tightening wheel bolts to specific torque”, page 133</a>
– Check the tyre pressure (including spare wheel), if necessary correct the tyre pressure, fit valve caps	⇒ <a href="#">“5.10 Tyre inspection display: basic setting”, page 154</a>
– Replace brake fluid on vehicles in stock for over 12 months, (applies to vehicles from MY 2009)	⇒ <a href="#">“5.3 Change brake fluid”, page 123</a>
Engine compartment (from above)	
– Checking battery	⇒ <a href="#">“6.3 Checking battery”, page 158</a>
– 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)	⇒ <a href="#">“3.6 Inspecting engine oil level”, page 51</a>
– Check the brake fluid level (at “MAX” marking)	⇒ <a href="#">“5.4 Inspecting the brake fluid level”, page 130</a>
– Coolant level; special equipment antifreeze down to -35 °C	⇒ <a href="#">“3.10 Inspecting coolant level (volume)”, page 67</a>
– 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	⇒ <a href="#">“7.4 Windscreen wiper and washer system: check functioning properly”, page 173</a>
Vehicle interior	
– Inspect upholstery, upholstery, carpeting, footmats and coverings for cleanliness and damage	
– Inspect all switches, all electrical components, all gauges/indicators and controls	⇒ <a href="#">“6.2 Electric consumers: check they are functioning”, page 158</a>



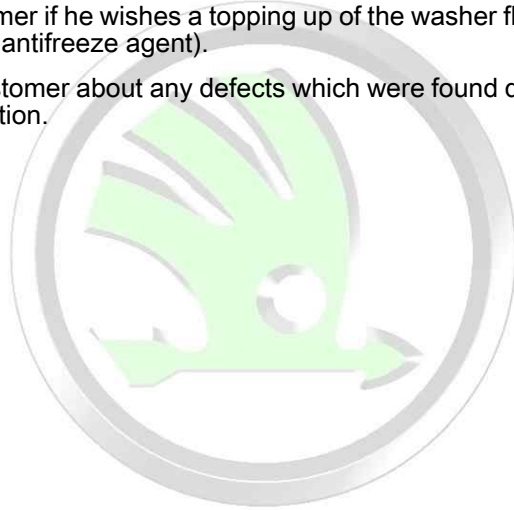
Inspections or work to be carried out and noted in the form	Chapter
– Check proper operation of key switch for airbag “ON/OFF” and position to “ON”	⇒ <a href="#">“7.11 Check proper operation of key switch for front passenger airbag deactivation”, page 177</a>
– Set the temperature to 22 °C (Climatronic)	⇒ <a href="#">“6.16 Climatronic: set the temperature to 22 °C”, page 169</a>
– Inspect proper operation of radio and navigation system, set clock	⇒ <a href="#">“6.4 Inspecting proper operation of radio and navigation system”, page 158</a>
– Install net in luggage compartment (if available)	
– Reset service interval display	⇒ <a href="#">“6.7 Resetting service interval display (SID)”, page 160</a>
– Switch off battery transport mode	⇒ <a href="#">“6.17 Switch off battery transport mode”, page 170</a>
– Select display language in the dash panel insert	⇒ <a href="#">“6.8 Select language in the dash panel insert”, page 161</a>
– Adjust the power window lifter	⇒ <a href="#">“6.1 Power windows: check positioning”, page 157</a>
– Check vehicle log book for completion, correct language/date of issue - all in the vehicle log book pouch	
<b>Underside of vehicle (on lift platform)</b>	
– Inspect underbody (underbody protection for damage)	⇒ <a href="#">“7.2 Checking body paintwork and underbody protection for damage (before sale)”, page 172</a>
– Check engine, gearbox, final drive, steering, brake systems, axles and boots of steering joints for leaks and damage. Check proper routing of the brake hoses and brake lines, fuel lines including ventilation of the fuel system	⇒ <a href="#">“3.3 Visual inspection of engine and parts in the engine compartment for leaks and damage”, page 50</a> , ⇒ <a href="#">“5.2 Inspecting brake system for leaks and damage”, page 122</a>
– Inspect tyres and wheels for damage	⇒ <a href="#">“5.6 Inspecting tyres (including spare wheel)”, page 131</a>
– Take out anti-lock components for front springs (vehicles with sport chassis)	⇒ <a href="#">“5.11 Transport lock: remove anti-lock components from the springs of the front axle”, page 155</a>
<b>Concluding operations</b>	
– Perform a test drive.	⇒ <a href="#">“9.2 Road test”, page 197</a>
– Query the event memory for all systems	⇒ <a href="#">“6.6 Connect diagnostic unit”, page 160</a>
– Complete the Service Schedule, affix the vehicle data sticker in the Service Schedule to the floor of the luggage compartment, complete the next service date sticker and affix to the side of the dash panel on the driver's side	⇒ <a href="#">“7.9 Affix vehicle data sticker”, page 177</a>
– 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 Service intervals

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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**Service intervals**

At each service interval: Work involved	Chapter
– Query the event memory for all systems	⇒ <a href="#">“6.6 Connect diagnostic unit ”, page 160</a>
– Reset service interval display	⇒ <a href="#">“6.7 Resetting service interval display (SID)”, page 160</a>
– Horn: check	
– Lock cylinder: check proper operation	⇒ <a href="#">“7.7 Lock cylinder: check proper operation”, page 176</a>
– Front flap lock: lubricate	⇒ <a href="#">“7.13 Front flap lock: lubricate”, page 180</a>
– Inspect operation of tilting roof and grease the runners	⇒ <a href="#">“7.5 Sliding roof: clean and lubricate runners”, page 175</a>
– Engine oil: Drain off or suction off Replace engine oil filter Fill in new oil	⇒ <a href="#">“3.7 Draining or suctioning off engine oil and filling up with engine oil”, page 52</a>
– Checking battery	⇒ <a href="#">“6.3 Checking battery”, page 158</a>
– Inspect plenum chamber for dirt, clean if necessary	⇒ <a href="#">“7.3 Inspecting plenum chamber and water drain openings for dirt, cleaning if necessary”, page 172</a>
– Check windscreen for damage	
– Replace fuel filter - diesel engine with diesel fuel operation, which does not comply with standard DIN EN 590 (every 30,000 km)	⇒ <a href="#">“3.15 Replacing the fuel filter (diesel engine)”, page 72</a>
– Check brake fluid level, if necessary top up with brake fluid	⇒ <a href="#">“5.4 Inspecting the brake fluid level”, page 130</a>
– Inspecting brake system for leaks and damage	⇒ <a href="#">“5.2 Inspecting brake system for leaks and damage”, page 122</a>
– Check the brake lining thickness	⇒ <a href="#">“5.1 Inspecting thickness of front and rear brake pads/linings”, page 121</a>
– Check the tyre pressure (including spare wheel), correct the tyre pressure if necessary	⇒ <a href="#">“5.10 Tyre inspection display: basic setting”, page 154</a>
– Inspect the tyre wear pattern (including spare wheel)	⇒ <a href="#">“5.6 Inspecting tyres (including spare wheel)”, page 131</a>
– Inspect tyre tread depth (including spare wheel) and record (FL..., FR..., RR..., RL..., SP...)	⇒ <a href="#">“5.7 Inspecting tyre tread depth (including spare wheel) and entering”, page 132</a>
– Check the "use by date" of the breakdown set (if present)	⇒ <a href="#">“5.12 Breakdown set”, page 156</a>
– Check the underbody protection and body paintwork	⇒ <a href="#">“7.1 Check underbody protection and body paintwork for damage (Inspection service)”, page 171</a>
– Inspect original trailer coupling device	⇒ <a href="#">“7.12 Inspect original trailer coupling device”, page 178</a>



At each service interval: Work involved	Chapter
– Enter the next service date on the next service sticker and affix sticker to the side of the dash panel (driver's side), that is according to the indicator or the time and kilometre schedule (also the date for changing the brake fluid)	
– Complete and attach service mirror tag to the interior rear-view mirror (certain countries only)	
– Hand customer the completed and signed form	

#### Additional inspection work for the interval service

Every 60,000 km or 4 years	Chapter
– Inspect operation of all switches, all electrical components, controls and displays	⇒ <a href="#">“6.2 Electric consumers: check they are functioning”, page 158</a>
– Inspect windscreen wiper and washer system and condition of wiper blades, adjust where necessary and top up with washer fluid	⇒ <a href="#">“7.4 Windscreen wiper and washer system: check functioning properly”, page 173</a>
– Visual inspection of engine and parts in the engine compartment for leaks and damage	⇒ <a href="#">“3.3 Visual inspection of engine and parts in the engine compartment for leaks and damage”, page 50</a>
– Check the anti-freeze in the cooling system and record ..... °C, check for leaks, top up coolant if necessary	⇒ <a href="#">“3.9 Inspecting antifreeze protection, replenishing coolant additive if necessary”, page 63</a>
– poly V-belt - inspect condition and tension on engines without a tensioner pulley	⇒ <a href="#">“3.11 V-ribbed belt: check condition”, page 68</a>
– Gearbox, final drive and joint protection covers: visual inspection for leaks and damage	⇒ <a href="#">“3.3 Visual inspection of engine and parts in the engine compartment for leaks and damage”, page 50</a>
– Inspect the axle joints and joint boots for leaks and damage	⇒ <a href="#">“5.5 Track rod ends: check play, fastening and sealing flanges”, page 131</a>
– Inspect play, correct attachment and sealing boots on the track rod ends	⇒ <a href="#">“5.5 Track rod ends: check play, fastening and sealing flanges”, page 131</a>
– Inspect exhaust system for leaks, damage and attachment	
– Check headlights, adjust if necessary	⇒ <a href="#">“6.10 Inspecting headlight beam setting and adjusting if necessary”, page 163</a>
– Lubricate flap lock for front flap	
– Perform a test drive.	⇒ <a href="#">“9.2 Road test”, page 197</a>

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**Additional operations**

**Vehicles with LPG (engine identification characters CHGA)**

According to the time and kilometre schedule	Chapter
Every 15,000 km – Fuel filter of the LPG system (liquefied petroleum gas): change	⇒ <a href="#">“3.17.9 Fuel filter of the LPG system (liquefied petroleum gas): change”, page 99</a>
Every 30 000 km – Cover and LPG filler neck: Check condition, clean if necessary and check O-rings	⇒ <a href="#">“3.17.13 Cover and LPG filler neck: Check condition, clean if necessary and check O-rings”, page 105</a>
Every 30 000 km – Gas hoses: Visual inspection for damage	⇒ <a href="#">“3.17.11 Gas hoses: Visual inspection for damage”, page 103</a>
Every 60 000 km – Check evaporator for oil pollution or other soilings:	⇒ <a href="#">“3.17.12 Check evaporator for oil pollution or other soilings:”, page 104</a>
Every 90 000 km – Paper filter on the evaporator: Change	⇒ <a href="#">“3.17.10 Paper filter on the evaporator: Change”, page 101</a>
After 4 years, then every 2 years – Check LPG gas system for leaks	⇒ <a href="#">“3.17.3 Check LPG gas system for leaks”, page 86</a>

**Additional operations**

**All vehicles**

Work involved	Chapter
Every 2 years – Change brake fluid (vehicles up to MY 2010) – Replace dust and pollen filter for passenger compartment (models driven less than 60,000 km within 2 years)	⇒ <a href="#">“5.3 Change brake fluid”, page 123</a> ⇒ <a href="#">“7.8 Replacing the dust filter element if necessary dust and odour filter element”, page 176</a>
After 3 years, then every 2 years – Change brake fluid (vehicles as of MY 2011)	⇒ <a href="#">“5.3 Change brake fluid”, page 123</a>
Every 3 years – Change oil: four-wheel drive clutch (vehicles with all-wheel drive) - vehicles from MY 2010	⇒ <a href="#">“4.3 Changing the oil in the four-wheel drive clutch”, page 118</a>
Every 4 years – Replace filling for breakdown set (if available), check the "use by date"	⇒ <a href="#">“5.12 Breakdown set”, page 156</a>
Every 6 years – Replacing the own power supply of the alarm system	⇒ <a href="#">“6.15 Replacing the own power supply of the alarm system”, page 169</a>





Work involved	Chapter
Every 30 000 km – Replace the fuel filter -diesel engines with diesel fuel operation, which does not comply with standard DIN EN 590	<a href="#">⇒ “3.15 Replacing the fuel filter (diesel engine)”, page 72</a>
Every 60 000 km – Change oil: four-wheel drive clutch (vehicles with all-wheel drive) - vehicles up to MY 2009 – Change oil, replace filter: 6-speed gearbox (DSG)	<a href="#">⇒ “4.3 Changing the oil in the four-wheel drive clutch”, page 118</a> <a href="#">⇒ “4.2 6-speed gearbox DSG: Change gear oil, replace oil filter”, page 113</a>
Every 60,000 km or 2 years – Replace dust and pollen filter for passenger compartment	<a href="#">⇒ “7.8 Replacing the dust filter element if necessary dust and odour filter element”, page 176</a>
Every 60,000 km or 4 years – Replace ignition plugs (except for 2.0/147 kW and 1.8/112/118 kW engines- for these every 90,000 km or 6 years ⇒ <a href="#">page 21</a> ) – 6-speed automatic gearbox 09G: check ATF level and top up ATF if necessary	<a href="#">⇒ “3.13 Replace spark plugs”, page 71</a> <a href="#">⇒ “4.1 6-speed automatic gearbox 09G: check ATF level and quality and top up ATF if necessary”, page 108</a>
Every 90 000 km – Replace the fuel filter (diesel engine with diesel fuel operation according to DIN EN 590)	<a href="#">⇒ “3.15 Replacing the fuel filter (diesel engine)”, page 72</a>
Every 90,000 km or 6 years – Replace spark plugs - 2.0/147 kW and 1.8/112/118 kW petrol engines – Clean air filter housing and replace air filter element	<a href="#">⇒ “3.13 Replace spark plugs”, page 71</a>
At 90,000 km, then every 30,000 km – Inspect the toothed belt for the camshaft drive on petrol engines (except BLF engine)	<a href="#">⇒ “3.5 Inspecting timing belt for camshaft drive for wear and running”, page 51</a>
Every 120,000 km – Replace the toothed belt for camshaft drive (PD Diesel engines up to MY 2006). – Replacing toothed belt for camshaft drive and tensioning pulley - in dust-rich countries 1st and 2nd generation Common Rail diesel engines <a href="#">⇒ “2.7 Dust-rich countries”, page 25</a>	<a href="#">⇒ “3.4 Replacing the timing belt or also the tensioning roller”, page 50</a> <a href="#">⇒ “3.4 Replacing the timing belt or also the tensioning roller”, page 50</a>
Every 150 000 km – Replace the toothed belt for the camshaft drive (PD Diesel engines as from MJ 2007)	<a href="#">⇒ “3.4 Replacing the timing belt or also the tensioning roller”, page 50</a>
At 150,000 km, then every 30 000 km – Check diesel particle filter - PD diesel engines and 1st generation Common Rail diesel engines with diesel particle filter (CEGA)	<a href="#">⇒ “3.16 Checking diesel particle filter”, page 79</a>



Work involved	Chapter
Every 180,000 km – Replace the timing belt - 2.0/110 kW and 2.0/147 kW petrol engines  – Replacing toothed belt for camshaft drive - 1st generation Common Rail diesel engines (CEGA) - not valid for vehicles driven in dust-rich countries ⇒ <a href="#">“2.7 Dust-rich countries”, page 25</a>	⇒ <a href="#">“3.4 Replacing the timing belt or also the tensioning roller”, page 50</a>
At 180,000 km, then every 30,000 km – Check diesel particle filter - 2nd generation Common Rail diesel engines with diesel particle filter (CAYC, CLCB, CFHC, CFHF)	⇒ <a href="#">“3.16 Checking diesel particle filter”, page 79</a>
Every 210,000 km – Replacing toothed belt for camshaft drive and tensioning pulley - 2nd generation Common Rail diesel engines (CAYC, CLCA, CLCB, CFHC, CFHF) - not valid for vehicles driven in dust-rich countries ⇒ <a href="#">“2.7 Dust-rich countries”, page 25</a>	⇒ <a href="#">“3.4 Replacing the timing belt or also the tensioning roller”, page 50</a>
Every 240 000 km – Replace tensioning pulley for timing belt (PD Diesel engines as of MJ 2006)	⇒ <a href="#">“3.4 Replacing the timing belt or also the tensioning roller”, page 50</a>
Every 300,000 km – Replace tensioning pulley for timing belt (PD Diesel engines as of MJ 2007)	⇒ <a href="#">“3.4 Replacing the timing belt or also the tensioning roller”, page 50</a>
Every 360 000 km – Replacing tensioning pulley - 1st generation Common Rail diesel engines (CEGA) - not valid for vehicles driven in dust-rich countries ⇒ <a href="#">“2.7 Dust-rich countries”, page 25</a>	⇒ <a href="#">“3.4 Replacing the timing belt or also the tensioning roller”, page 50</a>
Exhaust emission analysis (EEA): expiry date - see EEA tag on the vehicle identification plate (only valid for some countries)	

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## 2.5 Oil change service

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Approx. 15,000 km (7,500 km - for diesel operation with high sulphur content ⇒ [“2.6 Countries with high sulphur content in the diesel fuel”, page 25](#) ) or 1 year: vehicles with variable service intervals and extreme operating conditions.

Max.: every 15,000 km (7,500 km - for diesel operation with high sulphur content ⇒ [“2.6 Countries with high sulphur content in the diesel fuel”, page 25](#) ) or 1 year: vehicles with fixed service intervals for oil change ⇒ [page 28](#) .

In countries with increased sulphur content in the diesel fuel the engine oil must be changed every 7,500 km ⇒ [“2.6 Countries with high sulphur content in the diesel fuel”, page 25](#) .

For each oil change service:

- ◆ 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.

Work involved	Chapter
<ul style="list-style-type: none"> <li>- Engine oil: Drain off or suction off</li> <li>Replace engine oil filter</li> <li>Fill in new oil</li> </ul>	⇒ <a href="#">“3.7 Draining or suctioning off engine oil and filling up with engine oil”, page 52</a>
<ul style="list-style-type: none"> <li>- Check the brake lining thickness</li> </ul>	⇒ <a href="#">“5.1 Inspecting thickness of front and rear brake pads/linings”, page 121</a>
<ul style="list-style-type: none"> <li>- Reset service interval display</li> </ul>	⇒ <a href="#">“6.7 Resetting service interval display (SID)”, page 160</a>
<ul style="list-style-type: none"> <li>- Replace fuel filter - diesel engines for diesel operation with high sulphur content ⇒ <a href="#">“2.6 Countries with high sulphur content in the diesel fuel”, page 25</a></li> </ul>	⇒ <a href="#">“3.15 Replacing the fuel filter (diesel engine)”, page 72</a>
After each oil change	
<ul style="list-style-type: none"> <li>- Complete the next service date sticker (max. 1 year or 15,000 km (7,500 km for diesel operation with high sulphur content ⇒ <a href="#">“2.6 Countries with high sulphur content in the diesel fuel”, page 25</a> )) and affix sticker to the side of the dash panel (driver's side)</li> </ul>	
<ul style="list-style-type: none"> <li>- Complete and attach service mirror tag to the interior rear-view mirror (certain countries only)</li> </ul>	
<ul style="list-style-type: none"> <li>- Hand customer the completed and signed form</li> </ul>	

## 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	Uganda
Algeria	Kazakhstan	Uzbek
Armenia	Qatar	Nigeria
Angola	Kuwait	Paraguay
China	Lebanon	Peru
Egypt	Libya	Ivory Coast
Ecuador	Mali	Senegal
Ghana	Moldova	Tajikistan
Guatemala	Mongolia	Tunisia

## 2.7 Dust-rich countries

- ◆ High proportion of dust particles in the air due to the road condition and ambient conditions.
- ◆ The dust is distinguished by particle size or type of dust (organic and inorganic material), such as pollen, bacteria, mould spores or rock dust, mineral fibres.

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.

Abu Dhabi	Guinea	Nepal (Indian subcontinent)	Western Sahara
Afghanistan	Guinea-Bissau	Nicaragua	Zambia
Algeria	Guyana	Niger	Zimbabwe
Angola	Honduras	Nigeria	
Argentina	Hong Kong	Oman	
Armenia	India	Pakistan	
Azerbaijan	Indonesia	Palestine	
Australia	Iraq	Panama	
Bahrain	Israel	Papua New Guinea	
Bangladesh	Yemen	Paraguay	
Belize	South Africa	Peru	
Benin (Dahome)	South Sudan	Puerto Rico	
Belarus	Jordan	Rwanda	
Bhutan	Cambodia	Equatorial Guinea	



Bolivia	Cameroon	Russian Federation	
Botswana	Cape Verde	Saudi Arabia	
Brazil	Kazakhstan	Senegal	
Brunei	Qatar	Seychelles	
Burkina Faso (Upper Volta)	Kenya	North Korea	
Burundi	Kirgizia	Sierra Leone	
Chile	Costa Rica	Central African Republic	
Chad	Colombia	Somalia	
China	Cuba	United Arab Emirates	
Democratic Republic of Congo	Kuwait	Sri Lanka and Maldives	
Dominican Republic	Laos	Sudan	
Dubai	Lesotho	Suriname	
Djibouti	Lebanon	Swaziland	
Ethiopia	Libya	Syria	
Egypt	Liberia	Tajikistan	
Ecuador	Macau	Tanzania	
El Salvador	Madagascar	Thailand	
Ivory Coast	Malawi	Togo	
Eritrea	Mali	Tunisia	
Fren. Guyana	Morocco	Turkey	
Fiji	Mauretania	Turkmenistan	
Philippines	Mauritius	Uganda	
Gabon	Mexico	Uruguay	
Gambia	Mongolia	Ukraine	
Georgia	Mozambique	Uzbek	
Ghana	Myanmar (Burma)	Venezuela	
Guatemala	Namibia	Vietnam	

## 2.8 Service tables



**VW-engine oil standards**

Petrol engines		VW-engine oil standards	
		QI6 (QG1 <sup>2)</sup> )	QI1, QI2, QI3, QI4 (QG0, QG2)
1,2/77 kW	CBZB	VW 504 00	VW 502 00
1.4 I/55 kW	BCA	VW 503 00, VW 504 00	VW 501 01, VW 502 00
1.4 I/59 kW	BUD, CGGA	VW 503 00, VW 504 00	VW 501 01, VW 502 00
1.4 I/90 kW TSI	CAXA	VW 504 00	VW 502 00
1.6 I/75 kW	BSE, BSF, BGU	VW 503 00, VW 504 00	VW 501 01, VW 502 00
	CHGA	-	VW 502 00
	CCSA	-	VW 502 00
	CMXA	-	VW 502 00
1.6 ltr./85 kW FSI	BLF	VW 503 00, VW 504 00	VW 501 01, VW 502 00
1.8 I/112 kW TSI	CDAB	VW 504 00	VW 502 00
1.8 I/118 kW TSI	BZB	VW 504 00	VW 502 00
	CDA A	VW 504 00	VW 502 00
2.0 ltr./110 kW FSI	BLX, BLR, BLY, BVX, BVY, BVZ	VW 503 00, VW 504 00	VW 501 01, VW 502 00
2.0 ltr./147 kW FSI	BWA	VW 503 00, VW 504 00	VW 501 01, VW 502 00
2.0 I/147 kW TSI	CCZA	VW 504 00	VW 502 00

2) Up to MY 2012

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 **Note**

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

Diesel engines		VW-engine oil standards	
		QI6 (QG1 <sup>3)</sup> )	QI1, QI2, QI3, QI4 (QG0, QG2)
1.6 I/77 kW TDI CR	CAYC	VW 507 00	VW 507 00
1.9 I/77 kW TDI PD	BJB, BKC, BXE	VW 506 01, VW 507 00	VW 505 01
1.9 ltr./77 kW TDI PD DPF	BLS	VW 507 00	VW 507 00



Diesel engines		VW-engine oil standards	
		Q16 (QG1 <sup>3)</sup> )	Q11, Q12, Q13, Q14 (QG0, QG2)
2.0 l/81 kW TDI CR	CLCA, CFHF	VW 507 00	VW 507 00
2.0 l/100 kW TDI PD	AZV	VW 506 01, VW 507 00	VW 505 01
2.0 l/103 kW TDI PD	BKD	VW 506 01, VW 507 00	VW 505 01
2.0 ltr./103 kW TDI PD DPF	BMM	VW 507 00	VW 507 00
2.0 l/103 kW TDI CR DPF	CLCB, CFHC	VW 507 00	VW 507 00
2.0 l/125 kW TDI PD DPF	BMN	VW 507 00	VW 507 00
2.0 l/125 kW TDI CR	CEGA	VW 507 00	VW 507 00

3) Up to MY 2012



**Note**

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



**Filter change intervals**

Engine oil filter (including engine oil):	
Q16 (QG1 <sup>4</sup> )	After the service interval display
QG0, QG2 <sup>4</sup> )	Every 15,000 km or 1 year
Q11	Every 5 000 km or 1 year
Q12	Every 7 500 km or 1 year
Q13	Every 10 000 km or 1 year
Q14	Every 15,000 km or 1 year

4) Up to MY 2012

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



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Fuel filter:			
Diesel engines	Diesel according to EN 590	Diesel not according to EN 590 Biodiesel	Diesel with sulphur content $\geq$ 2000 ppm
	Every 90 000 km	Every 30 000 km	Every 7 500 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

Vehicles with LPG: (engine code CHGA)	
Fuel filter of the LPG system (liquefied petroleum gas)	Every 15,000 km
Paper filter on the evaporator	Every 90 000 km



#### Timing belt change intervals

Engine fitted	Engine codes	Period of time	Timing belt change interval	Tensioning pulley change interval
TDI PD	BJB BKD AZV BMM BKC BXE	Since operation up to MY 2006	Every 120,000 km	Every 240 000 km

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Diesel engines				
Engine fitted	Engine codes	Period of time	Timing belt change interval	Tensioning pulley change interval
	BJB BKD AZV BMM BKC BXE BLS BMN	as of MY 2007	Every 150 000 km	Every 300,000 km
TDI CR (Common Rail)	CEGA	Since operation	Every 180,000 km <sup>5)</sup>	Every 360 000 km <sup>5)</sup>
	CAYC CLCA CLCB CFHC CFHF		Every 210,000 km <sup>5)</sup>	Every 210,000 km <sup>5)</sup>

5) Vehicles driven in dust-rich countries every 120,000 km ⇒ [“2.7 Dust-rich countries”, page 25](#)

Petrol engines			
Engine codes	Period of time	Timing belt change interval	Tensioning pulley change interval
BVX BVY BVZ BLX BLR BLY BWA	Since operation	Every 180,000 km	-

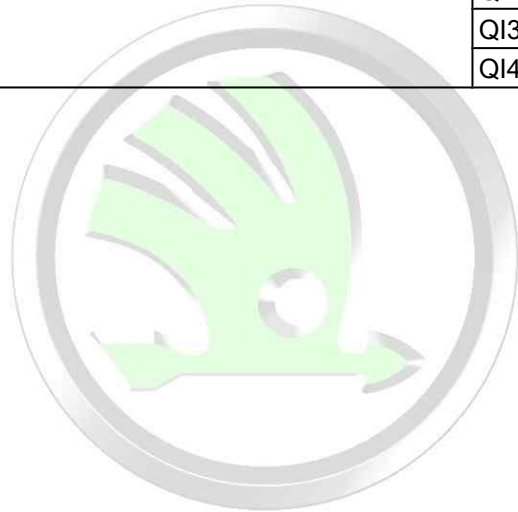
**service intervals**

Service intervals - events:			
Of-to	Service-event	Vehicles with fixed service intervals QI1, QI2, QI3, QI4 (QG0, QG2) ⇒ <a href="#">page 6</a>	Vehicles with variable service intervals QI6 (QG1 <sup>6)</sup> )
Since operation	Interval service (incl. engine oil change)	Every 30,000 km or 2 years, depending on what occurs first	Flexible as of 15,000 km or 1 year up to max. 30,000 km or max. 2 years, depend- ing on what occurs first



Service intervals - events:				
Of-to	Service-event	Vehicles with fixed service intervals QI1, QI2, QI3, QI4 (QG0, QG2) ⇒ <b>page 6</b>		Vehicles with variable service intervals QI6 (QG1 <sup>6)</sup> )
	Additional inspection work for the interval service	Every 60,000 km or 4 years, depending on what occurs first		Every 60,000 km or 4 years, depending on what occurs first
	Oil change service	QG0, QG2 <sup>6)</sup>	Every 15,000 km or 1 year	
		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	

6) Up to MY 2012



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## 2.9 Service tables with variations for the individual markets

### 2.9.1 Market area - India



#### Note

*The tables include only deviating intervals/specifications.*

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service intervals		
Of-to	Service-event	Vehicles with QI4 (QG0, QG2)
Since operation	Interval service (incl. engine oil change)	Every 15,000 km or 1 year
	Additional inspection work for the interval service	Every 30,000 km or 2 years

Work involved	Interval	Description of work
Air filter	Every 15,000 km or 1 year <sup>7)</sup>	⇒ <a href="#">“3.14 Replace air filter element”, page 71</a>
Dust and pollen filter	Every 15,000 km or 1 year <sup>7)</sup>	⇒ <a href="#">“7.8 Replacing the dust filter element if necessary dust and odour filter element”, page 176</a>
Fuel filter (diesel engine)	Every 15,000 km	⇒ <a href="#">“3.15 Replacing the fuel filter (diesel engine)”, page 72</a>
Spark plug	Every 30,000 km or 2 years <sup>7)</sup>	⇒ <a href="#">“3.13 Replace spark plugs”, page 71</a>
Timing belt and tensioning pulley (TDI Common Rail engines)	Every 120,000 km	⇒ <a href="#">“3.4 Replacing the timing belt or also the tensioning roller”, page 50</a>
Timing belt and tensioning pulley (TDI PD engines)	Every 150 000 km	⇒ <a href="#">“3.4 Replacing the timing belt or also the tensioning roller”, page 50</a>
Add multiple-purpose additive for petrol engines	For every service event	⇒ <a href="#">“3.18 Multiple-purpose additive for petrol engines”, page 106</a>

7) Depending on what occurs first.

#### VW-engine oil standards

Diesel engines		VW-engine oil standards
		Vehicles with QI4 (QG0)
2.0 I/81 kW TDI CR	CLCA	VW 505 01
2.0 I/103 kW TDI CR	CLCB	VW 505 01



#### Note

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



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## 2.9.2 Market area - Russia



*The tables include only deviating intervals/specifications.*

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service intervals		
Of-to	Service-event	Interval
Since operation	Oil change service (fixed)	Every 15,000 km or 1 year <sup>8)</sup>
	Interval service (fixed)	Every 30,000 km or 2 years <sup>8)</sup>

8) Depending on what occurs first.

Work involved	Interval	Description of work
Dust and pollen filter	Every 15,000 km or 1 year <sup>9)</sup>	⇒ <a href="#">“7.8 Replacing the dust filter element if necessary dust and odour filter element”, page 176</a>
Air filter	Every 30,000 km or 2 years <sup>9)</sup>	⇒ <a href="#">“3.14 Replace air filter element”, page 71</a>
Spark plug	Every 60 000 km or 4 years <sup>9)</sup>	⇒ <a href="#">“3.13 Replace spark plugs”, page 71</a>
Replace the fuel filter diesel engines	Every 30,000 km or 2 years <sup>9)</sup>	⇒ <a href="#">“3.15 Replacing the fuel filter (diesel engine)”, page 72</a>
Replace the fuel filter petrol engines	Every 60 000 km or 4 years <sup>9)</sup>	⇒ <a href="#">“3.19 Replace fuel filter - petrol engines”, page 107</a>
Inspect the toothed belt for the camshaft drive on petrol and diesel engines	At 60,000 km or 4 years <sup>9)</sup> and then every 30,000 km or 2 years	⇒ <a href="#">“3.5 Inspecting timing belt for camshaft drive for wear and running”, page 51</a>
Replace the toothed belt for the camshaft drive on petrol and diesel engines	Every 120,000 km	⇒ <a href="#">“3.4 Replacing the timing belt or also the tensioning roller”, page 50</a>
Add multiple-purpose additive for petrol engines	For every service event	⇒ <a href="#">“3.18 Multiple-purpose additive for petrol engines”, page 106</a>

9) Depending on what occurs first.

### Engine oil specifications and VW engine oil standards

Petrol engines		Engine oil specifications	VW-engine oil standards
			<b>Vehicles with QI4 (QG0)</b>
1.8 I/112 kW TSI	CDAB	SAE 0W-30	VW 502 00/505 00
1.8 I/118 kW TSI	CDAA	SAE 0W-30	VW 502 00/505 00
2.0 I/147 kW TSI	CCZA	SAE 0W-30	VW 502 00/505 00





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### 2.9.3 Market region - Australia (valid up to MY 2015)



#### Note

*The tables include only deviating intervals.*

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Work involved	Interval	Description of work
Air filter: replace	Every 45 000 km	⇒ <a href="#">"3.14 Replace air filter element", page 71</a>
Inspect the toothed belt for the camshaft drive on petrol engines	Every 90 000 km	⇒ <a href="#">"3.5 Inspecting timing belt for camshaft drive for wear and running", page 51</a>

10) Depending on what occurs first.

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## 3 Engines

- ⇒ [“3.1 Engine overview”, page 40](#)
- ⇒ [“3.2 Engine fitted”, page 46](#)
- ⇒ [“3.3 Visual inspection of engine and parts in the engine compartment for leaks and damage”, page 50](#)
- ⇒ [“3.4 Replacing the timing belt or also the tensioning roller”, page 50](#)
- ⇒ [“3.5 Inspecting timing belt for camshaft drive for wear and running”, page 51](#)
- ⇒ [“3.6 Inspecting engine oil level”, page 51](#)
- ⇒ [“3.7 Draining or suctioning off engine oil and filling up with engine oil”, page 52](#)
- ⇒ [“3.8 Replace engine oil filter”, page 59](#)
- ⇒ [“3.9 Inspecting antifreeze protection, replenishing coolant additive if necessary”, page 63](#)
- ⇒ [“3.10 Inspecting coolant level \(volume\)”, page 67](#)
- ⇒ [“3.11 V-ribbed belt: check condition”, page 68](#)
- ⇒ [“3.12 Routing of V-ribbed belt”, page 68](#)
- ⇒ [“3.13 Replace spark plugs”, page 71](#)
- ⇒ [“3.14 Replace air filter element”, page 71](#)
- ⇒ [“3.15 Replacing the fuel filter \(diesel engine\)”, page 72](#)
- ⇒ [“3.16 Checking diesel particle filter”, page 79](#)
- ⇒ [“3.17 Liquefied petroleum gas system \(LPG\)”, page 82](#)
- ⇒ [“3.18 Multiple-purpose additive for petrol engines”, page 106](#)
- ⇒ [“3.19 Replace fuel filter - petrol engines”, page 107](#)

### 3.1 Engine overview

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**Petrol engines**

Engine codes	BCA	BGU	BSE/BSF	BLF	BVX	BVY
Emission standard	EU-4	EU-4/ 2 DDK	EU-4/EU-2	EU-4	EU-4	EU-4
Manufacturing (from...through)	05.04 - 05.06	02.04 - 05.05	05.05 ...	05.04 - 11.08	11.05 - 11.08	11.05 - 11.08
Displacement in litres	1.4	1.6	1.6	1.6	2.0	2.0
Output (kW at rpm)	55- 5000	75- 5600	75- 5600	85- 6000	110- 6000	110- 6000
Max. torque (Nm at rpm)	126- 3800	148- 3800	148- 3800	155- 4000	200- 3500	200- 3500
Bore (∅ mm)	76.5	81	81	76.5	82.5	82.5
Stroke (mm)	75.6	77.4	77.4	86.9	92.8	92.8
Compression ratio	10.5	10.5	10.5	12.0	11.5	11.5
Hydraulic valve clearance compensation	X	X	X	X	X	X
Fuel RON (minimum)	95/91 <sup>11)</sup>	95/91 <sup>11)</sup>	95/91 <sup>11)</sup>	98/95 <sup>12)</sup>	98/95 <sup>12)</sup>	98/95 <sup>12)</sup>
Firing order	1-3-4-2	1-3-4-2	1-3-4-2	1-3-4-2	1-3-4-2	1-3-4-2
Exhaust gas recirculation	X	X	-	X	x	x
Self-diagnosis	X	X	X	X	X	X
Catalytic converter	X	X	X	X	X	X
Turbocharging	-	-	-	-	-	-
Charge air cooler	-	-	-	-	-	-
Lambda probe	X	X	X	X	X	X
Number of cylinders / valves per cylinder	4- 4	4- 2	4- 2	4- 4	4- 4	4- 4

11) Unleaded petrol 91 RON may also be used for engines for which unleaded petrol 95 RON is specified, although engine power output will be slightly reduced.

12) Unleaded petrol 95 RON may also be used for engines for which unleaded petrol 98 RON is specified, although engine power output will be slightly reduced.

**Petrol engines**

Engine codes	BVZ	BLX	BLR	BLY	BWA	BUD
Emission standard	EU-2	EU-4	EU-4	EU-2	EU-4	EU-4
Manufacturing (from...through)	11.05 - 11.08	11.04 ...10.05	11.04 ...10.05	11.04 ...10.05	10.05 - 11.08	05.06 ...
Displacement in litres	2.0	2.0	2.0	2.0	2.0	1.4
Output (kW at rpm)	110- 5800	110- 6000	110- 6000	110- 5800	147/5100 - 6000	59- 5000
Max. torque (Nm at rpm)	200- 3500	200- 3500	200- 3500	200- 3500	280/1800 - 5000	130- 3800



Engine codes	BVZ	BLX	BLR	BLY	BWA	BUD
Bore (∅ mm)	82.5	82.5	82.5	82.5	82.5	76.5
Stroke (mm)	92.8	92.8	92.8	92.8	92.8	75.6
Compression ratio	10.5	11.5	11.5	10.5	10.5	10.5
Hydraulic valve clearance compensation	X	X	X	X	X	X
Fuel RON (minimum)	95/91 <sup>13)</sup>	98/95 <sup>14)</sup>	98/95 <sup>14)</sup>	95/91 <sup>13)</sup>	98/95 <sup>14)</sup>	95/91 <sup>13)</sup>
Firing order	1-3-4-2	1-3-4-2	1-3-4-2	1-3-4-2	1-3-4-2	1-3-4-2
Exhaust gas recirculation	X	X	X	X	-	X
Self-diagnosis	X	X	X	X	X	X
Catalytic converter	X	X	X	X	X	X
Turbocharging	-	-	-	-	X	-
Charge air cooler	-	-	-	-	X	-
Lambda probe	X	X	X	X	X	X
Number of cylinders / valves per cylinder	4- 4	4- 4	4- 4	4- 4	4- 4	4- 4

13) Unleaded petrol 91 RON may also be used for engines for which unleaded petrol 95 RON is specified, although engine power output will be slightly reduced.

14) Unleaded petrol 95 RON may also be used for engines for which unleaded petrol 98 RON is specified, although engine power output will be slightly reduced.

### Petrol engines

Engine codes	BZB	CCSA	CAXA	CDAA	CCZA	CDAB
Emission standard	EU-4	EU-2/EU-4	EU-4 (conforms to EU-5) <sup>17)</sup>	EU-2 DDK/EU-4 (conforms to EU-5) <sup>17)</sup>	EU-2 DDK/EU-4 (conforms to EU-5) <sup>17)</sup>	EU-4
Manufacturing (from...through)	06.07 - 10.08	11.07 ...05.10	11:08 ...	09:08 ...	11:08 ...	03:09 ...
Displacement in litres	1.8	1.6	1.4	1.8	2.0	1.8
Output (kW at rpm)	118/5000 - 6200	75- 5600	90- 5000	118/4500 - 6200	147/5100 - 6000	112/4300 - 6200
Max. torque (Nm at rpm)	250/1500 - 4200	148- 3800	200/1500 - 4000	250/1500 - 4500	280/1700 - 5000	250/1500 - 4200
Bore (∅ mm)	82.5	81	76.5	82.5	82.5	82.5
Stroke (mm)	84.2	77.4	75.6	84.2	92.8	84.2
Compression ratio	9.6	10.5	10.0	9.6	9.6	9.6
Hydraulic valve clearance compensation	X	X	X	X	X	X



Engine codes	BZB	CCSA	CAXA	CDA A	CCZA	CDAB
Fuel RON (minimum)	95/91 <sup>15)</sup>	95/91 <sup>15)</sup> E85 <sup>16)</sup>	At least 95	95/91 <sup>15)</sup>	At least 95	95/91 <sup>15)</sup>
Firing order	1-3-4-2	1-3-4-2	1-3-4-2	1-3-4-2	1-3-4-2	1-3-4-2
Exhaust gas recirculation	X	-	-	-	-	-
Self-diagnosis	X	X	X	X	X	X
Catalytic converter	X	X	X	X	X	X
Turbocharging	X	-	X	X	X	X
Charge air cooler	X	-	X	X	X	X
Lambda probe	X	X	X	X	X	X
Number of cylinders / valves per cylinder	4- 4	4- 2	4- 4	4- 4	4- 4	4- 4

15) Unleaded petrol 91 RON may also be used for engines for which unleaded petrol 95 RON is specified, although engine power output will be slightly reduced.

16) Bioethanole E85

17) As of MY 2010 EU-5

### Petrol engines

Engine codes	CHGA		CBZB	CMXA	CGGA	BSE
Emission standard	EU-4	EU-5	EU-5	EU-5	EU-5	EU-5
Manufacturing (from...through)	08.09 ...12.10	01:11 ...	02:10 ...	05:10 ...	11:10 ...	11:10 ...
Displacement in litres	1.6		1.2	1.6	1.4	1.6
Output (kW at rpm)	75- 5600		77- 5000	75- 5600	59- 5000	75- 5600
Max. torque (Nm at rpm)	148- 3800		175/1550 - 4100	148- 3800	132- 3800	148- 3800
Bore (∅ mm)	81		71	81	76.5	81
Stroke (mm)	77.4		75.6	77.4	75.6	77.4
Compression ratio	10.5		10	10.3	10.5	10.5
Hydraulic valve clearance compensation	X		X	X	X	X
Fuel RON (minimum)	95/91 <sup>18)</sup> LPG <sup>19)</sup>	95/91 <sup>18)</sup>	95/91 <sup>18)</sup>	95/91 <sup>18)</sup> E85 <sup>20)</sup>	95/91 <sup>18)</sup>	95/91 <sup>11)</sup>
Firing order	1-3-4-2		1-3-4-2	1-3-4-2	1-3-4-2	1-3-4-2
Exhaust gas recirculation	-		-	-	X	-



Engine codes	CHGA	CBZB	CMXA	CGGA	BSE
Self-diagnosis	X	X	X	X	X
Catalytic converter	X	X	X	X	X
Turbocharging	-	X	-	-	-
Charge air cooler	-	X	-	-	-
Lambda probe	X	X	X	X	X
Number of cylinders / valves per cylinder	4- 2	4- 2	4- 2	4- 4	4- 2

18) Unleaded petrol 91 RON may also be used for engines for which unleaded petrol 95 RON is specified, although engine power output will be slightly reduced.

19) Liquefied casing-head gas for drive of vehicles. This fuel leads to a minor decrease of the performance parameters to 72 kW.

20) Bioethanole E85

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## Diesel engines

Engine codes	BJB	BKD	AZV	BMM	BKC	BXE	BLS	BMN
Emission standard	EU-3	EU-4	EU-4	EU-4	EU-4	EU-4	EU-4	EU-4
Manufacturing (from...through)	02:04 ...	05:04 ...	11:04 ...	12:05 ...	08.04 - 05.06	02:06 ...	05:06 ...	07:06 ...
Displacement in litres	1.9	2.0	2.0	2.0	1.9	1.9	1.9	2.0
Output (kW at rpm)	77- 4000	103- 4000	100- 4000	103- 4000	77- 4000	77- 4000	77- 4000	125- 4200
Max. torque (Nm at rpm)	250- 1900	320/1750 - 2500	320/1750 - 2500	320/1750...2500	250- 1900	250- 1900	250- 1900	350- 1800
Bore (∅ mm)	79.5	81	81	81.0	79.5	79.5	79.5	81.0
Stroke (mm)	95.5	95.5	95.5	95.5	95.5	95.5	95.5	95.5
Compression ratio	19.0	18.5	18.5	18.5	19.0	19.0	19.0	18.5
Hydraulic valve clearance compensation	X	X	X	X	X	X	X	X
Mixture formation/injection system	Unit injector	Unit injector	Unit injector	Unit injector	Unit injector	Unit injector	Unit injector	Unit injector
Firing order	1-3-4-2	1-3-4-2	1-3-4-2	1-3-4-2	1-3-4-2	1-3-4-2	1-3-4-2	1-3-4-2
Exhaust gas recirculation	X	X	X	X	X	X	X	X
Self-diagnosis	X	X	X	X	X	X	X	X
Catalytic converter	X	X	X	X	X	X	X	X
Turbocharging	X	X	X	X	X	X	X	X
Charge air cooler	X	X	X	X	X	X	X	X
Lambda probe	-	-	-	X	-	-	X	X





Engine codes	BJB	BKD	AZV	BMM	BKC	BXE	BLS	BMN
Diesel particle filter <sup>21)</sup>	-	-	-	X	-	-	X	X
Number of cylinders / valves per cylinder	4- 2	4- 4	4- 4	4- 2	4- 2	4- 2	4- 2	4- 4

21) Fitted in the series, PR number 7GG

### Diesel engines

Engine codes	CEGA	CAYC	CLCA	CLCB	CFHC
Emission standard	EU-4 (conforms to EU-5) <sup>22)</sup>	EU-5	EU-4/BS-4	EU-4/BS-4	EU-5
Manufacturing (from...through)	05:08 ...	06:09 ...	03:10 ...	03:10 ...	05:10 ...
Displacement in litres	2.0	1.6	2.0	2.0	2.0
Output (kW at rpm)	125- 4200	77- 4400	81- 4200	103- 4200	103- 4200
Max. torque (Nm at rpm)	350/1750...2500	250- 1900	250/1500...2500	320/1750...2500	320/1750...2500
Bore (Ø mm)	81	79.5	81	81	81
Stroke (mm)	95.5	80.5	95.5	95.5	95.5
Compression ratio	16.5	16.5	16.0	16.0	16.5
Hydraulic valve clearance compensation	X	X	X	X	X
Mixture formation/injection system	Common Rail	Common Rail	Common Rail	Common Rail	Common Rail
Firing order	1-3-4-2	1-3-4-2	1-3-4-2	1-3-4-2	1-3-4-2
Exhaust gas recirculation	X	X	X	X	X
Self-diagnosis	X	X	X	X	X
Catalytic converter	X	X	X	X	X
Turbocharging	X	X	X	X	X
Charge air cooler	X	X	X	X	X
Lambda probe	X	X	X	X	X
Diesel particle filter <sup>23)</sup>	X	X	-	X	X
Number of cylinders / valves per cylinder	4- 4	4- 4	4- 4	4- 4	4- 4

22) As of MY 2010 EU-5

23) Fitted as standard, PR number 7MB, 7MG, 7ML



### Diesel engines

Engine codes	CFHF			
Emission standard	EU-5			
Manufacturing (from...through)	05:11 ...			
Displacement in litres	2.0			
Output (kW at rpm)	81- 4200			
Max. torque (Nm at rpm)	280/1750...2750			
Bore (∅ mm)	81			
Stroke (mm)	95.5			
Compression ratio	16.0			
Hydraulic valve clearance compensation	X			
Mixture formation/injection system	Common Rail			
Firing order	1-3-4-2			
Exhaust gas recirculation	X			
Self-diagnosis	X			
Catalytic converter	X			
Turbocharging	X			
Charge air cooler	X			
Lambda probe	X			
Diesel particle filter <sup>24)</sup>	X			
Number of cylinders / valves per cylinder	4- 4			

24) Fitted as standard, PR number 7MG

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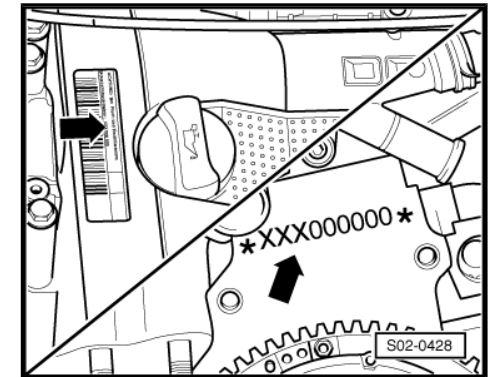
## 3.2 Engine fitted

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

In addition, a sticker with the Engine codes and serial number is affixed to the timing belt guard.

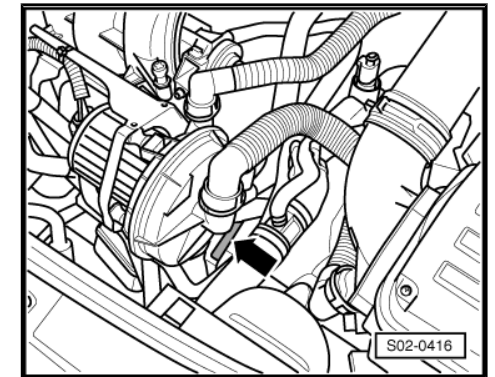


Engine with identification characters BCA, BUD, CGGA.

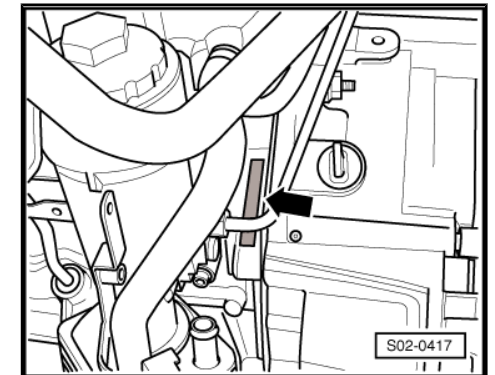
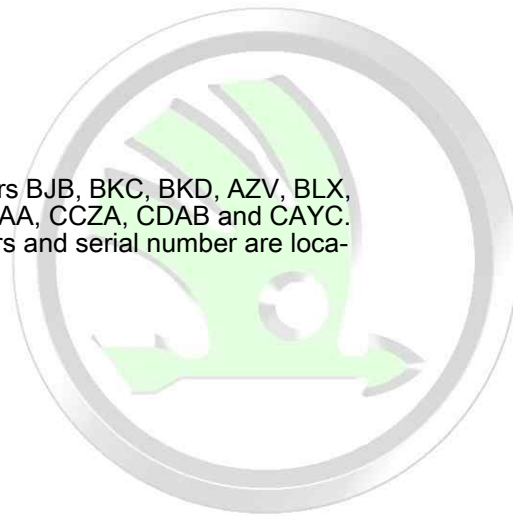


Engine with identification characters BGU, BSE, BSF, BLF,  
CCSA and CHGA and CMXA.

