ŠKODA

Škoda Octavia III

Electronic Systems

Self-study Programme

ŠKODA

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Electronic Systems

You will find the instructions for assembly and disassembly, repairs, for diagnostics plus detailed user information in the VAS diagnostic instruments and in the on-board literature.

Editorial closing date was in 4/2013.
This Book is not subject to updating.

SP95_00

1. Radar

1.1 Basic Description

The radar of the ŠKODA Octavia III model is installed in the vehicle's longitudinal axis in the front bumper. Its task is to monitor the area ahead of the vehicle. Radar data trigger the following intelligent functions:

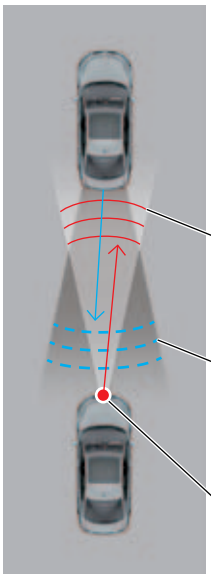
- Adaptive Cruise Control – ACC.
- Front Assist - FA.

SP98_15

Radar Position

The Principle

The ŠKODA Octavia III vehicle features the Bosch front radar, which works on the principle of sending and receiving microwave electromagnetic rays in the range of 76-77 GHz. The radar transmits and simultaneously receives waves reflected from obstacles located within its field of vision. Based on the received reflected waves, the radar calculates distance and also the relative velocity of moving objects identified by the