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Engine with identification characters BJB, BKC, BKD, AZV, BLX,  
BXE, BLS, BMN, BZB, CEGA, CDAA, CCZA, CDAB and CAYC.  
The engine identification characters and serial number are located at the engine/gearbox joint.

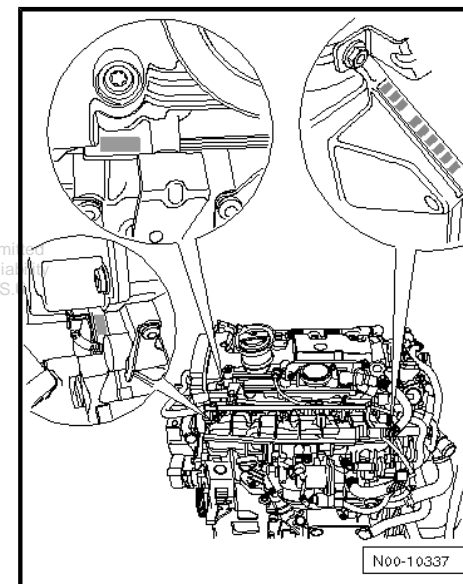
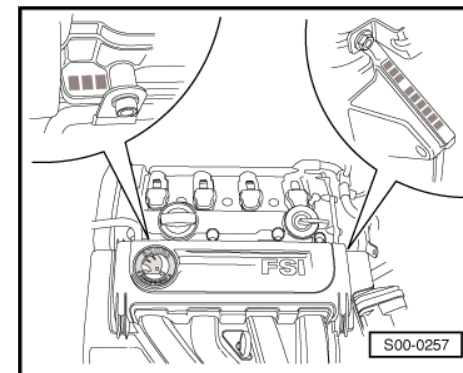




Engine with identification characters BLR, BLY, BVX, BLY, BVZ. The engine identification characters and the engine number are located left at the joint separating the engine/gearbox. The engine identification characters are in addition type-punched at the cylinder head.



Engine with identification characters BWA. The engine identification characters and the engine number are located left at the joint separating the engine/gearbox. The engine identification characters are in addition type-punched at the cylinder head on the right and at the cylinder block.

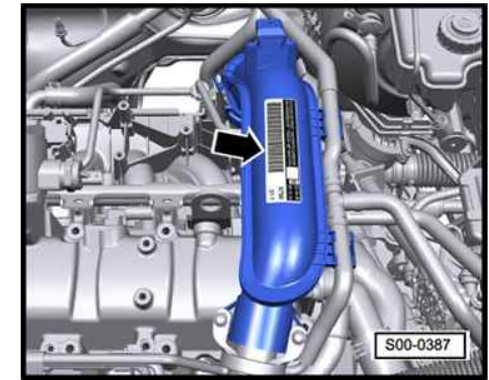


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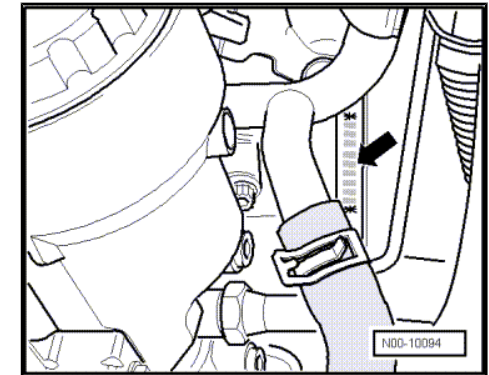
Engine with identification characters CBZB. The Engine codes and serial number are located on the top of the intake manifold.

The engine identification characters and serial number are also located at the joint separating the engine/gearbox below the cylinder head.

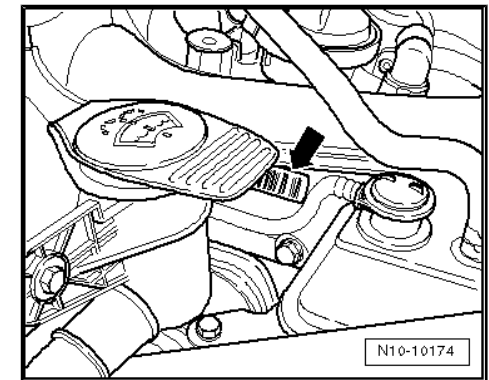


Engine with identification characters BMM. The engine identification characters and serial number are located at the engine/gearbox joint.

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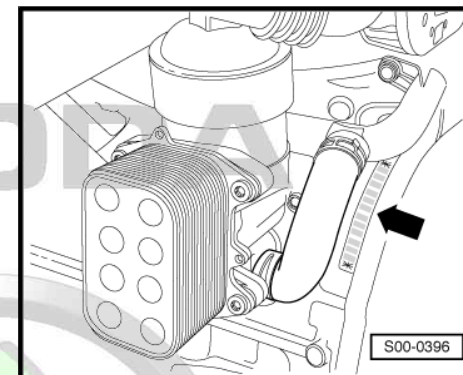


Engine with identification characters CAXA. The engine identification characters and the engine number can be found on the sticker -arrow- on the timing case.





Engine with identification characters CLCA, CLCB, CFHC and CFHF. The engine identification characters and the engine number are located at the joint separating the engine/gearbox.



### 3.3 Visual inspection of engine and parts in the engine compartment for leaks and damage

- Inspect engine and parts in the engine compartment for leaks and damage (from above and from below).
- Inspect all lines, hoses and connections of the fuel system and of the cooling and heating system for leaks, chafing points, porous and brittle joints.
- Inspect gearbox or final drive (s) and four-wheel drive clutch for leaks (e.g. drain plug, drive shafts, shift linkage etc.).
- Inspect steering, sealing boots of track rod ends as well as steering boots for damage and correct installation.
- Inspect boots of steering joints for damage, leaks and correct installation.

### 3.4 Replacing the timing belt or also the tensioning roller

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

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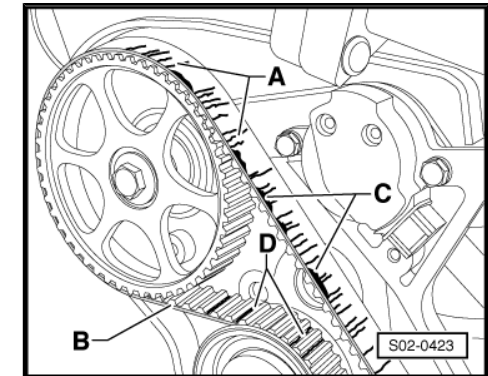


### 3.5 Inspecting timing belt for camshaft drive for wear and running

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

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Note

*The timing belt must most definitely be replaced if any shortcomings are found. This will help prevent any failures or operational problems. Replacing the timing belt is a repair measure.*

### 3.6 Inspecting engine oil level



Note

- ◆ *The oil level must not, under any circumstances, be above the -A- range – risk 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.*
  - ◆ *During the pre-sales inspection, the oil inspection can also be performed 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.

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**The oil level in area -a-**

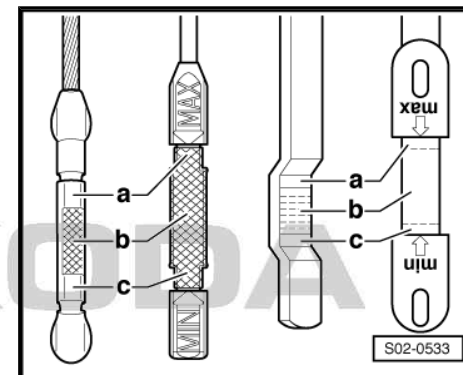
- The oil must not be topped up.

**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

Replace engine oil filter ⇒ [“3.8 Replace engine oil filter”, page 59](#)

**Special tools and workshop equipment required**

- ◆ Old oil collection and suction device, 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!*

- Take off cap.

**Vehicles with petrol engines with replacement oil filters**

- Loosen oil filter and unscrew ⇒ [“3.8.2 Replace oil filter with replacement oil filter for petrol engines”, page 61](#) Remove sound dampening system for filters attached laterally to the motor.



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### Vehicles with petrol engines with replacement oil filter insert at the engine from above

- Unscrew the screw cap for the oil filter into the height of the lug -a- -arrow- (or by around 3 revolutions if the lug is no longer present) and allow it to remain in this position for a few minutes so that the engine oil can flow out of the filter element and filter housing.

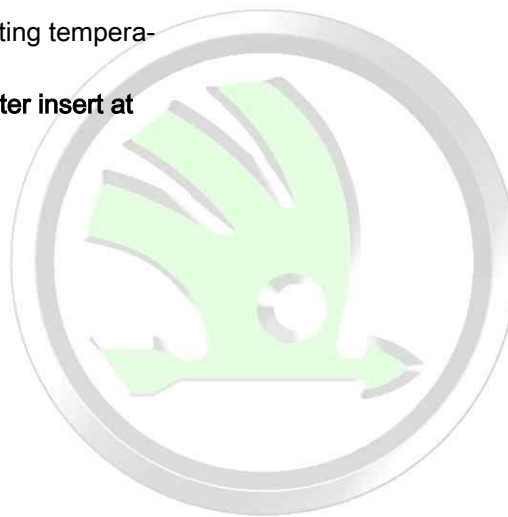
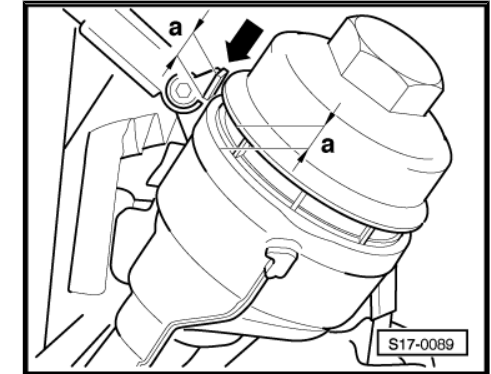
#### Note

- ◆ *When the screw cap is fully removed for the oil filter without a wait time, the oil will flow into the AC generator.*
- ◆ *Cover the AC generator with a cloth before removing the screw cap for the oil filter.*
- ◆ *Make sure none of the engine oil drops onto the poly V-belt.*
- Completely unscrew the screw cap for oil filters with oil filter element holder, remove filter element  
⇒ ["3.8.1 Replace oil filter with replacement oil filter insert for petrol engines", page 59](#) .
- After filling with oil, run engine until it is at operating temperature and inspect for tightness.

### Vehicles with petrol engines with replacement oil filter insert at the engine from below

#### Special tools and workshop equipment required

- ◆ Oil drainage adapter -T40057-

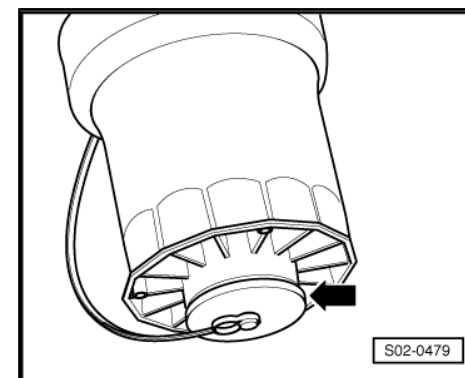
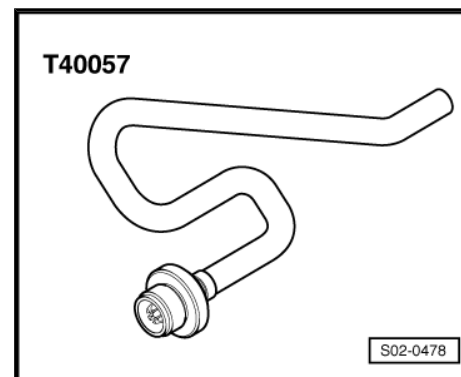




- ◆ Oil filter wrench -3417- or wrench 36

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- Remove the noise insulation.
- Unscrew the rubber bowl -arrow- from the oil filter housing.



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- Screw the adapter -T40057- into the oil filter housing and hold the hose in the oil catch pan.

**i Note**

*When screwing in the adapter -T40057- the valve is opened in the oil filter housing.*

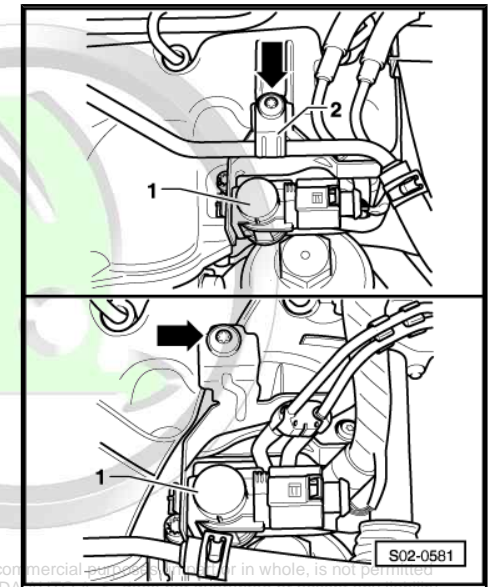
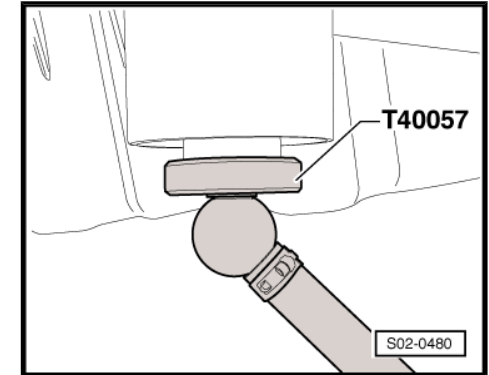
- Drain the engine oil.
- Unscrew adapter -T40057- .
- Now unscrew the oil filter housing using oil filter wrench -3417- or wrench 36.

**Vehicles with diesel engine**

**For TDI common rail engines**

- Unscrew the plug -arrow-.
- Slacken solenoid valve -1- with holder and place to the side.
- Slacken cable -2- and place to the side.

**Continued for all vehicles with diesel engine**



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- Loosen the screw cap for the oil filter -1- and keep in this position for a few minutes to allow the engine oil to flow out of the filter element and filter housing.
- Unscrew the screw cap for oil filter -1- and remove the oil filter element -3-.
- Remove oil filter element -3-.

#### For all vehicles

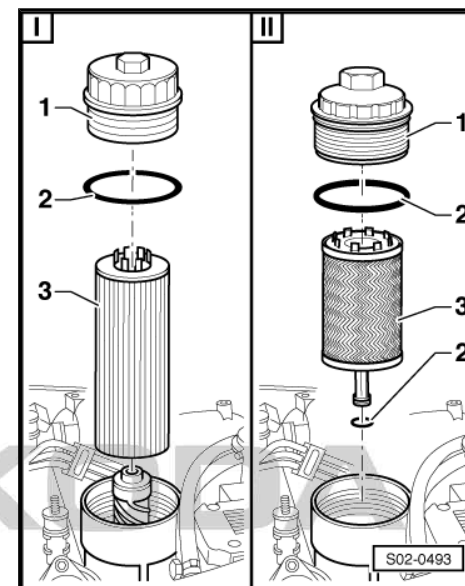
- Suction off the engine oil with the old oil collection and suction device
- or
- Remove noise insulation (unless removed already).
  - Screw out the oil drain plug and collect the oil in a suitable vessel.



#### Note

*Always replace oil drain plug.*

- Screw in drain plug using a new sealing ring and tighten to 30 Nm.
- Install new oil filter/oil filter element  
 ⇒ ["3.8 Replace engine oil filter", page 59](#) .
- Pour in oil as stated in the specifications ⇒ [page 57](#) .





## Engine oil capacities

### VW-engine oil standards

Petrol engines		Approximative oil capacity with oil filter change (l)	VW-engine oil standards	
			QI6 (QG1 <sup>25</sup> )	QI1, QI2, QI3, QI4 (QG0, QG2)
1,2/77 kW	CBZB	to 05/2011: 3.6 from 06/2011: 3.9	VW 504 00	VW 502 00
1.4 l/55 kW	BCA	3.2	VW 503 00, VW 504 00	VW 501 01, VW 502 00
1.4 l/59 kW	BUD, CGGA	3.2	VW 503 00, VW 504 00	VW 501 01, VW 502 00
1.4 l/90 kW TSI	CAXA	3.6	VW 504 00	VW 502 00
1.6 l/75 kW	BSE, BSF, BGU	4.5	VW 503 00, VW 504 00	VW 501 01, VW 502 00
	CHGA		-	VW 502 00
	CCSA		-	VW 502 00
	CMXA		-	VW 502 00
1.6 ltr./85 kW FSI	BLF	3.2	VW 503 00, VW 504 00	VW 501 01, VW 502 00
1.8 l/112 kW TSI	CDAB	4.6	VW 504 00	VW 502 00
1.8 l/118 kW TSI	BZB	4.6	VW 504 00	VW 502 00
	CDA A		VW 504 00	VW 502 00
2.0 ltr./110 kW FSI	BLX, BLR, BLY, BVX, BVY, BVZ	4.6	VW 503 00, VW 504 00	VW 501 01, VW 502 00
2.0 ltr./147 kW FSI	BWA	4.6	VW 503 00, VW 504 00	VW 501 01, VW 502 00
2.0 l/147 kW TSI	CCZA		VW 504 00	VW 502 00

25) Up to MY 2012



Note

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

Diesel engines		Approximative oil capacity with oil filter change (l)	VW-engine oil standards	
			QI6 (QG1 <sup>26</sup> )	QI1, QI2, QI3, QI4 (QG0, QG2)
1.6 l/77 kW TDI CR	CAYC	4.3	VW 507 00	VW 507 00
1.9 l/77 kW TDI PD	BJB, BKC, BXE	3.8	VW 506 01, VW 507 00	VW 505 01



Diesel engines		Approximative oil capacity with oil filter change (l)	VW-engine oil standards	
			QI6 (QG1 <sup>26)</sup> )	QI1, QI2, QI3, QI4 (QG0, QG2)
1.9 ltr./77 kW TDI PD DPF	BLS	4.3	VW 507 00	VW 507 00
2.0 l/81 kW TDI CR	CLCA, CFHF	4.3	VW 507 00	VW 507 00
2.0 l/100 kW TDI PD	AZV	3.8	VW 506 01, VW 507 00	VW 505 01
2.0 l/103 kW TDI PD	BKD	3.8	VW 506 01, VW 507 00	VW 505 01
2.0 ltr./103 kW TDI PD DPF	BMM	4.3	VW 507 00	VW 507 00
2.0 l/103 kW TDI CR-DPF	CLCB, CFHC	4.3	VW 507 00	VW 507 00
2.0 l/125 kW TDI PD DPF	BMN	4.3	VW 507 00	VW 507 00
2.0 l/125 kW TDI CR	CEGA	4.3	VW 507 00	VW 507 00

26) Up to MY 2012



**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.

- Close the oil filler opening again.
- Start engine and check for leaks.
- Check the engine oil level again and top up with oil if necessary  
⇒ [“3.6 Inspecting engine oil level”, page 51](#) .
- Wait at least 3 minutes after topping up the oil again before inspecting the oil level again  
⇒ [“3.6 Inspecting engine oil level”, page 51](#) .
- Install the noise insulation.

 **Note**

*The oil level must not be above the -max- marking to avoid damage to the catalytic converter*  
⇒ [“3.6 Inspecting engine oil level”, page 51](#) .

### 3.8 Replace engine oil filter

#### 3.8.1 Replace oil filter with replacement oil filter insert for petrol engines

Version of the replacement oil filter insert on the engine from above

##### Special tools and workshop equipment required

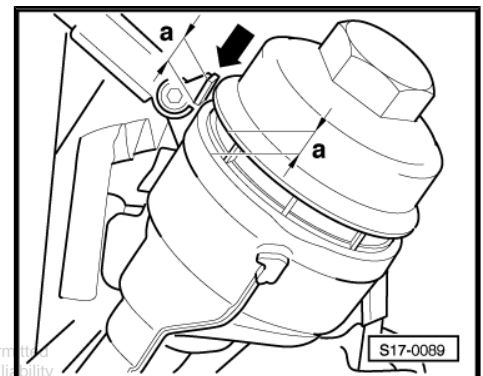
- ◆ Oil filter wrench e.g. 3417 , or wrench 32 or 36

##### Remove replacement oil filter element

- Remove engine cover.
- Unscrew the screw cap for the oil filter into the height of the lug -a- -arrow- (or by around 3 revolutions if the lug is no longer present) and allow it to remain in this position for a few minutes so that the oil can flow out of the oil filter element.

 **Note**

- ◆ *When the screw cap is fully removed for the oil filter without a wait time, the oil will flow into the AC generator.*
- ◆ *Cover the AC generator with a cloth before removing the screw cap for the oil filter.*
- ◆ *Make sure none of the engine oil drops onto the poly V-belt.*

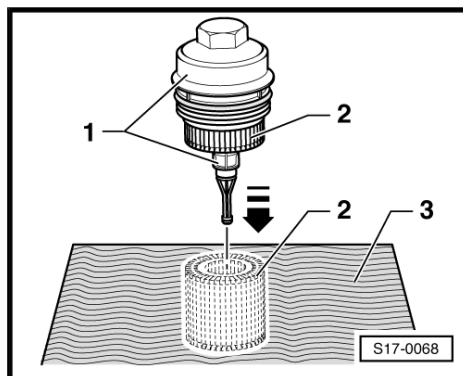


- Completely unscrew the screw cap for the oil filter, remove.



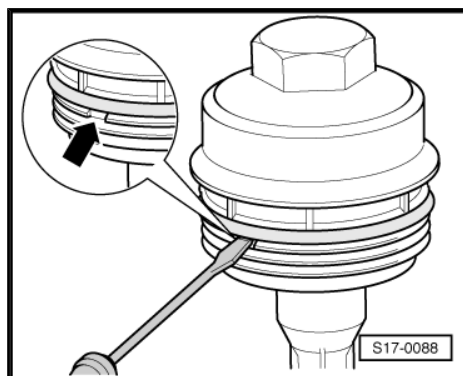
- Light knock the screw cap for the oil filter with the oil filter element holder -1- on a fixed base -3- (e.g. a wooden plate) -arrow-.

This loosens the oil filter insert -2-.



- Place the screwdriver carefully in the groove -arrow- of the screw cap for the oil filter and plug off the O-ring.

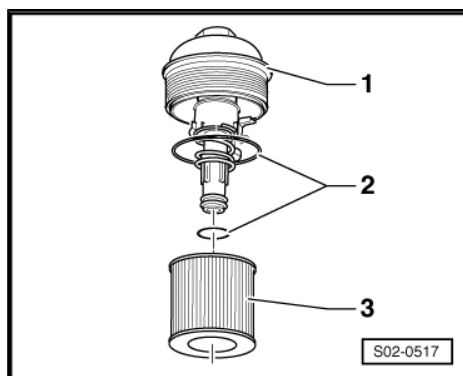
**Install new replacement oil filter element**



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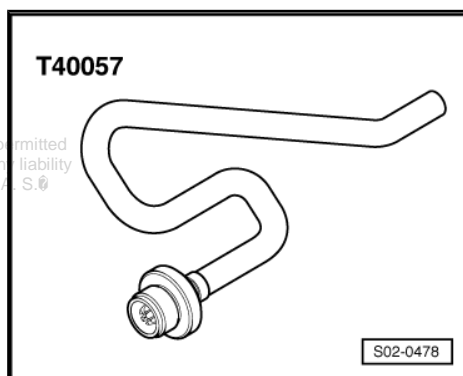
- Replace O-rings -2-.
- Insert new oil filter element -3-.
- Screw in the screw cap for oil filter -1- and tighten to 25 Nm.
- After filling with oil, run engine until it is at operating temperature and inspect for tightness.

**Version of the replacement oil filter insert on the engine from below**



**Special tools and workshop equipment required**

- ◆ Oil drainage adapter -T40057-
- ◆ Oil filter wrench -3417- or wrench 36



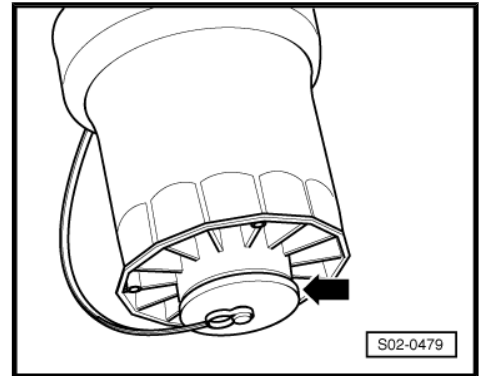
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**Remove replacement oil filter element**

- Remove the noise insulation.



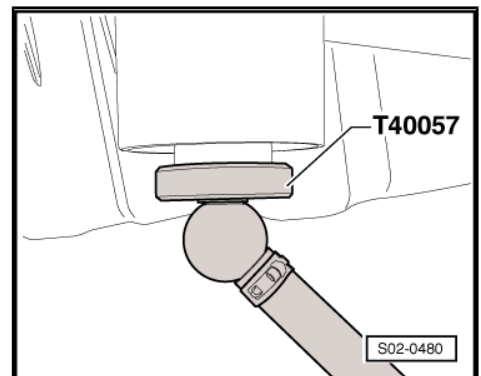
- Unscrew the rubber bowl -arrow- from the oil filter housing.



- Screw the adapter -T40057- into the oil filter housing and hold the hose in the oil catch pan.

**i Note**

- ◆ *When screwing in the adapter -T40057- the valve is opened in the oil filter housing.*
- ◆ *When unscrewing the adapter -T40057- the valve is automatically closed again.*



- Drain the engine oil.
- Unscrew adapter -T40057- .
- Now unscrew the oil filter housing using oil filter wrench -3417- or wrench 36.

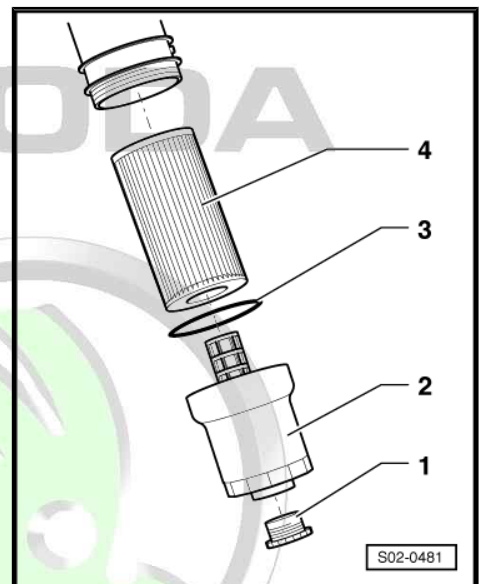
**Install replacement oil filter element**

- Replace oil filter insert -4- as well as gasket ring -3-.

**i Note**

- ◆ *before fitting moisten gasket rings lightly with clean engine oil.*
- ◆ *Observe the disposal instructions!*

- Tighten oil filter housing -2- to 25 Nm.
- Screw rubber bowl -1- by hand into the oil filter housing -2-.
- Install the noise insulation.



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

Oil filter wrench e.g. 3417 , or wrench 32 or 36 (except for 1.4 ltr/ 59 kW engine)

- Loosen oil filter and unscrew:

Remove sound dampening system for filters attached laterally to the motor.

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Remove engine trim panel for filters attached to the motor from above.

#### Install new replacement oil filter

- Clean sealing surface at engine.
- Lightly moisten the rubber seal of the oil filter with oil.
- Screw in the new oil filter.
- Tighten the oil filter as follows:  
1.8 ltr/112, 1.8 ltr/118 kW engines: 20 Nm  
All other engines: tighten by hand.
- After filling with oil, run engine until it is at operating temperature and inspect for tightness.
- Install the engine cover.

### 3.8.3 Replace oil filter for diesel engines

#### Special tools and workshop equipment required

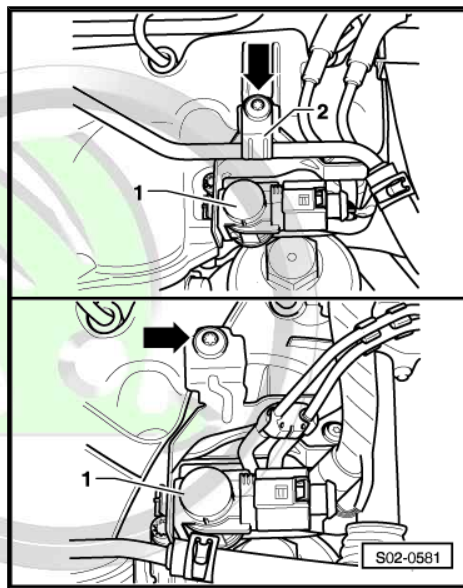
- ◆ Oil filter wrench or wrench 36 or 32
- Remove engine cover.

#### For TDI CR (Common Rail) engines

- Unscrew the plug -arrow-.
- Slacken solenoid valve -1- with holder and place to the side.
- Slacken cable -2- and place to the side.

Continued for all vehicles

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- Loosen the screw cap for the oil filter -1- and keep in this position for a few minutes to allow the engine oil to flow out of the filter element and filter housing.
- Unscrew the screw cap for oil filter -1- and remove the oil filter element -3-.
- Remove oil filter element -3-.
- Clean the sealing surface on the screw cap for the oil filter and on the oil filter housing.
- Replace O-rings -2- as well as the oil filter element -3-.

**i Note**

- ◆ *before fitting moisten gasket rings lightly with clean engine oil.*
- ◆ *Observe the disposal instructions!*

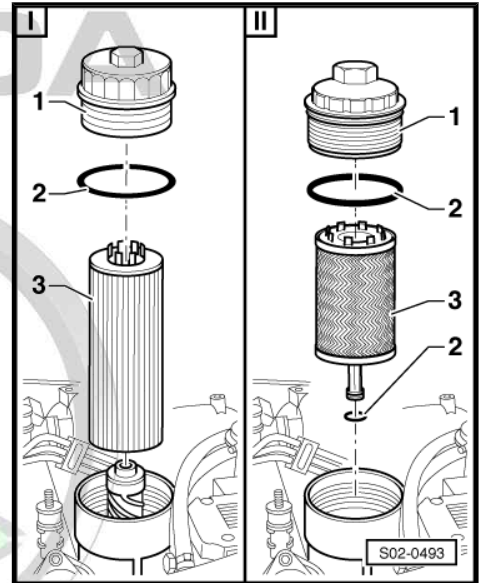
- Tighten cap -1-.

Tightening torque of screw cap: 25 Nm

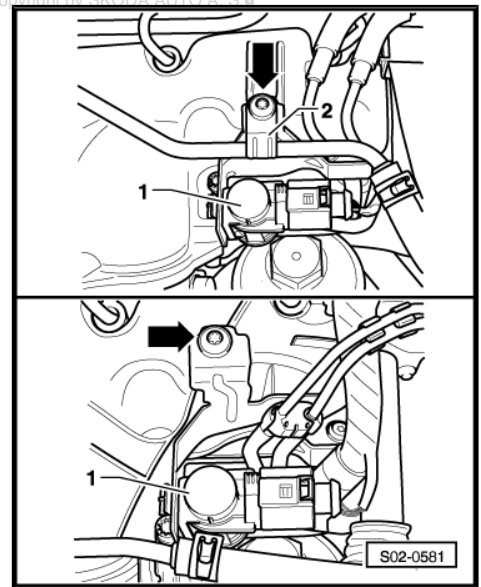
- After filling with oil, run engine until it is at operating temperature and inspect for tightness.

**For TDI CR (Common Rail) engines**

- Install solenoid valve -1- with mounting bracket, tighten screw -arrow-.
- Install engine cover at top .



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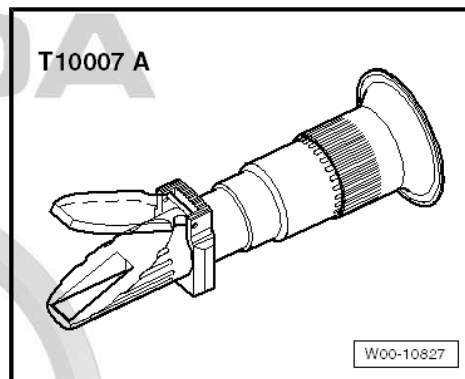


### 3.9 Inspecting antifreeze protection, replenishing coolant additive if necessary

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**

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- ◆ *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 ⇒ Owner's Manual of refractometer .
- Hold refractometer against a light source and read off the temperature down to which antifreeze protection exists on the scale for ethylene glycol:

**WARNING**

*The vehicles are filled ex works with coolant additive G12++ / G13 - which has a lilac colour.*

*The vehicles produced up to 06.2011 are filled with coolant additive G12++ - which has a lilac colour and conforms to the standard TL VW 774 G.*

*The vehicles produced as of 06.2011 are filled with coolant additive G13 - which has a lilac colour and conforms to the standard TL VW 774 J.*

*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 when measuring the antifreeze.*

The scale -1- of the refractometer - T10007 A- is valid for the coolant additives G11, G12; G12+ and G12++.

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.

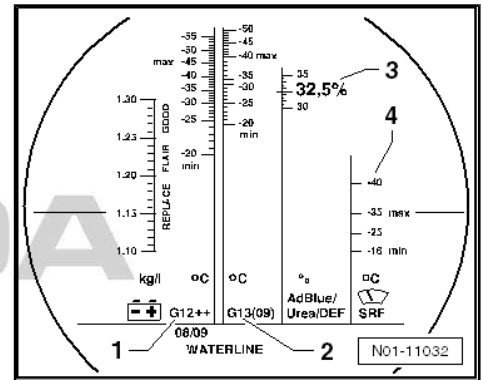
#### Antifreeze protection of the coolant

**WARNING**

*Antifreeze protection of the coolant must be ensured down to -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	Distilled water
-25 °C	approx. 40 %	approx. 60%
-35 °C	approx. 50 %	approx. 50 %
-40 °C	approx. 60%	approx. 40 %

#### Replenishing coolant additive

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#### Note

*The cooling system is filled all year round with a mixture of distilled 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 this reason, it is imperative that the cooling system remains filled with coolant additive with corrosion protection which has these properties the whole year round.*

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 all year round.

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.

**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 ex works with coolant additive G12++ / G13 - which has a lilac colour.*

*The vehicles produced up to 06.2011 are filled with coolant additive G12++ - which has a lilac colour and conforms to the standard TL VW 774 G.*

*The vehicles produced as of 06.2011 are filled with coolant additive G13 - which has a lilac colour and conforms to the standard TL VW 774 J.*

*When refilling, coolant additives G12++ and G13 - 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.

**i 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 .

**i 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.

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**Miscibility of coolant additives**

**! WARNING**

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

For vehicles with auxiliary heating, the coolant capacity is approx. 1 ltr. more.

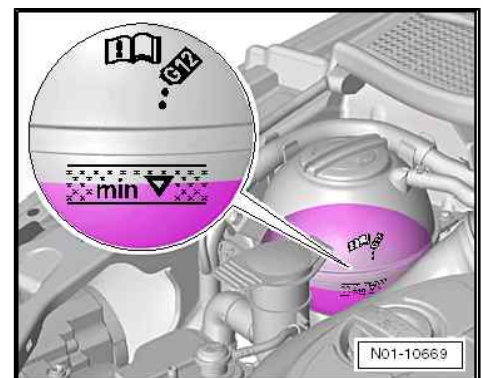
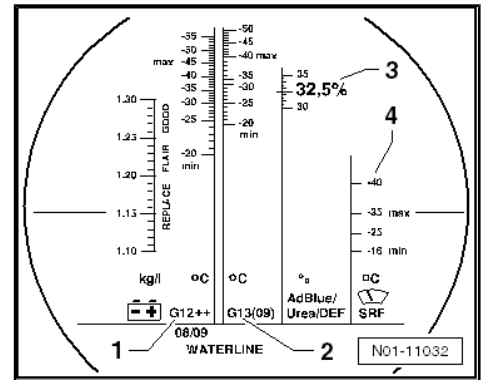
### 3.10 Inspecting coolant level (volume)

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

- Check coolant level when the engine is cold.
- ◆ Delivery inspection and pre-sale inspection: above the “min” marking -arrow-.
- ◆ Interval service: above the “min” marking -arrow-.
- When the coolant level is low, top up the missing amount of coolant according to the mixing ratio ⇒ [page 65](#) .

**! 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) - notify the customer.*



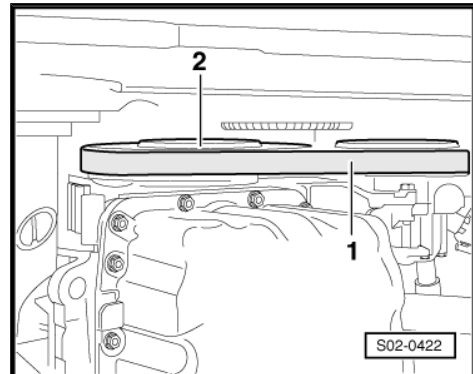
### 3.11 V-ribbed belt: check condition

#### Special tools and workshop equipment required

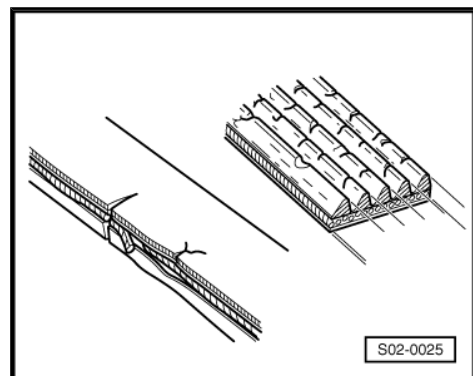
- ◆ Socket

#### Perform the following procedure:

- Raise vehicle.
- Remove the noise insulation.
- Remove cap for screw of Poly V-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.



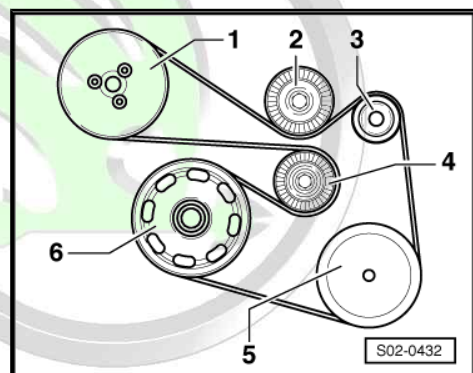
#### Note

- ◆ *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.*
- ◆ *Inspect the tension of the belt on engines without tensioning pulley → Relevant Engine; Rep. gr. 13.*

### 3.12 Routing of V-ribbed belt

#### 1.2 I/77 kW (CBZB) with air conditioning system

- 1 - Coolant pump
- 2 - Guide pulley
- 3 - Alternator
- 4 - Tensioning pulley
- 5 - AC compressor
- 6 - Crankshaft

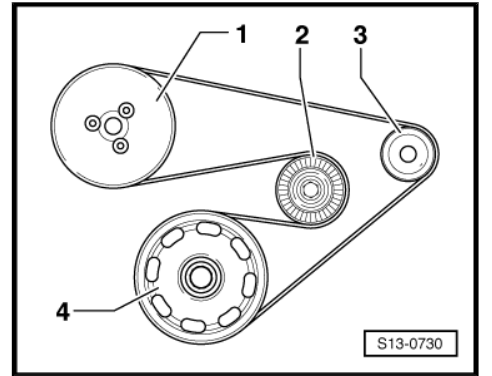






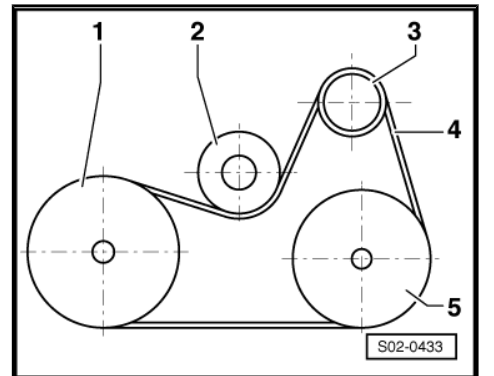
**1.2 I/77 kW (CBZB) without air conditioning system**

- 1 - Coolant pump
- 2 - Tensioning pulley
- 3 - Alternator
- 4 - Crankshaft



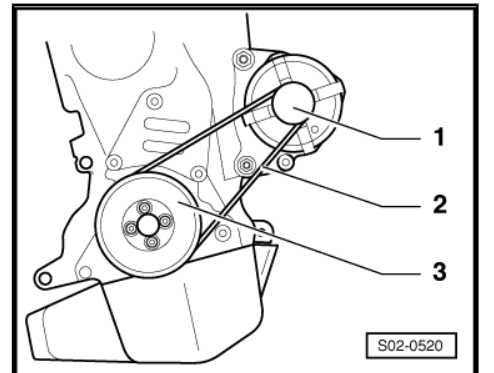
**1.4 I/55 kW (BCA), 1.4 I/59 kW (BUD), 1.6 I/77 kW (CAYC), 2.0/125 kW (CEGA), 2.0 I/81 kW (CLCA, CFHF), 2.0 I/103 kW (CLCB, CFHC) with air conditioning system**

- 1 - Crankshaft
- 2 - Tensioning pulley
- 3 - Alternator
- 4 - V-ribbed belt
- 5 - AC compressor

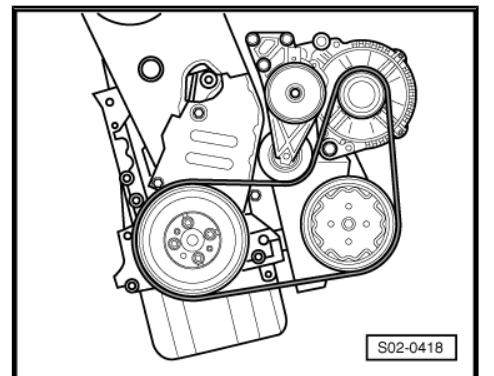
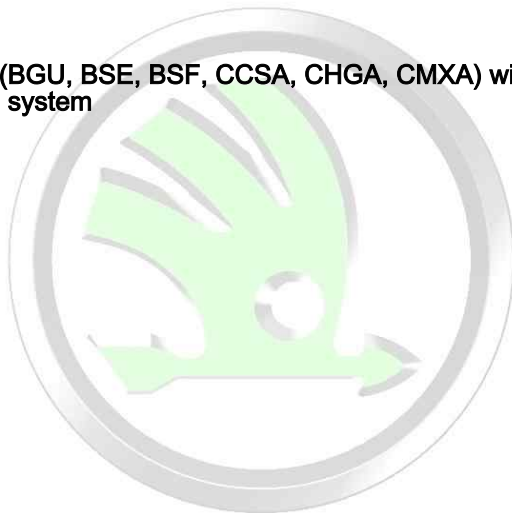


**2.0/81 kW (CLCA, CFHF), 2.0 I/103 kW (CLCB, CFHC) without air conditioning system**

ŠKODA



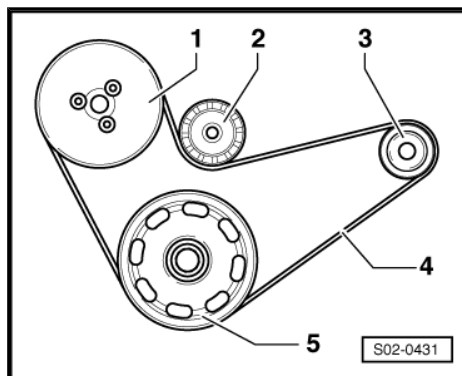
**1.6 I/75 kW (BGU, BSE, BSF, CCSA, CHGA, CMXA) with air conditioning system**





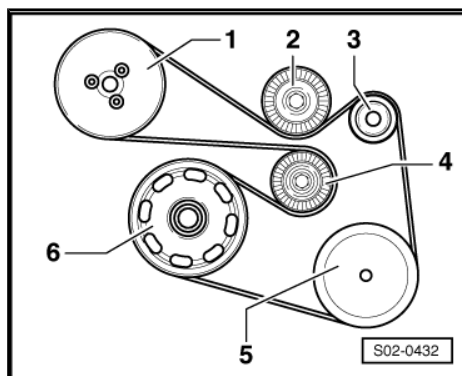
**1.6 l/85 kW (BLF) without air-conditioning**

- 1 - Coolant pump
- 2 - Tensioning pulley
- 3 - Alternator
- 4 - V-ribbed belt
- 5 - Crankshaft

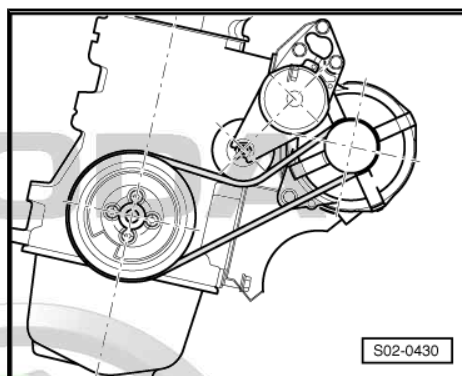


**1.6 litre/85 kW (BLF) with air-conditioning**

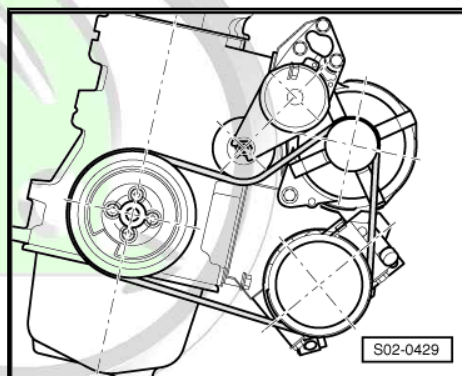
- 1 - Coolant pump
- 2 - Guide pulley
- 3 - Alternator
- 4 - Tensioning pulley
- 5 - AC compressor
- 6 - Crankshaft



**1.6 l/75 kW (CMXA), 1.9 l/77 kW (BJB, BKC, BXE, BLS) and 2.0 l/103 kW (BKD, BMM) and 2.0 l/100 kW (AZV) and 2.0 l/110 kW (BLX, BLR, BLY, BVX, BVY, BVZ) and 1.8 l/118 kW (BZB) without air conditioning system**



**1.4 l/90 kW (CAXA), 1.9 l/77 kW (BJB, BKC, BXE, BLS) and 2.0 l/103 kW (BKD, BMM) and 2.0 l/100 kW (AZV) and 2.0 l/110 kW (BLX, BLR, BLY, BVX, BVY, BVZ) 2.0 l/125 kW (BMN), 2.0 l/147 kW (BWA, CCZA), 1.8 l/112 kW (CDAB) and 1.8 l/118 kW (BZB, CDAA) with air conditioning**



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### 3.13 Replace spark plugs



#### Note

- ◆ To undo and tighten the spark plugs use a special spark plug wrench, e.g. -3122 B- .
- ◆ Observe the disposal instructions for the spark plugs.
- ◆ Tightening torque: ⇒ Rep. gr. 28 ; Ignition system; Summary of components - ignition system
- ◆ Remove the ignition units or the plug with a corresponding tool according to the following table:
- ◆ Current assignment of the spark plugs ⇒ Electronic Catalogue of Original Parts.

Engine type/Engine codes	Tool for removing the ignition units/cables	Change interval:
1.2 l/77 kW CBZB	-T10112 A-	Every 60,000 km or 4 years
1.4 l/55 kW BCA	-T10094 A-	
1.4 l/59 kW BUD CGGA	-T10094 A-	
1.4 l/90 kW CAXA	-T10094 A- -T10118-	
1.6 ltr/75 kW BSE BSF CCSA CHGA CMXA BGU	-T10112 A-	
1.6 l/85 kW BLF	-T10094 A- -T10118-	
2.0 l/110 kW BLX BLR BVY BVX BLY BVZ	-T40039-	
1.8 ltr./112 kW CDAB	-T40039-	Every 90,000 km or 6 years
1.8 ltr./118 kW BZB		
1.8 ltr./118 kW CDAA		
2.0/147 kW BWA		
2.0/147 kW CCZA		

### 3.14 Replace air filter element

- Remove filter housing cover.

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- Release the air guide hose, if necessary pull out connector from sender.
- Open filter housing.
- Replace filter element and clean the filter housing.
- Close the filter housing and check for correct installation, if necessary connect connector to the sender.

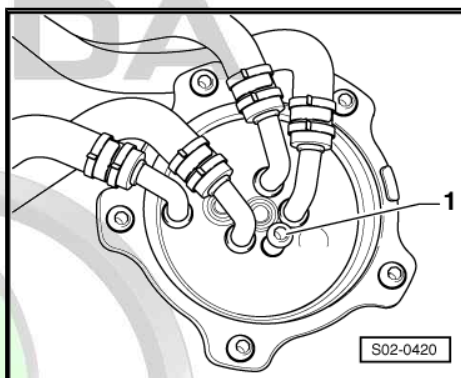
### 3.15 Replacing the fuel filter (diesel engine)



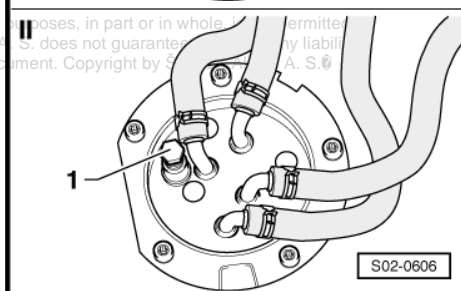
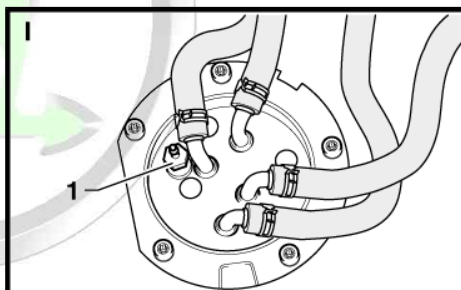
Note

There are three different fuel filter systems:

System with screw plug to water suction -1-, procedure ⇒ [page 72](#)

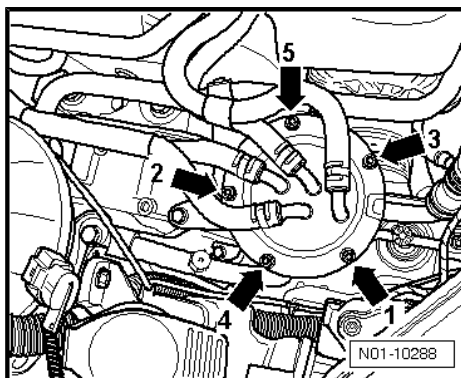


System with drain plug -1-, work procedure ⇒ [page 74](#)



System without screw plug, procedure ⇒ [page 77](#)

System with screw plug to water suction



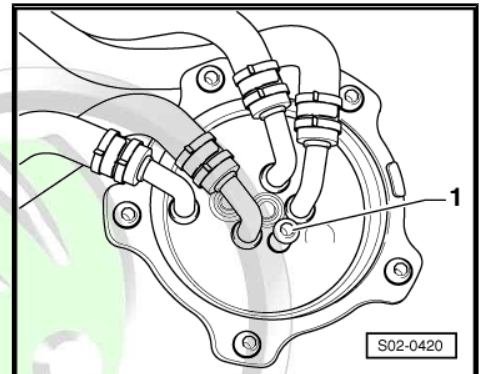
### Special tools and workshop equipment required

- ◆ Offset screwdriver - VAS 6543-
- ◆ Diesel extractor - VAS 5226-

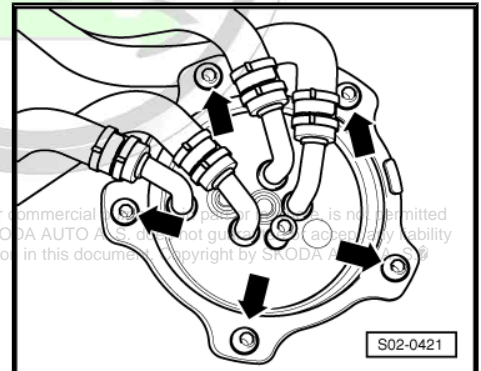
#### Note

- ◆ *Make sure no diesel fuel runs onto the coolant hoses. If necessary, clean the hoses immediately!*
- ◆ *It is absolutely necessary to observe the oil disposal instructions!*
- ◆ *Observe the disposal instructions!*

- Release screw from drain pipe -1-.
- Connect diesel extractor e.g -VAS 5226- to outlet -1-.
- Use diesel extractor e.g. -VAS 5226- to extract approx. 100 ml of diesel fuel.
- Replace gasket ring and screw the screw into the drain pipe.



- Loosen screws -arrows- By rotating about 1.5 ... 2 turns cross-wise.
- Remove screws -arrows- and take off fuel filter - top part.



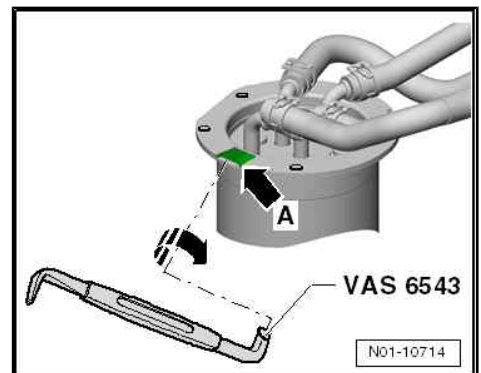
#### Note

*If the fuel filter - top part fits too tightly, it must be loosened as follows:*

- Raise the fuel filter - top part e.g using an offset screwdriver - VAS 6543- at the assembly groove -arrow A-.

The assembly groove can vary in size depending on the version of the top part.

- Insert the relevant side of the offset screwdriver -VAS 6543- in the assembly groove and turn the offset screwdriver.







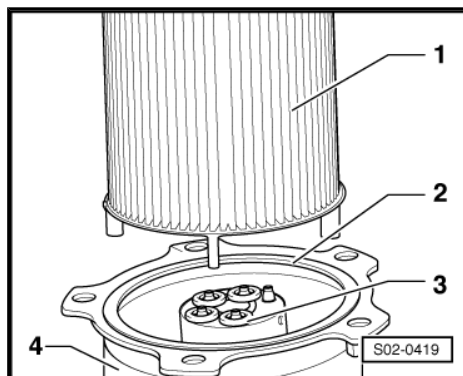
- Take filter element -1- out of the filter housing -4-.
- Replace gasket ring -3-.



**Note**

*Observe the disposal instructions!*

- Install new filter element.



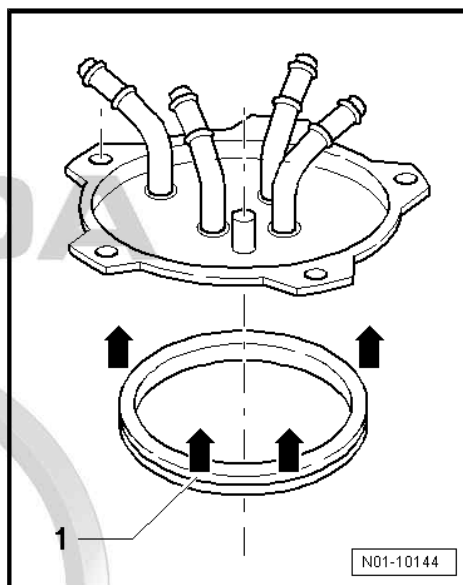
- Slightly moisten the new gasket ring -1- with diesel fuel and insert it in the fuel filter - top part.
- Fit the fuel filter - top part with the gasket ring correctly on the fuel filter - bottom part and press down evenly until the fuel filter - top part rests fully on it.



**Caution**

**Do NOT tighten the top part with the screws until it rests fully on the bottom part.**

- Screw all the screws into the fuel filter - bottom part and tighten by hand.

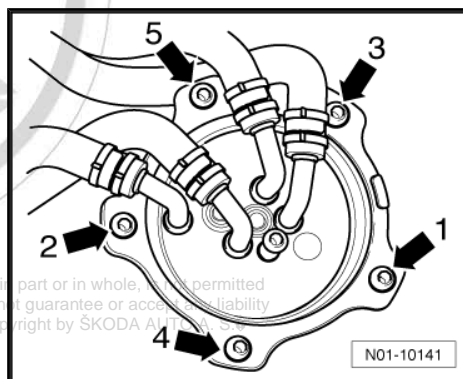


- Tighten screws -arrows- in the sequence shown to 5 Nm.
- Reconnect the hoses to their initial locations.



**Note**

*By complying with the relevant tightening sequence, the tilting of the fuel filter - top part is prevented and the gasket ring is not damaged.*



**System with screw plug to fuel filter drainage**

**Special tools and workshop equipment required**

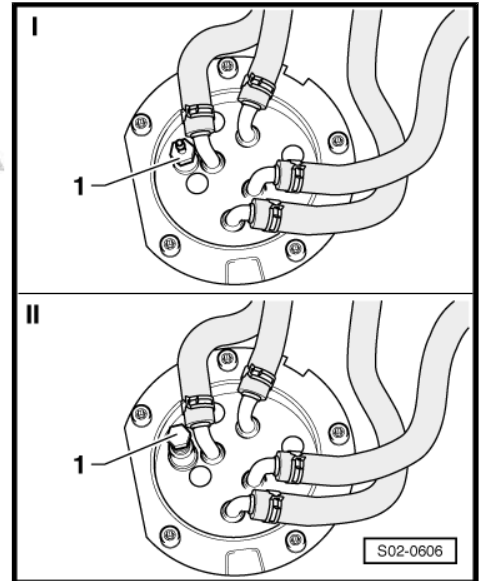
- ◆ Offset screwdriver - VAS 6543-



**Note**

- ◆ *Observe the instructions when working on the fuel supply ⇒ Engine; Rep. gr. 01 .*
- ◆ *Make sure no diesel fuel runs onto the coolant hoses. If necessary, clean the hoses immediately!*
- ◆ *It is absolutely necessary to observe the oil disposal instructions!*
- ◆ *Observe the disposal instructions!*

- Loosen drain plug -1-, if necessary unscrew drain plug -1- (drain plug version -II-).
- Fit a transparent hose with a water drain reservoir onto the drain plug -1-, if necessary on the position -1- (drain plug version -II-).
- Start engine.
- Drain off approx. 0.3 to 0.4 litres of fluid. As soon as clean diesel fuel flows out, switch off the engine.
- Remove the hose and tighten the drain plug -1- to 7 Nm, if necessary screw in the drain plug -1- with a new gasket ring and tighten to 7 Nm (drain plug version -II-).

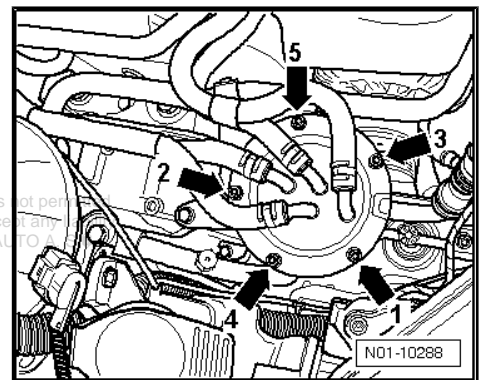


- Loosen screws -arrows- By rotating about 1.5 ... 2 turns cross-wise.
- Remove screws -arrows- and take off fuel filter - top part.



**Note**

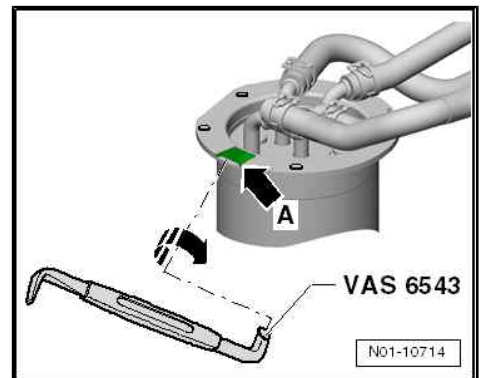
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 If the fuel filter -top part fits too tightly, it must be loosened as follows:



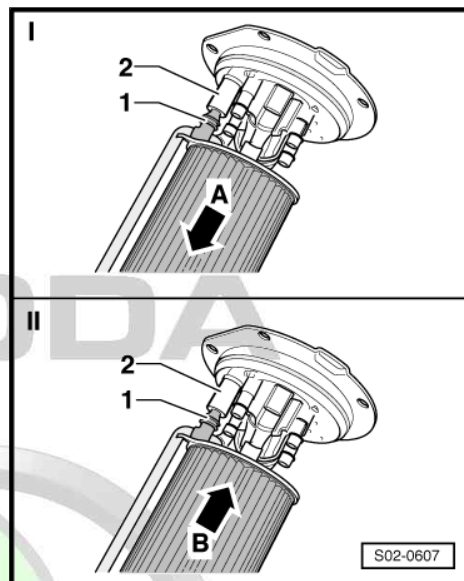
- Raise the fuel filter - top part using an offset screwdriver -VAS 6543- at the assembly groove -arrow A-.

The assembly groove can vary in size depending on the version of the top part.

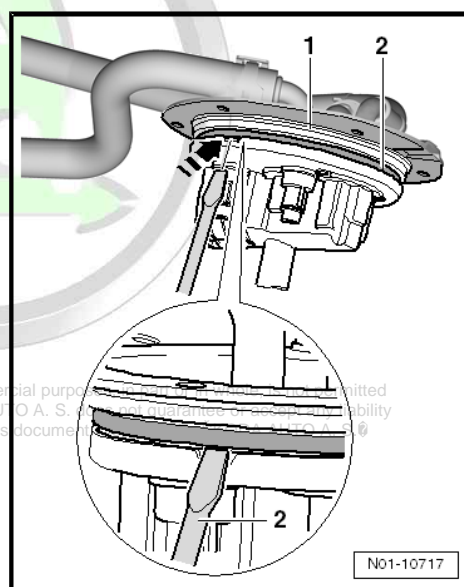
- Insert the relevant side of the offset screwdriver -VAS 6543- in the assembly groove and turn the offset screwdriver.
- Lift off fuel filter - top part with filter element partially from fuel filter - bottom part.



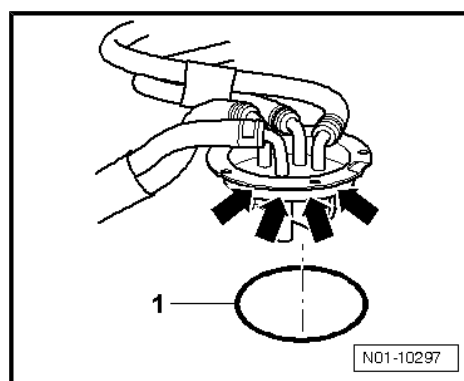
- Separate filter element with drain port -1- by pulling -arrow A- from the fuel filter - top part -2-.
- Take filter element out of the fuel filter - bottom part.
- Eliminate any dirt present from the fuel filter - bottom part.



- Remove the old gasket ring -2- from the fuel filter - top part -1- by levering out the gasket ring in the specified slot -arrow-.



- Slightly moisten the new gasket ring -1- with diesel fuel and insert it in the slot in the fuel filter - top part -arrows-.
- Partially insert a new filter element in the fuel filter - bottom part (hold the filter element with the hand).
- Slightly moisten the inner gasket of the filter element with diesel fuel.



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- Slightly moisten the gasket ring of the drain port -1- with diesel fuel.
- Turn the filter element in such a way that the drain port -1- of the filter element points towards the drainage sleeve of the fuel filter - top part -2-.
- Fit filter element with drain port -1- by pressing -arrow B- into the fuel filter - top part -2-.
- Fit the fuel filter - top part with the gasket ring correctly on the fuel filter - bottom part and press down evenly until the fuel filter - top part rests fully on it.



**Caution**

**Do NOT tighten the top part with the screws until it rests fully on the bottom part.**

- Screw all the screws into the fuel filter - bottom part and tighten by hand.
- Tighten screws -arrows- in the sequence shown to 5 Nm.



**Note**

*By complying with the relevant tightening sequence, the tilting of the fuel filter - top part is prevented and the gasket ring is not damaged.*

**For TDI common rail engines**

- Fill and bleed high pressure pump/fuel system ⇒ Relevant engine; Rep. gr. 23 .

**System without screw plug**



**Note**

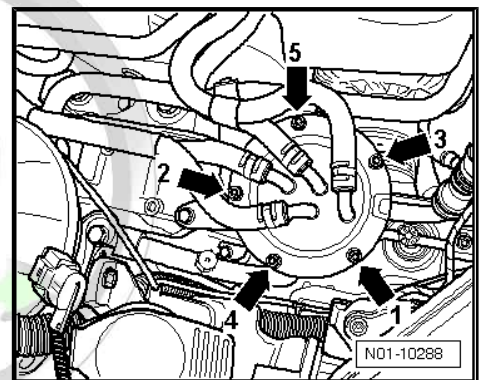
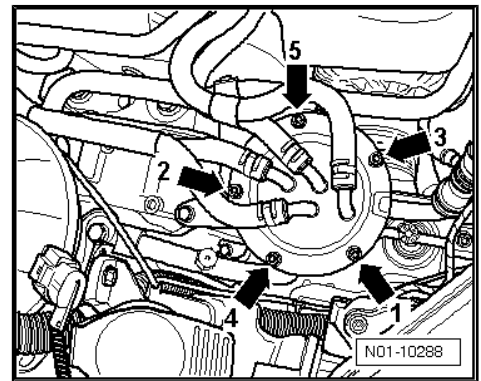
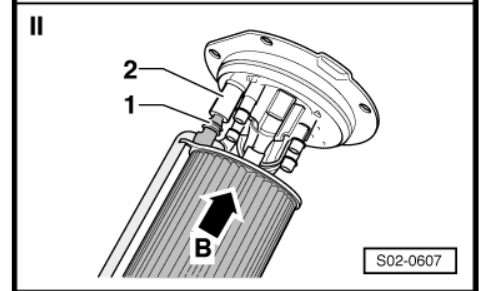
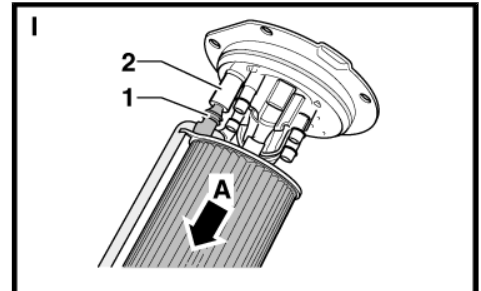
- ◆ *Make sure no diesel fuel runs onto the coolant hoses. If necessary, clean the hoses immediately!*
- ◆ *It is absolutely necessary to observe the oil disposal instructions!*
- ◆ *Observe the disposal instructions!*

- Loosen screws -arrows- By rotating about 1.5 ... 2 turns cross-wise.
- Remove screws -arrows- and take off fuel filter - top part.



**Note**

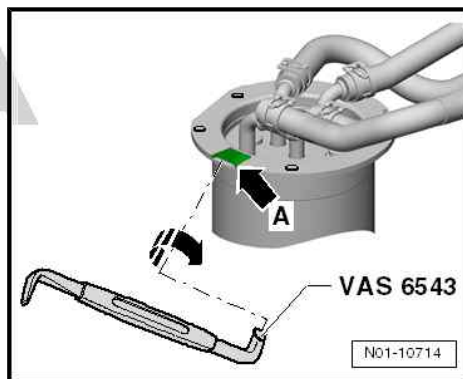
*If the fuel filter - top part fits too tightly, it must be loosened as follows:*



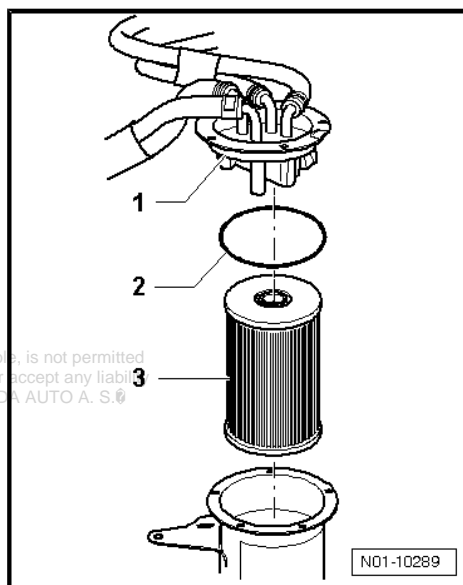
- Raise the fuel filter - top part using an offset screwdriver -VAS 6543- at the assembly groove -arrow A-.

The assembly groove can vary in size depending on the version of the top part.

- Insert the relevant side of the offset screwdriver -VAS 6543- in the assembly groove and turn the offset screwdriver.

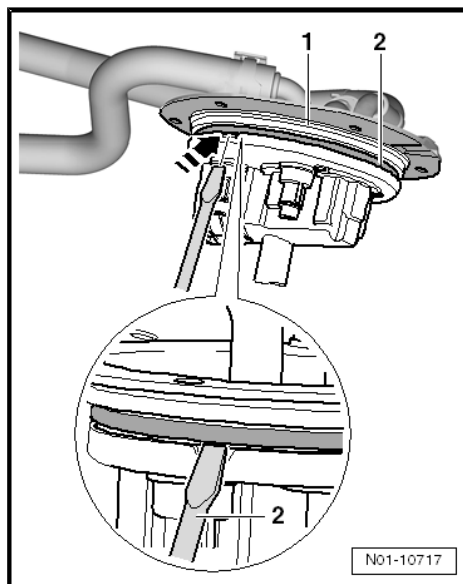


- Remove the old gasket ring -2- from fuel filter - top part -1-
- Take filter element -3- out of the fuel filter - bottom part.
- Eliminate any dirt present and remaining water from the fuel filter - bottom part using the diesel extractor, e.g. -VAS 5226-.



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- Remove the old gasket ring -2- from the fuel filter - top part -1- by levering out the gasket ring in the specified slot -arrow-.
- Slightly moisten the inner gasket of the filter element with diesel fuel.
- Insert a new filter element in fuel filter - bottom part.

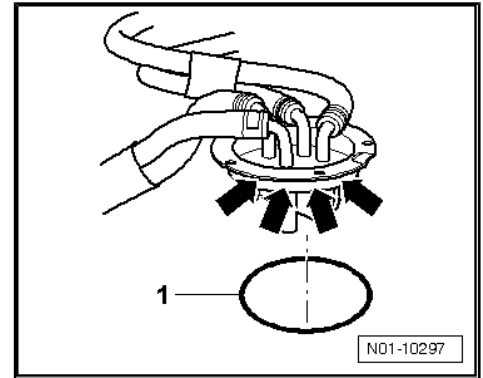


- Slightly moisten the new gasket ring -1- with diesel fuel and insert it in the slot in the fuel filter - top part -arrows-.
- Fit the fuel filter - top part with the gasket ring correctly on the fuel filter - bottom part and press down evenly until the fuel filter - top part rests fully on it.



**Caution**

**Do NOT tighten the top part with the screws until it rests fully on the bottom part.**

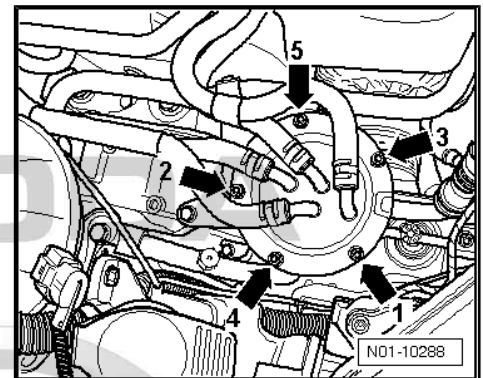


- Screw all the screws into the fuel filter - bottom part and tighten by hand.
- Tighten screws -arrows- in the sequence shown to 5 Nm.



**Note**

*By complying with the relevant tightening sequence, the tilting of the fuel filter - top part is prevented and the gasket ring is not damaged.*



**For TDI common rail engines**

- Fill and bleed high pressure pump/fuel system ⇒ Relevant engine; Rep. gr. 23 .

### 3.16 Checking diesel particle filter

- Check that all lines and senders for the diesel particle filter are connected and secure.
- Check diesel particle filter for leaks, damage and secure fit.



**Note**

*As part of checking the diesel particle filter, the fill level of the particle filter volume is queried.*

**TDI PD engines:**

- Connect diagnostic unit, select function »Self-diagnosis« and then »Engine« and »Read measured value block« ⇒ Vehicle diagnostic tester.

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**Note**

*Operate the diagnostic unit according to Owner's Manual and by following the indication on the display.*

- Select »measured value block 68« and read off the actual value in the display field 2 (volumetric efficiency of the particle filter volume; in grams).



**Volumetric efficiency of the particle filter volume:**

Engine fitted	Engine codes	Volumetric efficiency of the particle filter volume
TDI PD	2,0/103 kW	BMM
	2,0/125 kW	BMN
	1,9/77 kW	BLS
		60 grams

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- If the limit value of the ash mass is reached or exceeded, the diesel particle filter has to be replaced ⇒ Relevant Engine; Rep. gr. 26 .

Replacing the diesel particle filter is a repair measure.

 **Note**

*After replacing the diesel particle filter, perform »adaption of the engine control unit after replacing diesel particle filter«, i.e. set the limit value for the ash mass to -0-.*

**TDI Common Rail engines (1st and 2nd generations):**

- 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 .

Replacing the diesel particle filter is a repair measure.

 **Note**

*After replacing the diesel particle filter, perform »adaption of the engine control unit after replacing diesel particle filter«, i.e. set the limit value for the ash mass to -0-.*

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### 3.17 Liquefied petroleum gas system (LPG)

- ⇒ [“3.17.1 Sticker LPG vehicle”, page 82](#)
- ⇒ [“3.17.2 Safety measures and rules of cleanliness when working on vehicles with liquefied petroleum gas system \(LPG\)”, page 84](#)
- ⇒ [“3.17.3 Check LPG gas system for leaks”, page 86](#)
- ⇒ [“3.17.4 Querying the event memory of the LPG control unit”, page 92](#)
- ⇒ [“3.17.5 Erasing the fault memory of the liquefied petroleum gas control unit \(LPG\)”, page 95](#)
- ⇒ [“3.17.6 Maintenance scopes on the gas system”, page 96](#)
- ⇒ [“3.17.7 Empty gas system”, page 96](#)
- ⇒ [“3.17.8 Activate gas system”, page 98](#)
- ⇒ [“3.17.9 Fuel filter of the LPG system \(liquefied petroleum gas\): change”, page 99](#)
- ⇒ [“3.17.10 Paper filter on the evaporator: Change”, page 101](#)
- ⇒ [“3.17.11 Gas hoses: Visual inspection for damage”, page 103](#)
- ⇒ [“3.17.12 Check evaporator for oil pollution or other soilings.”, page 104](#)
- ⇒ [“3.17.13 Cover and LPG filler neck: Check condition, clean if necessary and check O-rings”, page 105](#)
- ⇒ [“3.17.14 Sealing LPG reservoir”, page 106](#)
- ⇒ [“3.17.15 Removing LPG reservoir”, page 106](#)

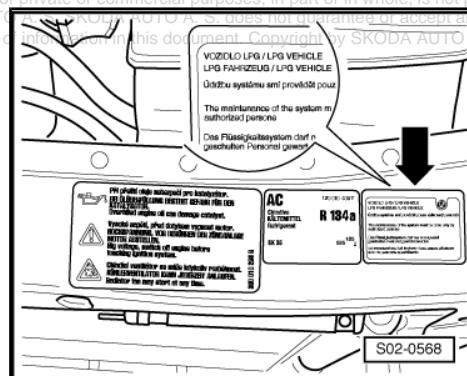
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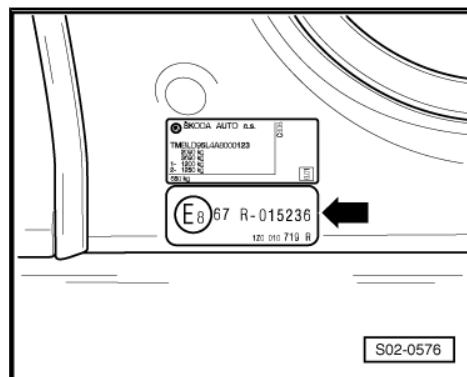
#### 3.17.1 Sticker “LPG vehicle”

Vehicles with the LPG liquefied petroleum gas system are marked with stickers.

The sticker “LPG vehicle” is located on the lock carrier next to the sticker for the air-conditioning system -arrow-.

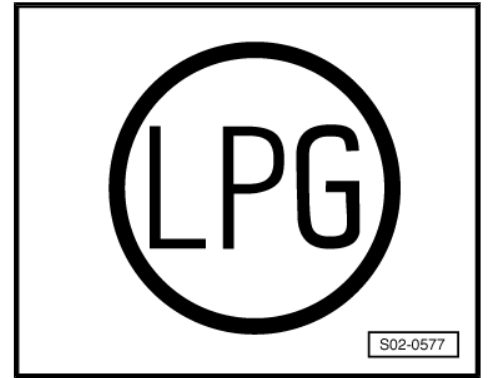


The homologation sticker “LPG vehicle” is located below the type plate on the B pillar -arrow-.





The sticker -LPG- is located in the top right corner of the rear window. This sticker is only valid for Czech Republic.



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### 3.17.2 Safety measures and rules of cleanliness when working on vehicles with liquefied petroleum gas system (LPG)

#### Safety measures



#### DANGER!

*Service, installation and repair work on the gas system as well as their inspections must only be carried out by properly qualified personnel according to the relevant national legislation and standards!*

*Service, installation and repair work on the gas system as well as their inspections must only be carried out by specialist garages with suitable safety elements according to the relevant national legislation and standards!*

*Service facilities for repairs to the gas system must always be aboveground and never underground. A workshop pit should not be located in these premises.*

*At least one source of natural ventilation must be assured at all times (also during the cold season).*

- *When undertaking all work on the liquefied petroleum gas system, use the gas leakage detector for natural gas vehicles - VAS 6227- , which must be switched on constantly during this inspection, in order to continuously check for a possible LPG leakage. Position the gas leakage detector for natural gas vehicles - VAS 6227- as close as possible to the gas system, preferably under the vehicle!!!*

*In auto repair shops, which do not have the suitable safety elements, vehicles with liquefied petroleum gas system (if this is not in contradiction with the legislation and standards of the relevant country) must only be driven in petrol mode and when the valve of the LPG reservoir is shut off ⇒ **"3.17.14 Sealing LPG reservoir", page 106** .*

*Liquefied petroleum gas is highly flammable and forms ignitable mixtures with air.*

*Because liquefied petroleum gas is heavier than air, it will always settle to the bottom.*

*No sources of ignition must be located close to the gas system (as well as other spark- or flame-producing systems).*

*Inhalation of gas can cause drowsiness and lung damage. In high concentrations, it results in a risk of asphyxia due to lack of oxygen.*

*Liquefied petroleum gas is not "odourless" because odour intensive substances are mixed with the liquefied petroleum gas.*

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#### WARNING

- *When working on the liquefied petroleum gas system (LPG), the battery earth strap must be disconnected.*
- *After the service, installation and repair work on the gas system (LPG), a leak tightness test on the liquified petroleum gas system inspection must always be carried out ⇒ **“3.17.3 Check LPG gas system for leaks”, page 86** .*
- *Only system components of the same type and with the same design approval for the manufacture can be replaced.*
- *The components of the gas system, on which installation work should be carried out, must first of all be emptied ⇒ **“3.17.7 Empty gas system”, page 96** , or the gas must be drained (outdoors, never close to buildings, reservoirs or a drainage system).*

*Ice accretion occurs when draining gas - do not touch - risk of accident.*

- ◆ *When undertaking all installation work, particularly in the engine compartment due to its cramped construction, please observe the following:*
- ◆ *Install the components of the liquefied petroleum gas system (LPG) in such a way that the original cable guide of the natural gas system is re-established.*
- ◆ *Ensure that there is adequate free access to all moving or hot components, in order to avoid damage to the cables of the liquefied petroleum gas system (LPG).*
- ◆ *The cables on the liquefied petroleum gas system (LPG) must not be bent.*

#### Rules of cleanliness

For all tasks on the gas system, carefully pay attention to the following “rules of cleanliness”:

- ◆ Thoroughly clean the connection points and their surroundings before releasing.
- ◆ Place removed parts on a clean surface and cover.
- ◆ Do not use fluffy cloths!
- ◆ Carefully cover or close open components if the repair is not completed immediately.
- ◆ Only install clean parts: remove spare parts from their wrapping immediately before installing. Do not use any parts which have been stored unwrapped (e.g. in tool boxes etc.).
- ◆ When the system is opened: Avoid using compressed air. Avoid moving the vehicle.



## Safety at work



## Caution

*There is the risk of gas escaping!*

*System is under pressure:*

- ◆ *High pressure part up to approx. 20 bar (between filler neck, LPG reservoir and evaporator)*
- ◆ *Low pressure part approx. 2 bar (between evaporator and gas inlet valves/gas distribution line - fuel rail).*
- ◆ *The gravity valve of the multi-function valve for the LPG reservoir is set to approx. 28 bar. After this pressure has been reached, excess gas is drained from underneath the vehicle.*

*Before opening the system lay cleaning cloths around the connection point. Reduce pressure by carefully releasing the connection point.*

- *Wear protective spectacles and protective gloves.*

## 3.17.3 Check LPG gas system for leaks



## Note

*Observe safety measures and other rules*

*⇒ "3.17.2 Safety measures and rules of cleanliness when working on vehicles with liquefied petroleum gas system (LPG)", page 84 .*



## WARNING

*The leak tightness inspection on the liquefied petroleum gas system (LPG) is performed during each general inspection before the exhaust-emission analysis. The frequency of these inspections is regulated according to the valid national legislation and standards.*

*The leak tightness inspection of the liquefied petroleum gas system (LPG) can also be carried out by an EEA authorised workshop. As evidence of this inspection, there is an inspection record and an EEA tag on the vehicle identification plate (only valid for some countries).*

*This record serves for a limited period of time (according to the valid national legislation and standards of the relevant country) for submission during the general inspection and the inspector acknowledges that it has been carried out.*

*The leak tightness test of the liquefied petroleum gas system (LPG) is also to be carried out:*

- ◆ *After service, installation and repair work on the gas system*
- ◆ *When parts of the gas system are removed or replaced.*
- ◆ *If gas leakage is suspected or if you smell gas*
- ◆ *After a vehicle accident*
- ◆ *After effects of fire on the vehicle*

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### Special tools and workshop equipment required

- ◆ Gas leakage detector for natural gas vehicles - VAS 6227-
- Fuel tank filled with sufficient LPG (at least reserve)
- Access to all areas on the gas system to be checked must be ensured
- No entries in the LPG control unit event memory  
⇒ [“3.17.4 Querying the event memory of the LPG control unit”, page 92](#)
- Draft-free work place

### Identification of the components

- Check the production date of the reservoir. The date is located on the bottom of the reservoir -arrow- below the multi-function valve.



#### Note

*The reservoir has a durability of 10 years as of the production date. Afterwards, it must absolutely be replaced.*

### Visual inspection

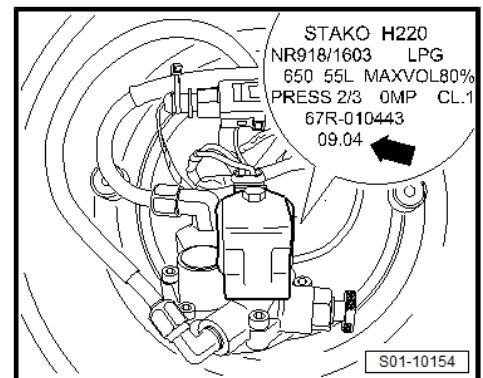
- Check the gas system for damage, corrosion and attachment.

### Functional test

#### For vehicles up to 12/2010 (emission level EU-4)

- Start engine and check with the switch if the engine is in LPG mode or in petrol mode.

While in petrol mode, the orange LED -OFF- lights up -arrow C-.



- Press the -GAS- button -arrow A-. Doing this switches the engine to LPG operation.

After pressing the button -arrow A-, first the blue LED -ON- for LPG mode -arrow B- flashes.

The LED flashes to indicate the operational readiness of the gas system. The engine is still in petrol mode.

If the conditions are fulfilled, the blue LED lights up and the engine switches to LPG operation.

The engine switches to LPG operation, if:

- the engine temperature is above 30 °C
- the engine speed is above 1200 rpm
- there is enough fuel in the LPG reservoir - at least the minimum level indicated (the fuel level in the LPG reservoir is indicated by LEDs in the left area of the button)
- no fault is present in the LPG system  
⇒ [“3.17.4 Querying the event memory of the LPG control unit”](#), page 92

If the engine switches successfully to LPG operation, this is displayed by the blue LED -ON-. The engine runs in LPG mode.



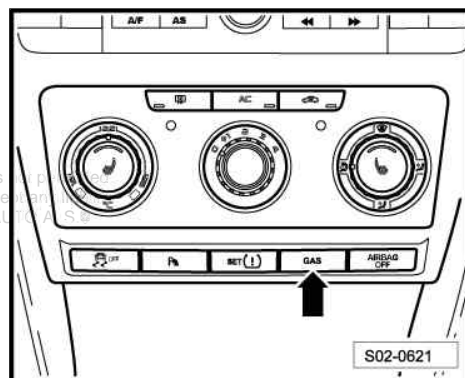
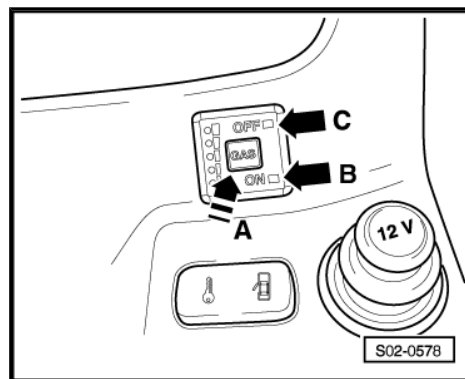
**Note**

*The engine always starts in the petrol mode. If the vehicle was operating in LPG mode before switching off the engine, the system will change over to LPG mode automatically and the conditions apply ⇒ [page 88](#).*

**For vehicles as of 01/2011 (emission standard EU-5)**

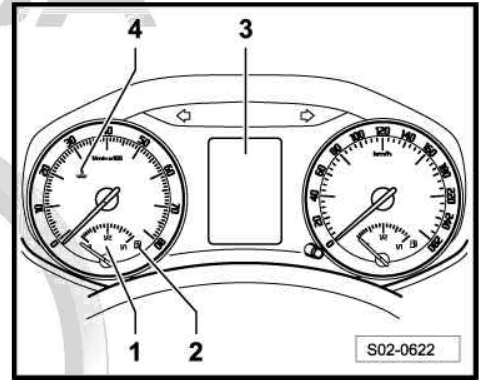
- Start engine.
- Press the -GAS- button in the centre console -arrow- or wait until the vehicle automatically changes over to LPG mode, if the conditions apply ⇒ [page 89](#).

The engine switches to LPG operation, if:



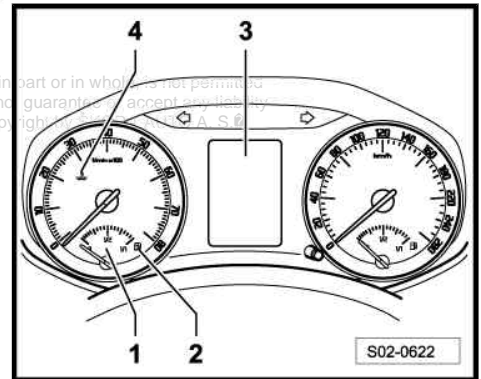
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- the engine temperature is above 40°C (as soon as the engine is warmed up, the warning light -4- in the dash panel insert goes out)
- the outside temperature is above -10°C
- the engine speed is above 1200 rpm
- there is enough fuel in the LPG reservoir - at least the minimum level indicated (the fuel level in the LPG reservoir is indicated by the fuel gauge -1- in the dash panel insert or observe the range specifications in the multi-function display -3-)
- the lambda probe is ready (waiting time at least approx. 30s)  
 ⇒ [page 89](#)
- no fault is present in the LPG system  
 ⇒ [“3.17.4 Querying the event memory of the LPG control unit”](#),  
[page 92](#)



The text “System switches to petrol mode” appears in the information display -3-.

If the engine switches successfully to LPG operation, this is displayed by the warning light -2- lighting up in the dash panel insert and the text “Engine is running in gas mode” appears in the information display -3-.



#### Note

- ◆ *The waiting time for the change-over to LPG mode does not only depend on the lambda probe being ready for operation (waiting time at least approx. 30s) but also on the operational readiness of the complete LPG system. This may take a few minutes.*
- ◆ *The engine always starts in the petrol mode. The system will change over to LPG mode automatically if the conditions for the change-over are fulfilled ⇒ [page 89](#).*
- ◆ *Various texts concerning the complete LPG system are shown in the information display of the dash panel insert (including LPG fueling), e.g. “The gas mode is not possible at present. Owner’s manual!” ⇒ *Vehicle Owner’s Manual*.*

#### Testing leak-tightness

- Use the gas leakage detector for natural gas vehicles - VAS 6227- to check if leaks can be found on the gas system.

On the gas leak detector for natural gas vehicles -VAS 6227- as a result, only the green LED light is OK. As soon as a yellow or red LED lights up, the leak must be remedied by a repair and then the leak test of the LPG gas system must be repeated.

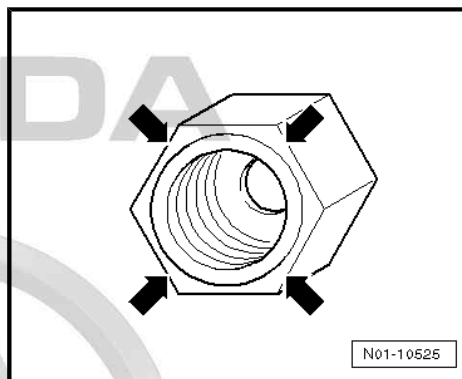
If a gas leakage detector for natural gas vehicles other than -VAS 6227- is used, the limit value of 50 ppm applies. Do not exceed this limit value.





**Note**

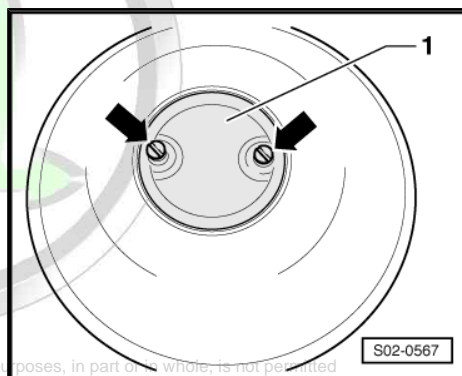
- ◆ Because LPG is heavier than air, it will always settle to the bottom. For this reason, the tightness below a screwed connection must be primarily checked on 2 points at a distance of 90° -arrows-.
  - ◆ Then check tightness above the screw connection in the same way. Or slowly guide the measuring tip around the entire screw connection.
  - ◆ Check all of the screwed connections of the gas system!
- Slacken the screws of the protective cover for the LPG reservoir in the spare wheel well -arrows- and remove the cover -1-.



**Note**

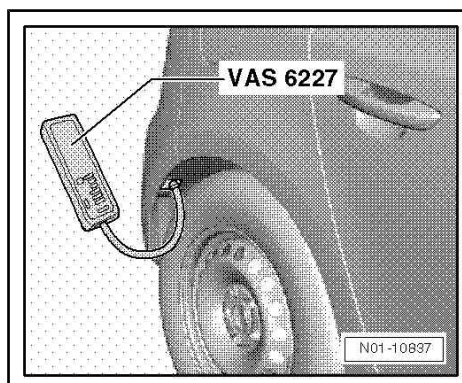
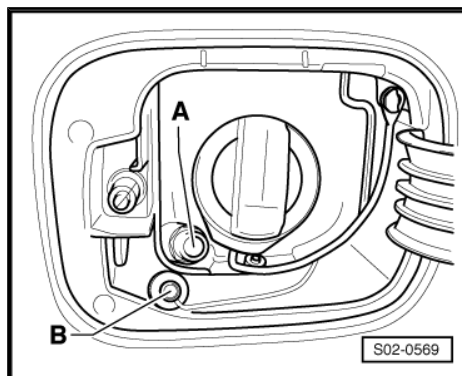
Do not damage the seals for the protective cover and the screws.

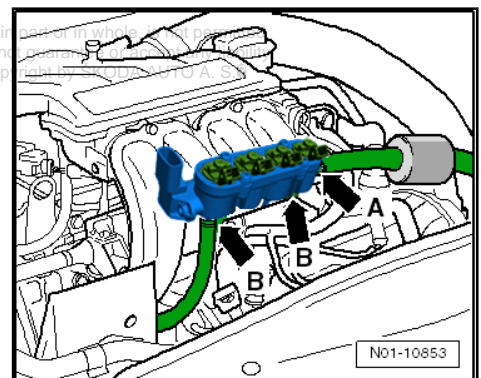
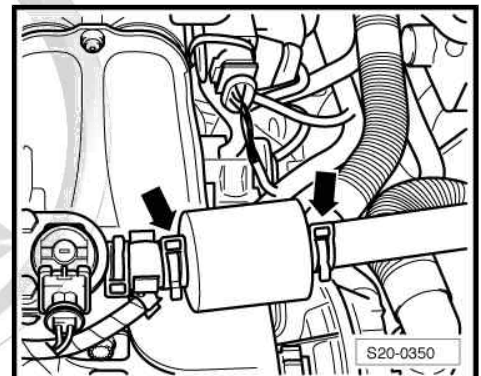
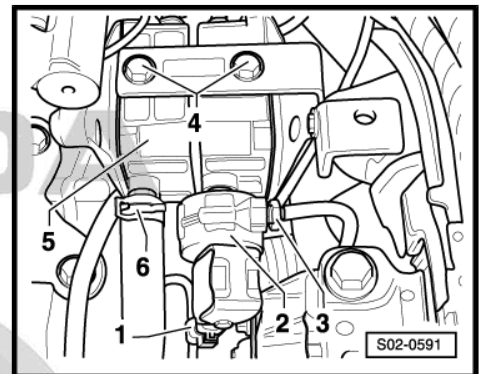
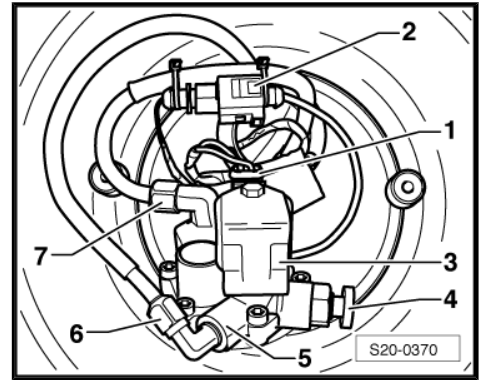
- Start engine, switch to LPG operation and run in idle.
- Use the gas leakage detector for natural gas vehicles to check if leaks can be found:



**Inspection position**

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- ◆ Area of filler neck
- ◆ In the area of the filling connection in the wheelhouse box (if the measuring result is negative, remove the plastic wheelhouse liner and specifically repeat the measurement)
- ◆ Multi-function valve -5- of the LPG reservoir in the spare wheel well with screwed connections -6- and -7- and with shut-off valve -4-
- ◆ Evaporator -5- with all of the screwed connections
- ◆ Fuel filter - connection of gas hoses with clamps -arrows-
- ◆ Gas inlet valves/gas distribution line (fuel rail)

**Proof for a successful leak tightness test of the liquefied petroleum gas system (LPG)**

Enter in the service plan (section "Workshop entries") a proof of the leak tightness test performed on the liquefied petroleum gas system (LPG).



### 3.17.4 Querying the event memory of the LPG control unit

For vehicles up to 12/2010 (emission level EU-4)

#### Special tools and workshop equipment required

- ◆ Diagnostic software on CD - Bi-fuel - JNV 910 787-
- ◆ Diagnostic cable for liquefied petroleum gas control unit LPG - JNV 971 603 -
- ◆ Vehicle diagnosis, measurement and information system - VAS- or a notebook



#### Note

- ◆ *The diagnostic software on CD - JNV 910 787- must subsequently be installed in -VAS- ⇒ Vehicle diagnostic tester, where necessary, in a commercially available notebook.*
- ◆ *The diagnostic connector for the liquefied petroleum gas control unit is located in the engine compartment in the area of the battery, behind which the liquefied petroleum gas control unit (LPG) can also be found.*
- ◆ *In order to reach the diagnostic connector, the battery cover must be removed. After the diagnosis is performed, place the connector again in the area of the battery.*
- ◆ *The event memory of the liquefied petroleum gas control unit (LPG) can only be interrogated while the engine is running. When the ignition is switched on (engine stoppage), a connection with the liquefied petroleum gas control unit (LPG) cannot be established.*

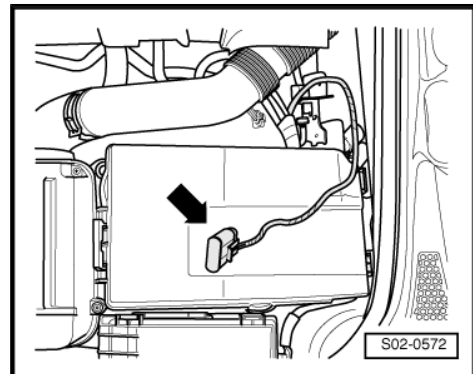
- running engine
- Connect the diagnostic cable for liquefied petroleum gas control unit LPG - JNV 971 603 - to the diagnostic connector -arrow- for the liquefied petroleum gas control unit and to the diagnostic unit -VAS- or to a notebook. First of all, the connector cover must be removed.



#### Caution

***The liquefied petroleum gas control unit LPG can be damaged when using different functions of the diagnostic program as described below.***

- The engine runs in LPG mode.
- Start the diagnostic program "Bi-fuel".







- Select the relevant status number when starting the diagnostic program “Bi-fuel”:

**I: Status number of the diagnostic program VW202041G24 or VW202045G24**

or

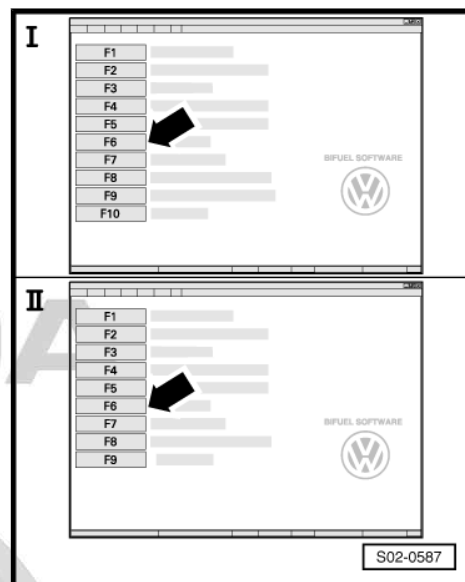
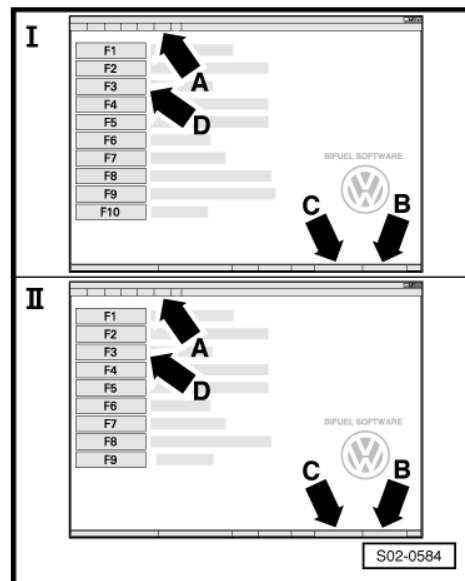
**II: Status number of the diagnostic program VW202043G34**

The status number of the diagnostic program is indicated in the field -arrow C- after the start.

- Select the corresponding language version for the operation of the program -arrow A-.
- Press **[F3]** -arrow D-, in order to establish a connection with the liquefied petroleum gas control unit (LPG).

The field -arrow B- indicates that the connection was established.

- Press **[F6]**.



– Restart the diagnostic program via the button -arrow-.

The program field indicates the list of the system components which are subject to the diagnosis:

- ◆ Valve for gas tank - N495-
- ◆ Gas distribution line sensor (pressure) - G401-
- ◆ Intake manifold pressure sender - G71-
- ◆ Gas distribution line sensor (temperature) - G401-
- ◆ Coolant temperature sender - G62-
- ◆ Encoder for gas level indicator - G707-
- ◆ Gas inlet valve - N366...N369-
- ◆ Injector - N30...N33-
- ◆ Control unit for gas mode (main) - J659-
- ◆ Lambda probe - G39-
- ◆ Control unit for gas mode (injector) - J659-

If there is no fault, close the diagnostic window with **[X]**.

– End the diagnostic program by pressing the **[F10]** button  
⇒ [page 93](#) or the **[F9]** button ⇒ [page 93](#) .

**If there is a fault, proceed as follows:**

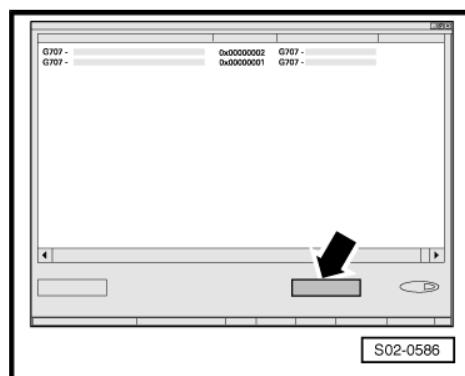
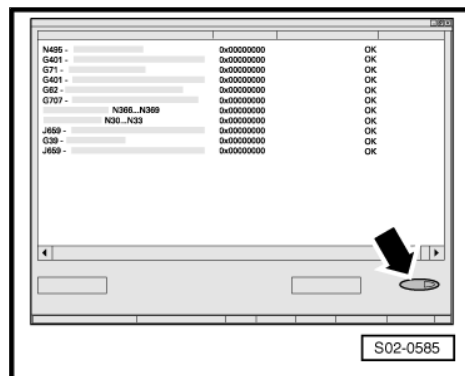
- Start the fault list via the button -arrow-.
- Inspect wiring and plug connections according to the current flow diagram, if necessary repair or replace the defective component, while doing so observe safety measures and other rules  
⇒ [“3.17.2 Safety measures and rules of cleanliness when working on vehicles with liquefied petroleum gas system \(LPG\)”](#), [page 84](#) .
- Erase the event memory after repair  
⇒ [“3.17.5 Erasing the fault memory of the liquefied petroleum gas control unit \(LPG\)”](#), [page 95](#) .

**For vehicles as of 01/2011 (emission standard EU-5)**

#### Special tools and workshop equipment required

- ◆ Vehicle diagnosis, measurement and information system - VAS-

The event memory of the liquefied petroleum gas system (LPG) is queried in the engine control unit -J361- using the vehicle diagnosis, measurement and information system -VAS- and corresponding diagnostic cable ⇒ Vehicle diagnostic tester





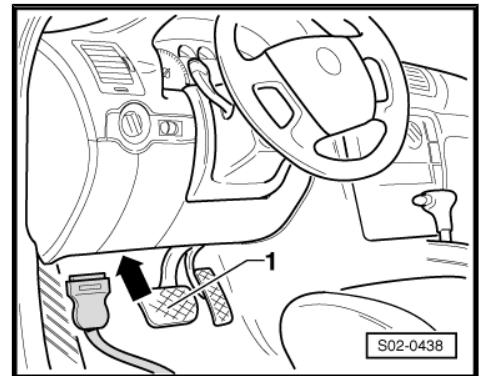
## WARNING

*The liquefied petroleum gas control unit (LPG) is not self-diagnostic. All the functions of the liquefied petroleum gas system (LPG) (including the event memory) are controlled and managed by the petrol engine control unit -J361- .*

*During the diagnosis, the liquefied petroleum gas control unit (LPG) is shown in the "Gateway" as inactive.*

*The liquefied petroleum gas control unit (LPG) must only be activated in the "Gateway" for the data update. The control unit must be deactivated again after the data update.*

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



### 3.17.5 Erasing the fault memory of the liquefied petroleum gas control unit (LPG)

For vehicles up to 12/2010 (emission level EU-4)

- Press button -arrow A-, in order to erase a fault.
- Press button -arrow B- to query the event memory again.

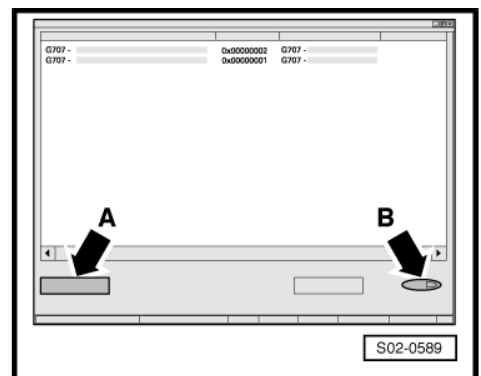
If there is no fault, close the diagnostic window with .

- End the diagnostic program by pressing the  button ⇒ [page 93](#) or the  button ⇒ [page 93](#) .
- Disconnect the diagnostic cable from the diagnostic connector for the liquefied petroleum gas control unit, clip on the cap again and place the connector once more in the area of the battery.

For vehicles as of 01/2011 (emission standard EU-5)

The event memory of the liquefied petroleum gas control unit (LPG) is erased using the vehicle diagnosis, measurement and information system -VAS- with the corresponding diagnostic cable ⇒ Vehicle diagnostic tester.

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### 3.17.6 Maintenance scopes on the gas system

On vehicles with the gas system, service work must first be carried out on the gas system during the inspection service, i.e. even before carrying out any other work of the inspection service.



#### Note

*Pay attention to safety measures and rules of cleanliness when working on the liquefied petroleum gas system and to general instructions for operating an LPG vehicle*

*⇒ [“3.17.2 Safety measures and rules of cleanliness when working on vehicles with liquefied petroleum gas system \(LPG\)”](#), page 84.*

Maintenance scopes on the gas system:

- ◆ Fuel filter of the LPG system (LPG): Change  
⇒ [“3.17.9 Fuel filter of the LPG system \(liquefied petroleum gas\): change”](#), page 99 , Filter change interval  
⇒ [“2.8 Service tables”](#), page 26
- ◆ Gas hoses: Visual inspection for damage  
⇒ [“3.17.11 Gas hoses: Visual inspection for damage”](#), page 103
- ◆ Paper filter on the evaporator: Change  
⇒ [“3.17.10 Paper filter on the evaporator: Change”](#), page 101 , Filter change interval  
⇒ [“2.8 Service tables”](#), page 26
- ◆ Check evaporator for oil pollution or other soilings  
⇒ [“3.17.12 Check evaporator for oil pollution or other soilings:”](#), page 104
- ◆ Screw cap and LPG filling nozzle: Check condition, you may need to clean and inspect O-rings  
⇒ [“3.17.13 Cover and LPG filler neck: Check condition, clean if necessary and check O-rings”](#), page 105

After completing the scopes of maintenance on the gas system:

- Query the event memory of the LPG control unit  
⇒ [“3.17.4 Querying the event memory of the LPG control unit”](#), page 92
- Carry out a leak tightness test on the liquefied petroleum gas system (LPG)  
⇒ [“3.17.3 Check LPG gas system for leaks”](#), page 86

### 3.17.7 Empty gas system

The components of the gas system, on which installation work should be carried out, must first of all be emptied.



#### Note

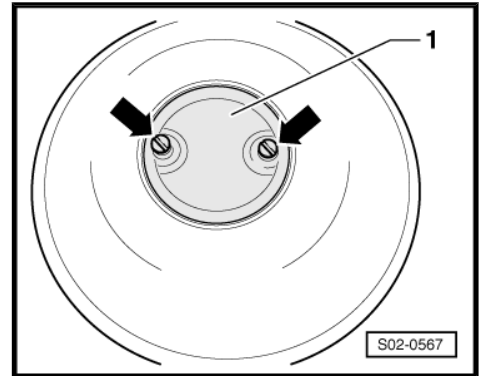
*Pay attention to safety measures and rules of cleanliness when working on the liquefied petroleum gas system and to general instructions for operating an LPG vehicle*

*⇒ [“3.17.2 Safety measures and rules of cleanliness when working on vehicles with liquefied petroleum gas system \(LPG\)”](#), page 84.*

- Slacken the screws of the protective cover for the multi-function valve -arrows- and remove the cover -1-.

For vehicles up to 12/2010 (emission level EU-4)

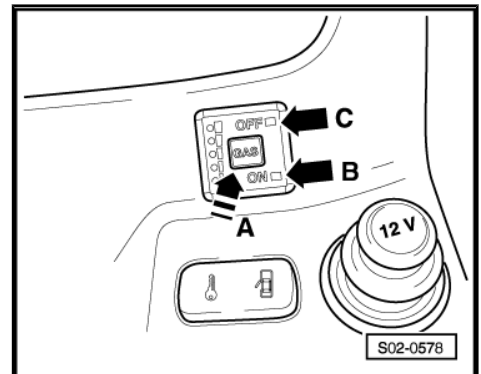
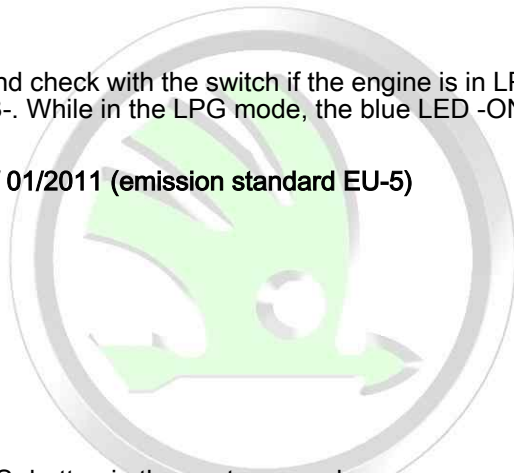
# ŠKODA



- Start engine and check with the switch if the engine is in LPG mode -arrow B-. While in the LPG mode, the blue LED -ON- lights up.

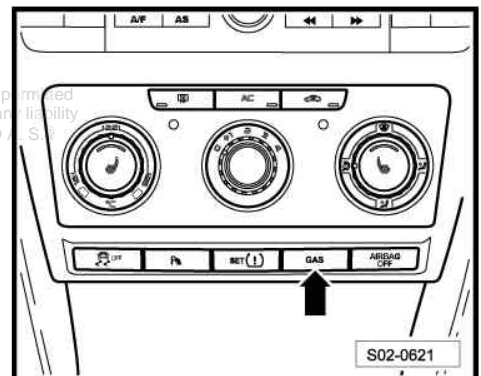
For vehicles as of 01/2011 (emission standard EU-5)

- Start engine.



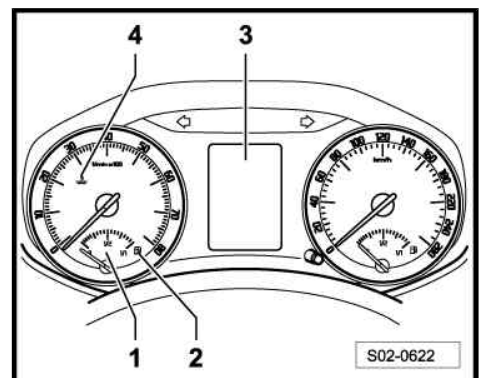
- Press the -GAS- button in the centre console -arrow- or wait until the vehicle automatically changes over to LPG mode, if the conditions apply => [page 89](#) .

- Check whether the engine runs in LPG mode.



If the engine switches successfully to LPG operation, this is displayed by the warning light -2- lighting up in the dash panel insert and the text "Engine is running in gas mode" appears in the information display -3-.

Continued for all vehicles



- Close off the mechanical shut-off valve -1- on the multi-function valve by turning clockwise as far as the stop.

**For vehicles up to 12/2010 (emission level EU-4)**

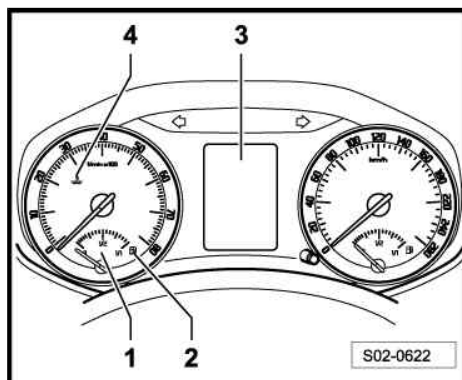
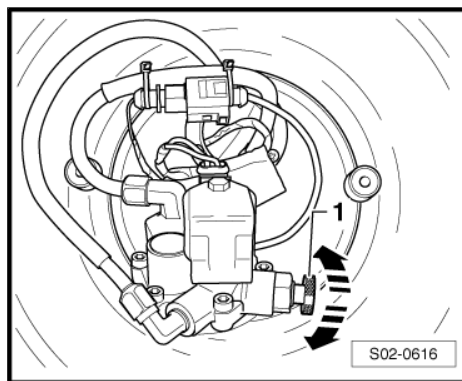
- Wait until there is "no more" LPG in the liquefied petroleum gas system and a shortage of LPG is indicated when the LED on the switch flashes and an acoustic signal can be heard. It is switched-over to the petrol mode.

**For vehicles as of 01/2011 (emission standard EU-5)**

- Wait until there is "no more" LPG in the liquefied petroleum gas system and a shortage of LPG is indicated by an acoustic signal.

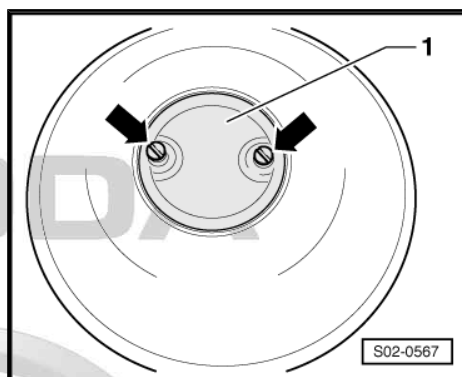
At the same time, the text "System switches to petrol mode" appears in the information display -3- of the dash panel insert.

The warning light -2- in the dash panel insert goes out simultaneously. It is switched-over to the petrol mode.

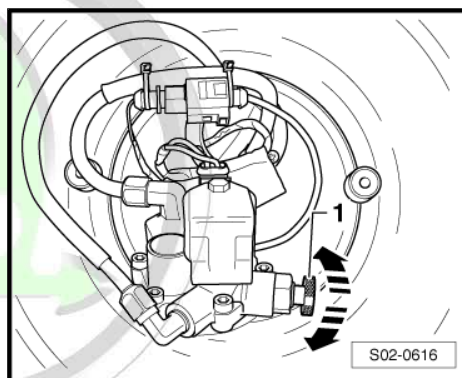


**3.17.8 Activate gas system**

- Slacken the screws of the protective cover for the multi-function valve -arrows- and remove the cover -1-.



- Open the shut-off valve -1- by turning it anti-clockwise as far as the stop.

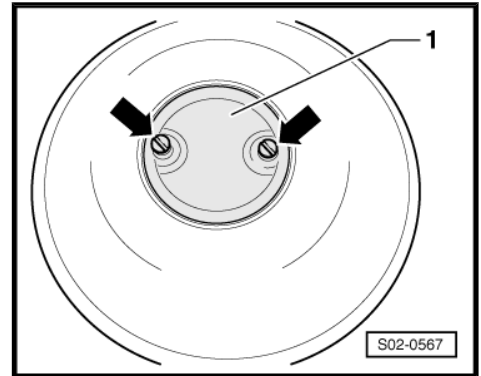




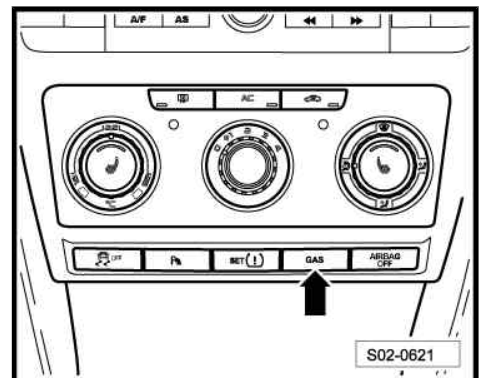
- Insert the protective cover for the multi-function valve -1- and carefully screw in the screws -arrows-. Tighten screws until hand-tight.

For vehicles as of 01/2011 (emission standard EU-5)

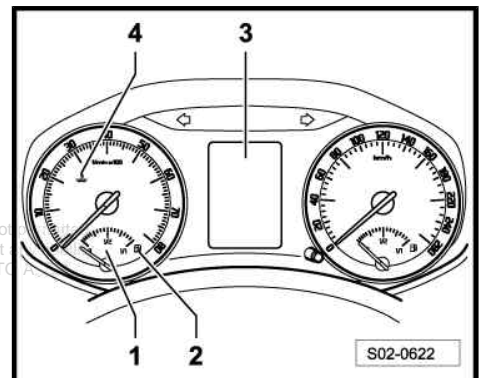
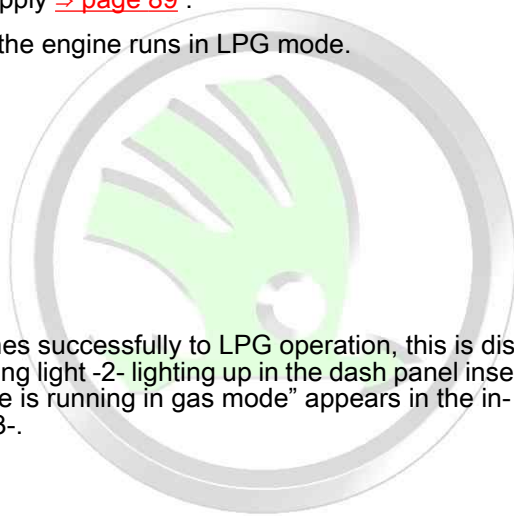
- Start engine.



- Press the -GAS- button in the centre console -arrow- or wait until the vehicle automatically changes over to LPG mode, if the conditions apply ⇒ [page 89](#) .
- Check whether the engine runs in LPG mode.



If the engine switches successfully to LPG operation, this is displayed by the warning light -2- lighting up in the dash panel insert and the text "Engine is running in gas mode" appears in the information display -3-.



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### 3.17.9 Fuel filter of the LPG system (liquefied petroleum gas): change

Removing and installing LPG system fuel filter - up to 09.2012



Observe safety measures and other rules  
⇒ ["3.17.2 Safety measures and rules of cleanliness when working on vehicles with liquefied petroleum gas system \(LPG\)", page 84](#) .

- Empty gas system ⇒ ["3.17.7 Empty gas system", page 96](#) .



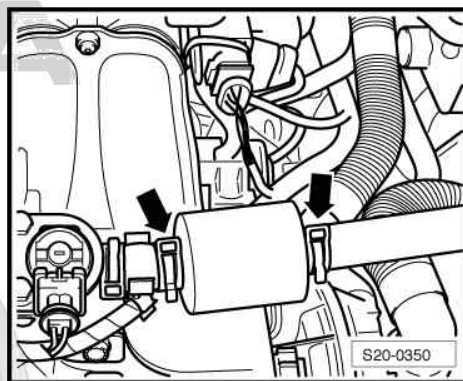
- Loosen both clamps on the filter -arrows-.
- Detach gas hoses from filter.
- Replace filter.



**Note**

*When reinstalling the filter, the LPG flow direction must be ensured. The LPG flow direction is marked on the filter with an arrow.*

- Fit again the hoses on the filter and secure in the same position using clamps.
- Activate gas system  
⇒ [“3.17.8 Activate gas system”, page 98](#) .
- Carry out a leak tightness test on the liquefied petroleum gas system (LPG)  
⇒ [“3.17.3 Check LPG gas system for leaks”, page 86](#) .



**Removing and installing LPG system fuel filter - as of 09.2012**

**Removing**



**Note**

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*Observe safety measures and other rules*

⇒ [“3.17.2 Safety measures and rules of cleanliness when working on vehicles with liquefied petroleum gas system \(LPG\)”, page 84](#) .

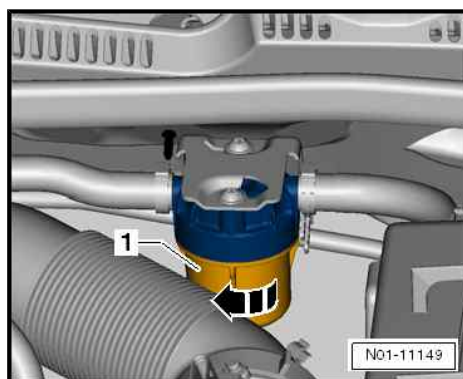
- Empty gas system ⇒ [“3.17.7 Empty gas system”, page 96](#) .



**DANGER!**

*When loosening the gas line, gas may escape. Wear safety goggles and safety clothing, in order to avoid eye injuries and burns. Cover the connection points with a cloth and open carefully.*

- Unscrew the cap for filter housing -1- and remove it in -direction of arrow- by moving it downwards.



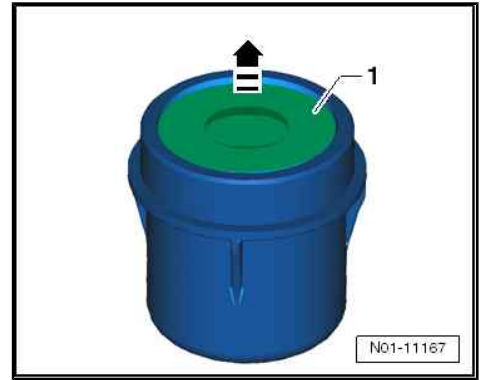


- Remove filter -1- upwards -arrow- from the lower cap for filter housing.
- Clean off dirt from the top and bottom filter cap.

#### Installing

Installation is performed in the reverse order; pay attention to the following points:

- Check gasket rings for damage and renew if necessary.
- Activate gas system  
⇒ [“3.17.8 Activate gas system”, page 98](#)
- Carry out a leak tightness test on the liquefied petroleum gas system (LPG)  
⇒ [“3.17.3 Check LPG gas system for leaks”, page 86](#) .



### 3.17.10 Paper filter on the evaporator: Change

#### Removing



Note

*Observe safety measures and other rules*

⇒ [“3.17.2 Safety measures and rules of cleanliness when working on vehicles with liquefied petroleum gas system \(LPG\)”, page 84](#) .

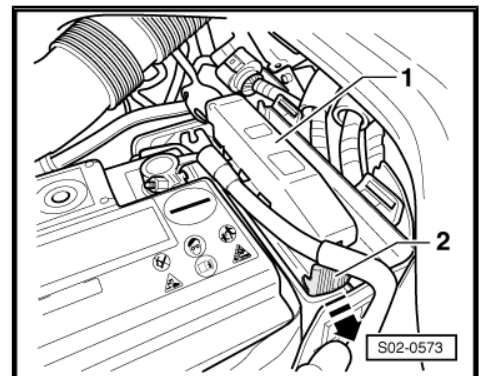
- Empty gas system ⇒ [“3.17.7 Empty gas system”, page 96](#) .
- Switch off the ignition and disconnect the negative pole of the battery.
- Remove air filter ⇒ 1.6/72 kW; 75 kW engine; Rep. gr. 24 .
- Remove battery ⇒ Electrical System; Rep. gr. 27 .
- Remove battery ⇒ Electrical System; Rep. gr. 27 .

#### For vehicles up to 12/2010 (emission level EU-4)

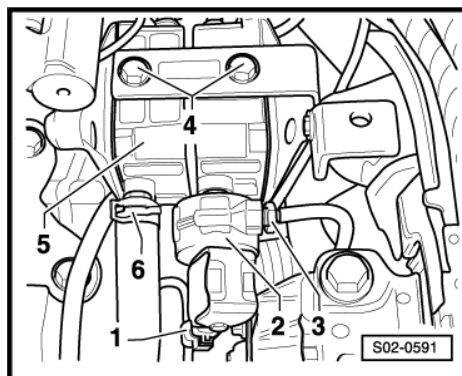
- Disconnect the plug from the liquefied petroleum gas control unit -1- by pulling out the safety lock -2- in -direction of arrow-.
- Disconnect the plug from the liquefied petroleum gas control unit -1-.

Remove liquefied petroleum gas control unit ⇒ 1.6/72 kW; 75 kW engine; Rep. gr. 24 .

Continued for all vehicles

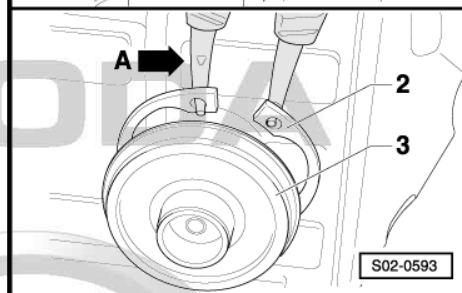
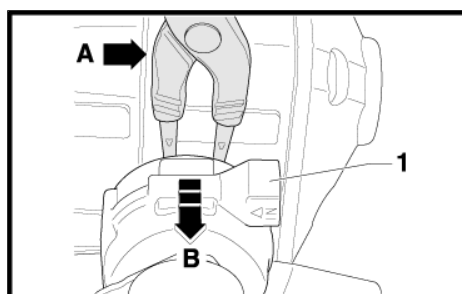


- Disconnect the plug from the high-pressure valve for gas mode -N372- -1-.
- Unscrew the screwed connection of the gas line from the gas inlet of the filter housing -3-.
- If necessary, slacken both screws -4- and turn the evaporator -5- until the circlip for the filter housing is accessible.



- Unlock the circlip -2- of the filter housing -1- with right angle circlip pliers -arrow A-.
- Remove the filter housing -1- from the flange -3- for the evaporator -in direction of arrow B-.

Leave the circlip -2- behind the flange -3-.

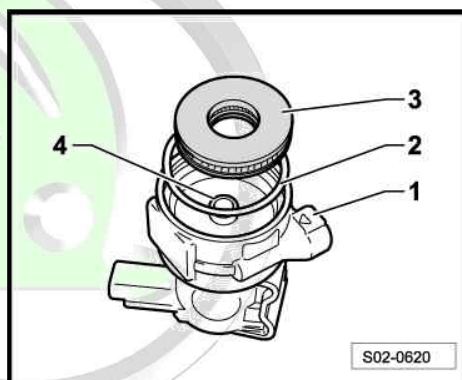


- Take out the paper filter -3-.



#### Note

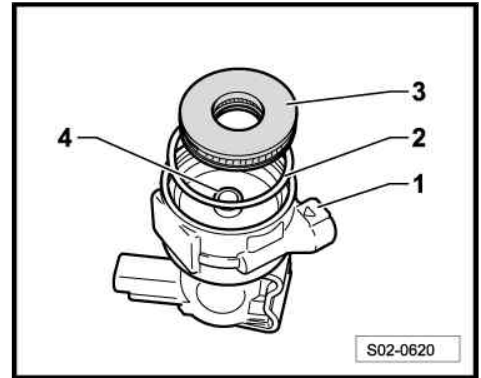
- ◆ *When removing, installing as well as handling the filter housing -1-, ensure that the valve core -4- does not fall out of the filter housing.*
- ◆ *If the valve core has fallen out of the filter housing, pay attention to the correct fitting position when reinstalling.*
- ◆ *The fitting position of the valve core - the tensioning sleeve points to the valve, the rubber sealing and locking element points to the paper filter -3-.*



#### Installing

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- Check the gasket ring -2- in the filter housing -1- and replace if necessary.
- Insert the new paper filter -3- in the filter housing -1-.



- Press the filter housing -3- into the flange -2- up to the stop -in direction of arrow B-.
- Secure the filter housing -3- with the circlip -1-.

**i Note**

*Make sure that the circlip safely locks in place in the slot of the filter housing.*

- Screw down the evaporator with the two screws.
- Tightening torque: 10 Nm.
- Screw down the screwed connection of the gas line on the gas inlet of the filter housing.

Tightening torque: 10 Nm.

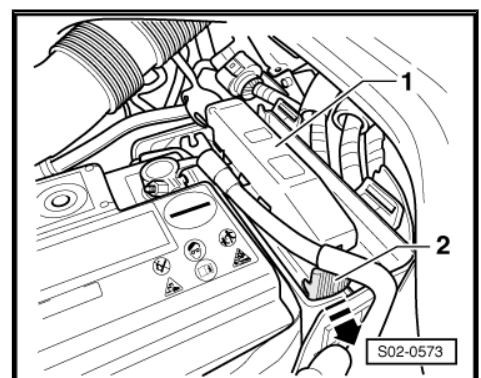
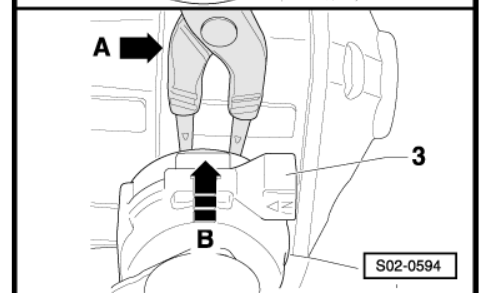
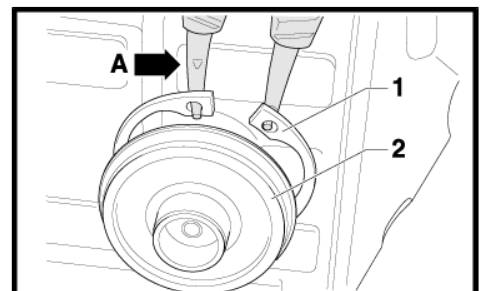
- Fit the plug onto the high-pressure valve -N372- .
- Install the battery and battery tray ⇒ Electrical System; Rep. gr. 27 .

**For vehicles up to 12/2010 (emission level EU-4)**

- Install liquefied petroleum gas control unit ⇒ 1.6/72 kW; 75 kW engine; Rep. gr. 24 .
- Connect the plug for the liquefied petroleum gas control unit -1- and secure it with the securing mechanism -2-.

**Continued for all vehicles**

- Install air filter ⇒ 1.6/72 kW; 75 kW engine; Rep. gr. 24 .
- Activate gas system ⇒ ["3.17.8 Activate gas system", page 98](#) .
- Carry out a leak tightness test on the liquefied petroleum gas system (LPG) ⇒ ["3.17.3 Check LPG gas system for leaks", page 86](#) .



**3.17.11 Gas hoses: Visual inspection for damage**

- Check gas hoses for chafing points and any kind of damage.
- Check gas hoses for porosity.

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**Note**

Any defects found must be rectified (repair measure).

### 3.17.12 Check evaporator for oil pollution or other soilings:

**Note**

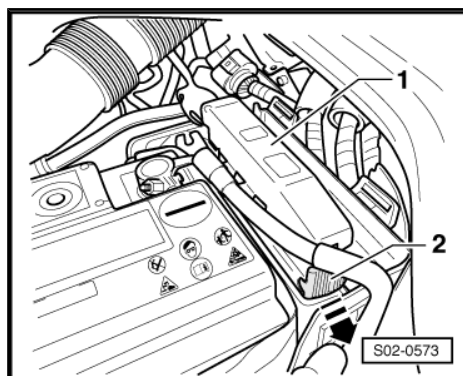
Observe safety measures and other rules

⇒ ["3.17.2 Safety measures and rules of cleanliness when working on vehicles with liquefied petroleum gas system \(LPG\)"](#), page 84 .

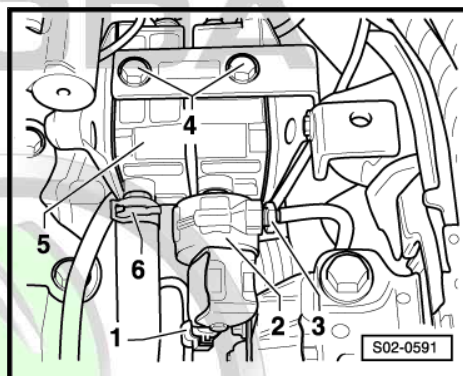
- Empty gas system ⇒ ["3.17.7 Empty gas system"](#), page 96 .
- Switch off the ignition and disconnect the negative pole of the battery.
- Remove air filter ⇒ 1.6/72 kW; 75 kW engine; Rep. gr. 24 .

**For vehicles up to 12/2010 (emission level EU-4)**

- Disconnect the plug from the liquefied petroleum gas control unit -1- by pulling out the safety lock -2- in -direction of arrow-.
- Disconnect the plug from the liquefied petroleum gas control unit -1-.
- Remove liquefied petroleum gas control unit ⇒ 1.6/72 kW; 75 kW engine; Rep. gr. 24 .

**Continued for all vehicles**

- Remove battery and battery tray ⇒ Electrical System; Rep. gr. 27 .
- Disconnect the plug from the high-pressure valve for gas mode -N372- -1-.
- Unscrew the screwed connection of the gas line from the gas inlet of the filter housing -3-.
- Slacken the clamp -6- and detach the gas hose to the fuel filter of the system from the connection at the evaporator.
- Slacken both screws -4- and turn the evaporator -5- until the drain plug is accessible.
- Remove the evaporator holder from the body.

**Note**

- ◆ *Make sure no fluid comes into contact with the coolant hoses. If necessary clean the hoses immediately!*
- ◆ *If the evaporator was damaged when falling down, it must be replaced.*



- Slacken the drain plug -arrow- of the evaporator.
- Check if oil or other impurities are in the evaporator.

**i Note**

*If there are impurities in the evaporator, remove them from the evaporator and replace the paper filter on the evaporator  
⇒ "3.17.10 Paper filter on the evaporator: Change", page 101 .*

- Screw in the drain plug again.
- Screw the evaporator holder onto the body.
- Screw down the evaporator with the two screws.

Tightening torque: 10 Nm.

- Screw down the screwed connection of the gas line on the gas inlet of the filter housing.

Tightening torque: 10 Nm.

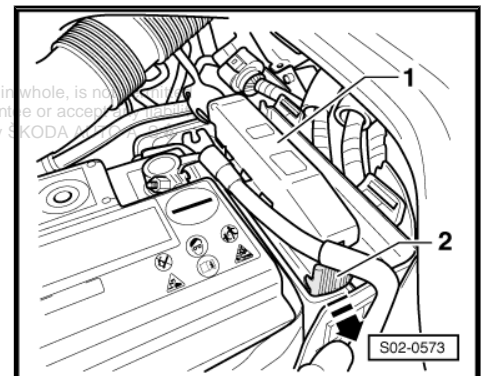
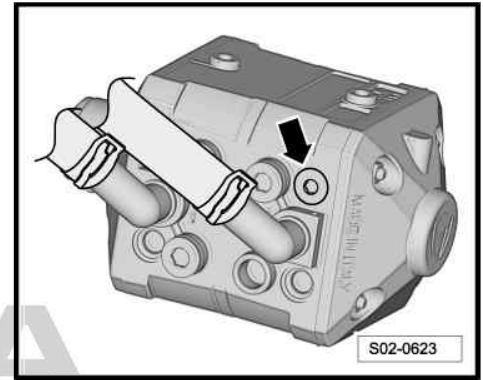
- Fit the gas hose to the fuel filter onto the connection at the evaporator and secure it with a clamp.
- Fit the plug onto the high-pressure valve -N372- .
- Install the battery and battery tray ⇒ Electrical System; Rep. gr. 27 .

**For vehicles up to 12/2010 (emission level EU-4)**

- Install liquefied petroleum gas control unit ⇒ 1.6/72 kW; 75 kW engine; Rep. gr. 24 .
- Connect the plug for the liquefied petroleum gas control unit -1- and secure it with the securing mechanism -2-.

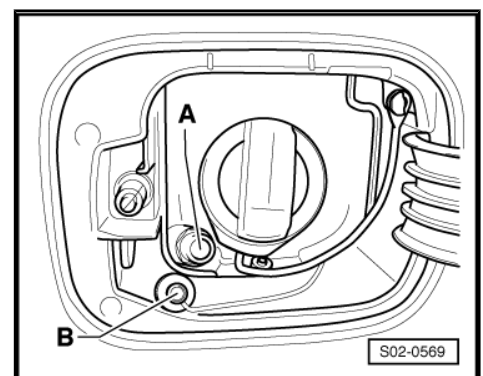
**Continued for all vehicles**

- Install air filter ⇒ 1.6/72 kW; 75 kW engine; Rep. gr. 24 .
- Activate gas system  
⇒ "3.17.8 Activate gas system", page 98 .
- Carry out a leak tightness test on the liquefied petroleum gas system (LPG)  
⇒ "3.17.3 Check LPG gas system for leaks", page 86 .



**3.17.13 Cover and LPG filler neck: Check condition, clean if necessary and check O-rings**

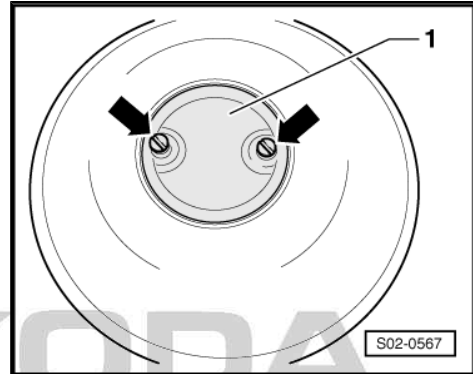
- Check the condition of the filler neck -A- and the screw cap -B- and clean as required.



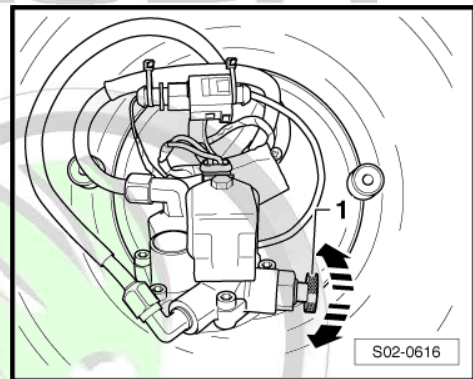


### 3.17.14 Sealing LPG reservoir

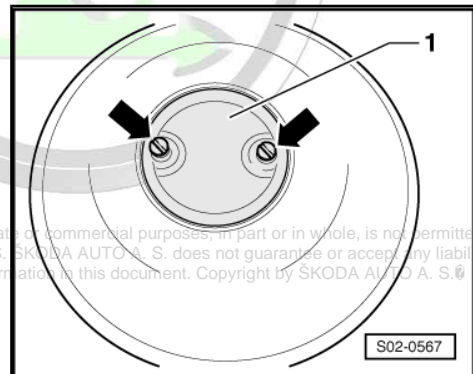
- Slacken the screws of the protective cover for the multi-function valve -arrows- and remove the cover -1-.



- Close off the mechanical shut-off valve -1- on the multi-function valve by turning clockwise as far as the stop.



- Insert the protective cover for the multi-function valve -1- and carefully screw in the screws -arrows-. Tighten screws until hand-tight.



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### 3.17.15 Removing LPG reservoir

⇒ 1.6/72 kW; 75 kW engine; Rep. gr. 20 .

### 3.18 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.*

### 3.19 Replace fuel filter - petrol engines

Replace fuel filter ⇒ Corresponding engine; Rep. gr. 20 .

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## 4 Gearbox

⇒ [“4.1 6-speed automatic gearbox 09G: check ATF level and quality and top up ATF if necessary”](#), page 108

⇒ [“4.2 6-speed gearbox DSG: Change gear oil, replace oil filter”](#), page 113

⇒ [“4.3 Changing the oil in the four-wheel drive clutch”](#), page 118

### 4.1 6-speed automatic gearbox 09G: check ATF level and quality and top up ATF if necessary

#### Special tools and workshop equipment required

- ◆ Vehicle Diagnosis, Measurement and Information System - VAS-

#### Test conditions

- Gearbox must not be in the emergency running mode.
- Vehicle on level ground.
- With selector lever in “P” position, let the engine idle.
- Air conditioning and heating switched off.
- ⇒ Vehicle diagnostic tester connected, function vehicle self-diagnosis and vehicle system “02 - gearbox electronics” selected.
- The ATF temperature must not be higher than 30 °C for beginning the test, if necessary first the gearbox must be cooled down.



#### Note

- ◆ *The ATF temperature is read off at the ⇒ Vehicle diagnostic tester.*
- ◆ *The ATF level changes with ATF temperature.*
- ◆ *Checking ATF level when ATF temperature is too low may result in over-filling.*
- ◆ *Checking ATF level when ATF temperature is too high may result in under-filling.*
- ◆ *Both over-filling as well as under-filling affect gearbox operation.*
- ◆ *If a dark colour of the oil or water in the oil is noticed during a quality inspection of the gearbox oil, the oil must be changed ⇒ automatic 6-speed gearbox 09G; Rep. gr. 37. The oil must be clean and must not contain any additives.*
- ◆ *Only ATF available as spare part should be used in the automatic gearbox 09G. Other oils can lead to functional problems or to failure of the gearbox, part number ⇒ Electronic catalogue of original parts.*

## Inspecting ATF level



### Note

- ◆ *The ATF level is checked at the ATF inspection plug.*
- ◆ *The ATF level is correct, if a small amount of fluid flows out at the ATF inspection plug when the ATF temperature is between 35° and 45 °C (in hot countries 50 °C) (caused by the increase of the fluid level due to the heat).*
- Run the vehicle on a four-column lift platform or over a workshop pit, so that it will be kept absolutely horizontal.
- Remove the sound dampening system ⇒ Body Work; Rep. gr. 50 .
- Position the catch pan under the gearbox.



### WARNING

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

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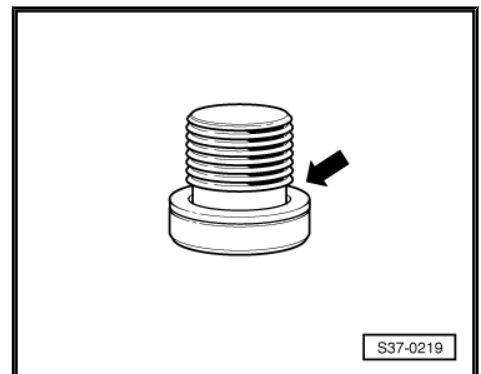
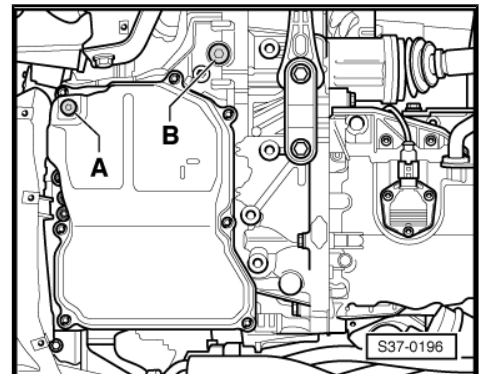
- Start engine and run in idle.



### WARNING

*Wear safety goggles.*

- if an ATF temperature of 35 °C is reached, unscrew the ATF inspection plug -A-.
- Always replace gasket ring -arrows- for ATF inspection plug ⇒ Electronic Catalogue of Original Parts .





First of all the ATF in the overflow tube -arrow 2- drains off.

If more ATF drips out of the ATF inspection opening (approx. 1 drop per second) via the overflow tube before the ATF has reached 40°C, the ATF level is correct.

- Fit ATF inspection plug -arrow 1- with a new gasket ring and tighten to 27 Nm. This completes the ATF test.



#### Note

At the latest at 45 °C (in hot climate countries 50 °C) the ATF inspection plug must be closed again.

If no ATF flows out at the ATF inspection opening up to 45 °C, the ATF must be topped up ⇒ [page 110](#) .

- End function "08 - read measured value block".
- Tip "06 - End output".
- Switch off ignition and unplug diagnostic connector.
- Install the noise insulation ⇒ Body Work; Rep. gr. 50 .

#### Fill with ATF

#### Special tools and workshop equipment required

- ◆ ATF filling system (e. g. -V.A.G 1924- ) - for gearbox with filler tube (vehicles up to 05.06)
- ◆ Adapter for oil filling - VAS 6262- or -VAS 6262A- and adapter for ATF oil filling - VAS 6262/2- - for gearbox without filler tube (vehicles as of 06.06)
- ◆ Protective goggles



#### Note

- ◆ Pay attention to all the notes and test conditions ⇒ [page 108](#) .
- ◆ The ATF filler tube is no longer available on gearboxes as of production date 06.06 -arrow-.
- Fill ATF filling system with ATF for the automatic gearbox 09G.

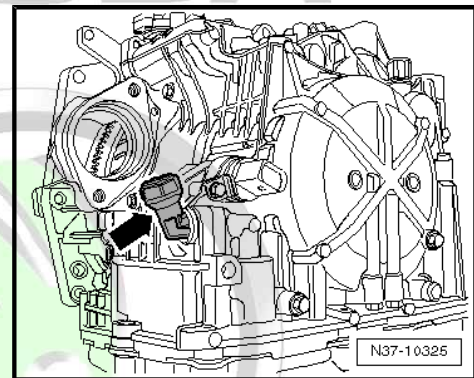
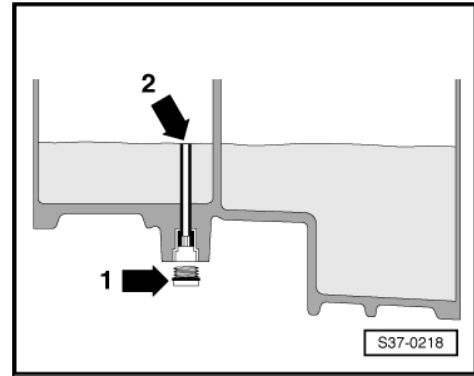


#### WARNING

**The ATF filling system must be clean and the ATF must not be mixed with other ATF oils!**

- Attach the reservoir of the ATF filling system as high as possible to the vehicle.

#### For gearbox with filler tube (vehicles up to 05.06)

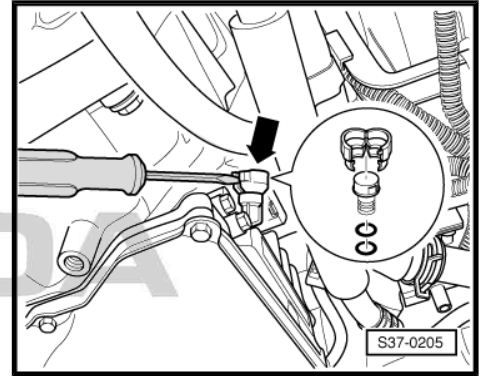


- Lever off cap -arrow- securing the screw plug with a screwdriver.

**i** Note

The filler tube is located at the front of the gearbox under the starter.

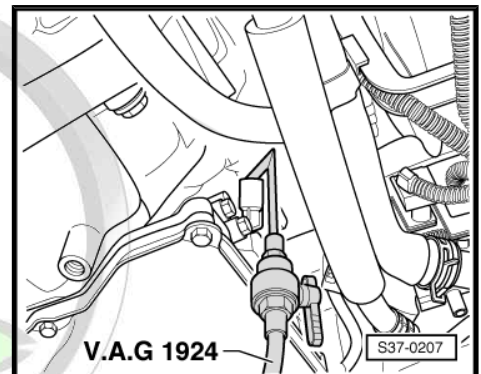
- Always replace the cap, because the cap catch is destroyed => Electronic Catalogue of Original Parts .
- Pull off screw plug from the filler tube.



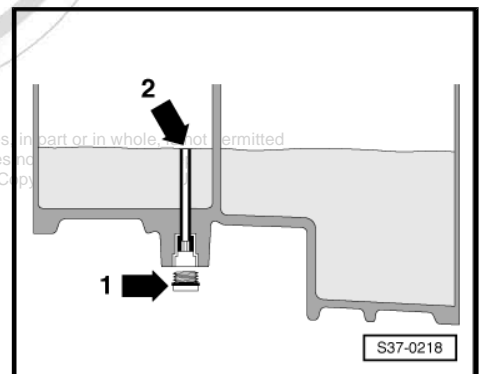
- Hook the hook of the ATF filling system - V.A.G 1924- into the opening of the filler tube.

**i** Note

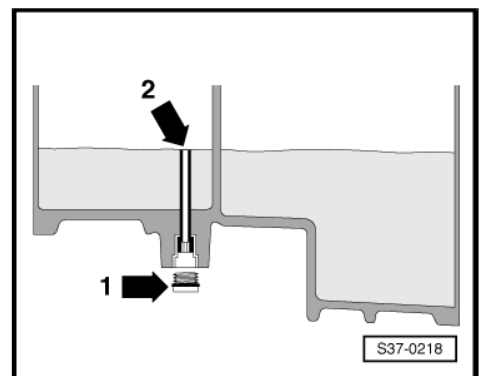
Too much or too little ATF filling impairs the gearbox function.



- Fill ATF with -V.A.G 1924- , until ATF between a temperature of 35 °C and 45 °C flows out of the inspection opening via the overflow tube -arrow 2-.
- Allow all excess ATF to drip out until it starts to drain off.



- Fit ATF inspection plug -arrow 1- with a new gasket ring and tighten to 27 Nm. This completes the ATF topping up.





- Insert the screw plug in the filler tube.
- Install new safety cap -arrow- and lock in place.

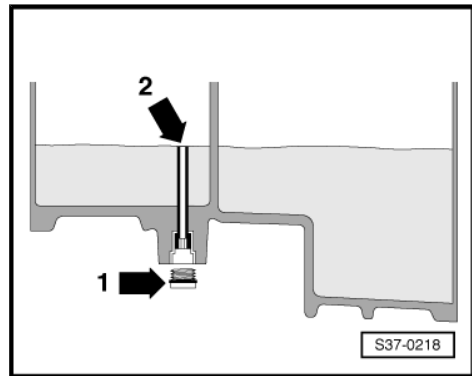
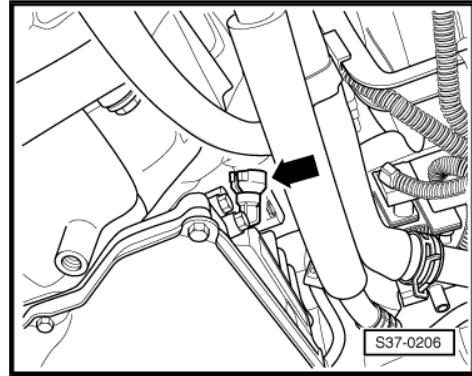


**WARNING**

*Always replace the cap. The cap secures the screw plug => Electronic Catalogue of Original Parts .*

**For gearbox without filler tube (vehicles up as of 06.06)**

- Screw in the adapter for the ATF oil filling - VAS 6262/2- in the location of the gearbox inspection plug -arrow 1- and connect the adapter for the oil filling - VAS 6262- or -VAS 6262A- .



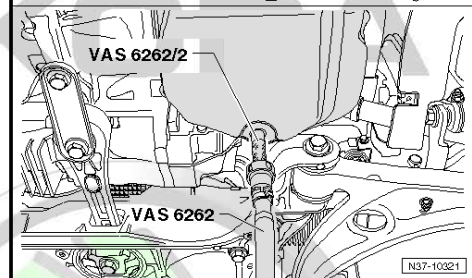
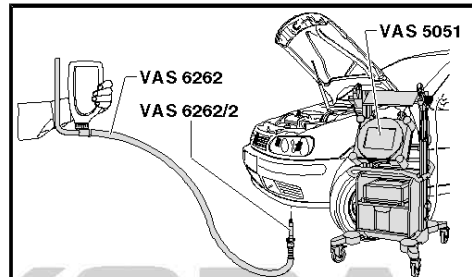
- Fill with 1 liter of ATF.
- Remove adapter for oil filling - VAS 6262- or -VAS 6262A- from adapter for ATF oil filling - VAS 6262/2- .
- Observe whether the ATF flows out of the opening of the adapter for ATF oil filling - VAS 6262/2- .

If ATF flows out of the opening of the adapter for ATF oil filling - VAS 6262/2- , the ATF level is correct.

- Allow all excess ATF to drip out until it starts to drain off.

If no ATF flows out of the opening of the adapter for ATF oil filling - VAS 6262/2- but only drips, the ATF level is not correct and ATF must be filled up.

- Unscrew adapter for ATF oil filling - VAS 6262/2- .



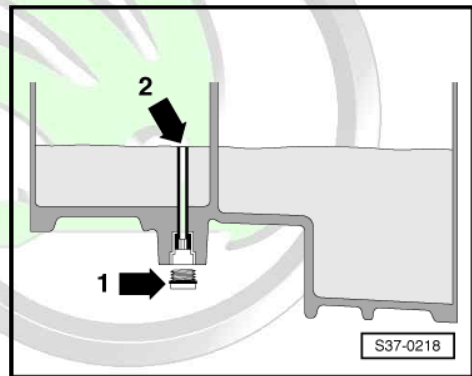
- Fit ATF inspection plug -arrow 1- with a new gasket ring and tighten to 27 Nm. This completes the ATF topping up.

**Note**

*At the latest at 45 °C (in hot climate countries 50 °C) the ATF inspection plug must be closed again, if necessary switch off the engine, allow the gearbox to cool down and repeat the check.*

**Continued for all vehicles**

- Install the noise insulation => Body Work; Rep. gr. 50 .
- Switch off ignition and unplug diagnostic connector.



## 4.2 6-speed gearbox DSG: Change gear oil, replace 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-type clips



### Note

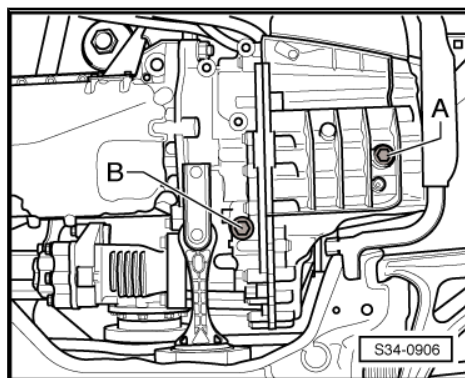
- ◆ *The engine must not be started if the repair was carried out and no oil was poured in, or only a small amount of oil is available in the gearbox, or after a major gearbox oil loss.*
- ◆ *Only gear oil for the double clutch gearbox must be used, which is indicated as spare part for automatic gearbox DSG - 02E. 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 DSG - 02E ⇒ Automatic gearbox DSG - 02E; Rep. gr. 00 .*
- ◆ *General repair instructions ⇒ Automatic gearbox DSG - 02E; Rep. gr. 00 .*
- ◆ *Regulations concerning cleanliness when working on the gearboxes ⇒ Automatic gearbox DSG - 02E; Rep. gr. 00 .*
- ◆ *Gear oil temperature is determined by 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.
- It is important not to mix up the drain screw -A- with the check screw -B- (only on gearboxes until 12.04). The check screw -B- is located close to the pendulum support.



### Change the gearbox oil, replace the oil filter



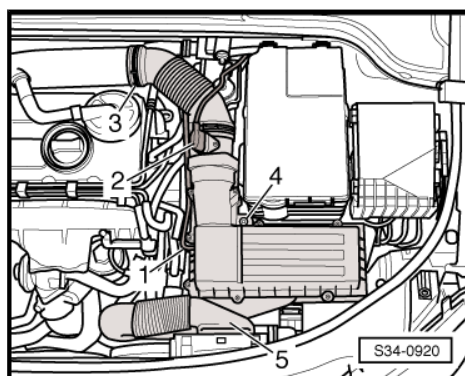
**Note**



*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 spring clip -3- with pliers for spring clips and disconnect air guide hose from pipe.
- Release screw -4- and remove air filter housing.
- Remove battery ⇒ Electrical System; Rep. gr. 27 .
- Remove battery ⇒ Electrical System; Rep. gr. 27 .
- Raise vehicle.
- Remove the sound dampening system ⇒ Body Work; Rep. gr. 50 .
- Position the catch pan under the gearbox.
- Lower the vehicle.



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- 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.

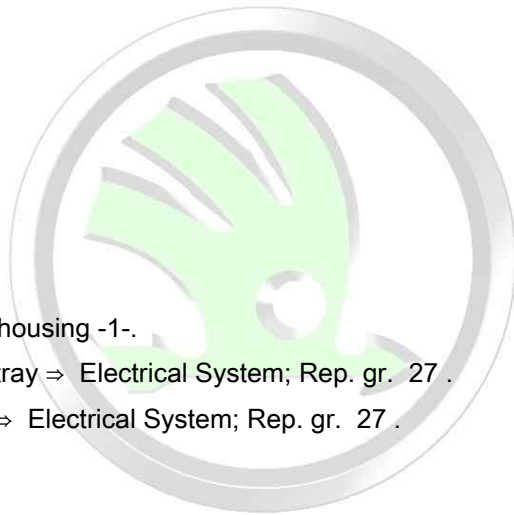
**i** Note

Always replace O-ring -2-.

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

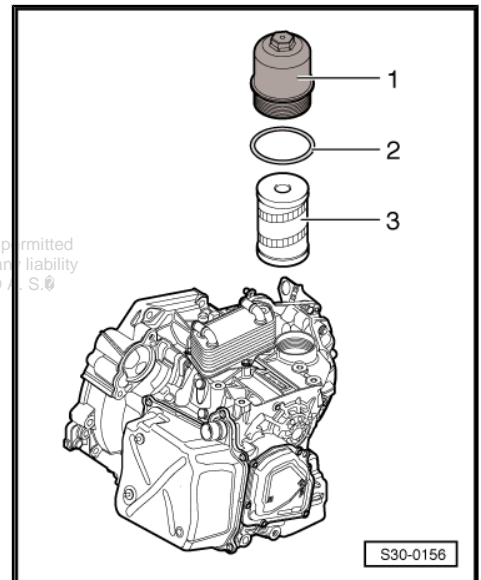
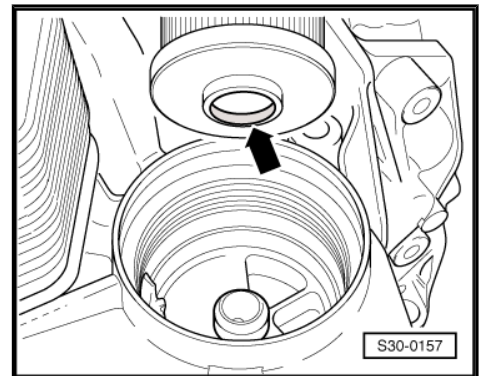
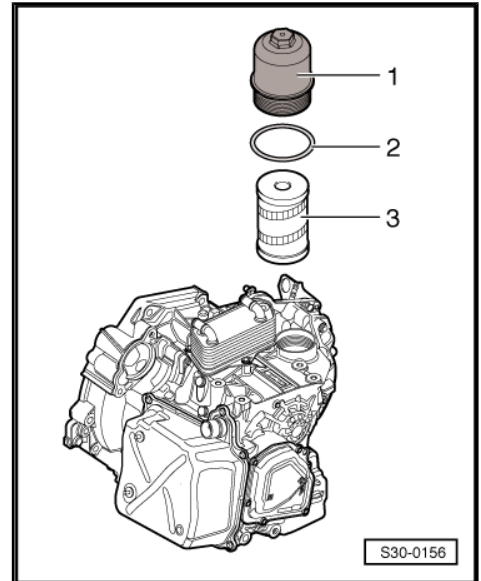
**ŠKODA**

- Moisten O-ring in intake collar -arrow- downwards and tighten the filter housing to 20 Nm.



- Install oil filter housing -1-.
- Install battery tray ⇒ Electrical System; Rep. gr. 27 .
- Install battery ⇒ Electrical System; Rep. gr. 27 .

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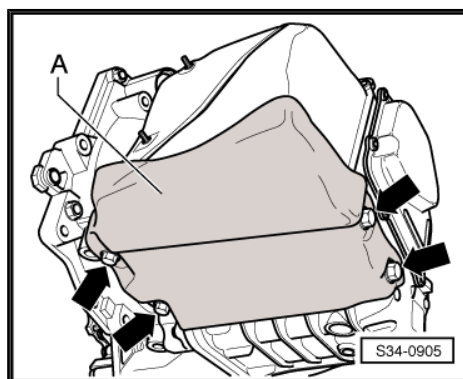
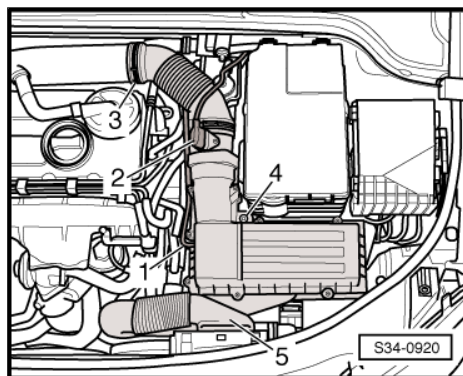





- Install air filter housing and insert screw -4-.
- Attach air guide hose onto the pipes and secure spring strap clip -3- with pliers for spring strap clips.
- Connect bleeder hose -1- and air guide hose -5-.
- Fit connector -2- on air mass meter -G70-
- Install engine cover ⇒ Relevant Engine ; Rep. gr. 10 .

**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.

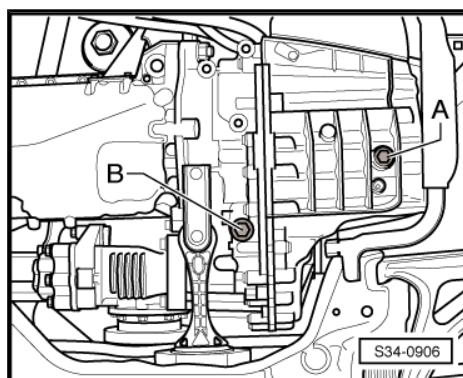


 **WARNING**

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



Gearbox with drain plug -A- and check screw -B- installed up to 12.04.



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The gearboxes installed as of 01.05 have only one check screw -B-.

Oil can only be drained and checked via 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 .*

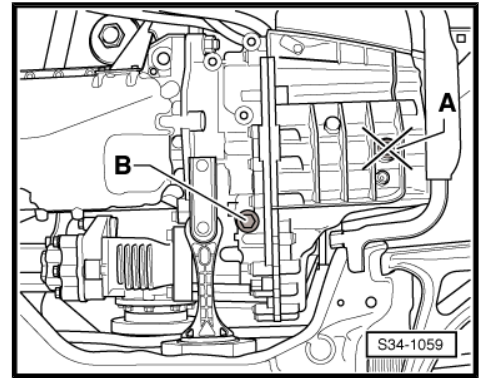
- Remove overflow tube.

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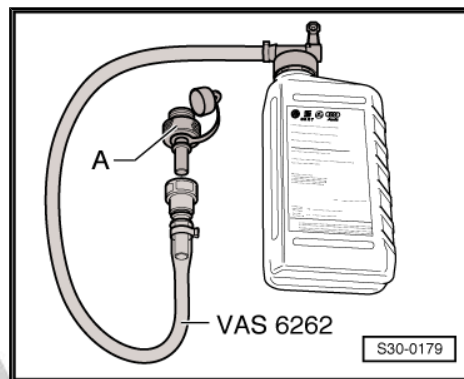
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- Screw in adapter -A- from -VAS 6262- or -VAS 6262A- by hand into the hole of the check screw.

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 the gear oil temperature on the -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 gearbox oil temperature 35°C up to 45°C:

- When the engine is running, disconnect 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.*
- ◆ *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 => Automatic gearbox DSG - 02E; 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 the check screw -B- with new gasket.

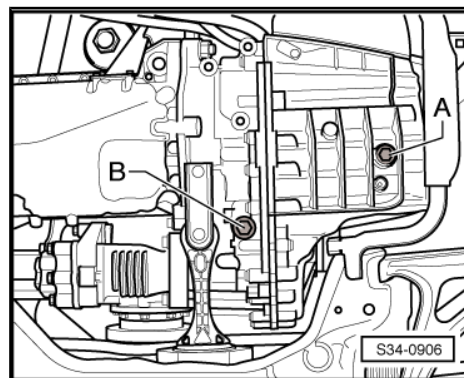
**Tightening torque: 45 Nm.**

- 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 the oil in the four-wheel drive clutch

Special tools and workshop equipment required

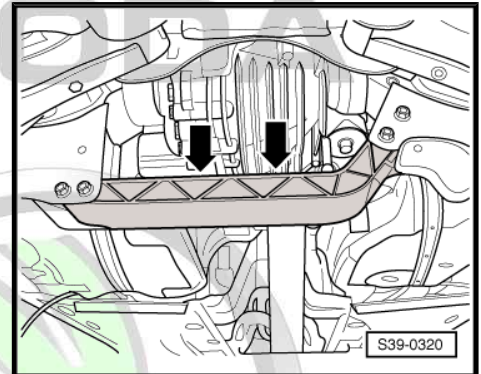
◆ Filling device (e.g. -VAS 6291- )

Gear oil ⇒ electronic catalogue of original parts

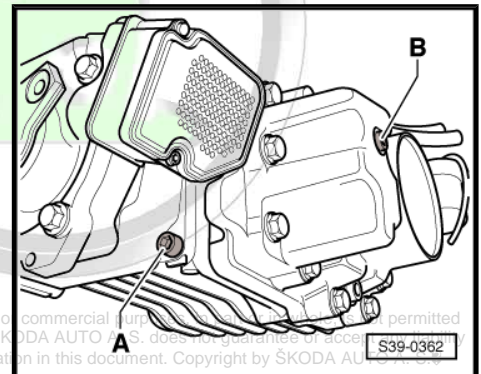
- Raise vehicle.
- For changing use the filling device (e. g. -VAS 6291- ).
- Place the catch pan under the vehicle.

**i** Note

- ◆ A rag must be laid -arrows-on the cross member
- ◆ If the oil gets onto the cross member or into the recesses at the cross member, it must be removed immediately.



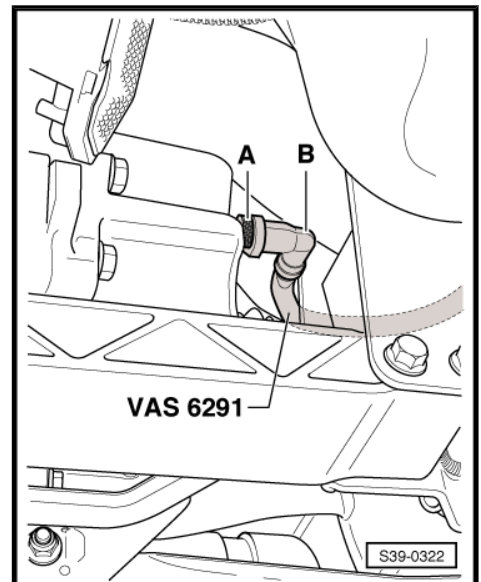
- Release screw for oil inspection -B-. (shown on a removed final drive for purposes of clear presentation).
- Screw out oil drain plug -A-.
- Drain oil.
- Screw in drain plug -A- using a new sealing ring and tighten to 38 Nm.



- Screw in adapter -A- up to the stop into the hole of the check screw.
- Lock angular piece -B- with adapter.
- Pull hose above the drive shaft.

The hose must not sag. It must come out above the left rear wheel.

- Lower the vehicle.

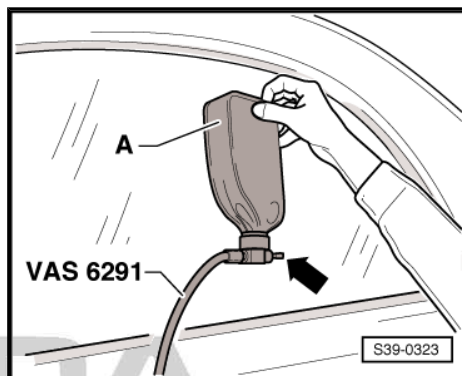


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- Ensure that the valve -arrow- is closed.
  - Screw oil reservoir onto filling device -VAS 6291- .
  - Open valve -arrow- and hold oil reservoir as shown.
- The four-wheel drive clutch is now filled with oil.
- Raise the vehicle after several minutes.



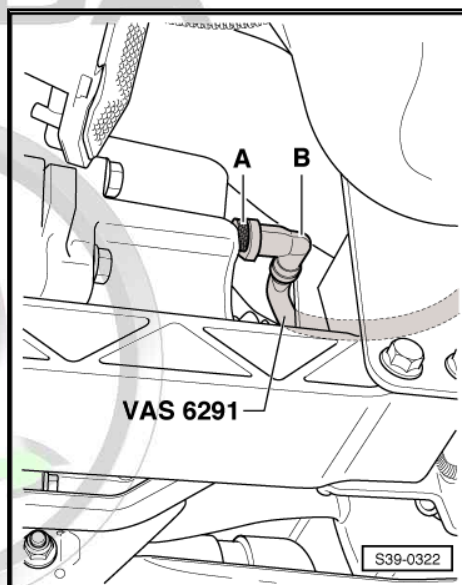
**i Note**

- ◆ If the four-wheel drive clutch is correctly filled, oil flows out at the adapter -A-.
- ◆ If no oil flows out, lower the vehicle and continue the filling procedure.

- Raise vehicle.
- If oil flows out, place oil reservoir downwards below the line of the four-wheel drive clutch (e.g. on a tool car).

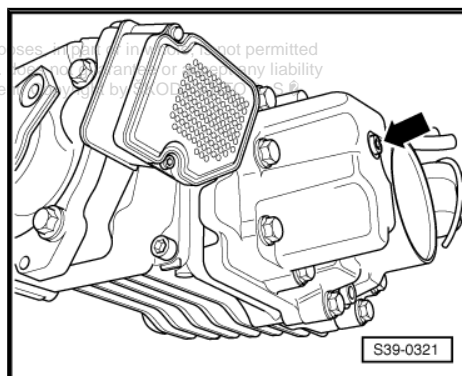
The excessive oil now flows back into the oil reservoir.

- If no more oil flows back, remove filling device -VAS 6291- .
- Check oil level in the four-wheel drive clutch.



- Screw in screw -arrow- using a new sealing ring and tighten to 15 Nm.

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## 5 Chassis

⇒ [“5.1 Inspecting thickness of front and rear brake pads/linings”, page 121](#)

⇒ [“5.2 Inspecting brake system for leaks and damage”, page 122](#)

⇒ [“5.3 Change brake fluid”, page 123](#)

⇒ [“5.4 Inspecting the brake fluid level”, page 130](#)

⇒ [“5.5 Track rod ends: check play, fastening and sealing flanges”, page 131](#)

⇒ [“5.6 Inspecting tyres \(including spare wheel\)”, page 131](#)

⇒ [“5.7 Inspecting tyre tread depth \(including spare wheel\) and entering”, page 132](#)

⇒ [“5.8 Tightening wheel bolts to specific torque”, page 133](#)

⇒ [“5.9 Inspecting the tyre pressure \(including spare wheel\), if necessary correcting pressure”, page 133](#)

⇒ [“5.10 Tyre inspection display: basic setting”, page 154](#)

⇒ [“5.11 Transport lock: remove anti-lock components from the springs of the front axle”, page 155](#)

⇒ [“5.12 Breakdown set”, page 156](#)

### 5.1 Inspecting thickness of front and rear brake pads/linings

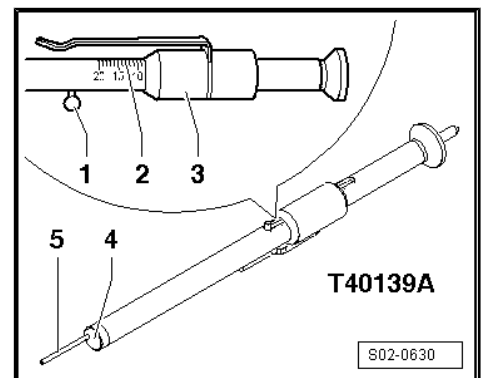
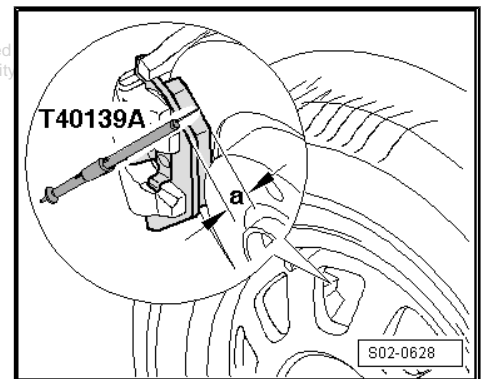
Special tools and workshop equipment required

◆ Inspection pin - T40139A-

Front disc brake pads

The brake pad thickness (including backing plate) -a- is determined with the inspection pin - T40139A- from the outside of the wheel.

- 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-.

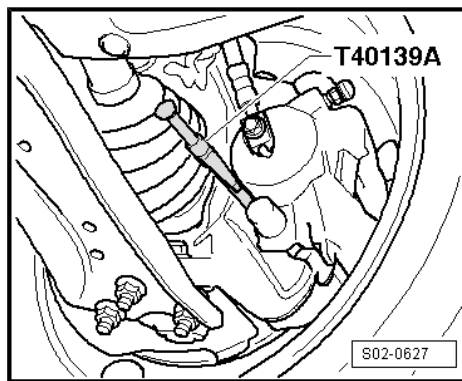






**Note**

- ◆ *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.*
- ◆ *The brake pad thickness can also be determined by visual inspection (with torch and mirror).*



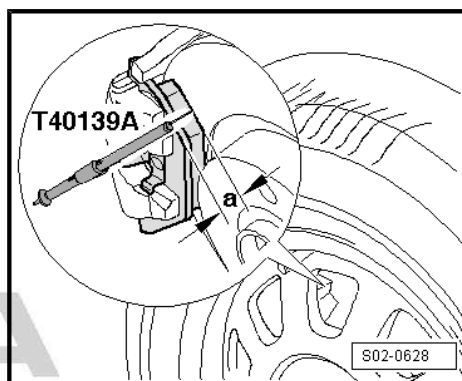
**Front disc brake pads**

The wear limit -a- is reached at a pad thickness of 7.5 mm, including backing plate.

If the thickness of the pad is less than 7.5 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.*

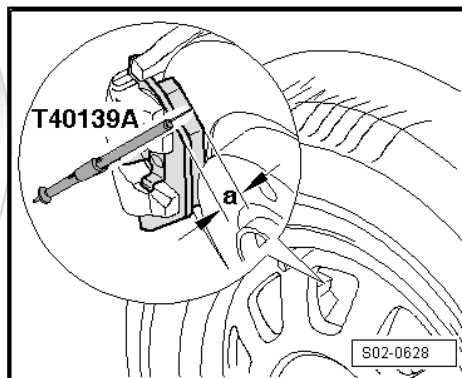
**Rear disc brake pads**

The wear limit -a- is reached at a pad thickness of 7.5 mm, including backing plate.

If the thickness of the pad is less than 7.5 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.*

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**5.2 Inspecting brake system for leaks and damage**

- Check master brake cylinder, brake servo (for ABS: hydraulic unit), braking force regulator, brake callipers 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-

Only use new original brake fluid N.052.766.Z0 as per US standard FMVSS 571.116, DOT 4 and VW standard 501 14 .



**WARNING**

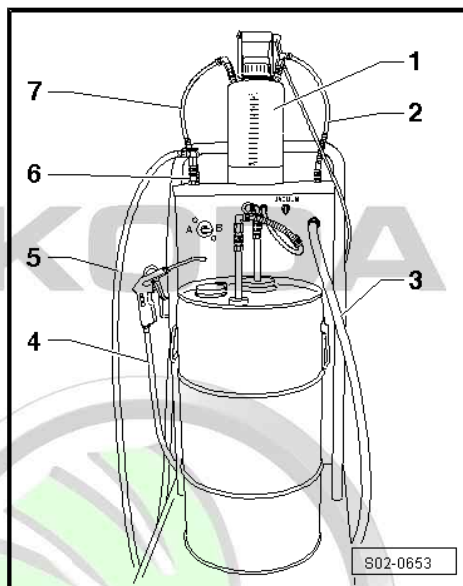
- ◆ *Brake fluid must never come into contact with fluids containing mineral oils (oil, petrol, cleaning agent). Mineral oils damage the gaskets and boots of the brake system.*
- ◆ *Brake fluid is poisonous. Also due to its corrosive effect brake fluid must not come into contact with paintwork.*
- ◆ *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.*

**Extract brake fluid from the brake fluid reservoir.**

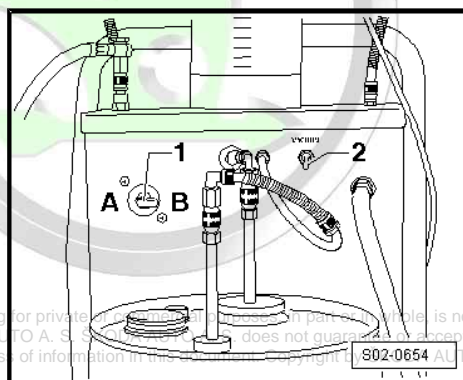
- Switch on the extraction function of the brake filling and bleeding device , e.g. -VAS 5234- .

- 1 - Catch pan
- 2 - Connecting hose
- 3 - Pneumatic support
- 4 - Extraction hose with end part
- 5 - Filler hose with quick-release 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-.



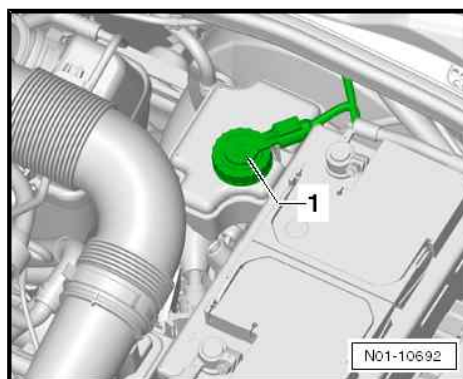
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- Unscrew cap -1- from the brake fluid reservoir.

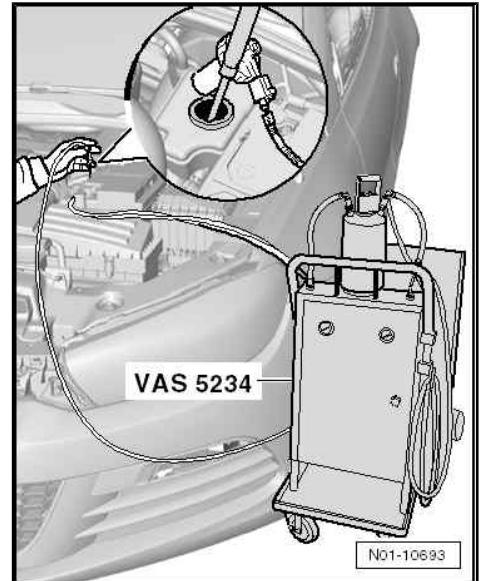
**i Note**

*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.



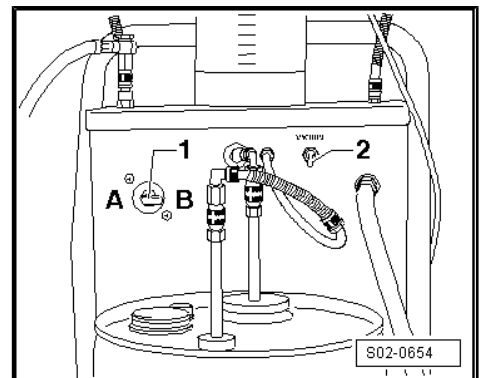
- Use an extraction hose with end part to extract as much brake fluid as possible from the brake fluid reservoir.



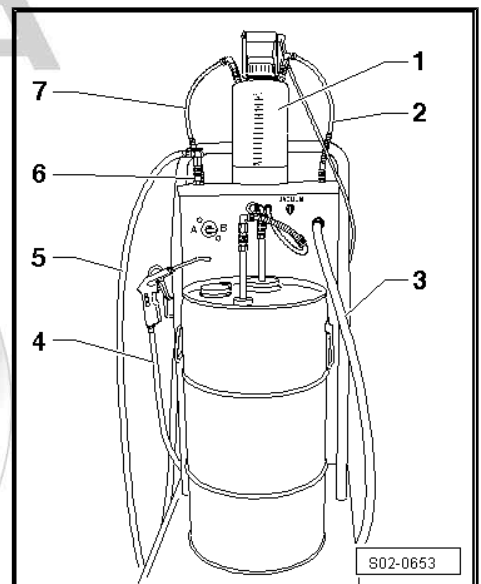
- Set back switch -2- from -vacuum- down.
- Switch off the compressed air distribution, herewith the brake filling and bleeding device , e.g. -VAS 5234- , is no longer operative.

**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 .



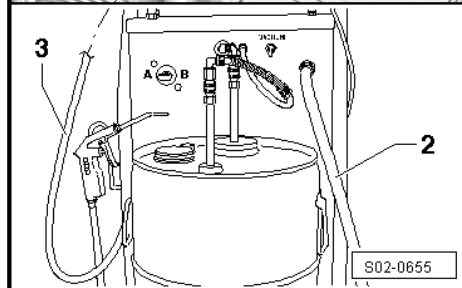
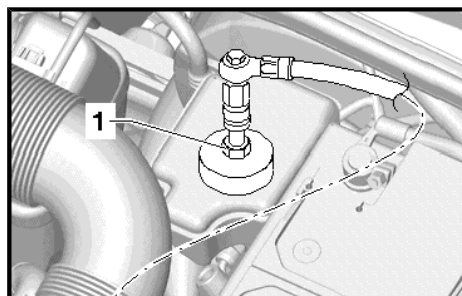
- Activate the filling function of the brake filling and bleeding device , e.g. -VAS 5234- , as follows:
- Detach connecting hoses -2- and -7- from catch pan -1-.
- Detach the filler hose with quick-action coupling -5- from the device connection point -6-.



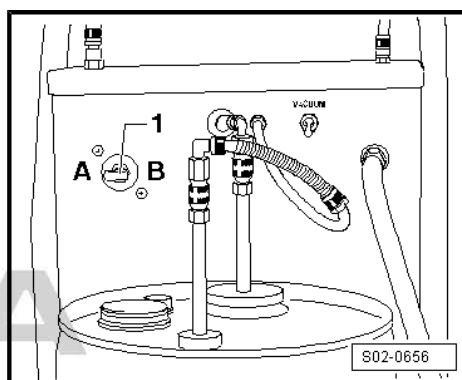
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- Screw the thread plug -1- of the brake filling and bleeding device , e.g. -VAS 5234- , onto the brake fluid reservoir.

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



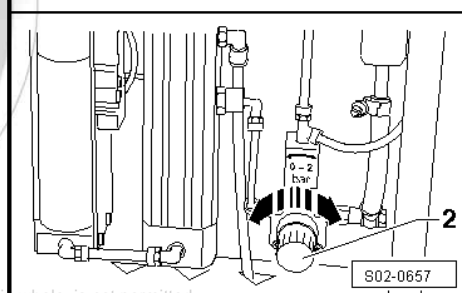
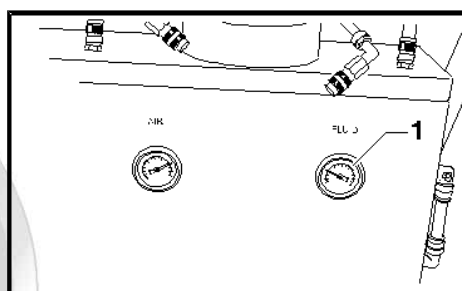
- Position cock -1- on -A-.
- Switch on the compressed air distribution, herewith the brake filling and bleeding device , e.g. -VAS 5234- , is operative.



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

Brake fluid pressure = 0.2 Mpa.

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



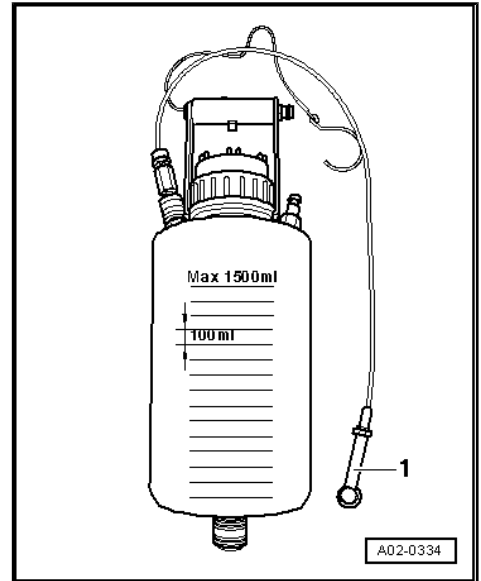
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- Provide a catch pan for used brake fluid.

**i** Note

- ◆ Use the tool set for brake bleeding - VAS 6564- to loosen 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, if necessary remove the battery and the battery tray → Electrical System; Rep. gr. 27 . Pay attention to the work sequence when disconnecting and reconnecting the battery → Electrical System; Rep. gr. 27 .

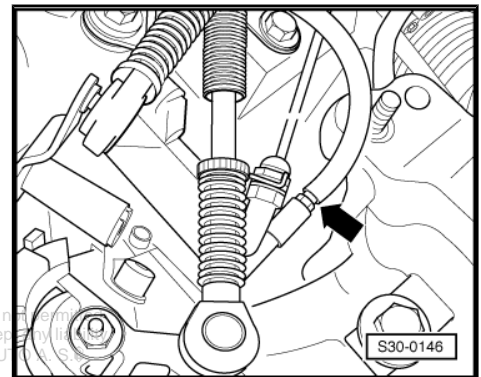


- If necessary remove cap from bleeder valve of slave cylinder.

**Gearbox 0A4**

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

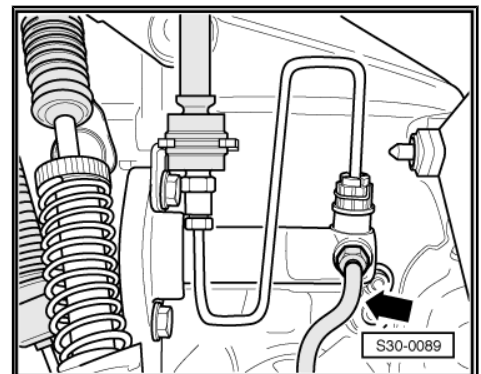
**Gearbox 0AJ**



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

**Gearbox 02Q**

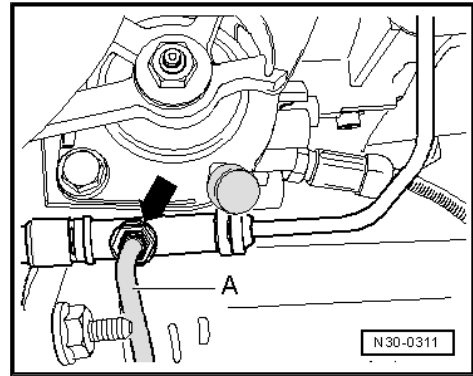






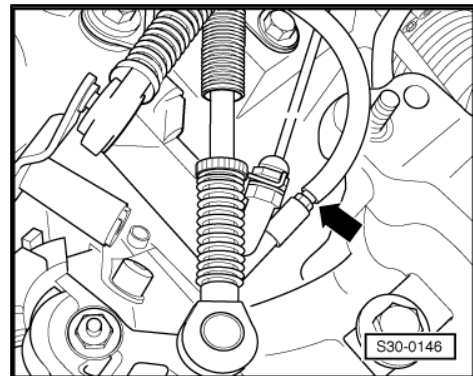
- Fit the bleeder hose of the catch pan -A- onto the vent valve of the slave cylinder -arrow-.

**Gearbox 02S**



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

**Gearbox 0AF**



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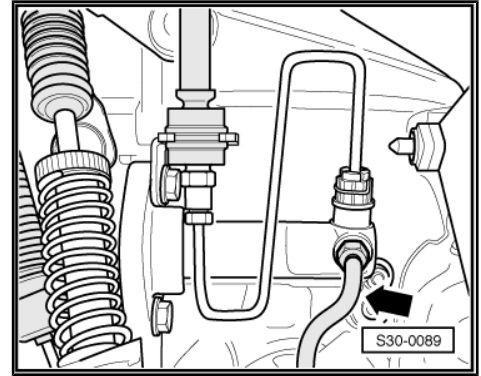


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- Fit the bleeder hose of the catch pan -arrow- onto the vent valve of the slave cylinder.

#### 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



#### Note

- ◆ *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.*
- ◆ *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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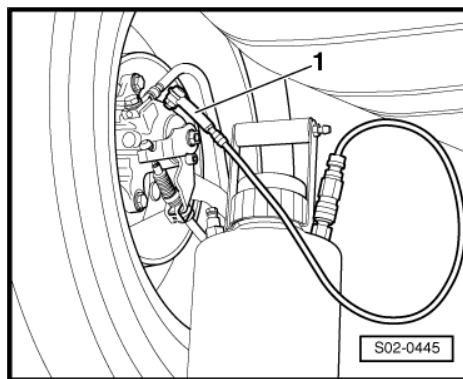


- Fit bleeder hose -1- of catch pan onto the bleeder valve of the rear right wheel.



**Note**

- ◆ *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 valve.*



- 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 calliper	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 quantity of brake fluid that flows out: approx. 1.15 litres, including amount drained from 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 pedal travel.
- Perform a test drive.

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**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 .



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

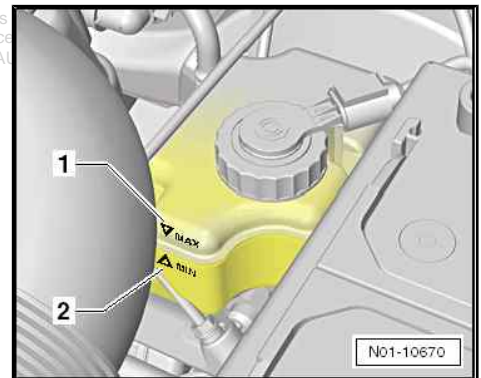
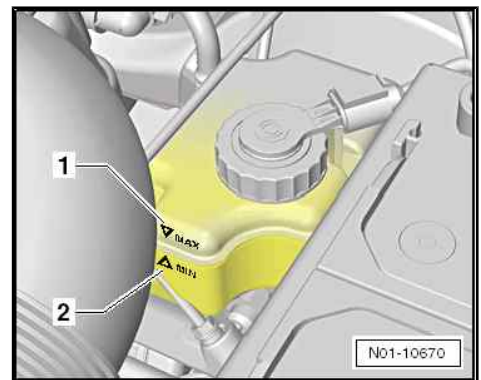
#### Delivery Inspection

During the delivery inspection, the brake fluid level should be at the "MAX" marking -1-.

#### Service interval:

- 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 at the "MIN" marking -2- or slightly above, it is not necessary to top up the brake fluid if the brake pads have almost 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  
⇒ ["5.2 Inspecting brake system for leaks and damage", page 122](#) and to carry out repair if necessary.



## 5.5 Track rod ends: check play, fastening and sealing flanges

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

## 5.6 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, observe the local legal regulations.*

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**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.

**Service interval:**

- 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 Inspecting tyre tread depth (including spare wheel) and entering

**Special tools and workshop equipment required**

- ◆ Inspection pin - T40139A-

**Minimum tyre tread depth**

- Minimum tyre tread depth: 1.6 mm.

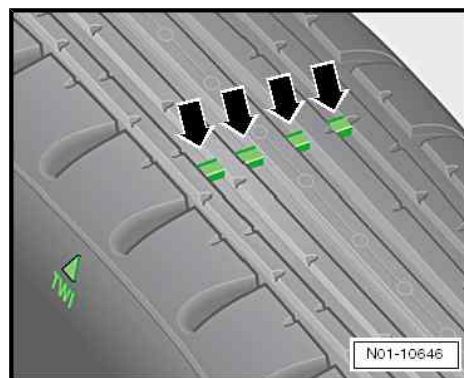
Different values may apply in other countries due to different legal provisions.

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.

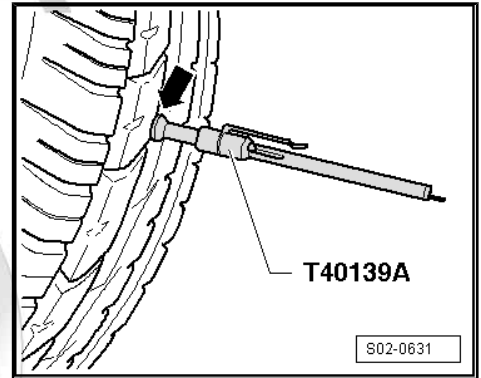
**Check tread depth**

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

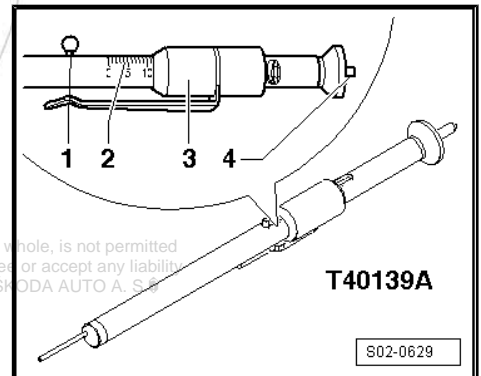




- Position the inspection pin - T40139A- with the bead onto the outer tread of the tyre -arrow-.
- Slide the grinder -3- of the inspection pin fully onto the pin -1-.



- 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

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- ◆ 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.

## 5.8 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 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 pressure values are indicated on a sticker, which is affixed to the inside of the fuel filler flap.*

Sticker with tyre pressure values ⇒ [page 134](#) .





**WARNING**

The tyre pressure values indicated on the sticker apply only to the tyres when cold. Do not reduce the higher tyre 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 basic setting of the tyre inspection display must be performed  
⇒ "5.10 Tyre inspection display: basic setting", page 154 .

**Sticker with tyre pressures**



**Note**

The current allocation of stickers to particular vehicles and equipment levels is to be carried out based on the vehicle identification numbers and part numbers ⇒ Electronic Catalogue of Original Parts .

Octavia II, vehicles with engines: 1.4I / 55 kW MPI; 1.6 I / 75 kW MPI; 1.6I / 85kW FSI; 1.9 I / 77 kW TDI PD; part number -1Z5 010 410 D-

TLAKY HUŠTENÍ PNEUMATIK ZA STUDENA					
REIFENFOLDRUCK KALT		INFLATION		COLD TYRE PRESSURES	
Motor	Pneumatika Reifen Tyre	kPa/bar		kPa/bar	
		1.6/75 kW	195/65 R15	210/2.1	210/2.1
1.6/85 kW	205/60 R15	200/2.0			320/3.2
1.9/77 kW	205/65 R16	210/2.1	200/2.0	240/2.4	310/3.1
	225/45 R17				
1.4/55 kW	195/65 R15				330/3.3
	205/60 R15	200/2.0	200/2.0	230/2.3	320/3.2
	205/65 R16				330/3.3
	225/45 R17				300/3.0
ŠKODA AUTO a.s.					
1Z5 010 410 D					
S02-0681					

Octavia II, vehicles with engines 1.4I/55 kW MPI; 1.9I/77 kW TDI PD; part number -1Z5 010 461 J-

TLAKY HUŠTENÍ PNEUMATIK ZA STUDENA					
REIFENFOLDRUCK KALT		INFLATION		COLD TYRE PRESSURES	
Motor	Pneumatika Reifen Tyre	kPa/bar		kPa/bar	
		1.4/55 kW	195/65 R15	200/2.0	210/2.1
	205/60 R15	210/2.1	200/2.0	240/2.4	310/3.1
	205/65 R16	200/2.0	210/2.1	230/2.3	300/3.0
	225/45 R17			270/2.2	300/3.0
1.9/77 kW	195/65 R15	210/2.1	210/2.1	230/2.3	330/3.3
	205/60 R15	200/2.0		240/2.4	310/3.1
	205/65 R16	210/2.1	200/2.0	230/2.3	300/3.0
	225/45 R17	200/2.0	210/2.1	240/2.4	300/3.0
ŠKODA AUTO a.s.					
1Z5 010 461 J					
S02-0682					

Octavia II, vehicles with engines: 1.6I / 75 kW MPI; 1.6I / 85kW FSI; part number -1Z5 010 461 K-

TLAKY HUŠTENÍ PNEUMATIK ZA STUDENA					
REIFENFOLDRUCK KALT		INFLATION		COLD TYRE PRESSURES	
Motor	Pneumatika Reifen Tyre	kPa/bar		kPa/bar	
		1.6/75 kW	195/65 R15	210/2.1	210/2.1
1.6/85 kW	205/60 R15	200/2.0			320/3.2
	205/65 R16			240/2.4	310/3.1
	225/45 R17	210/2.1	200/2.0		
ŠKODA AUTO a.s.					
1Z5 010 461 K					
S02-0683					



Octavia II, vehicles up to 30.5. 2010 with engines 1.4/59 kW MPI;  
1.9/77 kW TDI PD; part number -1Z5 010 484 E-

TLAKY HUŠTĚNÍ PNEUMATIK ZA STUĐENA					
REIFENFÜLLDRUCK KALT		INFLATION		COLD TYRE PRESSURES	
Motor	Pneumatika Reifen Tyre	kPa/psi		kPa/psi	
1.4/59 kW	195/65 R15	200/2.0	210/2.1	230/2.3	320/3.2
	205/60 R15	210/2.1	200/2.0	240/2.4	
	205/65 R16		210/2.1	230/2.3	310/3.1
	225/45 R17	200/2.0		270/2.2	300/3.0
1.9/77 kW	195/65 R15	210/2.1	210/2.1	230/2.3	330/3.3
	205/60 R15	200/2.0		240/2.4	310/3.1
	205/65 R16	210/2.1	200/2.0	230/2.3	
	225/45 R17	200/2.0	210/2.1	240/2.4	300/3.0

ŠKODA AUTO a.s. 1Z5 010 484 E  
S02-0684

Octavia II, vehicles with engine 1.9 I/77 kW TDI PD - only for cer-  
tain countries and equipment; part number -1Z5 010 644 R-

RECOMMENDED INFLATION PRESSURE - COLD					
Motor: 1.9/77 kW TDI					
RIM SIZE	TYRE SIZE	PRESSURE, kPa(PSI)			
		UP TO 2 PERSONS		UP TO MAX. LOAD	
		FRONT	REAR	FRONT	REAR
6J x 15	195/65 R15	210(30)	210(30)	230(33)	330(48)
6.5J x 15	205/60 R15	200(29)	210(30)	240(35)	310(45)
6.5J x 16	205/65 R16	210(30)	200(29)	230(33)	300(44)
7J x 17	225/45 R17	200(29)	210(30)	240(35)	300(44)

THE TIRES FITTED TO THIS VEHICLE SHALL HAVE A MAX.  
LOAD RATING NOT LESS THAN 615kg, OR A LOAD INDEX  
OF 91 AND A SPEED CATEGORY NOT LESS THAN H.

ŠKODA AUTO a.s. 1Z5 010 644 R  
S02-0685

Octavia II, vehicles with engines: 2.0I / 110 kW FSI; 2.0I / 103kW  
TDI PD; part number -1Z5 010 410 E-

TLAKY HUŠTĚNÍ PNEUMATIK ZA STUĐENA					
REIFENFÜLLDRUCK KALT		INFLATION		COLD TYRE PRESSURES	
Motor	Pneumatika Reifen Tyre	kPa/psi		kPa/psi	
2.0/110 kW	195/65 R15	220/2.2		230/2.3	330/3.3
	205/60 R15	210/2.1	220/2.2	240/2.4	320/3.2
	205/65 R16		220/2.2	230/2.3	300/3.0
	225/45 R17	220/2.2		240/2.4	
2.0/103 kW	195/65 R15		230/2.3	250/2.5	340/3.4
	205/60 R15	220/2.2		240/2.4	320/3.2
	205/65 R16		220/2.2	230/2.3	310/3.1
	225/45 R17	210/2.1	220/2.2	240/2.4	300/3.0

ŠKODA AUTO a.s. 1Z5 010 410 E  
S02-0686

Octavia II, vehicles with engines: 2.0I / 110 kW FSI; 2.0I / 100kW  
TDI PD; 2.0I / 103kW TDI PD; part number -1Z5 010 429 D-

TLAKY HUŠTĚNÍ PNEUMATIK ZA STUĐENA					
REIFENFÜLLDRUCK KALT		INFLATION		COLD TYRE PRESSURES	
Motor	Pneumatika Reifen Tyre	kPa/psi		kPa/psi	
2.0/110 kW	195/65 R15	220/2.2		230/2.3	330/3.3
	205/60 R15	210/2.1	220/2.2	240/2.4	320/3.2
	205/65 R16		220/2.2	230/2.3	300/3.0
	225/45 R17	220/2.2		240/2.4	
2.0/103 kW (2.0/100 kW)	195/65 R15		230/2.3	250/2.5	340/3.4
	205/60 R15	220/2.2		240/2.4	320/3.2
	205/65 R16		220/2.2	230/2.3	310/3.1
	225/45 R17	210/2.1	220/2.2	240/2.4	300/3.0

ŠKODA AUTO a.s. 1Z5 010 429 D  
S02-0687

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Octavia II, vehicles until 07/02/2010 with engines: 1.8l / 118 kW TFSI; 2.0l / 100kW TDI PD; 2.0l / 103kW TDI PD; part number -1Z5 010 651 R-

TLAKY HUŠTENÍ PNEUMATIK ZA STUĐENA					
REIFENFOLDRUCK KALT		INFLATION		COLD TYRE PRESSURES	
Motor	Pneumatika Reifen Tyre	kPa/bar		kPa/bar	
1.8/118 kW	195/65 R15	220/2.2		230/2.3	330/3.3
	205/60 R15	210/2.1		240/2.4	320/3.2
	205/55 R16		220/2.2	230/2.3	300/3.0
	225/45 R17	220/2.2		240/2.4	300/3.0
2.0/103 kW (2.0/100 kW)	195/65 R15			250/2.5	340/3.4
	205/60 R15	220/2.2		240/2.4	320/3.2
	205/55 R16		220/2.2	230/2.3	310/3.1
	225/45 R17	210/2.1		240/2.4	300/3.0

ŠKODA AUTO a.s. 1Z5 010 651 R  
S02-0688

Octavia II, vehicles with engine: 1.8l / 118 kW TFSI; part number -1Z5 010 630 K-

TLAKY HUŠTENÍ PNEUMATIK ZA STUĐENA					
REIFENFOLDRUCK KALT		INFLATION		COLD TYRE PRESSURES	
Motor	Pneumatika Reifen Tyre	kPa/bar		kPa/bar	
2.0/110 kW 1.8/118 kW	195/65 R15	220/2.2		230/2.3	330/3.3
	205/60 R15	210/2.1		240/2.4	320/3.2
	205/55 R16		220/2.2	230/2.3	300/3.0
	225/45 R17	220/2.2		240/2.4	300/3.0
2.0/103 kW (2.0/100 kW)	195/65 R15			250/2.5	340/3.4
	205/60 R15	220/2.2		240/2.4	320/3.2
	205/55 R16		220/2.2	230/2.3	310/3.1
	225/45 R17	210/2.1		240/2.4	300/3.0

ŠKODA AUTO a.s. 1Z5 010 630 K  
S02-0689

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Octavia II, vehicles with engine 1.8l/118 kW TFSI - only for certain countries and equipment; part number -1Z5 010 651 Q-

RECOMMENDED INFLATION PRESSURE - COLD					
Motor: 1.8/118 kW TFSI					
RIM SIZE	TYRE SIZE	PRESSURE, kPa(PSI)			
		UP TO 2 PERSONS		UP TO MAX. LOAD	
		FRONT	REAR	FRONT	REAR
6J x 15	195/65 R15	220(32)	220(32)	230(33)	330(48)
6.5J x 15	205/60 R15	210(30)	220(32)	240(35)	320(46)
6.5J x 16	205/55 R16	220(32)	220(32)	230(33)	300(44)
7J x 17	225/45 R17	220(32)	220(32)	240(35)	300(44)

THE TIRES FITTED TO THIS VEHICLE SHALL HAVE A MAX. LOAD RATING NOT LESS THAN 615kg, OR A LOAD INDEX OF 91 AND A SPEED CATEGORY NOT LESS THAN V.

ŠKODA AUTO a.s. 1Z5 010 651 Q  
S02-0690

Octavia II, vehicles with engine 2.0l/110 kW FSI - only for certain countries and equipment; part number -1Z5 010 644 S-

RECOMMENDED INFLATION PRESSURE - COLD					
Motor: 2.0/110 kW FSI					
RIM SIZE	TYRE SIZE	PRESSURE, kPa(PSI)			
		UP TO 2 PERSONS		UP TO MAX. LOAD	
		FRONT	REAR	FRONT	REAR
6J x 15	195/65 R15	220(32)	220(32)	230(33)	330(48)
6.5J x 15	205/60 R15	210(30)	220(32)	240(35)	320(46)
6.5J x 16	205/55 R16	220(32)	220(32)	230(33)	300(44)
7J x 17	225/45 R17	220(32)	220(32)	240(35)	300(44)

THE TIRES FITTED TO THIS VEHICLE SHALL HAVE A MAX. LOAD RATING NOT LESS THAN 615kg, OR A LOAD INDEX OF 91 AND A SPEED CATEGORY NOT LESS THAN V.

ŠKODA AUTO a.s. 1Z5 010 644 S  
S02-0691



Octavia II, vehicles with engine 2.0l/103 kW TDI PD DPF; 2.0l/103 kW TDI CR - only for certain countries and equipment; part number -1Z5 010 644 T-

RECOMMENDED INFLATION PRESSURE - COLD					
Motor: 2.0/103 kW TDI					
RIM SIZE	TYRE SIZE	PRESSURE, kPa(PSI)			
		UP TO 2 PERSONS		UP TO MAX. LOAD	
		FRONT	REAR	FRONT	REAR
6J x 15	196/65 R16	220(32)	230(33)	250(36)	300(49)
6.5J x 15	205/60 R16	220(32)	230(33)	240(35)	300(46)
6.5J x 16	205/65 R16	220(32)	220(32)	230(33)	310(46)
7J x 17	225/45 R17	210(30)	220(32)	240(35)	300(44)

THE TIRES FITTED TO THIS VEHICLE SHALL HAVE A MAX. LOAD RATING NOT LESS THAN 615kg, OR A LOAD INDEX OF 91 AND A SPEED CATEGORY NOT LESS THAN V.

ŠKODA AUTO a.s. 1Z5 010 644 T

S02-0692

Octavia II, vehicles with engine: 2.0l / 147 kW TFSI; part number -1Z5 010 460 H-

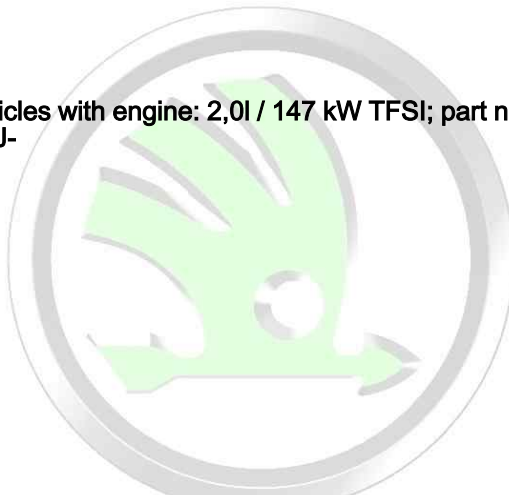
# ŠKODA

TLAKY HUŠŤENÍ PNEUMATIK ZA STUJENÁ					
REIFENFÜLLDRUCK KALT					
COLD TYRE INFLATION					
PRESSURES					
Motor	Pneumatika Reifen Tyre	2 PERSONS		MAX. LOAD	
		kPa/bar	kPa/bar	kPa/bar	kPa/bar
2.0/147 kW	225/45 R17	220/2.2	210/2.1	230/2.3	300/3.0
	225/40 R18			240/2.4	

ŠKODA AUTO a.s. 1Z5 010 460 H

S02-0693

Octavia II, vehicles with engine: 2.0l / 147 kW TFSI; part number -1Z5 010 485 J-



TLAKY HUŠŤENÍ PNEUMATIK ZA STUJENÁ					
REIFENFÜLLDRUCK KALT					
COLD TYRE INFLATION					
PRESSURES					
Motor	Pneumatika Reifen Tyre	2 PERSONS		MAX. LOAD	
		kPa/bar	kPa/bar	kPa/bar	kPa/bar
2.0/147 kW	225/45 R17	210/2.1	210/2.1	270/2.2	300/3.0
	225/40 R18	200/2.0		230/2.3	

ŠKODA AUTO a.s. 1Z5 010 485 J

S02-0694

Octavia II, up to 30/05/2010 vehicles with engine 2.0l/147 kW TFSI; 2.0l/125 kW TDI; part number -1Z5 010 487 K-

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**i** Note

The tyres 205/55 R16 do not appear on the stickers with tyre pressure information. They are inflated based on the following table

Tyre pressure values 205/55 R16

Engine	Tyres	Tyre pressure (kPa/bar)			
		half load		full load	
		Front axle	Rear axle	Front axle	Rear axle
2.0l/125 kW TD 2.0l/147 kW TFSI	205/55 R16	220- 2.2	210- 2.1	230- 2.3	300- 3.0

TLAKY HUŠŤENÍ PNEUMATIK ZA STUJENÁ					
REIFENFÜLLDRUCK KALT					
COLD TYRE INFLATION					
PRESSURES					
Motor	Pneumatika Reifen Tyre	2 PERSONS		MAX. LOAD	
		kPa/bar	kPa/bar	kPa/bar	kPa/bar
2.0/125 kW	225/45 R17	210/2.1	210/2.1	220/2.2	300/3.0
	225/40 R18	200/2.0		230/2.3	
2.0/147 kW	225/45 R17	210/2.1	210/2.1	220/2.2	300/3.0
	225/40 R18	200/2.0		230/2.3	

ŠKODA AUTO a.s. 1Z5 010 487 K

S02-0695



**Octavia II, vehicles with engine 2.0/147 kW TFSI - only for certain countries and equipment; part number -1Z5 010 645-**

RECOMMENDED INFLATION PRESSURE - COLD					
Motor: 2.0/147 kW TFSI					
RIM SIZE	TYRE SIZE	PRESSURE, kPa(PSI)			
		UP TO 2 PERSONS		UP TO MAX. LOAD	
		FRONT	REAR	FRONT	REAR
7J x 17	225/45 R17	210(30)	210(30)	230(33)	300(44)
7.5J x 18	225/40 R18	200(29)	210(30)	230(33)	300(44)
6.5J x 16	205/65 R16	220(32)	210(30)	230(33)	300(44)

THE TIRES FITTED TO THIS VEHICLE SHALL HAVE A MAX. LOAD RATING NOT LESS THAN 615kg, OR A LOAD INDEX OF 91 AND A SPEED CATEGORY NOT LESS THAN V.

ŠKODA AUTO a.s. 1Z5 010 645

S02-0696

**Octavia II, vehicles with engine 2.0/125 kW TDI - only for certain countries and equipment; part number -1Z5 010 689 -**



**Note**

The tyres 205/55 R16 do not appear on the stickers with tyre pressure information. They are inflated based on the following table

**Tyre pressure values 205/55 R16**

Engine	Tyres	Tyre pressure (kPa/bar)			
		half load		full load	
		Front axle	Rear axle	Front axle	Rear axle
2.0/125 kW TD 2.0/147 kW TFSI	205/55 R16	220- 2.2	210- 2.1	230- 2.3	300- 3.0

RECOMMENDED INFLATION PRESSURE - COLD					
Motor: 2.0/125 kW TDI					
RIM SIZE	TYRE SIZE	PRESSURE, kPa(PSI)			
		UP TO 2 PERSONS		UP TO MAX. LOAD	
		FRONT	REAR	FRONT	REAR
6.5J x 16	205/55 R16	220(32)	210(30)	230(33)	300(44)
7J x 17	225/45 R17	210(30)	210(30)	220(32)	300(44)
7.5J x 18	225/40 R18	200(29)	210(30)	230(33)	300(44)

THE TIRES FITTED TO THIS VEHICLE SHALL HAVE A MAX. LOAD RATING NOT LESS THAN 615/615/630kg, OR A LOAD INDEX INDEX OF 91/91/92 AND A SPEED CATEGORY NOT LESS THAN V.

ŠKODA AUTO a.s. 1Z5 010 689

S02-0697

**Octavia Combi II, vehicles with engine 1.4/55 kW MPI; 1.9/77 kW TDI PD; part number -1Z9 010 429 B-**

TLAKY HUŠTENÍ PNEUMATIK ZA STUJENÁ					
REIFENFÜLLDRUCK KALT					
COLD TYRE INFLATION					
PRESSURES					
Motor	Pneumatika Reifen Tyre	kPa/bar		kPa/bar	
		FRONT	REAR	FRONT	REAR
1.4/55 kW	195/65 R15	210/2.1	200/2.0	230/2.3	300/3.0
	205/60 R15			230/2.3	310/3.1
	205/65 R16	200/2.0			300/3.0
	225/45 R17	220/2.2	220/2.2		
1.9/77 kW	195/65 R15	220/2.2	210/2.1	230/2.3	300/3.0
	205/60 R15			240/2.4	320/3.2
	205/65 R16	210/2.1			300/3.0
	225/45 R17	220/2.2	210/2.1	230/2.3	300/3.0

ŠKODA AUTO a.s. 1Z9 010 429 B

S02-0698

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**Octavia Combi II, vehicles with engine: 1.9/ 77 kW TDI PD and vehicles up to 30.5. 2010 with engine 1.4/55 kW MPI; part number -1Z9 010 484 D-**

TLAKY HUŠTENÍ PNEUMATIK ZA STUJENÁ					
REIFENFÜLLDRUCK KALT					
COLD TYRE INFLATION					
PRESSURES					
Motor	Pneumatika Reifen Tyre	kPa/bar		kPa/bar	
		FRONT	REAR	FRONT	REAR
1.4/59 kW	195/65 R15	210/2.1	200/2.0	230/2.3	300/3.0
	205/60 R15			230/2.3	310/3.1
	205/65 R16	200/2.0			300/3.0
	225/45 R17	220/2.2	220/2.2		
1.9/77 kW	195/65 R15	220/2.2	210/2.1	230/2.3	300/3.0
	205/60 R15			240/2.4	320/3.2
	205/65 R16	210/2.1			300/3.0
	225/45 R17	220/2.2	210/2.1	230/2.3	300/3.0

ŠKODA AUTO a.s. 1Z9 010 484 D

S02-0699



Octavia Combi II, vehicles to 06/04/2009 with engine: 1.9/77 kW TDI PD - only for certain countries and equipment; part number -1Z9 010 644 Q-

RECOMMENDED INFLATION PRESSURE - COLD					
Motor: 1.9/77 kW TDI					
RIM SIZE	TYRE SIZE	PRESSURE, kPa(PSI)			
		UP TO 2 PERSONS		UP TO MAX. LOAD	
		FRONT	REAR	FRONT	REAR
6J x 15	195/65 R15	220(32)	210(30)	240(35)	300(44)
6.5J x 15	205/60 R15	210(30)	200(29)	240(35)	320(46)
6.5J x 16	205/65 R16	210(30)	210(30)	230(33)	300(44)
7J x 17	225/45 R17	220(32)	210(30)	230(33)	300(44)

THE TIRES FITTED TO THIS VEHICLE SHALL HAVE A MAX. LOAD RATING NOT LESS THAN 615kg, OR A LOAD INDEX OF 91 AND A SPEED CATEGORY NOT LESS THAN H.

ŠKODA AUTO a.s. 1Z9 010 644 Q

S02-0700

Octavia Combi II, as of 07.04.2009 vehicles with engine: 1.9/77 kW TDI PD - only for certain countries and equipment; part number -1Z9 010 687 A-

RECOMMENDED INFLATION PRESSURE - COLD					
Motor: 1.9/77 kW TDI					
RIM SIZE	TYRE SIZE	PRESSURE, kPa(PSI)			
		UP TO 2 PERSONS		UP TO MAX. LOAD	
		FRONT	REAR	FRONT	REAR
6J x 15	195/65 R15	220(32)	210(30)	230(33)	300(44)
6.5J x 15	205/60 R15	210(30)	200(29)	240(35)	320(46)
6.5J x 16	205/65 R16	210(30)	210(30)	230(33)	300(44)
7J x 17	225/45 R17	220(32)	210(30)	230(33)	300(44)

THE TIRES FITTED TO THIS VEHICLE SHALL HAVE A MAX. LOAD RATING NOT LESS THAN 615kg, OR A LOAD INDEX OF 91 AND A SPEED CATEGORY NOT LESS THAN H.

ŠKODA AUTO a.s. 1Z9 010 687 A

S02-0701

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Octavia Combi II, vehicles with engine: 1.6 / 75 kW MPI; 1.6 / 85 kW FSI; part number -1Z9 010 429 E-

TLAKY HUŠTĚNÍ PNEUMATIK ZA STUĐENA					
REIFENFÜLLDRUCK KALT					
COLD TYRE INFLATION PRESSURES					
Motor	Pneumatika Reifen Tyre	1 Pa/bar		1 Pa/bar	
		1 Pa/bar	1 Pa/bar	1 Pa/bar	1 Pa/bar
1.6/75 kW	195/65 R15	220/2.2	210/2.1	230/2.3	300/3.0
	205/60 R15			240/2.4	320/3.2
	205/65 R16	210/2.1	200/2.0	230/2.3	310/3.1
	225/45 R17		210/2.1		300/3.0
1.6/85 kW	195/65 R15	220/2.2	210/2.1	240/2.4	300/3.0
	205/60 R15			240/2.4	320/3.2
	205/65 R16	210/2.1	200/2.0	230/2.3	310/3.1
	225/45 R17	220/2.2	210/2.1		300/3.0

ŠKODA AUTO a.s. 1Z9 010 429 E

S02-0702

Octavia Combi II and Combi II 4x4; Vehicles with engine: 1.9 I / 77 kW TDI PD; 2.0 I / 110kW FSI; part number -1Z9 010 435 Q-

TLAKY HUŠTĚNÍ PNEUMATIK ZA STUĐENA					
REIFENFÜLLDRUCK KALT					
COLD TYRE INFLATION PRESSURES					
Motor	Pneumatika Reifen Tyre	1 Pa/bar		1 Pa/bar	
		1 Pa/bar	1 Pa/bar	1 Pa/bar	1 Pa/bar
1.9/77 kW	195/65 R15	210/2.1	220/2.2	240/2.4	310/3.1
	205/60 R15			240/2.4	320/3.2
	205/65 R16	220/2.2	230/2.3	230/2.3	320/3.2
	225/45 R17		220/2.2		310/3.1
2.0/110 kW	195/65 R15		220/2.2	240/2.4	320/3.2
	205/60 R15	220/2.2		240/2.4	320/3.2
	205/65 R16		230/2.3		310/3.1
	225/45 R17		220/2.2	230/2.3	310/3.1

ŠKODA AUTO a.s. 1Z9 010 435 Q

S02-0703





**Octavia Combi II; Vehicles with engine: 2.0l / 110 kW FSI; 2.0l / 100, 103 kW TDI PD, part number -1Z9 010 459 Q-**

TLAKY HUŠTENÍ PNEUMATIK ZA STUĐENA					
REIFENFÖLLDRUCK KALT		INFLATION			
COLD TYRE PRESSURES		INFLATION			
Motor	Pneumatika Reifen Tyre	kPa/bar		kPa/bar	
2.0/110 kW	195/65 R15	220/2.2	220/2.2	300/3.0	
	205/60 R15		210/2.1	320/3.2	
	205/65 R16		220/2.2	250/2.5	310/3.1
	225/45 R17			230/2.3	300/3.0
2.0/103 kW (2.0/100 kW)	195/65 R15	210/2.1	210/2.1	300/3.0	
	205/60 R15	210/2.1			
	205/65 R16	200/2.0	220/2.2	310/3.1	
	225/45 R17	210/2.1			
ŠKODA AUTO a.s.		1Z9 010 459 Q			

**Octavia Combi II; Vehicles with engine: 1.8l / 118 kW TFSI; 2.0l / 110kW FSI; 2.0l / 103kW TDI PD; 2.0l / 100kW TDI PD - only for some countries and equipment; part number -1Z9 010 630 L-**

TLAKY HUŠTENÍ PNEUMATIK ZA STUĐENA					
REIFENFÖLLDRUCK KALT		INFLATION			
COLD TYRE PRESSURES		INFLATION			
Motor	Pneumatika Reifen Tyre	kPa/bar		kPa/bar	
2.0/110 kW 1.8/118 kW	195/65 R15	220/2.2	220/2.2	300/3.0	
	205/60 R15		210/2.1	320/3.2	
	205/65 R16		220/2.2	250/2.5	310/3.1
	225/45 R17			230/2.3	300/3.0
2.0/103 kW (2.0/100 kW)	195/65 R15	210/2.1	210/2.1	300/3.0	
	205/60 R15	210/2.1			
	205/65 R16	200/2.0	220/2.2	310/3.1	
	225/45 R17	210/2.1			
ŠKODA AUTO a.s.		1Z9 010 630 L			

**Octavia Combi II; vehicles with engine 1.8l/118 kW TFSI; 2.0l / 100, 103kW TDI PD - only for certain countries and equipment to 07/02/2010; part number -1Z9 010 647 H-**

TLAKY HUŠTENÍ PNEUMATIK ZA STUĐENA					
REIFENFÖLLDRUCK KALT		INFLATION			
COLD TYRE PRESSURES		INFLATION			
Motor	Pneumatika Reifen Tyre	kPa/bar		kPa/bar	
1.8/118 kW	195/65 R15	220/2.2	220/2.2	300/3.0	
	205/60 R15		210/2.1	320/3.2	
	205/65 R16		220/2.2	250/2.5	310/3.1
	225/45 R17			230/2.3	300/3.0
2.0/103 kW (2.0/100 kW)	195/65 R15	210/2.1	210/2.1	300/3.0	
	205/60 R15	210/2.1			
	205/65 R16	200/2.0	220/2.2	310/3.1	
	225/45 R17	210/2.1			
ŠKODA AUTO a.s.		1Z9 010 647 H			

**Octavia Combi II; vehicles with engine 2.0l/110 kW FSI - only for certain countries and equipment; part number -1Z9 010 645 A-**

RECOMMENDED INFLATION PRESSURE - COLD					
Motor: 2.0/110 kW FSI					
RIM SIZE	TYRE SIZE	PRESSURE, kPa(PSI)			
		UP TO 2 PERSONS		UP TO MAX. LOAD	
		FRONT	REAR	FRONT	REAR
6J x 15	195/65 R16	220(32)	220(32)	240(35)	300(44)
6.5J x 15	205/60 R15	220(32)	210(30)	240(35)	320(46)
6.5J x 16	205/65 R16	220(32)	220(32)	250(36)	310(45)
7J x 17	225/45 R17	220(32)	220(32)	230(33)	300(44)
THE TIRES FITTED TO THIS VEHICLE SHALL HAVE A MAX. LOAD RATING NOT LESS THAN 615kg, OR A LOAD INDEX OF 91 AND A SPEED CATEGORY NOT LESS THAN V.					
ŠKODA AUTO a.s.		1Z9 010 645 A			



**Octavia Combi II; Vehicles with engine: 2.0l / 103 kW TDI PD; 2.0l / 100kW TDI PD; 2.0l / 103 kW TDI CR - only for some countries and equipment; part number -1Z9 010 645 B-**

RECOMMENDED INFLATION PRESSURE - COLD					
Motor: 2.0/103 kW TDI					
RIM SIZE	TYRE SIZE	PRESSURE, kPa(PSI)			
		UP TO 2 PERSONS		UP TO MAX. LOAD	
		FRONT	REAR	FRONT	REAR
6J x 15	195/65 R15	210(30)	210(30)	240(35)	300(44)
6.5J x 15	205/60 R15	210(30)	210(30)	240(35)	300(44)
6.5J x 16	205/65 R16	200(29)	210(30)	240(35)	300(44)
7J x 17	225/45 R17	210(30)	220(32)	240(35)	310(45)

THE TIRES FITTED TO THIS VEHICLE SHALL HAVE A MAX. LOAD RATING NOT LESS THAN 615kg, OR A LOAD INDEX OF 91 AND A SPEED CATEGORY NOT LESS THAN V.

ŠKODA AUTO a.s. 1Z9 010 645 B

S02-0708

**Octavia Combi II; vehicles with engine 1.8l/118 kW TFSI - only for certain countries and equipment; part number -1Z9 010 652 A-**

RECOMMENDED INFLATION PRESSURE - COLD					
Motor: 1.8/118 kW TFSI					
RIM SIZE	TYRE SIZE	PRESSURE, kPa(PSI)			
		UP TO 2 PERSONS		UP TO MAX. LOAD	
		FRONT	REAR	FRONT	REAR
6J x 15	195/65 R15	220(32)	220(32)	240(35)	300(44)
6.5J x 15	205/60 R15	220(32)	210(30)	240(35)	320(46)
6.5J x 16	205/65 R16	220(32)	220(32)	250(36)	310(45)
7J x 17	225/45 R17	220(32)	220(32)	230(33)	300(44)

THE TIRES FITTED TO THIS VEHICLE SHALL HAVE A MAX. LOAD RATING NOT LESS THAN 615kg, OR A LOAD INDEX OF 91 AND A SPEED CATEGORY NOT LESS THAN V.

ŠKODA AUTO a.s. 1Z9 010 652 A

S02-0709

**Octavia Combi II, Combi II 4x4, L&K; only for certain countries and equipment; part number -1Z9 010 620 C-**

TLAKY HUŠTĚNÍ PNEUMATIK ZA STUDENA					
REIFENFÜLLDRUCK KALT					
COLD TYRE INFLATION PRESSURES					
Motor	Pneumatika Reifen Tyre	2 PERSONS		MAX. LOAD	
		kPa/bar	kPa/bar	kPa/bar	kPa/bar
1.9/77 kW	195/65 R15	210/2.1	220/2.2	240/2.4	310/3.1
2.0/103 kW	205/60 R15	220/2.2	210/2.1	240/2.4	300/3.0
2.0/110 kW	205/65 R16	210/2.1	210/2.1	230/2.3	310/3.1
	225/45 R17				

ŠKODA AUTO a.s. 1Z9 010 620 C

S02-0710

# ŠKODA

**Octavia II 4x4, only for certain countries and equipment; part number -1Z9 010 645 D-**



RECOMMENDED INFLATION PRESSURE - COLD					
Motor: 1.9/77 kW TDI, 2.0/103 kW TDI					
RIM SIZE	TYRE SIZE	PRESSURE, kPa(PSI)			
		UP TO 2 PERSONS		UP TO MAX. LOAD	
		FRONT	REAR	FRONT	REAR
6J x 15	195/65 R15	220(32)	210(30)	240(35)	310(45)
6.5J x 15	205/60 R15	220(32)	220(32)	240(35)	300(44)
6.5J x 16	205/65 R16	220(32)	210(30)	240(35)	300(44)
7J x 17	225/45 R17	220(32)	210(30)	230(33)	310(45)

THE TIRES FITTED TO THIS VEHICLE SHALL HAVE A MAX. LOAD RATING NOT LESS THAN 615kg, OR A LOAD INDEX OF 91 AND A SPEED CATEGORY NOT LESS THAN H/V.

ŠKODA AUTO a.s. 1Z9 010 645 D

S02-0711

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**Octavia II 4x4, L&K; part number -1Z9 010 604 H-**

TLAKY HUŠTENÍ PNEUMATIK ZA STUDENA					
REIFENFÜLLDRUCK KALT		COLD TYRE INFLATION		PRESSURES	
Motor	Pneumatika Reifen Tyre	kPa/bar		kPa/bar	
2.0/103 kW	225/45 R17	220/2.2	230/2.3	210/2.1	310/3.1
2.0/110 kW	225/45 R17	220/2.2	230/2.3	210/2.1	310/3.1

ŠKODA AUTO a.s. 1Z9 010 604 H  
S02-0712

**Octavia Combi II; Vehicles with engine: 2.0l / 147 kW TFSI; part number -1Z9 010 485 K-**

TLAKY HUŠTENÍ PNEUMATIK ZA STUDENA					
REIFENFÜLLDRUCK KALT		COLD TYRE INFLATION		PRESSURES	
Motor	Pneumatika Reifen Tyre	kPa/bar		kPa/bar	
2.0/147 kW	225/45 R17	220/2.2	200/2.0	230/2.3	300/3.0
	225/40 R16	210/2.1	240/2.4	240/2.4	

ŠKODA AUTO a.s. 1Z9 010 485 K  
S02-0713

**Octavia Combi II; vehicles up to 30/05/2010 with engine 2.0l/125 TDI; 2.0l/147 kW TFSI; part number -1Z9 010 487 L-**



**Note**

The tyres 205/55 R16 do not appear on the stickers with tyre pressure information. They are inflated based on the following table

**Tyre pressure values 205/55 R16**

Engine	Tyres	Tyre pressure (kPa/bar)			
		half load		full load	
		Front axle	Rear axle	Front axle	Rear axle
2.0l/125 kW TD 2.0l/147 kW TFSI	205/55 R16	220- 2.2	210- 2.1	230- 2.3	300- 3.0

TLAKY HUŠTENÍ PNEUMATIK ZA STUDENA					
REIFENFÜLLDRUCK KALT		COLD TYRE INFLATION		PRESSURES	
Motor	Pneumatika Reifen Tyre	kPa/bar		kPa/bar	
2.0/125 kW	225/45 R17	220/2.2	200/2.0	230/2.3	300/3.0
	225/40 R16	210/2.1	220/2.2	240/2.4	
2.0/147 kW	225/45 R17	220/2.2	200/2.0	230/2.3	300/3.0
	225/40 R16	210/2.1	220/2.2	240/2.4	

ŠKODA AUTO a.s. 1Z9 010 487 L  
S02-0714

**Octavia Combi II, vehicles with engine 2.0l/147 kW TFSI, only for certain countries and equipment; part number -1Z9 010 645 C-**

RECOMMENDED INFLATION PRESSURE - COLD					
Motor: 2.0/147 kW TFSI					
RIM SIZE	TYRE SIZE	PRESSURE, kPa(PSI)			
		UP TO 2 PERSONS		UP TO MAX. LOAD	
		FRONT	REAR	FRONT	REAR
7J x 17	225/45 R17	220(32)	200(29)	230(33)	300(44)
7.5J x 18	225/40 R18	210(30)	220(32)	240(35)	300(44)
6.5J x 16	205/55 R16	220(32)	210(30)	230(33)	300(44)

THE TYRES FITTED TO THIS VEHICLE SHALL HAVE A MAX. LOAD RATING NOT LESS THAN 615kg, OR A LOAD INDEX OF 91 AND A SPEED CATEGORY NOT LESS THAN V.

ŠKODA AUTO a.s. 1Z9 010 645 C  
S02-0715

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Octavia Combi II Scout; part number -1Z9 010 606 N-

TLAKY HUŠTĚNÍ PNEUMATIK ZA STUĐENA					
REIFENFÜLLDRUCK KALT					
COLD TYRE INFLATION					
PRESSURES					
Motor	Pneumatika Reifen Tyre	2 Persons		4 Persons	
		kPa/bar	kPa/bar	kPa/bar	kPa/bar
2.0/103 kW	225/50 R17	210/2.1	210/2.1	250/2.5	300/3.0
	205/55 R16	220/2.2	210/2.1	230/2.3	300/3.0
2.0/110 kW	225/50 R17	220/2.2	210/2.1	250/2.5	300/3.0
	205/55 R16	220/2.2	210/2.1	230/2.3	300/3.0

ŠKODA AUTO a.s. 1Z9 010 606 N  
S02-0717

Octavia Combi II Scout, Octavia Combi II 4x4 up to 30.05.2010,  
only for certain countries and equipment; part number -1Z9 010  
674 C-

RECOMMENDED INFLATION PRESSURE - COLD					
Motor: 2.0/103 kW Tdi					
RIM SIZE	TYRE SIZE	PRESSURE, kPa(PSI)			
		UP TO 2 PERSONS		UP TO MAX. LOAD	
		FRONT	REAR	FRONT	REAR
7J x 17	225/50 R17	220(32)	220(32)	240(35)	300(44)
6.5J x 16	205/55 R16	220(32)	210(30)	230(33)	300(44)

THE TIRES FITTED TO THIS VEHICLE SHALL HAVE A MAX. LOAD RATING NOT LESS THAN 670/615kg, OR A LOAD INDEX OF 94/91 AND A SPEED CATEGORY NOT LESS THAN W/Y.

ŠKODA AUTO a.s. 1Z9 010 674 C  
S02-0718

Octavia II, vehicles with engine: 1,2 l / 77 kW TFSI; part number  
-1Z5 010 700 D-

ŠKODA

TLAKY HUŠTĚNÍ PNEUMATIK ZA STUĐENA					
РЕКОМЕНДУЕМОЕ ДАВЛЕНИЕ В ШИНАХ В ХОЛОДНОМ СОСТОЯНИИ					
REIFENFÜLLDRUCK KALT					
COLD TYRE INFLATION					
PRESSURES					
Mo.or Двигатель	Pneumatika Шины Reifen Tyre	2 Persons		4 Persons	
		kPa/bar	kPa/bar	kPa/bar	kPa/bar
1.2/77 kW TFSI	195/65 R15	220/2.2	220/2.2	250/2.5	320/4.6
	205/60 R15	210/2.1	210/2.1	250/2.5	310/4.5
	205/55 R16	210/2.1	210/2.1	250/2.5	300/4.4
	225/45 R17	200/2.9	210/2.1	240/2.4	290/2.9

ŠKODA AUTO a.s. 1Z5 010 700 D  
S02-0719

Octavia II, vehicles with engine 1.2l/77kW TFSI, only for certain  
countries and equipment; part number -1Z5 010 700 E-



RECOMMENDED INFLATION PRESSURE - COLD					
Motor: 1.2/77 kW TFSI					
RIM SIZE	TYRE SIZE	PRESSURE, kPa(PSI)			
		UP TO 2 PERSONS		UP TO MAX. LOAD	
		FRONT	REAR	FRONT	REAR
6J x 15	195/65 R15	220(32)	220(32)	250(36)	320(46)
6.5J x 15	205/60 R15	210(30)	220(32)	250(36)	310(45)
6.5J x 16	205/65 R16	210(30)	210(30)	250(36)	300(44)
7J x 17	225/45 R17	200(29)	210(30)	240(35)	290(42)

THE TIRES FITTED TO THIS VEHICLE SHALL HAVE A MAX. LOAD RATING NOT LESS THAN 615 kg, OR A LOAD INDEX OF 91 AND A SPEED CATEGORY NOT LESS THAN H.

ŠKODA AUTO a.s. 1Z5 010 700 E  
S02-0720

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Octavia II, vehicles as of 30.5. 2010 with engines 1.4I/59 kW MPI;  
1.9I/77 kW TDI PD; part number -1Z5 010 763 G-

TLAKY HUŠTĚNÍ PNEUMATIK ZA STUDENA РЕКОМЕНДУЕМОЕ ДАВЛЕНИЕ В ШИНАХ В ХОЛОДНОМ СОСТОЯНИИ REIFENFÜLLDRUCK KALT COLD TYRE INFLATION PRESSURES							
Motor Двигатель	Pneumatika Шины Reifen Tyre	 kPa/bar кПа/бар		 kPa/bar кПа/бар			
1.4/59 kW MPI	195/65 R15	200/2.0	210/2.1	230/2.3	320/3.2		
	205/60 R15	210/2.1	200/2.0	240/2.4			
	205/55 R*6			230/2.3	310/3.1		
	225/45 R17	200/2.0	210/2.1	220/2.2	300/3.0		
1.9/77 kW TDI	195/65 R15	210/2.1	210/2.1	230/2.3	330/3.3		
	205/60 R15	200/2.0	210/2.1	240/2.4	310/3.1		
	205/55 R*6	210/2.1	200/2.0	230/2.3	300/3.0		
	225/45 R17	200/2.0	210/2.1	240/2.4	300/3.0		

ŠKODA AUTO a.s. 1Z5 010 763 G

S02-0722

Octavia II, vehicles up to 30.5. 2010 with engines 1.4I/90 kW TSI;  
1.6I/75 kW MPI; part number -1Z5 010 671 L-

TLAKY HUŠTĚNÍ PNEUMATIK ZA STUDENA REIFENFÜLLDRUCK KALT COLD TYRE INFLATION PRESSURES							
Motor	Pneumatika Reifen Tyre	 kPa/bar		 kPa/bar			
1.6/75 kW	195/65 R15	210/2.1	210/2.1	230/2.3	330/3.3		
	205/60 R15	200/2.0	210/2.1	240/2.4	320/3.2		
	205/55 R16	210/2.1	200/2.0	240/2.4	310/3.1		
	225/45 R17						
1.4/90 kW	195/65 R15	210/2.1	210/2.1	230/2.3	330/3.3		
	205/60 R15	200/2.0	210/2.1	240/2.4	320/3.2		
	205/55 R16	210/2.1	200/2.0	240/2.4	310/3.1		
	225/45 R17						

ŠKODA AUTO a.s. 1Z5 010 671 L

S02-0723

Octavia II, vehicles as of 30.5. 2010 with engines 1.4I/90 kW TSI;  
1.6I/75 kW MPI; part number -1Z5 010 726 J-

TLAKY HUŠTĚNÍ PNEUMATIK ZA STUDENA РЕКОМЕНДУЕМОЕ ДАВЛЕНИЕ В ШИНАХ В ХОЛОДНОМ СОСТОЯНИИ REIFENFÜLLDRUCK KALT COLD TYRE INFLATION PRESSURES							
Motor Двигатель	Pneumatika Шины Reifen Tyre	 kPa/bar кПа/бар		 kPa/bar кПа/бар			
1.6/75 kW	195/65 R15	210/2.1	210/2.1	230/2.3	330/3.3		
	205/60 R15	200/2.0	210/2.1	240/2.4	320/3.2		
	205/55 R16	210/2.1	200/2.0	240/2.4	310/3.1		
	225/45 R17						
1.4/90 kW	195/65 R15	210/2.1	210/2.1	230/2.3	330/3.3		
	205/60 R15	200/2.0	210/2.1	240/2.4	320/3.2		
	205/55 R16	210/2.1	200/2.0	240/2.4	310/3.1		
	225/45 R17						

ŠKODA AUTO a.s. 1Z5 010 726 J

S02-0724

Octavia II, vehicles with engines 1.4I/90 kW TSI, only for certain  
countries and equipment; part number -1Z5 010 755 F-

RECOMMENDED INFLATION PRESSURE - COLD					
Motor: 1.4 Tsi/90 kW					
RIM SIZE	TYRE SIZE	PRESSURE, kPa(PSI)			
		UP TO 2 PERSONS		UP TO MAX. LOAD	
		FRONT	REAR	FRONT	REAR
6J x 15	195/65 R16	210(30)	210(30)	230(33)	330(48)
6.5J x 15	205/60 R15	200(29)	210(30)	240(35)	320(46)
6.5J x 16	205/55 R16	210(30)	200(29)	240(35)	310(45)
7J x 17	225/45 R17	210(30)	200(29)	240(35)	310(45)

THE TIRES FITTED TO THIS VEHICLE SHALL HAVE A MAX. LOAD RATING NOT LESS THAN 615 kg, OR A LOAD INDEX OF 91 AND A SPEED CATEGORY NOT LESS THAN H.

ŠKODA AUTO a.s. 1Z5 010 755 F

S02-0725



Octavia II, vehicles with engines 1.6/75 kW MPI, only for certain countries and equipment; part number -1Z5 010 697 Q-

RECOMMENDED INFLATION PRESSURE - COLD					
Motor: 1.6/75 kW					
RIM SIZE	TYRE SIZE	PRESSURE, kPa(PSI)			
		UP TO 2 PERSONS		UP TO MAX. LOAD	
		FRONT	REAR	FRONT	REAR
6J X 15	195/65 R15	210(30)	210(30)	230(33)	330(48)
6.5J X 15	205/60 R15	200(29)	210(30)	240(35)	320(46)
6.5J X 16	205/55 R16	210(30)	200(29)	240(35)	310(45)
7J X 17	225/45 R17	210(30)	200(29)	240(35)	310(45)

THE TIRES FITTED TO THIS VEHICLE SHALL HAVE A MAX. LOAD RATING NOT LESS THAN 615 kg, OR A LOAD INDEX OF 91 AND A SPEED CATEGORY NOT LESS THAN H.

SKODA AUTO a.s. 1Z5 010 697 Q

S02-0726

Octavia II, vehicles with engines: 2.0 I/81 kW TDI CR; 2.0 I/103 kW TDI CR; Octavia II as of 8/02/2010 with engines 1.8 I/118 kW TFSI; 2.0 I/100 kW TDI PD; 2.0 I/103 kW TDI PD; part number -1Z5 010 750 L-

TLAKY HUŠTĚNÍ PNEUMATIK ZA STUĐENA РЕКОМЕНДУЕМОЕ ДАВЛЕНИЕ В ШИНАХ В ХОЛОДНОМ СОСТОЯНИИ REIFENFÜLLDRUCK KALT COLD TYRE INFLATION PRESSURES					
Motor Двигатель	Pneumatika Шины Reifen Tyre	2 PERSONS		MAX. LOAD	
		kPa/bar кПа/бар	kPa/bar кПа/бар	kPa/bar кПа/бар	kPa/bar кПа/бар
1.8/118 kW	195/65 R15	220/2.2		230/2.3	330/3.3
	205/60 R15	210/2.1	220/2.2	240/2.4	320/3.2
	205/55 R16		220/2.2	230/2.3	300/3.0
	225/45 R17		220/2.2	240/2.4	300/3.0
2.0/103 kW TDI 2.0/100 kW TDI 2.0/103 kW TDI	195/65 R15		230/2.3	240/2.4	340/3.4
	205/60 R15	220/2.2		240/2.4	320/3.2
	205/55 R16		220/2.2	230/2.3	310/3.1
	225/45 R17	210/2.1		240/2.4	300/3.0

SKODA AUTO a.s. 1Z5 010 750 L

S02-0728

Octavia II, vehicles with to 30/05/2010 with engines 1.8/112 kW TFSI - only for certain countries and equipment; part number -1Z5 010 697 L-

TLAKY HUŠTĚNÍ PNEUMATIK ZA STUĐENA РЕКОМЕНДУЕМОЕ ДАВЛЕНИЕ В ШИНАХ В ХОЛОДНОМ СОСТОЯНИИ REIFENFÜLLDRUCK KALT COLD TYRE INFLATION PRESSURES					
Motor	Pneumatika Reifen Tyre	2 PERSONS		MAX. LOAD	
		kPa/bar	kPa/bar	kPa/bar	kPa/bar
1.8/112 kW	195/65 R15	220/2.2		230/2.3	330/3.3
	205/60 R15	210/2.1	220/2.2	240/2.4	320/3.2
	205/55 R16		220/2.2	230/2.3	300/3.0
	225/45 R17		220/2.2	240/2.4	300/3.0

SKODA AUTO a.s. 1Z5 010 697 L

S02-0729

Octavia II, vehicles from 31/05/2010 with engines: 1.8/112 kW MPI - only for certain countries and equipment; part number -1Z5 010 726 L-

TLAKY HUŠTĚNÍ PNEUMATIK ZA STUĐENA РЕКОМЕНДУЕМОЕ ДАВЛЕНИЕ В ШИНАХ В ХОЛОДНОМ СОСТОЯНИИ REIFENFÜLLDRUCK KALT COLD TYRE INFLATION PRESSURES					
Motor Двигатель	Pneumatika Шины Reifen Tyre	2 PERSONS		MAX. LOAD	
		kPa/bar кПа/бар	kPa/bar кПа/бар	kPa/bar кПа/бар	kPa/bar кПа/бар
1.8/112 kW	195/65 R15	220/2.2		230/2.3	330/3.3
	205/60 R15	210/2.1	220/2.2	240/2.4	320/3.2
	205/55 R16		220/2.2	230/2.3	300/3.0
	225/45 R17		220/2.2	240/2.4	300/3.0

SKODA AUTO a.s. 1Z5 010 726 L

S02-0730





Octavia II; vehicles from 31/05/2010 with engine 2.0I/125 kW TSI;  
2.0I/147 kW TFSI; part number -1Z5 010 725 K-



Note

The tyres 205/55 R16 do not appear on the stickers with tyre pressure information. They are inflated based on the following table

**Tyre pressure values 205/55 R16**

Engine	Tyres	Tyre pressure (kPa/bar)			
		half load		full load	
		Front axle	Rear axle	Front axle	Rear axle
2.0I/125 kW TD 2.0I/147 kW TFSI	205/55 R16	220- 2.2	210- 2.1	230- 2.3	300- 3.0

TLAKY HUŠŤENÍ PNEUMATIK ZA STUDENA РЕКОМЕНДУЕМОЕ ДАВЛЕНИЕ В ШИНАХ В ХОЛОДНОМ СОСТОЯНИИ REIFENFÜLLDRUCK KALT COLD TYRE INFLATION PRESSURES					
Motor Двигатель	Pneumatika Шины Reifen Tyre	1 person		4 people	
		kPa/bar кПа/бар	kPa/bar кПа/бар	kPa/bar кПа/бар	kPa/bar кПа/бар
2.0/125 kW	225/45 R17	210/2.1	210/2.1	220/2.2	300/3.0
	225/40 R18	200/2.0		230/2.3	
2.0/147 kW	225/45 R17	210/2.1	210/2.1	220/2.2	300/3.0
	225/40 R18	200/2.0		230/2.3	

ŠKODA AUTO a.s. 1Z5 010 725 K  
S02-0733

Octavia II; Vehicles up to 30/05/2010 with engine: 1.6I / 77 kW  
TDI CR; part number -1Z5 010 698 F-

TLAKY HUŠŤENÍ PNEUMATIK ZA STUDENA REIFENFÜLLDRUCK KALT COLD TYRE INFLATION PRESSURES					
Motor Двигатель	Pneumatika Шины Reifen Tyre	1 person		4 people	
		kPa/bar кПа/бар	kPa/bar кПа/бар	kPa/bar кПа/бар	kPa/bar кПа/бар
1.6/77 kW TDI CR	195/65 R15	210/2.1	210/2.1	230/2.3	330/3.3
	205/60 R15	200/2.0		240/2.4	310/3.1
	205/55 R16	210/2.1	200/2.0	230/2.3	300/3.0
	225/45 R17	200/2.0	210/2.1	240/2.4	

ŠKODA AUTO a.s. 1Z5 010 698 F  
S02-0735

Octavia II; Vehicles from 31/05/2010 to 07/11/2010 with engine:  
1.6I / 77 kW TDI CR - for some countries and equipment also  
applies from 08/11/2010; part number -1Z5 010 726 R-

TLAKY HUŠŤENÍ PNEUMATIK ZA STUDENA РЕКОМЕНДУЕМОЕ ДАВЛЕНИЕ В ШИНАХ В ХОЛОДНОМ СОСТОЯНИИ REIFENFÜLLDRUCK KALT COLD TYRE INFLATION PRESSURES					
Motor Двигатель	Pneumatika Шины Reifen Tyre	1 person		4 people	
		kPa/bar кПа/бар	kPa/bar кПа/бар	kPa/bar кПа/бар	kPa/bar кПа/бар
1.6/77 kW TDI CR	195/65 R15	210/2.1	210/2.1	230/2.3	330/3.3
	205/60 R15	200/2.0		240/2.4	310/3.1
	205/55 R16	210/2.1	200/2.0	230/2.3	300/3.0
	225/45 R17	200/2.0	210/2.1	240/2.4	

ŠKODA AUTO a.s. 1Z5 010 726 R  
S02-0736

Octavia II; vehicles as of 08.11.2010 - only for certain countries  
and equipment; part number -1Z5 010 768 K-

TLAKY HUŠŤENÍ PNEUMATIK ZA STUDENA РЕКОМЕНДУЕМОЕ ДАВЛЕНИЕ В ШИНАХ В ХОЛОДНОМ СОСТОЯНИИ REIFENFÜLLDRUCK KALT COLD TYRE INFLATION PRESSURES					
Motor Двигатель	Pneumatika Шины Reifen Tyre	1 person		4 people	
		kPa/bar кПа/бар	kPa/bar кПа/бар	kPa/bar кПа/бар	kPa/bar кПа/бар
1.480 kW TSI	195/65 R15	210/2.1	210/2.1	230/2.3	330/3.3
	205/55 R16	210/2.1	200/2.0	240/2.4	310/3.1
1.6/77 kW TDI CR	195/65 R15	210/2.1	210/2.1	230/2.3	330/3.3
	205/55 R16	210/2.1	200/2.0	240/2.4	310/3.1

ŠKODA AUTO a.s. 1Z5 010 768 K  
S02-0737



Octavia II; vehicles with engine 1.6/77 kW TDI CR- only for certain countries and equipment; part number -1Z5 010 698 E-

RECOMMENDED INFLATION PRESSURE - COLD					
Motor: 1.6/77 kW TDI CR					
RIM SIZE	TYRE SIZE	PRESSURE, kPa(PSI)			
		UP TO 2 PERSONS		UP TO MAX. LOAD	
		FRONT	REAR	FRONT	REAR
6J x 15	195/65 R15	210(30)	210(30)	230(33)	330(48)
6.5J x 15	205/60 R15	200(29)	210(30)	240(35)	310(45)
6.5J x 16	205/65 R16	210(30)	200(29)	230(33)	300(44)
7J x 17	225/45 R17	200(29)	210(30)	240(35)	300(44)

THE TIRES FITTED TO THIS VEHICLE SHALL HAVE A MAX. LOAD RATING NOT LESS THAN 615 kg, OR A LOAD INDEX OF 91 AND A SPEED CATEGORY NOT LESS THAN V.

ŠKODA AUTO a.s. 1Z5 010 698 E

S02-0738

Octavia II Greenline up to 01.11.2009; part number -1Z5 010 698 B -

TLAKY HUŠTĚNÍ PNEUMATIK ZA STUĐENA					
REIFENFÜLLDRUCK KALT					
COLD TYRE INFLATION					
PRESSURES					
Motor	Pneumatika Reifen Tyre	2 PERSONS		MAX. LOAD	
		kPa/bar	kPa/bar	kPa/bar	kPa/bar
1.6/77 kW TDI CR	195/65 R15	220/2.2	220/2.2	230/2.3	330/3.3

ŠKODA AUTO a.s. 1Z5 010 698 B

S02-0742

Octavia II Greenline as of 01.11.2009 up to 07.11.2011; part number -1Z5 010 726 M -

TLAKY HUŠTĚNÍ PNEUMATIK ZA STUĐENA					
РЕКОМЕНДУЕМОЕ ДАВЛЕНИЕ В ШИНАХ В					
ХОЛОДНОМ СОСТОЯНИИ					
REIFENFÜLLDRUCK KALT					
COLD TYRE INFLATION					
PRESSURES					
Motor Двигатель	Pneumatika Шины Reifen Tyre	2 PERSONS		MAX. LOAD	
		kPa/bar кПа/бар	kPa/bar кПа/бар	kPa/bar кПа/бар	kPa/bar кПа/бар
1.6/77 kW TDI CR	195/65 R15	220/2.2	220/2.2	230/2.3	330/3.3
	205/65 R16	230/2.3	250/2.5	240/2.4	300/3.0

ŠKODA AUTO a.s. 1Z5 010 726 M

S02-0743

Octavia II Greenline as of 08.11.2010; part number -1Z5 010 779 D-

TLAKY HUŠTĚNÍ PNEUMATIK ZA STUĐENA					
РЕКОМЕНДУЕМОЕ ДАВЛЕНИЕ В ШИНАХ В					
ХОЛОДНОМ СОСТОЯНИИ					
REIFENFÜLLDRUCK KALT					
COLD TYRE INFLATION					
PRESSURES					
Motor Двигатель	Pneumatika Шины Reifen Tyre	2 PERSONS		MAX. LOAD	
		kPa/bar кПа/бар	kPa/bar кПа/бар	kPa/bar кПа/бар	kPa/bar кПа/бар
1.6/77 kW TDI CR	195/65 R15	240/2.4	240/2.4	240/2.4	300/3.0

ŠKODA AUTO a.s. 1Z5 010 779 D

S02-0744

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Octavia II Combi, vehicles with engine 1.2/77 kW TFSI - only for certain countries and equipment; part number -1Z9 010 700 F-

TLAKY HUŠŤENÍ PNEUMATIK ZA STUDENA РЕКОМЕНДУЕМОЕ ДАВЛЕНИЕ В ШИНАХ В ХОЛОДНОМ СОСТОЯНИИ REIFENFÜLLDRUCK KALT COLD TYRE INFLATION			
PRESSURES		UP TO 2 PERSONS UP TO MAX. LOAD	
Motor Двигатель	Pneumatika Шины Reifen Тyre	kPa/bar кПа/бар	kPa/bar кПа/бар
1.2/77 kW TFSI	195/65 R15	230/2.3	310/3.1
	205/60 R15	210/2.1	290/2.9
	205/55 R16	220/2.2	300/3.0
	225/45 R17	210/2.1	290/2.9
ŠKODA AUTO a.s.		1Z9 010 700 F	
S02-0745			

Octavia Combi II, vehicles with engine 1.2/77 kW TFSI, only for certain countries and equipment; part number -1Z9 010 700 G-

RECOMMENDED INFLATION PRESSURE - COLD					
Motor: 1.2/77 kW TSI		PRESSURE, kPa(PSI)			
RIM SIZE	TYRE SIZE	UP TO 2 PERSONS		UP TO MAX. LOAD	
		FRONT	REAR	FRONT	REAR
6J x 15	195/65 R15	210(30)	230(33)	250(36)	310(45)
6.5J x 15	205/60 R15	210(30)	220(32)	250(36)	300(44)
6.5J x 16	205/55 R16	210(30)	220(32)	250(36)	300(44)
7J x 17	225/45 R17	210(30)	210(30)	250(36)	300(44)

THE TIRES FITTED TO THIS VEHICLE SHALL HAVE A MAX. LOAD RATING NOT LESS THAN 615 kg, OR A LOAD INDEX OF 91 AND A SPEED CATEGORY NOT LESS THAN H.

ŠKODA AUTO a.s. 1Z9 010 700 G

S02-0746

Octavia Combi II, as of 31.05.2010 vehicles with engine 1.4 I/59 kW MPI; 1.9I/77 kW TDI PD - only for certain countries and equipment; part number -1Z9 010 763 H-

TLAKY HUŠŤENÍ PNEUMATIK ZA STUDENA РЕКОМЕНДУЕМОЕ ДАВЛЕНИЕ В ШИНАХ В ХОЛОДНОМ СОСТОЯНИИ REIFENFÜLLDRUCK KALT COLD TYRE INFLATION			
PRESSURES		UP TO 2 PERSONS UP TO MAX. LOAD	
Motor Двигатель	Pneumatika Шины Reifen Тyre	kPa/bar кПа/бар	kPa/bar кПа/бар
1.4/59 kW MPI	195/65 R15	210/2.1	300/3.0
	205/60 R15	200/2.0	310/3.1
	205/55 R16	220/2.2	300/3.0
	225/45 R17	220/2.2	300/3.0
1.9I/77 kW TDI	195/65 R15	220/2.2	300/3.0
	205/60 R15	210/2.1	320/3.2
	225/45 R17	220/2.2	300/3.0
ŠKODA AUTO a.s.		1Z9 010 763 H	
S02-0748			

Octavia Combi II, up to 30.05.2010 vehicles with engine 1.4 I/90 kW TSI; 1.6I/75 kW MPI; part number -1Z9 010 671 K-



TLAKY HUŠŤENÍ PNEUMATIK ZA STUDENA REIFENFÜLLDRUCK KALT COLD TYRE INFLATION			
PRESSURES		UP TO 2 PERSONS UP TO MAX. LOAD	
Motor	Pneumatika Reifen Tyre	kPa/bar	kPa/bar
1.6/75 kW	195/65 R15	220/2.2	300/3.0
	205/60 R15	210/2.1	320/3.2
	205/55 R16	210/2.1	310/3.1
	225/45 R17	210/2.1	300/3.0
1.4/90 kW	195/65 R15	220/2.2	300/3.0
	205/60 R15	210/2.1	320/3.2
	205/55 R16	210/2.1	310/3.1
	225/45 R17	220/2.2	300/3.0
ŠKODA AUTO a.s.		1Z9 010 671 K	
S02-0749			



Octavia Combi II, as of 31.05.2010 vehicles with engine 1.4 I/90 kW TSI; 1.6I/75 kW MPI; part number -1Z9 010 725 T-

TLAKY HUŠTĚNÍ PNEUMATIK ZA STUDENA РЕКОМЕНДУЕМОЕ ДАВЛЕНИЕ В ШИНАХ В ХОЛОДНОМ СОСТОЯНИИ REIFENFÜLLDRUCK KALT COLD TYRE INFLATION			
PRESSURES			
Motor Двигатель	Pneumatika Шины Reifen Tyre	kPa/bar кПа/бар	kPa/bar кПа/бар
1.6/75 kW	195/65 R15	220/2.2	230/2.3   300/3.0
	205/60 R15		240/2.4   320/3.2
	205/55 R16	210/2.1	200/2.0   310/3.1
	225/45 R17	210/2.1	230/2.3   300/3.0
1.4/90 kW	195/65 R15	220/2.2	240/2.4   300/3.0
	205/60 R15		240/2.4   320/3.2
	205/55 R16	210/2.1	200/2.0   310/3.1
	225/45 R17	220/2.2	210/2.1   300/3.0

ŠKODA AUTO a.s. 1Z9 010 725 T  
S02-0750

Octavia Combi II, vehicles with engine 1.4I/90 kW TSI, only for certain countries and equipment; part number -1Z9 010 755 E-

RECOMMENDED INFLATION PRESSURE - COLD					
Motor: 1.4 Tsi/90 kW					
RIM SIZE	TYRE SIZE	PRESSURE, kPa(PSI)			
		UP TO 2 PERSONS		UP TO MAX. LOAD	
		FRONT	REAR	FRONT	REAR
6J x 15	195/65 R15	220(32)	210(30)	240(35)	300(44)
6.5J x 15	205/60 R15	210(30)	200(29)	240(35)	320(46)
6.5J x 16	205/55 R16	210(30)	200(29)	230(33)	310(45)
7J x 17	225/45 R17	220(32)	210(30)	230(33)	300(44)

THE TIRES FITTED TO THIS VEHICLE SHALL HAVE A MAX. LOAD RATING NOT LESS THAN 615 kg, OR A LOAD INDEX OF 91 AND A SPEED CATEGORY NOT LESS THAN H.

ŠKODA AUTO a.s. 1Z9 010 755 E  
S02-0751

Octavia Combi II, as of 31.05.2010 vehicles with engine: 1.6I/75 kW MPI - only for certain countries and equipment; part number -1Z9 010 697 R-

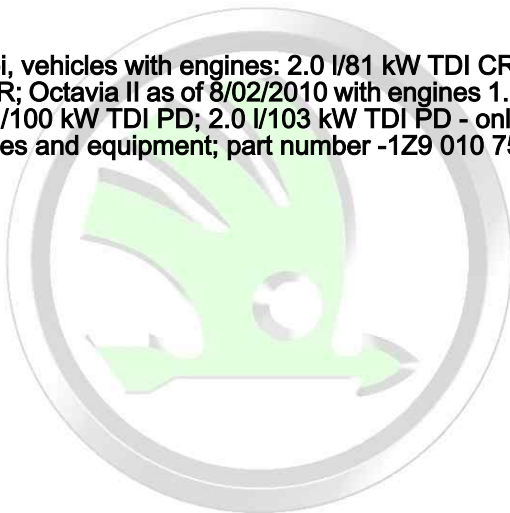
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RECOMMENDED INFLATION PRESSURE - COLD					
Motor: 1.6/75 kW					
RIM SIZE	TYRE SIZE	PRESSURE, kPa(PSI)			
		UP TO 2 PERSONS		UP TO MAX. LOAD	
		FRONT	REAR	FRONT	REAR
6J x 15	195/65 R15	220(32)	210(30)	230(33)	300(44)
6.5J x 15	205/60 R15	210(30)	210(30)	240(35)	320(46)
6.5J x 16	205/55 R16	210(30)	200(29)	230(33)	310(45)
7J x 17	225/45 R17	210(30)	210(30)	230(33)	300(44)

THE TIRES FITTED TO THIS VEHICLE SHALL HAVE A MAX. LOAD RATING NOT LESS THAN 615 kg, OR A LOAD INDEX OF 91 AND A SPEED CATEGORY NOT LESS THAN H.

ŠKODA AUTO a.s. 1Z9 010 697 R  
S02-0752

Octavia Combi, vehicles with engines: 2.0 I/81 kW TDI CR; 2.0 I/103 kW TDI CR; Octavia II as of 8/02/2010 with engines 1.8 I/118 kW TFSI; 2.0 I/100 kW TDI PD; 2.0 I/103 kW TDI PD - only for certain countries and equipment; part number -1Z9 010 750 M-



TLAKY HUŠTĚNÍ PNEUMATIK ZA STUDENA РЕКОМЕНДУЕМОЕ ДАВЛЕНИЕ В ШИНАХ В ХОЛОДНОМ СОСТОЯНИИ REIFENFÜLLDRUCK KALT COLD TYRE INFLATION			
PRESSURES			
Motor Двигатель	Pneumatika Шины Reifen Tyre	kPa/bar кПа/бар	kPa/bar кПа/бар
1.8/118 kW	195/65 R15	220/2.2	240/2.4   300/3.0
	205/60 R15		250/2.5   320/3.2
	205/55 R16	210/2.1	200/2.0   310/3.1
	225/45 R17	220/2.2	230/2.3   300/3.0
2.0/103 kW TDI 2.0 CR 2V TDI 2.0 81 kW TDI	195/65 R15	210/2.1	240/2.4   300/3.0
	205/55 R16	200/2.0	240/2.4   310/3.1
	225/45 R17	210/2.1	220/2.2   310/3.1

ŠKODA AUTO a.s. 1Z9 010 750 M  
S02-0754



Octavia Combi II, to 30/05/2010 vehicles with engines: 1.8 I/112 kW TFSI - only for certain countries and equipment; part number -1Z9 010 697 M-

TLAKY HUŠTĚNÍ PNEUMATIK ZA STUDENA REIFENFÜLLDRUCK KALT COLD TYRE INFLATION PRESSURES					
Motor	Pneumatika Reifen Tyre	220/2.2		240/2.4	
		210/2.1	220/2.2	300/3.0	320/3.2
1.8/112 kW	195/65 R15	220/2.2	210/2.1	240/2.4	300/3.0
	205/60 R15		220/2.2	320/3.2	
	205/55 R16		210/2.1	240/2.4	310/3.1
	225/45 R17		220/2.2	230/2.3	300/3.0
ŠKODA AUTO a.s. 1Z9 010 697 M					

Octavia Combi II, as of 31/05/2010 vehicles with engines: 1.8 I/112 kW TFSI - only for certain countries and equipment; part number -1Z9 010 726 K-

TLAKY HUŠTĚNÍ PNEUMATIK ZA STUDENA РЕКОМЕНДУЕМОЕ ДАВЛЕНИЕ В ШИНАХ В ХОЛОДНОМ СОСТОЯНИИ REIFENFÜLLDRUCK KALT COLD TYRE INFLATION PRESSURES					
Motor Двигатель	Pneumatika Шины Reifen Tyre	220/2.2		240/2.4	
		210/2.1	220/2.2	300/3.0	320/3.2
1.8/112 kW	195/65 R15	220/2.2	210/2.1	240/2.4	300/3.0
	205/60 R15		220/2.2	320/3.2	
	205/55 R16		210/2.1	240/2.4	310/3.1
	225/45 R17		220/2.2	230/2.3	300/3.0
ŠKODA AUTO a.s. 1Z9 010 726 K					

Octavia Combi II; vehicles from 31/05/2010 with engine 2.0I/125 kW TDI CR/147 kW TFSI only for certain countries and equipment; part number -1Z9 010 725 L-



Note

The tyres 205/55 R16 do not appear on the stickers with tyre pressure information. They are inflated based on the following table

Tyre pressure values 205/55 R16

Engine	Tyres	Tyre pressure (kPa/bar)			
		half load		full load	
		Front axle	Rear axle	Front axle	Rear axle
2.0I/125 kW TD 2.0I/147 kW TFSI	205/55 R16	220- 2.2	210- 2.1	230- 2.3	300- 3.0

Octavia Combi II; vehicles to 30/05/2010 with engine 1.6I/77 kW TDI CR; part number -1Z9 010 698 H-

TLAKY HUŠTĚNÍ PNEUMATIK ZA STUDENA REIFENFÜLLDRUCK KALT COLD TYRE INFLATION PRESSURES					
Motor	Pneumatika Reifen Tyre	220/2.2		240/2.4	
		210/2.1	220/2.2	300/3.0	320/3.2
1.6/77 kW TDI CR	195/65 R15	220/2.2	210/2.1	240/2.4	300/3.0
	205/60 R15		220/2.2	320/3.2	
	205/55 R16		210/2.1	230/2.3	300/3.0
	225/45 R17		220/2.2	230/2.3	300/3.0
ŠKODA AUTO a.s. 1Z9 010 698 H					

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Octavia Combi II; Vehicles from 31/05/2010 to 07/11/2010 with engine: 1.6l / 77 kW TDI CR - for some countries and equipment also applies from 08/11/2010; part number -1Z9 010 726 Q-

TLAKY HUŠŤENÍ PNEUMATIK ZA STUDENA РЕКОМЕНДУЕМОЕ ДАВЛЕНИЕ В ШИНАХ В ХОЛОДНОМ СОСТОЯНИИ REIFENFÜLLDRUCK KALT COLD TYRE INFLATION					
PRESSURES		Pneumatika Шины Reifen Tyre		kPa/bar	
Motor Двигатель		kPa/bar		kPa/bar	
1.6/77 kW TDI CR	195/65 R15	220/2.2	210/2.1	240/2.4	300/3.0
	205/60 R15		200/2.0		320/3.2
	205/55 R16	210/2.1		230/2.3	300/3.0
	225/45 R17	220/2.2			

ŠKODA AUTO a.s. 129 010 726 Q  
S02-0762

Octavia Combi II; vehicles as of 08.11.2010 - only for certain countries and equipment; part number -1Z9 010 768 H-

TLAKY HUŠŤENÍ PNEUMATIK ZA STUDENA РЕКОМЕНДУЕМОЕ ДАВЛЕНИЕ В ШИНАХ В ХОЛОДНОМ СОСТОЯНИИ REIFENFÜLLDRUCK KALT COLD TYRE INFLATION					
PRESSURES		Pneumatika Шины Reifen Tyre		kPa/bar	
Motor Двигатель		kPa/bar		kPa/bar	
1.4 90 kW TSI	195/65 R15	220/2.2	210/2.1	240/2.4	300/3.0
	205/55 R16	210/2.1	200/2.0	230/2.3	310/3.1
	1.6/77 kW TDI CR	195/65 R15	220/2.2	240/2.4	300/3.0
	205/55 R16	210/2.1		230/2.3	300/3.0

ŠKODA AUTO a.s. 129 010 768 H  
S02-0763

# ŠKODA

Octavia Combi II; vehicles with engine 1.6l/77 kW TDI CR, only for certain countries and equipment; part number -1Z9 010 698 D-



RECOMMENDED INFLATION PRESSURE - COLD					
Motor: 1.6/77 kW TDI CR					
RIM SIZE	TYRE SIZE	PRESSURE, kPa(PSI)			
		UP TO 2 PERSONS		UP TO MAX. LOAD	
		FRONT	REAR	FRONT	REAR
6J x 15	195/65 R15	220(32)	210(30)	240(35)	300(44)
6.5J x 15	205/60 R15	210(30)	200(29)	240(35)	320(46)
6.5J x 16	205/65 R16	210(30)	210(30)	230(33)	300(44)
7J x 17	225/45 R17	220(32)	210(30)	230(33)	300(44)

THE TIRES FITTED TO THIS VEHICLE SHALL HAVE A MAX. LOAD RATING NOT LESS THAN 615kg, OR A LOAD INDEX OF 91 AND A SPEED CATEGORY NOT LESS THAN V.

ŠKODA AUTO a.s. 129 010 698 D  
S02-0764

Octavia Combi II, vehicles with engine 2.0l/125 kW TDI, only for certain countries and equipment; part number -1Z9 010 689 A-



Note

The tyres 205/55 R16 do not appear on the stickers with tyre pressure information. They are inflated based on the following table

### Tyre pressure values 205/55 R16

Engine	Tyres	Tyre pressure (kPa/bar)			
		half load		full load	
		Front axle	Rear axle	Front axle	Rear axle
2.0l/125 kW TD 2.0l/147 kW TFSI	205/55 R16	220- 2.2	210- 2.1	230- 2.3	300- 3.0

RECOMMENDED INFLATION PRESSURE - COLD					
Motor: 2.0/125 kW TDI					
RIM SIZE	TYRE SIZE	PRESSURE, kPa(PSI)			
		UP TO 2 PERSONS		UP TO MAX. LOAD	
		FRONT	REAR	FRONT	REAR
6.5J x 16	205/65 R16	220(32)	210(30)	230(33)	300(44)
7J x 17	225/45 R17	220(32)	200(29)	230(33)	300(44)
7.5J x 18	225/40 R18	210(30)	220(32)	240(35)	300(44)

THE TIRES FITTED TO THIS VEHICLE SHALL HAVE A MAX. LOAD RATING NOT LESS THAN 615/615/630kg, OR A LOAD INDEX OF 91/91/92 AND A SPEED CATEGORY NOT LESS THAN V.

ŠKODA AUTO a.s. 129 010 689 A  
S02-0765







Octavia Combi II 4x4; Vehicles from 31/01/2011 with engine: 1.8I / 112 kW TSFI; 1.8I / 118kW TSFI; 1.9 I / 77 kW TDI PD; 2.0I / 103kW TDI PD; 2.0I / 103 kW TDI CR, - only for some countries and equipment; part number -1Z9 010 726 F-

TLAKY HUŠTĚNÍ PNEUMATIK ZA STUDENA РЕКОМЕНДУЕМОЕ ДАВЛЕНИЕ В ШИНАХ В ХОЛОДНОМ СОСТОЯНИИ REIFENFULLDRUCK KALT COLD TYRE INFLATION					
PRESSURES		Pneumatika Шины Reifen Tyre		kPa/bar кПа/бар	
Motor Двигатель	Pneumatika Шины Reifen Tyre	kPa/bar кПа/бар		kPa/bar кПа/бар	
2.0/103 kW	225/50 R17	220/2.2	220/2.2	240/2.4	300/3.0
	205/55 R16		210/2.1	230/2.3	
1.8/118 kW	225/50 R17	220/2.2	220/2.2	250/2.5	300/3.0
	205/55 R16		210/2.1	230/2.3	
ŠKODA AUTO a.s. 129 010 726 F					
S02-0770					

Octavia Combi II 4x4; with engine: 1.6I / 77kW TDI CR; part number -1Z9 010 729 Q-

TLAKY HUŠTĚNÍ PNEUMATIK ZA STUDENA REIFENFULLDRUCK KALT COLD TYRE INFLATION					
PRESSURES		Pneumatika Шины Reifen Tyre		kPa/bar кПа/бар	
Motor Двигатель	Pneumatika Шины Reifen Tyre	kPa/bar кПа/бар		kPa/bar кПа/бар	
1.6/77 kW TDI CR 4x4	195/65 R15	220/2.2	210/2.1	310/3.1	300/3.0
	205/60 R15		220/2.2	240/2.4	
	205/55 R16		210/2.1	230/2.3	
	225/45 R17		210/2.1	310/3.1	
ŠKODA AUTO a.s. 129 010 729 Q					
S02-0771					

Octavia Combi II 4x4 with engine 1.6I/77 kW TDI CR, only for certain countries and equipment; part number -1Z9 010 726 P-

TLAKY HUŠTĚNÍ PNEUMATIK ZA STUDENA РЕКОМЕНДУЕМОЕ ДАВЛЕНИЕ В ШИНАХ В ХОЛОДНОМ СОСТОЯНИИ REIFENFULLDRUCK KALT COLD TYRE INFLATION					
PRESSURES		Pneumatika Шины Reifen Tyre		kPa/bar кПа/бар	
Motor Двигатель	Pneumatika Шины Reifen Tyre	kPa/bar кПа/бар		kPa/bar кПа/бар	
1.6/77 kW TDI CR 4x4	195/65 R15	220/2.2	210/2.1	310/3.1	300/3.0
	205/60 R15		220/2.2	240/2.4	
	205/55 R16		210/2.1	230/2.3	
	225/45 R17		210/2.1	310/3.1	
ŠKODA AUTO a.s. 129 010 726 P					
S02-0772					

Octavia Combi II 4x4 with engine 1.6I/77 kW TDI CR, only for certain countries and equipment; part number -1Z9 010 641 R-



RECOMMENDED INFLATION PRESSURE - COLD					
Motor: 1.6/77 kW TDI CR 4x4					
RIM SIZE	TYRE SIZE	PRESSURE, kPa(PSI)			
		UP TO 2 PERSONS		UP TO MAX. LOAD	
		FRONT	REAR	FRONT	REAR
6J x 15	195/65 R15	220(32)	210(30)	240(35)	310(45)
6.5J x 15	205/60 R15	220(32)	220(32)	240(35)	300(44)
6.5J x 16	205/55 R16	220(32)	210(30)	240(35)	300(44)
7J x 17	225/45 R17	220(32)	210(30)	230(33)	310(45)
THE TIRES FITTED TO THIS VEHICLE SHALL HAVE A MAX. LOAD RATING NOT LESS THAN 615kg, OR A LOAD INDEX OF 91 AND A SPEED CATEGORY NOT LESS THAN V.					
ŠKODA AUTO a.s. 129 010 641 R					
S02-0773					



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

- ◆ Constant lighting in combination with a warning tone means that a pressure loss was detected. In this case, the tyre pressure in all the tyres has to be inspected and a basic setting is performed.
- ◆ Flashing light means a system failure or a new basic setting has not yet been performed ⇒ Vehicle diagnostic tester.

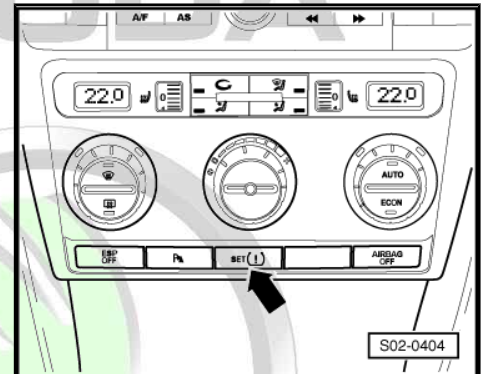
#### Basic setting

- Switch on ignition.
- Press button of tyre inspection display -arrow- 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 basic setting is confirmed by an informative tone.

When starting the ignition again, no more warning will appear.



## 5.11 Transport lock: remove anti-lock components from the springs of the front axle

On vehicles with sport chassis, anti-lock components are attached to the springs 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 backswing and through this also from damage when driving into the transport vehicle or onto the train wagon.*



#### WARNING

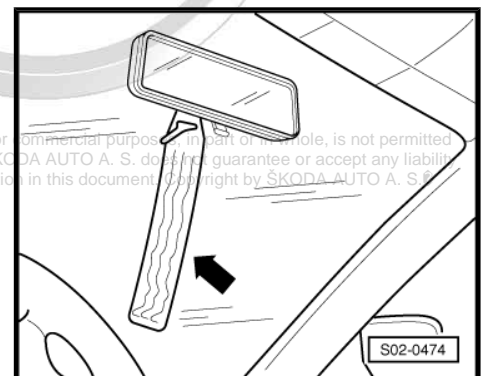
***The locking components must always be removed before the vehicle handover! The trailer label on the interior mirror clearly informs you about this.***

Proceed as follows:



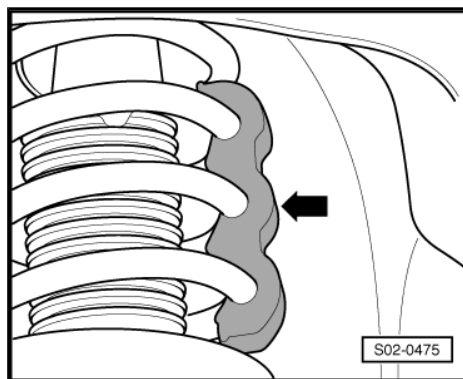
#### Note

- ◆ *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.





- Press off the anti-lock components -arrow- from the helical spring.



## 5.12 Breakdown set

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

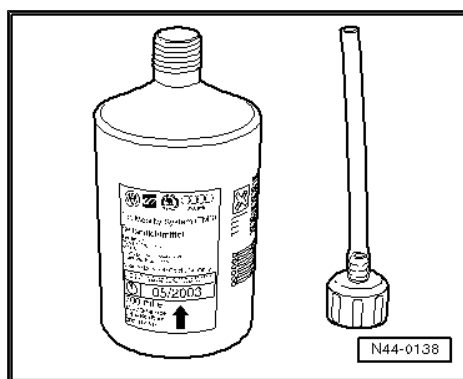


### Note

- ◆ *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 best before 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.***

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### 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

⇒ [“6.1 Power windows: check positioning”, page 157](#)

⇒ [“6.2 Electric consumers: check they are functioning”, page 158](#)

⇒ [“6.3 Checking battery”, page 158](#)

⇒ [“6.4 Inspecting proper operation of radio and navigation system”, page 158](#)

⇒ [“6.5 Setting clock”, page 159](#)

⇒ [“6.6 Connect diagnostic unit”, page 160](#)

⇒ [“6.7 Resetting service interval display \(SID\)”, page 160](#)

⇒ [“6.8 Select language in the dash panel insert”, page 161](#)

⇒ [“6.9 Changing the code of the service intervals”, page 162](#)

⇒ [“6.10 Inspecting headlight beam setting and adjusting if necessary”, page 163](#)

⇒ [“6.11 Check for proper operation of automatic light”, page 165](#)

⇒ [“6.12 Check the operation of the dynamic cornering light”, page 166](#)

⇒ [“6.13 Setting the headlight beam”, page 166](#)

⇒ [“6.14 Adjusting the fog light”, page 168](#)

⇒ [“6.15 Replacing the own power supply of the alarm system”, page 169](#)

⇒ [“6.16 Climatronic: set the temperature to 22 °C”, page 169](#)

⇒ [“6.17 Switch off battery transport mode”, page 170](#)

### 6.1 Power 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 jamming protection is not functioning. Risk of being crushed by door window.*

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.

## 6.2 Electric consumers: check they are functioning

- Inspect 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 daylight driving lights (if present) for brightness, colour and proper operation.
- Check for proper operation of automatic light  
 ⇒ [“6.11 Check for proper operation of automatic light”, page 165](#) .
- Inspect interior lights, illuminated storage compartment, illuminated ashtray for proper operation.
- Airbag warning light: check for proper operation  
 ⇒ [“7.11 Check proper operation of key switch for front passenger airbag deactivation”, page 177](#) .
- 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 mirror (heated and electrically adjustable), central locking system and convenience closing system for proper operation.
- Inspect heating of front seats.
- Inspect radio for proper reception and absence of interference, also inspect speakers  
 ⇒ [“6.4 Inspecting proper operation of radio and navigation system”, page 158](#) .

## 6.3 Checking battery

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

## 6.4 Inspecting proper operation of radio and navigation system

Precise information on how to operate the radio and the navigation system should be obtained from the Owner's Manual before inspecting proper operation of the radio and the navigation system.

- Read radio/radio navigation system (RNS) PIN online ⇒ Vehicle diagnostic tester.
- Enter PIN into radio/navigation system (RNS) ⇒ Owner's Manual of radio/radio navigation system .
- Switch system on and off.
- Operate the volume control.
- Carry out station programming <sup>27)</sup>.
- Inspect station search <sup>27)</sup>.
- Check CD/DVD or SD player (insert CD/DVD or SD and play) <sup>27)</sup>.

Use the latest version of the cartographic data (data) approved by Škoda Auto for the radio navigation system (RNS) <sup>27)</sup>.  
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- Check activation of the anti-theft coding on the radio <sup>27)</sup>.

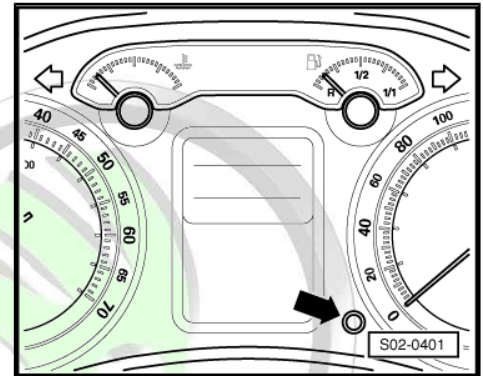
27) These functions are model specific and are not present on all types of sets. For operation refer to the Owner's Manual for the radio/radio navigation system (RNS).

## 6.5 Setting clock

### 6.5.1 Vehicles up to MY 08

A rotary knob is provided next to the speedometer for setting the time. The hours (h) are set by turning the knob -arrow- to the left, and the minutes (min) are set by turning the knob to the right:

- By briefly turning the knob the time is advanced by one hour or one minute. It is possible to move the hours or minutes back or forward continuously by holding the knob in the left or right position respectively.



### 6.5.2 Vehicles as of MY 09

#### Vehicles without an information display

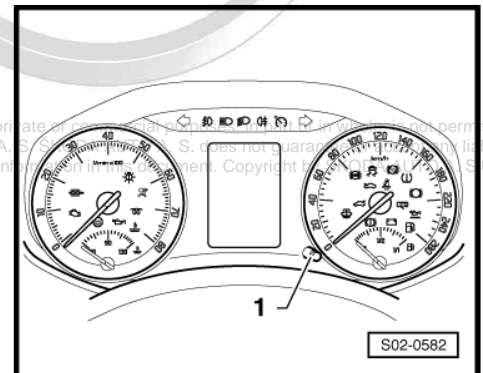
A rotary knob is provided next to the speedometer for setting the time. The hours (h) are set by turning the knob -arrow- to the left, and the minutes (min) are set by turning the knob to the right:

- Turn the knob to the left or to the right.
- Press the knob. Thereby the selected information is set.

#### Vehicles with an information display

On vehicles with an information display the clock is set with the set button or in the menu "Time":

- Switch on ignition.



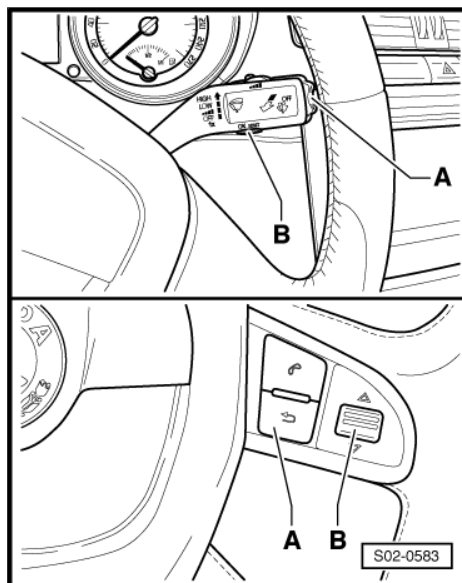
- Hold the button -A- on the windscreen wiper lever or multi-functional steering wheel pressed for longer than 1 second. Thereby the »MAIN MENU« is shown in the information display, at the same time observe the instructions on vehicles with the Škoda information system (as of MY 09)  
=> [page 160](#) .
- Select option »Setup« with the button -B-, briefly press this button and further select the option »Time«.

Here the time can be set and switched over between a 24 h or 12 h display as well as between summer and winter time.



**Note**

- ◆ After the ignition is switched on, the information display shows the function which was last selected before switching off the ignition. Use the button -A- to return to the main menu.
- ◆ If the main menu in the information display cannot be called up by pressing the button -A-, proceed as follows:
- ◆ Messages of the Škoda information system appear in the information display. For example a symbol can appear here for the door warning, a too low fuel or engine oil level etc.
- ◆ In this case the button -B- must be pressed.
- ◆ If several messages appear, the button must be pressed again for each individual message until no further message is displayed.
- ◆ The function which was last selected before switching off the ignition is shown in the information display. Use the button -A- to return to the main menu.



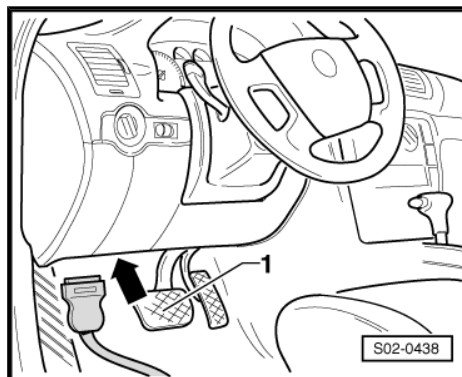
## 6.6 Connect diagnostic unit

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



**Note**

The event memory is queried and further diagnostic procedures and functions are performed using the vehicle diagnosis, measurement and information system -VAS- together with the corresponding diagnostic cable => Vehicle diagnostic tester.



## 6.7 Resetting service interval display (SID)

Resetting the service interval display can be performed:

with the vehicle diagnosis, measurement and information system -VAS- => [page 160](#)

or

Without -VAS- , directly on the dash panel insert,  
=> [page 161](#)

### Resetting service interval display with -VAS-

These tasks are performed with the vehicle diagnosis, measurement and information system -VAS- with corresponding diagnostic cable => Vehicle diagnostic tester.

## Resetting service interval display (SID) with -VAS-



### WARNING

*This work sequence cannot be carried out on vehicles, for which no service message or only a pre-warning was displayed on the display of the dash panel insert.*

*Vehicles up to MY 2012:*

- ◆ *Vehicles with service intervals -QG1- are automatically recoded to -QG2- as a result of this procedure.*
- ◆ *A reverse recoding to -QG1- can only be performed with -VAS- → Vehicle diagnostic tester  
⇒ "6.9 Changing the code of the service intervals",  
page 162 .*

*Vehicles as of MY 2013:*

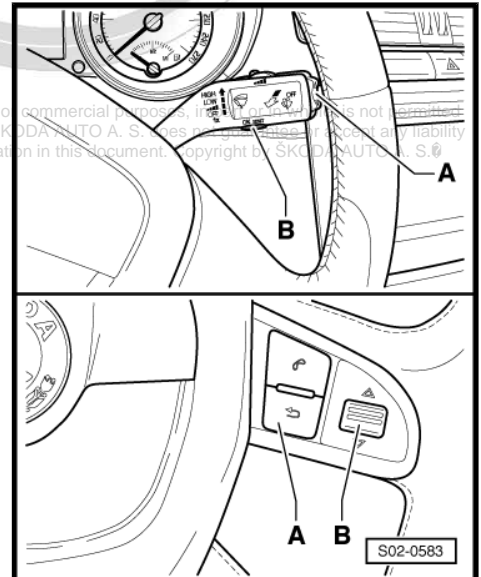
- ◆ *Vehicles with service intervals -QI6- are automatically recoded to -QI4- as a result of this procedure.*
- ◆ *A reverse recoding to -QI6- can only be performed with -VAS- → Vehicle diagnostic tester  
⇒ "6.9 Changing the code of the service intervals",  
page 162 .*

### Vehicles without an information display:

- Press the set button on the dash panel insert.
- Switch on ignition.
- Slightly turn the set button.

### Vehicles with an information display:

- Switch on ignition.
- Hold the button -A- on the windscreen wiper lever or multifunctional steering wheel pressed for longer than 1 second. Thereby the »MAIN MENU« is shown in the information display, at the same time observe the instructions on vehicles with the Škoda information system (as of MY 09)  
⇒ [page 160](#) .
- Select option »Setup« with the button -B-, briefly press this button and then select the option »Service interval« and then the option »Reset«.



## 6.8 Select language in the dash panel insert

### For all vehicles

The language in the dash panel insert is selected with the vehicle diagnosis, measurement and information system -VAS- .

- Connect the vehicle diagnosis, measurement and information system -VAS- with corresponding diagnostic cable ⇒ Vehicle diagnostic tester.

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

- Select the following on the diagnostics device: "Targeted functions" → "Škoda" → "Octavia 2004▶" → "Engine type" and then → "Dash panel insert" and then → "Code language variants for driver information system".
- Set the desired language taking account of the diagnostic unit display.

#### For vehicles with Information display up to MY 08

- Switch on ignition.
- Hold the button -1- for longer than 1 second.
- With the button -1- select the function "Setup" and confirm by briefly pressing the button -2-.
- With the button -1- select the function "Language" and confirm by briefly pressing the button -2-.
- With the button -1- select the desired language and confirm by briefly pressing the button -2-.

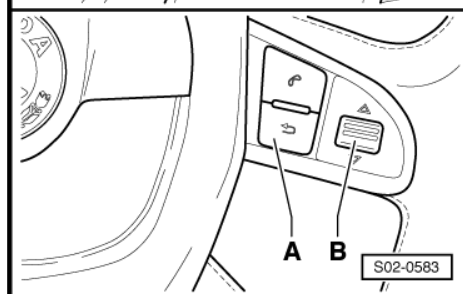
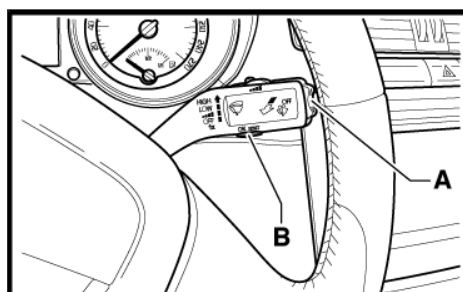
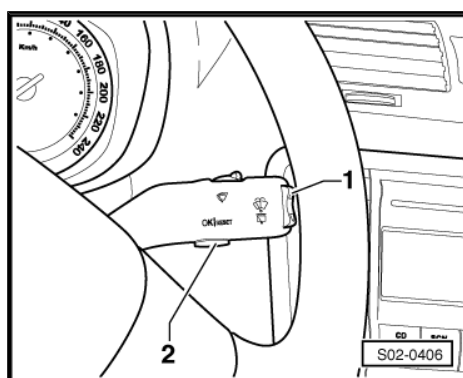
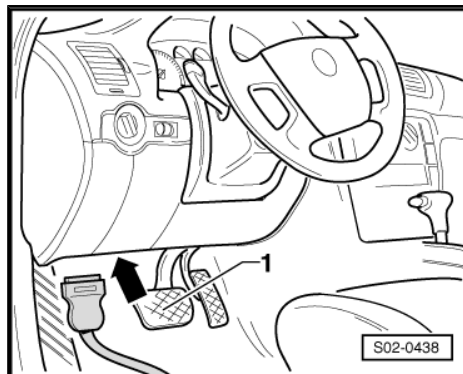
The following languages can be set here: German, English, French, Italian, Spanish, Portuguese, Czech and Chinese.

- Switch off ignition.

#### For vehicles with Information display from MY 09

- Switch on ignition.
- Hold the button -A- on the windscreen wiper lever or multi-functional steering wheel pressed for longer than 1 second. This will show the information display of the »MAIN MENU«. Observe the instructions ⇒ [page 160](#) .
- Select option »Setup« with the button -B-, briefly press this button and further select the option »Language«.

Here, the desired language can be set.



## 6.9 Changing the code of the service intervals

These tasks are performed with the vehicle diagnosis, measurement and information system -VAS- with corresponding diagnostic cable ⇒ Vehicle diagnostic tester.





**WARNING**

*Note the following conditions when coding the service intervals:*

**Vehicles up to MY 2012**

**Vehicles with QG1 by default can be recoded to QG2 under the following conditions:**

- Carry out during “oil change service” or “interval service”.
- Carry out the recoding using the diagnosis device.

**A recoding to QG1 is possible subject to the following conditions:**

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



**WARNING**

*Vehicles with QG2 factory preset cannot be recoded to QG1!*

The recoding must be entered in the service plan in the evidence field Workshop entries.

**Vehicles as of MY 2013**

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

- Carry out during “oil change service” or “interval service”.
- Carry out the recoding using the diagnosis device.

**A recoding to QI6 is possible subject to the conditions:**

- Carry out during “oil change service” or “interval service”.
- 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.*

The recoding must be entered in the service plan in the evidence field Workshop entries.

## 6.10 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 ⇒ Owner's Manual 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

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### Note

- ◆ *Use as weight e.g. plastic tanks filled with water or canisters. 1 litre 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.
- On vehicles with headlamp range control, press the thumbwheel several times in the dash panel to check the system. Then turn the thumbwheel to basic position.
- For vehicles equipped with automatic headlight beam control perform first of all the basic setting ⇒ Vehicle diagnostic tester.
- Set the inclination value.

### Inclination value:

- Basic setting for the inclination value adjustment: -1%

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### Caution

*The inclination value is marked on the top of the headlight housing. The headlights must be set to this value.*

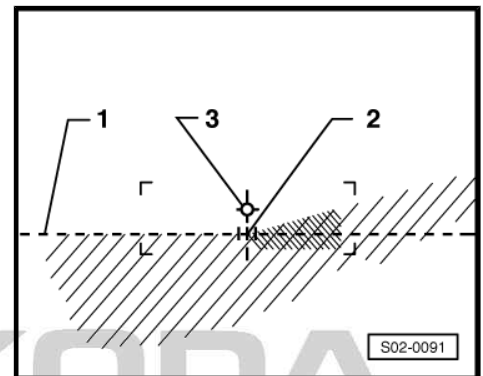
*The inclination value in “%” does not have a minus symbol.*

*The percentage value applies up to 10 metres projection distance. This will be 10 cm for an inclination value of e.g. 1 %.*

## Inspecting the headlight beam setting

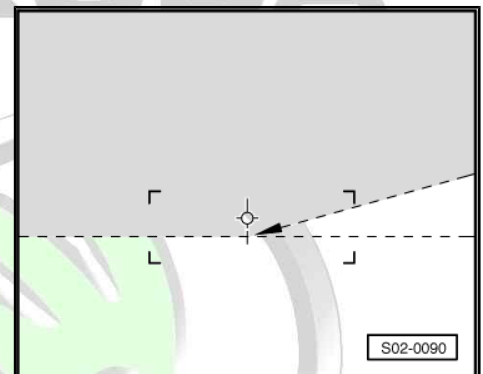
### Headlights:

- Check whether the horizontal light/dark limit touches the separation mark -1- on the test surface when the low beam light is on.
- Check whether the inflection point -2- runs between the left horizontal part and the right rising part of the light/dark limit and through the central mark -3- on the vertical. The light core of the light beam must be located to the right of the vertical line.



### Note

- ◆ *To make it easier to determine the kink -2-, alternately cover and release the left half of the headlight (in the direction of motion) Afterwards, check the low beam 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 adjustment foreseen for the new control screen also applies for the previous one, which has a 15° adjusting line. To avoid incorrect settings disregard the 15° adjusting line.*



**Fog lights** ⇒ [“6.14 Adjusting the fog light”, page 168](#)

### Other additional headlights:

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

## 6.11 Check for proper operation of automatic light

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- 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.*

## 6.12 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 ⇒ Vehicle diagnostic tester.
- Switch on low beam light.
- Select on the diagnostics device "Targeted functions" → "Škoda" → "Octavia 2004►" → "Engine type" → "Dynamic headlamp range control with dynamic cornering light" → "Show Room Effect".
- Initiate test.

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

- 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).

- 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).

This completes the test.

## 6.13 Setting the headlight beam

- Basic setting for the inclination value adjustment: -1%



### Caution

*The inclination value is marked on the top of the headlight housing. The headlights must be set to this value.*

*The inclination value in "%" does not have a minus symbol.*

*The percentage value applies up to 10 metres projection distance. This will be 10 cm for an inclination value of e.g. 1 %.*



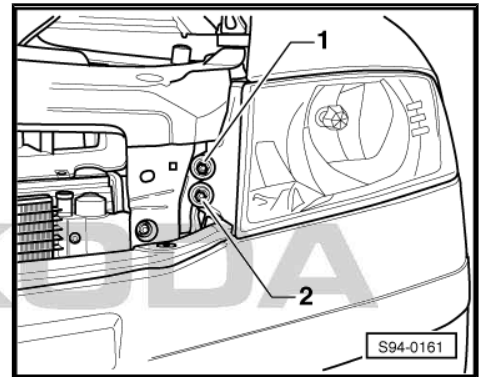
### Note

- ◆ *The headlight setting change is a repair measure.*
- ◆ *Headlight adjustment is charged separately.*
- ◆ *Use a headlight beam setting device for setting the headlight beam. Nominal values and conditions*  
⇒ *"6.10 Inspecting headlight beam setting and adjusting if necessary", page 163.*

Valid for RS and Scout vehicles up to MY 09 and other vehicles up to MY 08 and Tour vehicles

**Left low beam (right low beam in mirror image)**

- 1 - Adjust the low beam (adjustment for height)
- 2 - Adjust the low beam (adjustment from side to side)
- Adjust with relevant thumbwheel.



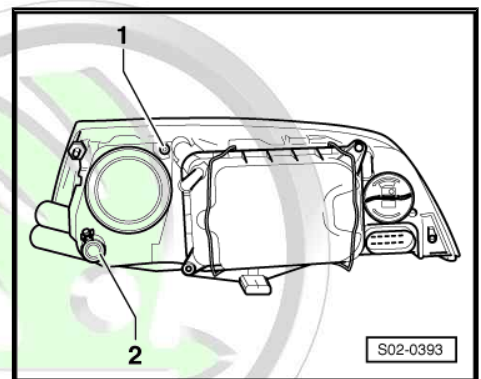
**Right main beam (left main beam in mirror image)**

- 1 - Adjust the main beam (adjustment from side to side)
- 2 - Adjust the main beam (adjustment for height)

**i Note**

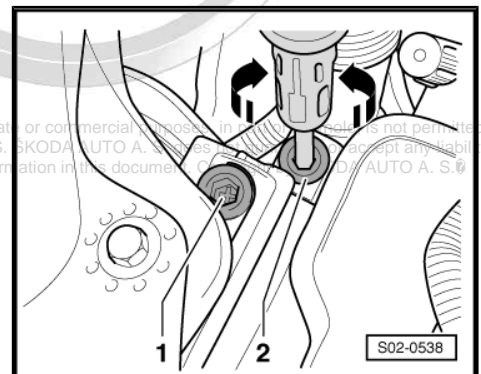
*The illustrated headlight is removed from the vehicle for the purpose of clear presentation. For the headlight setting it must not be removed.*

For vehicles as of MY 09 and RS and Scout vehicles as of MY 10



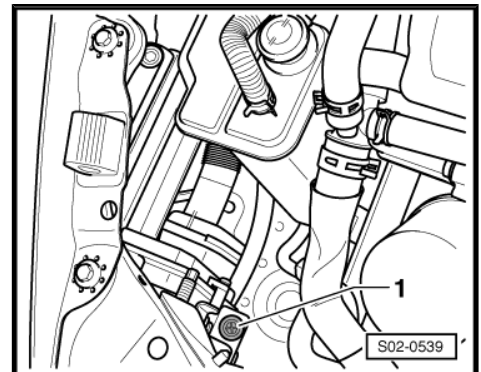
**Right low beam (left low beam in mirror image)**

- 1 - Adjust the low beam (adjustment from side to side)
- 2 - Adjust the low beam (adjustment for height)
- Adjust the low beam with a screwdriver with socket extension or with a socket wrench SW 6 by turning the corresponding adjusting screw.



**Right main beam (left main beam in mirror image)**

- Set main beam height adjustment with a screwdriver with socket extension or with a socket wrench SW 6 by turning the screw
- 1-





## 6.14 Adjusting the fog light



### Note

- ◆ *The headlight setting change is a repair measure.*
- ◆ *Headlight adjustment is charged separately.*

Inclination value:

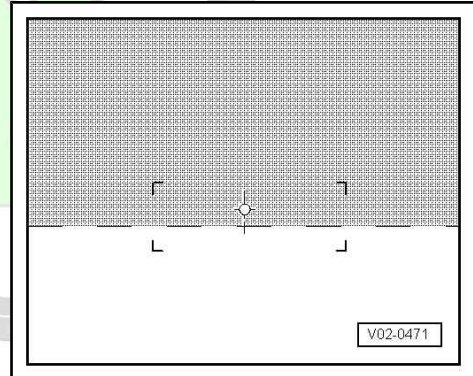
The inclination is -2.2 %.

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

**For RS and Scout vehicles up to MY 09 and other vehicles up to MY 08 and Tour vehicles**

Right fog light (left fog light in mirror image)

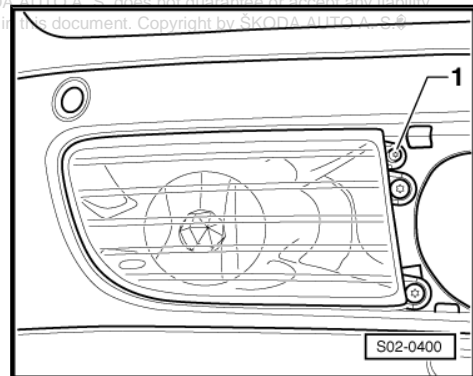
- Remove the cover next to the fog light → Body Work; Rep. gr. 63 .



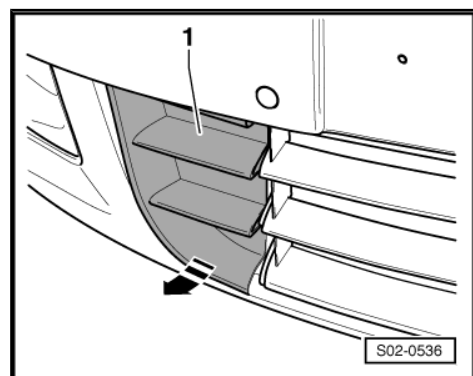
- Align the fog light by turning the screw -1- to the correctness of information in this document. Copyright by ŠKODA AUTO A. S.

**For vehicles as of MY 09 (except RS, Scout and Tour vehicles)**

Right fog light (left fog light in mirror image)



- Remove cover -1- next to the fog light in -direction of arrow-.

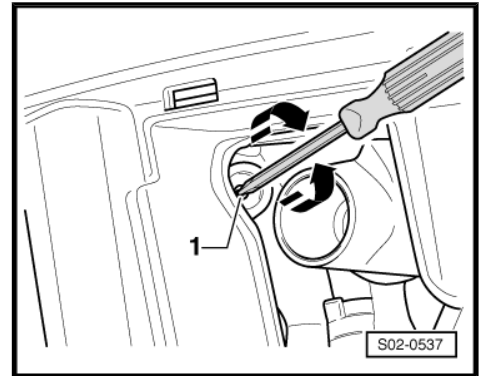




- Adjust the light with a screwdriver with socket extension or with a socket wrench SW 6 by turning the screw -1-.

**For RS vehicles as of MY 10**

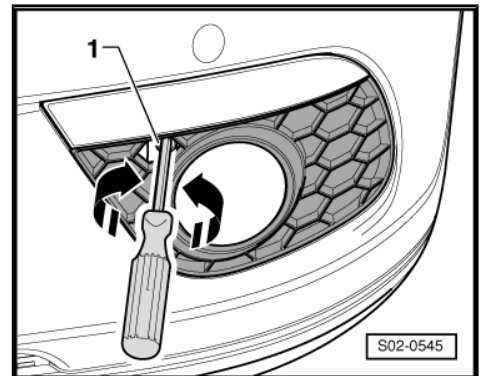
Left fog light (right fog light in mirror image)



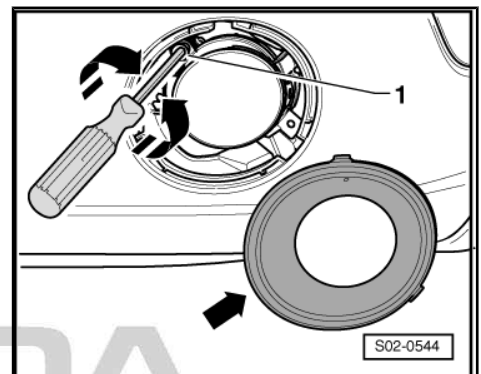
- Adjust fog light with a screwdriver with socket extension or with a socket wrench SW 6 by turning the screw -1-.

**For Scout vehicles as of MY 10**

Left fog light (right fog light in mirror image)



- Remove cover for fog light -arrow-.
- Adjust fog light with a screwdriver with socket extension or with a socket wrench SW 6 by turning the screw -1-.



## 6.15 Replacing the own power supply of the alarm system

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

## 6.16 Climatronic: set the 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.*

- Switch on ignition.
- Check if the displays (displays) indicate 22 °C.

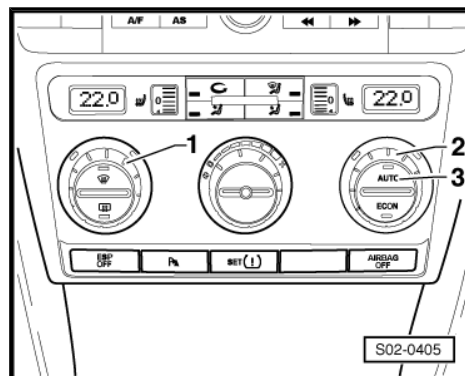
If adjustment of temperature is necessary, proceed as follows:

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- By turning the regulators -1- and -2- adjust the temperature to 22 °C for both halves of the vehicle.
- Press the button -3- for automatic operation. On the button -3- the warning light comes on.
- Switch off ignition.



## 6.17 Switch off battery transport mode

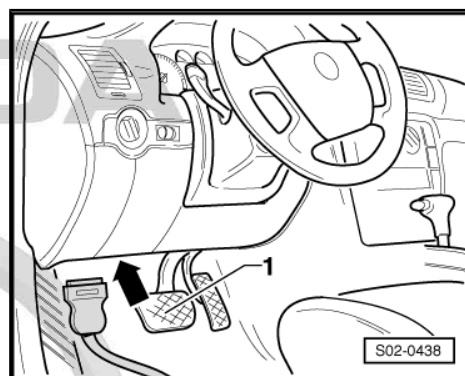
The active transport mode is displayed with the lettering “TrA” in the lower area of the information display of the dash panel insert.

On vehicles as of CW 45/2010, the voltage value is indicated additionally next to the lettering “TrA”.

- Connect the vehicle diagnosis, measurement and information system -VAS- with corresponding diagnostic cable → Vehicle diagnostic tester.

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

- Switch on ignition.
- Select on diagnostics device: “Targeted functions” → “Škoda” → “Octavia 2004▶” → “Engine type” → “Body” → “Electrical System” → “Diagnostics Interface for Databus” and then → “Transport mode”.
- Deactivate the transport mode by following the indication on the diagnostic unit.
- Switch off ignition.
- Switch off the vehicle diagnosis, measurement and information system -VAS- with corresponding diagnostic cable.



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



## 7 Body

⇒ [“7.1 Check underbody protection and body paintwork for damage \(Inspection service\)”, page 171](#)

⇒ [“7.2 Checking body paintwork and underbody protection for damage \(before sale\)”, page 172](#)

⇒ [“7.3 Inspecting plenum chamber and water drain openings for dirt, cleaning if necessary”, page 172](#)

⇒ [“7.4 Windscreen wiper and washer system: check functioning properly”, page 173](#)

⇒ [“7.5 Sliding roof: clean and lubricate runners”, page 175](#)

⇒ [“7.6 Door locks, locking buttons and child lock: check functioning correctly”, page 176](#)

⇒ [“7.7 Lock cylinder: check proper operation”, page 176](#)

⇒ [“7.8 Replacing the dust filter element if necessary dust and odour filter element”, page 176](#)

⇒ [“7.9 Affix vehicle data sticker”, page 177](#)

⇒ [“7.10 Stick the sticker Škoda Assistance”, page 177](#)

⇒ [“7.11 Check proper operation of key switch for front passenger airbag deactivation”, page 177](#)

⇒ [“7.12 Inspect original trailer coupling device”, page 178](#)

⇒ [“7.13 Front flap lock: lubricate”, page 180](#)

### 7.1 Check underbody protection and body paintwork for damage (Inspection service)

Scope of testing applies to:

#### Service intervals

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
- undamaged paintwork



### WARNING

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

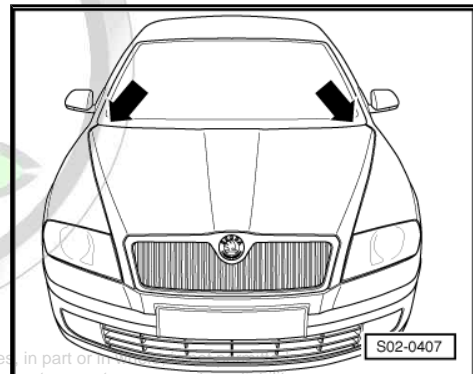
## 7.3 Inspecting plenum chamber and water drain openings for dirt, cleaning if necessary

Carry out a visual inspection for soiling through the cover of the plenum chamber -arrows-. Remove the cover if it is necessary to clean the plenum chamber (repair measure).



### Note

*The water drain openings must not be blocked with wax or underbody sealant.*



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## 7.4 Windscreen wiper and washer system: check functioning properly

**Inspecting setting of nozzles of windscreen washer system, adjusting nozzles if necessary:**

The windscreen washer system is set by the manufacturer and can be subsequently altered -arrow-.

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

 **Note**

*If the spray flows out unevenly, adjust the spray nozzle.*

### Liquid in the washer fluid reservoir

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

 **Note**

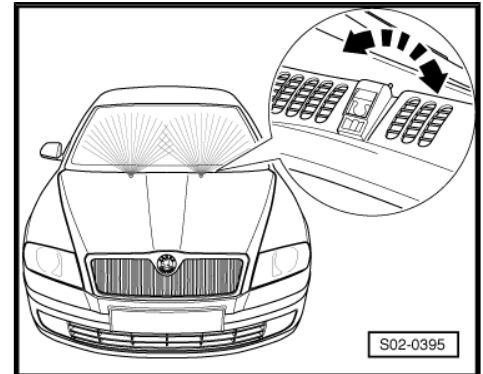
- ◆ *If it is necessary to add fluid, always mix windscreen cleaner to the water (in summer) or antifreeze agent (in the winter).*
- ◆ *If the vehicle is fitted with a headlight washing system and the headlights have plastic lenses (out of polycarbonate), one must only use fluids which do not damage the polycarbonate.*

### Windscreen wiper arms: check home position, adjust if necessary

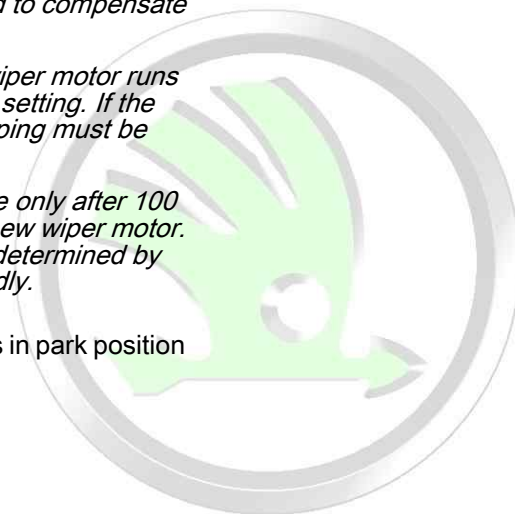
Adjust windscreen wiper arms according to the markings on the windscreen, while paying attention to the following notes:

 **Note**

- ◆ *When switching off for the second time, the wiper motor overruns in the offset final setting so that the wiper blade lip is controlled in the other direction.*
  - ◆ *The wiper motor runs downwards and then again a little upwards. This offset final setting cannot be used to compensate for the windscreen wiper arms.*
  - ◆ *The final setting must be used in which the wiper motor runs directly and without overrun in the lower final setting. If the wiper motor runs in the offset final setting, wiping must be switched on again.*
  - ◆ *The function of the offset final setting is active only after 100 wiper cycles as of coding or installation of a new wiper motor. If this function is already activated, it can be determined by switching on and off the wiper motor repeatedly.*
- Switch wiper motor on and off and run until it is in park position for setting the windscreen wiper arms.



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- Check the position of the wiper blades so that these blades are aligned with the markings -1- on the windscreen.



**Note**

*The tolerance between wiper blade and marking -1- is ±3 mm.*

- If necessary slacken fixing nuts, detach windscreen wiper arms and insert again so that the wiper blades are aligned with the markings -1-.

Tightening torque for the windscreen wiper nut: 20 Nm.

**Replacing the windscreen wiper blades**

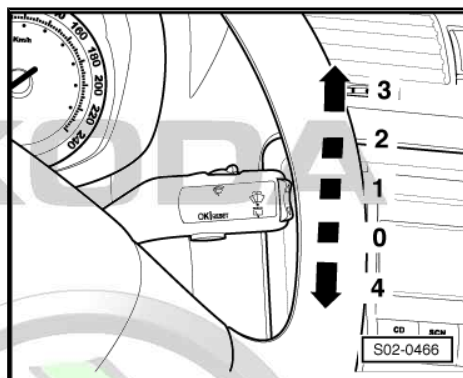
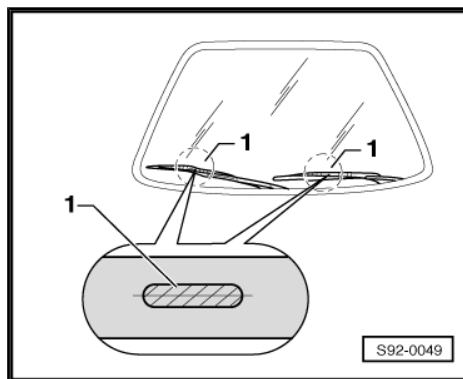
The windscreen wiper arms cannot be folded away from the windscreen in the rest position. Therefore the windscreen wiper arms must be put in the service position before changing the wiper blades.

**Service position for changing the wiper blades**

- Switch ignition on and off with closed front flap.
- Move the windscreen wiper lever into position -4- within 20 seconds, the windscreen wiper arms move into the service position.

**Replacing the wiper blade**

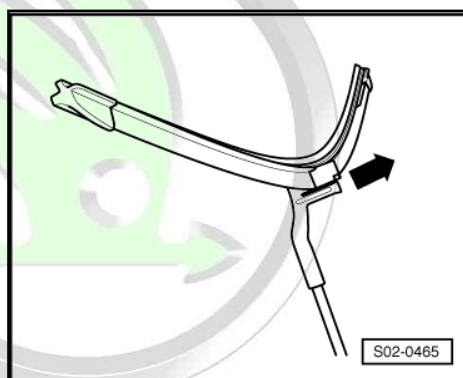
- Fold away windscreen wiper arm from the windscreen and align the wiper blade horizontally.



- Remove wiper blade in direction of arrow.

**Attaching the wiper blade**

- Push the wiper blade onto the windscreen wiper arm and turn the wiper blade in vertical position.
- Check whether the wiper blade is correctly attached.
- Fold back the windscreen wiper arms onto the windscreen, switch on the ignition and move the windscreen wiper lever back in position -4-, the windscreen wiper arms move back into the rest position.



**Note**

*There is a risk of damage to the windscreen by the windscreen wiper arm, if the windscreen wiper is improperly handled.*

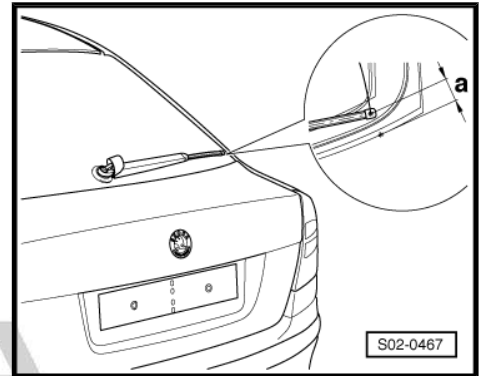
**Rear window wiper arm: check and adjust home position if required**

- Adjust the windscreen wiper arm at a distance -a- of approx. 35 mm from the lower edge of the rear window.

The specified tightening torque for the windscreen wiper nut is 8 Nm.

- Inspect setting of nozzle, if necessary adjust with a tool, e.g. with a needle.

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



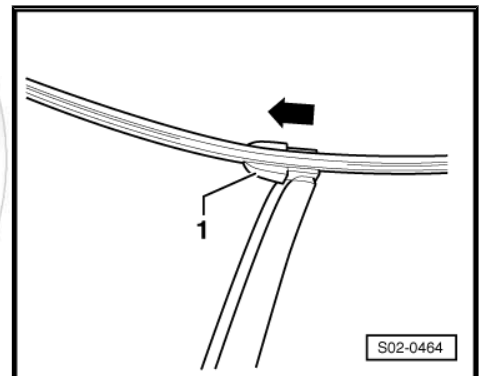
**i** Note

*If the spray flows out unevenly, or if it cannot be adjusted, replace the spray nozzle (repair measure).*

### Replacing the rear window wiper blade

#### Removing the wiper blade

- Fold away windscreen wiper arm from the windscreen and align the wiper blade horizontally.
- Hold the windscreen wiper arm in the top part with one hand.
- Unlock button -1- with the second hand in direction of arrow and remove the wiper blade.



#### Attaching the wiper blade

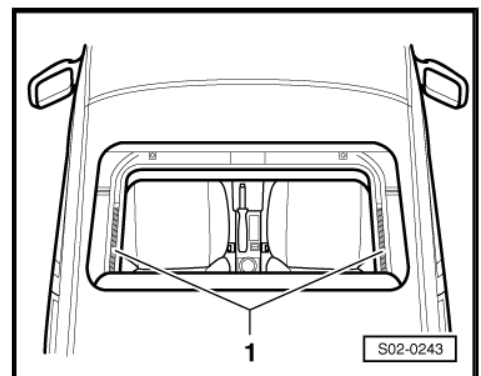
- Push the wiper blade onto the windscreen wiper arm and lock the button -1-.
- Check whether the wiper blade is correctly attached.

**i** Note

*There is a risk of damage to the rear window by the windscreen wiper arm, if the windscreen wiper is improperly handled.*

## 7.5 Sliding roof: clean and lubricate runners

- Carry out a visual inspection of the sun roof for leaks and corrosion damage
- Clean the runners -1- and grease with lubricant -G 052 778 A2- .
- Inspect proper operation of the sun roof, pay attention to possible abrasive residue.





## 7.6 Door locks, locking buttons and child lock: check functioning correctly

### Door locks and locking buttons:

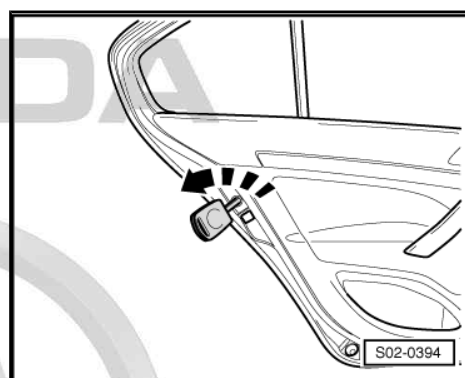
- Unlock and lock the driver and front passenger doors. Check whether the locking buttons move up and down when this is done.
- Press down the locking button on the front passenger door and on the rear doors and close the doors. The door must remain locked.

The safety knob on the driver's door must not be pressed in as long as the door is open.

### Child safety locks (rear doors):

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

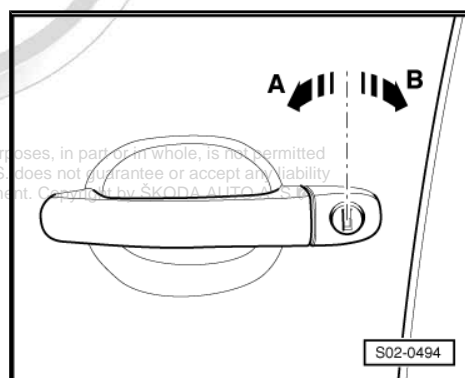
- Insert ignition key in the lock.
- The child safety lock is activated when the key is turned to the left in -the direction of the arrow-. The inner door opening is blocked. The door can only be opened from the outside.



## 7.7 Lock cylinder: check proper operation

Carry out the test on the door lock of the front door.

- Carefully press off the metal cover for the key slot and lubricate the internal mechanism of the lock, e.g. with the lubricant Auto Grease made by RETECH.
- Insert key into the lock and turn at least 3 times in each direction to the stop to -A- and -B-.
- Make a visual inspection and if necessary wipe off stained surfaces with a clean cloth.
- Withdraw key.

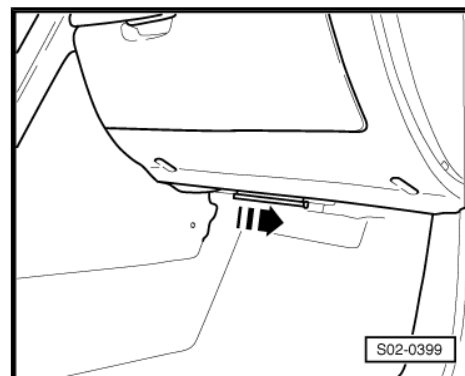


## 7.8 Replacing the dust filter element if necessary dust and odour filter element

### Removing:

- Remove the cover below the glove compartment ⇒ Body Work; Rep. gr. 70 .

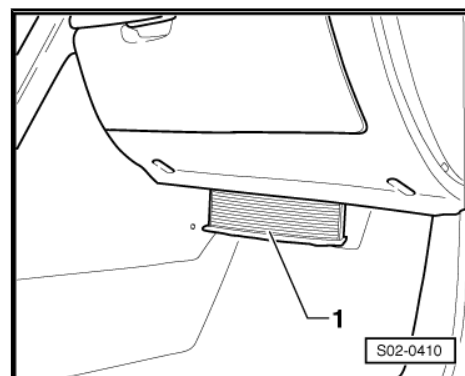
- Push back the catch of the dust filter -arrows-.



- Remove filter element -1-.

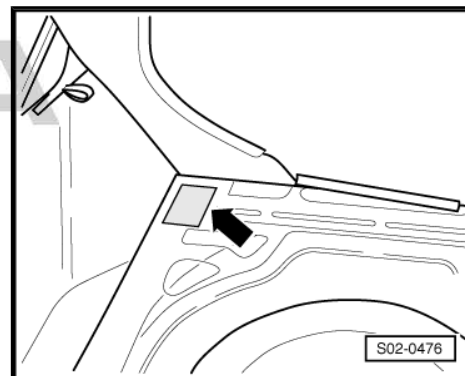
#### Installing:

Installation is carried out in the reverse order.



### 7.9 Affix vehicle data sticker

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



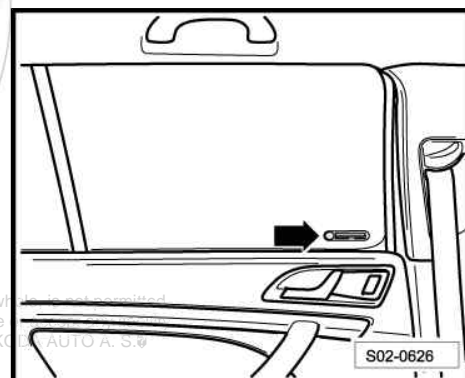
### 7.10 Stick the sticker Škoda Assistance

- 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!*



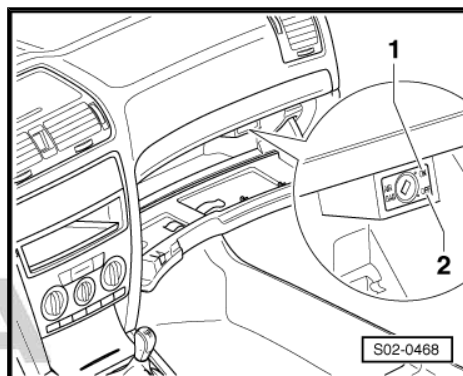
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### 7.11 Check proper operation of key switch for front passenger airbag deactivation

- Switch off ignition.

- Turn the key switch for the front passenger airbag with the ignition key into the position “OFF” -2-.

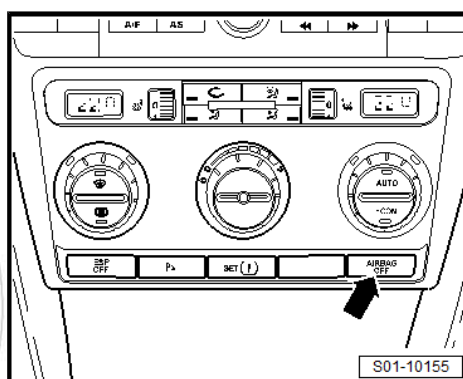
When the ignition is switched on the airbag warning light lights up for approximately 4 seconds.



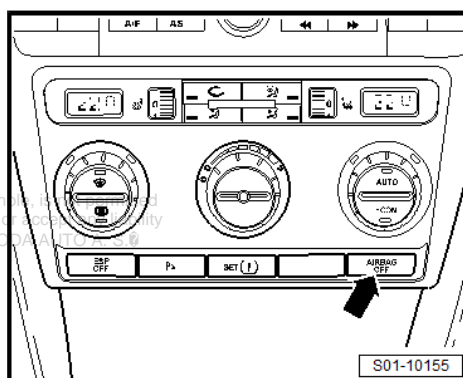
At the same time, the airbag warning light “AIRBAG OFF” -arrow- must light up in the centre of the dash panel for approx. 4 s after switching on the ignition.

- Switch off ignition.
- Turn the key switch for the front passenger airbag with the ignition key into the position “ON” -1-.

When the ignition is switched on the airbag warning light lights up for approximately 4 seconds.



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



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

*If the airbag warning light flashes in the centre of the dash panel “AIRBAG OFF”, a fault is present in the system of the airbag switch-off function → Vehicle diagnostic tester.*

**7.12 Inspect original trailer coupling device**

**Special tools and workshop equipment required**

- ◆ Lubricant for trailer coupling device ⇒ Electronic Catalogue of Original Parts

**Inspecting condition of the support for the trailer coupling device**

- Inspecting condition of the support shaft (contamination, grease).
- Clean the support shaft and treat it with lubricant for trailer coupling device from the ⇒ Electronic Catalogue of Original Parts .
- 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.

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 lubricant for trailer coupling device from the ⇒ Electronic Catalogue of Original Parts . If there is no improvement, the trailer arm must be sent for repair to the manufacturer or replaced with a new one (repair measure).

- Check turning of the key in the lock.

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

- ◆ Defective lock: replace bolt with lock (repair measure)
- ◆ Operating lever bent: have manufacturer repair or replace trailer arm (repair measure)
- ◆ Pin seizing up: clean and treat with lubricant for trailer coupling device from the ⇒ Electronic Catalogue of Original Parts . If this does not help, send it for repair to the manufacturer or replace it with a new one.



#### Note

*When applying the agent for trailer coupling device from the ⇒ Electronic Catalogue of Original Parts , ensure that it penetrates into the gaps between the lock bolt, the operating lever, 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.

If the operating level can be freely rotated when removed from the clamping position (i.e the end of the operating level is not supported at the support element of the support shaft due to missing segments or the wrong position with respect to the operating level, the suspension device is faulty and must not be operated!

If the operating level in the clamped position collides with the bumper, evaluate the reasons for this situation:

- ◆ End of the service life of the clamping mechanism
- ◆ Dirt in the support shaft or trailer arm
- ◆ incorrect location of suspension device (of trailer arm) to body
- ◆ Cutout in bumper has a fault (position or shape)
- ◆ Change in shape of support shaft when overloaded, etc.
- Check the play of the trailer arm in its position by shaking it vigorously.

**WARNING**

*If one of the work steps cannot be performed, the trailer coupling device is defective and must not be operated. The fault must be determined and damaged parts must be replaced (repair measure).*

### 7.13 Front flap lock: lubricate

- Treat the lock hook of the front lid with universal oil spray around the moving parts.
- Operate the moving parts several times so that the universal oil is spread out.
- Remove excess lubricant with a lint-free cloth.

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## 8 Exhaust-emission analysis



### Note

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

⇒ [“8.1 Exhaust-Emission Analysis on Models with Petrol Engines”, page 181](#)

⇒ [“8.2 Test Values for Exhaust-Emission Analysis on Petrol Engines”, page 183](#)

⇒ [“8.3 Exhaust-Emission Analysis on Models with Diesel Engines”, page 187](#)

⇒ [“8.4 Test Values for Exhaust-Emission Analysis on Diesel Engines”, page 188](#)

### 8.1 Exhaust-Emission Analysis on Models with Petrol Engines



### Note

- ◆ *The exhaust-emission analysis must be carried out according to the valid national legislation of the particular country.*
- ◆ *The work station for the exhaust emission analysis must satisfy the applicable national and regulations in the country concerned.*
- ◆ *When possible the exhaust emission analysis should be carried out immediately after the road test.*
- ◆ *Perform the following visual inspections as well as comply with the test conditions below before performing the exhaust-emission analysis:*

#### Visual inspection

- ◆ Lambda probes are connected
- ◆ All vacuum hoses are connected
- ◆ All hoses to the activated charcoal filter are connected
- ◆ All the electrical wires of the ignition and injection system are connected
- ◆ Fully-functional crankcase ventilation
- ◆ The exhaust system must be undamaged, leak-tight and complete
- ◆ Catalytic converter is fitted, leak-tight and undamaged

#### Test conditions for vehicles with EOBD

- Faultless function of the engine without extraordinary inequalities in the engine running behaviour.
- Oil temperature at least 80 °C
- Perfect operation of the ignition system
- Intake system tight
- The readiness code is generated for all exhaust gas systems and components according to homologation. The exhaust





emissions warning lamp in the dashpanel insert does not display an error.

- If the readiness code was not generated, it will need to be generated. The best way to do this is via a test drive or using the vehicle diagnosis tester. If necessary, check why the system or components has not yet been tested while the vehicle is moving.
- No fault from the exhaust-related systems is stored in event memory (the exhaust emissions warning lamp in the dash panel insert does not indicate a fault) – query the event memory ⇒ ["6.6 Connect diagnostic unit", page 160](#) .



### Caution

- ◆ *A lit exhaust emissions warning lamp in the dash panel insert indicates an error in the exhaust-related systems. These faults (including sporadic ones) are stored in event memory.*
- ◆ *The idling speed, CO content and lambda value are only measured and they cannot be adjusted.*
- ◆ *The CO content is influenced by the lambda control. Faults in the Lambda control are indicated by an exhaust emissions warning lamp in the dash panel insert; faults are stored in event memory.*

*Resolve all identified exhaust-related faults, including sporadic faults, when reading the event memory, before the exhaust emissions test (repair procedure)*  
 ⇒ ["6.6 Connect diagnostic unit", page 160](#) .

*After deleting the event memory, the readiness code must be re-generated. The best way to do this is via a test drive or using the vehicle diagnosis tester.*

### Test conditions for vehicles without EOBD

- Faultless function of the engine without extraordinary inequalities in the engine running behaviour.
- Oil temperature at least 80 °C
- Perfect operation of the ignition system
- Intake system tight
- Event memory (01- Engine electronics) is not read

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### Connect the test equipment to the vehicle



### DANGER!

*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 Owner's Manual. Connect the diagnostic unit to the diagnostic connector  
 ⇒ ["6.6 Connect diagnostic unit", page 160](#) .



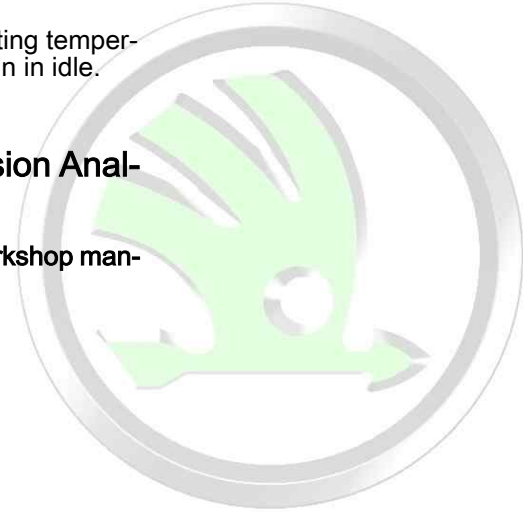
**Note**

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

- Start the engine, allow it to warm up to the operating temperature (the best way is to drive it) and allow it to run in idle.
- Perform the exhaust-emission analysis.

## 8.2 Test Values for Exhaust-Emission Analysis on Petrol Engines

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



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Engine codes	BGU	BCA	BLF
Engine temperature	min. 80 °C	min. 80 °C	min. 80 °C
Catalyst warming-up time	2 min. at 2500 rpm	2 min. at 2500 rpm	2 min. at 2500 rpm
Recommended idling speed (rpm)	600 - 800	650 - 850	600 - 800
CO content at idle speed (measured after catalyst)	max. 0.5 %	max. 0.5 %	max. 0.5 %
Recommended increased idling speed (rpm)	2300 - 4500	2300 - 4500	2300 - 4500
Lambda value when engine is running at fast idling	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 %
Lambda probe version	Broadband probe	Broadband probe	Broadband probe

Engine codes	BLX	BLR	BLY
Engine temperature	min. 80 °C	min. 80 °C	min. 80 °C
Catalyst warming-up time	2 min. at 2500 rpm	2 min. at 2500 rpm	2 min. at 2500 rpm
Recommended idling speed (rpm)	640 - 840	640 - 840	640 - 840
CO content at idle speed (measured after catalyst)	max. 0.5 %	max. 0.5 %	max. 0.5 %
Recommended increased idling speed (rpm)	2300 - 4500	2300 - 4500	2300 - 4500
Lambda value when engine is running at fast idling	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 %
Lambda probe version	Broadband probe	Broadband probe	Broadband probe

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Engine codes	BSE/BSF	BWA	BVX
Engine temperature	min. 80 °C	min. 80 °C	min. 80 °C
Catalyst warming-up time	2 min. at 2500 rpm	2 min. at 2500 rpm	2 min. at 2500 rpm
Recommended idling speed (rpm)	600 - 800	660 - 860	640 - 840
CO content at idle speed (measured after catalyst)	max. 0.3 %	max. 0.5 %	max. 0.5 %
Recommended increased idling speed (rpm)	2300 - 4500	2300 - 4500	2300 - 4500
Lambda value when engine is running at fast idling	0.97 - 1.03	0.97 - 1.03	0.97 - 1.03
CO content when engine is running at fast idling	max. 0.2 %	max. 0.3 %	max. 0.3 %



Engine codes	BSE/BSF	BWA	BVX
Lambda probe version	Broadband probe	Broadband probe	Broadband probe

Engine codes	BVY	BVZ	BUD
Engine temperature	min. 80 °C	min. 80 °C	min. 80 °C
Catalyst warming-up time	2 min. at 2500 rpm	2 min. at 2500 rpm	2 min. at 2500 rpm
Recommended idling speed (rpm)	640 - 840	640 - 840	680 - 880
CO content at idle speed (measured after catalyst)	max. 0.5 %	max. 0.5 %	max. 0.5 %
Recommended increased idling speed (rpm)	2300 - 4500	2300 - 4500	2300 - 4500
Lambda value when engine is running at fast idling	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 %
Lambda probe version	Broadband probe	Broadband probe	Broadband probe

Engine codes	BZB	CCSA	CAXA
Engine temperature	min. 80 °C	min. 80 °C	min. 80 °C
Catalyst warming-up time	2 min. at 2500 rpm	2 min. at 2500 rpm	2 min. at 2500 rpm
Recommended idling speed (rpm)	660 - 860	600 - 800	600 - 800
CO content at idle speed (measured after catalyst)	max. 0.5 %	max. 0.5 %	max. 0.3 %
Recommended increased idling speed (rpm)	2300 - 4500	2300 - 4500	2300 - 4500
Lambda value when engine is running at fast idling	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. 0.2 %
Lambda probe version	Broadband probe	Broadband probe	Broadband probe

Engine codes	CDA A	CCZA	CDAB
Engine temperature	min. 80 °C	min. 80 °C	min. 80 °C
Catalyst warming-up time	2 min. at 2500 rpm	2 min. at 2500 rpm	2 min. at 2500 rpm
Recommended idling speed (rpm)	660 - 860	660 - 860	660 - 860
CO content at idle speed (measured after catalyst)	max. 0.3 %	max. 0.3 %	max. 0.3 %



Engine codes	CDAА	CCZA	CDAB
Recommended increased idling speed (rpm)	2300 - 4500	2300 - 4500	2300 - 4500
Lambda value when engine is running at fast idling	0.97 - 1.03	0.97 - 1.03	0.97 - 1.03
CO content when engine is running at fast idling	max. 0.2 %	max. 0.2 %	max. 0.2 %
Lambda probe version	Broadband probe	Broadband probe	Broadband probe

Engine codes	CHGA	CBZB	CMXA
Engine temperature	min. 80 °C	min. 80 °C	min. 80 °C
Catalyst warming-up time	2 min. at 2500 rpm	2 min. at 2500 rpm	2 min. at 2500 rpm
Recommended idling speed (rpm)	550 - 750	500 - 700	600 - 800
CO content at idle speed (measured after catalyst)	max. 0.3 %	max. 0.3 %	max. 0.3 %
Recommended increased idling speed (rpm)	2300 - 4500	2300 - 4500	2300 - 4500
Lambda value when engine is running at fast idling	0.97 - 1.03	0.97 - 1.03	0.97 - 1.03
CO content when engine is running at fast idling	max. 0.2 %	max. 0.2 %	max. 0.2 %
Lambda probe version	Broadband probe	Broadband probe	Broadband probe

Engine codes	CGGA
Engine temperature	min. 80 °C
Catalyst warming-up time	2 min. at 2500 rpm
Recommended idling speed (rpm)	680 - 880
CO content at idle speed (measured after catalyst)	max. 0.3 %
Recommended increased idling speed (rpm)	2300 - 4500
Lambda value when engine is running at fast idling	0.97 - 1.03
CO content when engine is running at fast idling	max. 0.2 %
Lambda probe version	Broadband probe

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 Note

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

**Technical data of spark plugs**  
⇒ [“3.13 Replace spark plugs”, page 71](#) .

## 8.3 Exhaust-Emission Analysis on Models with Diesel Engines

 Note

- ◆ *The exhaust-emission analysis must be carried out according to the valid national legislation of the particular country.*
- ◆ *The work station for the exhaust emission analysis must satisfy the applicable national and regulations in the country concerned.*
- ◆ *When possible the exhaust emission analysis should be carried out immediately after the road test.*
- ◆ *To reduce noise, the front flap must be closed during the measurement up to the first latching.*
- ◆ *Perform the following visual inspections as well as comply with the test conditions below before performing the exhaust-emission analysis:*

### Visual inspection

- ◆ Fully-functional crankcase ventilation
- ◆ Fuel system and injectors must be leak-sealed
- ◆ The exhaust system must be undamaged, leak-tight and complete
- ◆ All vacuum hoses are connected

### Vehicles with catalytic converter

- ◆ Catalytic converter is fitted, leak-tight and undamaged

### Vehicles with diesel particle filter

- ◆ Diesel particulate filter is fitted, leak-tight and undamaged
- ◆ Sensors for diesel particle filter and their lines are firmly attached and are connected to the diesel particle filter

### Test conditions for vehicles with EOBD

- Faultless function of the engine without extraordinary inequalities in the engine running behaviour.
- Oil temperature at least 80 °C
- Air conditioning switched off
- The readiness code is generated for all exhaust gas systems and components according to homologation. The exhaust emissions warning lamp in the dashpanel insert does not display an error.
- If the readiness code was not generated, it will need to be generated. The best way to do this is via a test drive or using the vehicle diagnosis tester. If necessary, check why the sys-





tem or components has not yet been tested while the vehicle is moving.

- No fault from the exhaust-related systems is stored in event memory (the exhaust emissions warning lamp in the dash panel insert does not indicate a fault) – query the event memory ⇒ [“6.6 Connect diagnostic unit”, page 160](#) .

**Caution**

- ◆ *A lit exhaust emissions warning lamp in the dash panel insert indicates an error in the exhaust-related systems. These faults (including sporadic ones) are stored in event memory.*

*Resolve all identified exhaust-related faults, including sporadic faults, when reading the event memory, before the exhaust emissions test (repair procedure)*  
⇒ [“6.6 Connect diagnostic unit”, page 160](#) .

*After deleting the event memory, the readiness code must be re-generated. The best way to do this is via a test drive or using the vehicle diagnosis tester.*

**Test conditions for vehicles without EOBD**

- Faultless function of the engine without extraordinary inequalities in the engine running behaviour.
- Oil temperature at least 80 °C
- Air conditioning switched off
- Event memory (01- Engine electronics) is not read

**Connect the test equipment**

- Connect the tester in compliance with the Owner's Manual. Connect the diagnostic unit to the diagnostic connector  
⇒ [“6.6 Connect diagnostic unit”, page 160](#) .
- Start the engine, allow it to warm up to the operating temperature (the best way is to drive it) and allow it to run in idle.
- Perform the exhaust-emission analysis.

**Note**

- ◆ *All tubes and plug connections, which had been removed or disconnected for the test and adjustment, must be correctly re-inserted or connected.*
- ◆ *The exhaust gas probe must be fully inserted into the exhaust tailpipe (do not insert into the suction tube)!*

**8.4 Test Values for Exhaust-Emission Analysis on Diesel Engines****Test Values for Exhaust-Emission Analysis on Diesel Engines TDI PD**

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



**i** Note

- ◆ *Engine temperature: above an engine temperature of min. 60 °C, heat the engine to min. 80 °C by accelerating 2 to 10 times freely up to governed speed.*
- ◆ *Soot emission max. opacity value: determined in accordance with regulation ECE R24.*

Engine codes	BJB	BKC	BKD up to 03/2006 <sup>29)</sup>	BKD as of 03.2006
Engine temperature	min. 80 °C	min. 80 °C	min. 80 °C	min. 80 °C
Recommended idling speed (rpm)	800 - 1000	800 - 1000	760 - 960	760 - 960
Governed speed (rpm)	4650 - 5050	4650 - 5050	4800 - 5200	4600 - 5000
Soot emission max. opacity value (1/m) - homologation value <sup>28)</sup>	0.8	0.8	0.7	1.2
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

28) The homologation value of soot emission/opacity indicated on the type plate on the B-pillar (also indicated in the vehicle homologation documentation).

29) There are different homologation values for soot emission/opacity for engines with engine identification characters BKD. The homologation value of soot emission/opacity "0.7" is determined with the following versions of engine control unit

- ◆ 03G 906 016 F
- ◆ 03G 906 016 HF
- ◆ 03G 906 016 DS

**i** Note

- ◆ *Engine temperature: above an engine temperature of min. 60 °C, heat the engine to min. 80 °C by accelerating 2 to 10 times freely up to governed speed.*
- ◆ *Soot emission max. opacity value: determined in accordance with regulation ECE R24.*

Engine codes	AZV up to 03/2006 <sup>31)</sup>	AZV as of 03/2006	BXE
Engine temperature	min. 80 °C	min. 80 °C	min. 80 °C

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Engine codes	AZV up to 03/2006 <sup>31)</sup>	AZV as of 03/2006	BXE
Recommended idling speed (rpm)	760 - 960	760 - 960	800 - 1000
Governed speed (rpm)	4800 - 5200	4600 - 5200	4650 - 5050
Soot emission max. opacity value (1/m) - homologation value <sup>30)</sup>	1.0	1.2	1.0
Probe no.	1	1	1
Measurement mode	B	B	B
Measurement time slice	0.5 s	0.5 s	0.5 s

30) The homologation value of soot emission/opacity indicated on the type plate on the B-pillar (also indicated in the vehicle homologation documentation).

31) There are different homologation values for soot emission/opacity for engines with engine identification characters AZV. The homologation value of soot emission/opacity "1.0" is determined with the following versions of engine control unit

- ◆ 03G 906 016 EK
- ◆ 03G 906 016 HG
- ◆ 03G 906 016 EL



**Caution**

*If the maximum speed achieved by the TDI PD Diesel engines with Diesel particulate filters (engines with the identification characters BLS, BMN and BMS) on a stationary vehicle at approx. 3000 rpm, this means the clutch guard is active on these engines.*

*On vehicles with these engines, the "reduced" maximum engine speed (cutoff speed) (with clutch guard) must be used to measure the soot emission .*

- ◆ *Engine temperature: above an engine temperature of min. 60 °C, heat the engine to min. 80 °C by accelerating 2 to 10 times freely up to governed speed.*
- ◆ *Soot emission max. opacity value: determined in accordance with regulation ECE R24.*

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Engine codes	BLS	BMN	BMM
Diesel particle filter	x	x	x
PR number <sup>32)</sup>	7GG	7GG	7GG
Engine temperature	min. 80 °C	min. 80 °C	min. 80 °C
Recommended idling speed (rpm)	800 - 1000	700 - 900	800 - 1000



Engine codes	BLS	BMN	BMM
Governed speed (rpm) (with clutch guard deactivation) ⇒ <a href="#">page 190</a>	2800 - 3200	2800 - 3200	2800 - 3200
Governed speed (rpm)	4650 - 5050	5000 - 5400	4800 - 5200
Soot emission max. opacity value (1/m) - homologation value <sup>33)</sup>	0.6	0.5	0.5
Probe no.	1	1	1
Measurement mode	B	B	B
Measurement time slice	0.5 s	0.5 s	0.5 s

32) The PR numbers indicated on the vehicle data sticker and in the electronic information system ⇒ Elsa/erWin .

33) The homologation value of soot emission/opacity indicated on the type plate on the B-pillar (also indicated in the vehicle homologation documentation).

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An example arrangement of PR numbers on the vehicle data sticker -arrow-.



**Note**

- ◆ The standard position of the PR number on the vehicle data sticker is in the area -arrow-.
- ◆ The arrangement on the vehicle data sticker can however vary with some model years and versions.

**Test Values for Exhaust-Emission Analysis on Diesel Engines TDI CR**

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

TMBEJ65J6E3006043										CAYB	
542454 FABIA			TDI			ELE					
MZM LQ5X-GOGO EG 66KW CAYB											
E0A	1D0	5SJ	5RQ	1KM	6FF	1AT	3FA				
1N2	1NL	H2U	4UF	4R2	3NC	4QU	4X3				
4A0	8L5	5JD	QI6	8QU	6Y0	9AB	8RE				
7UC	BAY	8QL	8X0	4I2	B03	7MJ	QN0				
3L3	9P3	Q1A	7X0	9W0		7A0	3GA				
7AA	G02	L08	7P0	F0A		3S4					
										S01-10048	

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**i** Note

- ◆ *Engine temperature: above an engine temperature of min. 60 °C, heat the engine to min. 80 °C by accelerating 2 to 10 times freely up to governed speed.*
- ◆ *Soot emission max. opacity value: determined in accordance with regulation ECE R24.*

Engine codes	CEGA	CAYC	CFHC	CLCA
Diesel particle filter	x	x	x	-
PR number <sup>34)</sup>	7MB, 7MG	7MG	7MG	-
Engine temperature	min. 80 °C	min. 80 °C	min. 80 °C	min. 80 °C
Recommended idling speed (rpm)	730 - 930	730 - 880	730 - 930	730 - 930
Governed speed (rpm)	2300 - 2700	2300 - 2700	2300 - 2700	2300 - 2700
Soot emission max. opacity value (1/m) - homologation value <sup>35)</sup>	0.5	0.6	0.5	0.7
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

34) The PR numbers indicated on the vehicle data sticker and in the electronic information system ⇒ Elsa/erWin .

35) The homologation value of soot emission/opacity indicated on the type plate on the B-pillar (also indicated in the vehicle homologation documentation).

**i** Note

- ◆ *Engine temperature: above an engine temperature of min. 60 °C, heat the engine to min. 80 °C by accelerating 2 to 10 times freely up to governed speed.*
- ◆ *Soot emission max. opacity value: determined in accordance with regulation ECE R24.*

Engine codes	CLCB	CFHF
Diesel particle filter	x	x
PR number <sup>36)</sup>	7ML	7MG
Engine temperature	min. 80 °C	min. 80 °C
Recommended idling speed (rpm)	730 - 930	730 - 930

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Engine codes	CLCB	CFHF
Governed speed (rpm)	2300 - 2700	2300 - 2700
Soot emission max. opacity value (1/m) - homologation value <sup>37)</sup>	0.7	0.5
Probe no.	1	1
Measurement mode	B	B
Measurement time slice	0.5 s	0.5 s

36) The PR numbers indicated on the vehicle data sticker and in the electronic information system ⇒ Elsa/erWin .

37) The homologation value of soot emission/opacity indicated on the type plate on the B-pillar (also indicated in the vehicle homologation documentation).

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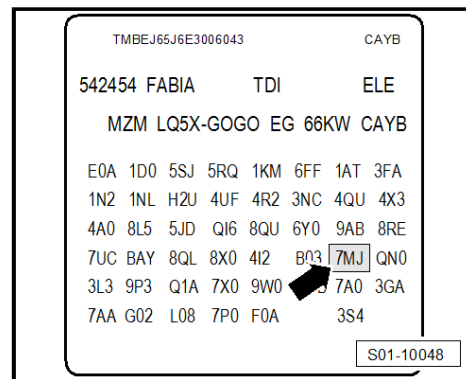
If actual values deviate from set values: perform repair and repeat the exhaust-emission analysis.

**An example arrangement of PR numbers on the vehicle data sticker -arrow-.**



**Note**

- ◆ *The standard position of the PR number on the vehicle data sticker is in the area -arrow-.*
- ◆ *The arrangement on the vehicle data sticker can however vary with some model years and versions.*



# ŠKODA



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## 9 Miscellaneous

⇒ [“9.1 Tow starting/Towing”, page 196](#)

⇒ [“9.2 Road test”, page 197](#)

⇒ [“9.3 Raise vehicle”, page 198](#)

### 9.1 Tow starting/Towing



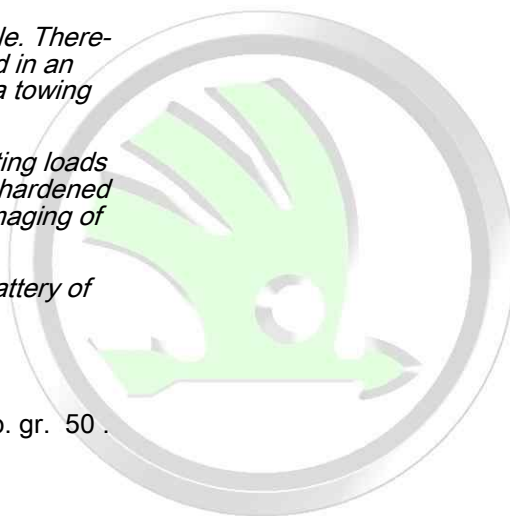
#### Note

- ◆ *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:

- Remove right cover in bumper ⇒ Body work ⇒ Rep. gr. 50 .

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- Screw in the towing lug -1- by hand while turning it to the left in -direction of arrow- up to the stop.

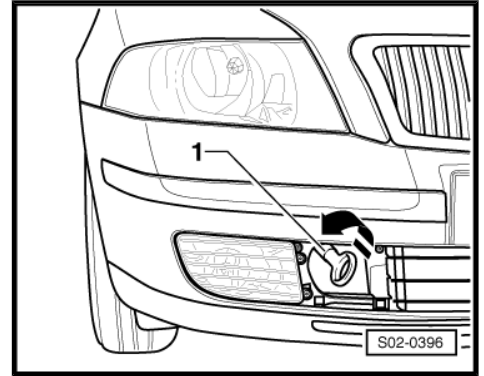
**Rear:**

- Unclip cover in rear bumper.
- Screw towing lug by hand into the opening on the right side of the rear bumper up to the stop.



**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**

*On vehicles with a catalytic converter, the engine must not be pushed-started over a longer period of time, otherwise unburned fuel may get into the catalytic converter from where it can be burnt. This may result in overheating and hence in the destruction of the catalyst.*

## 9.2 Road test

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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.



- 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 -2- at the indicated jacking points -1-.

The jacking points are located directly under the recesses on the pillar. The recesses are only visible after opening the doors.



#### WARNING

- ◆ *Under no circumstances must the vehicle be placed on the engine, gearbox, front or rear axle.*
- ◆ *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.*

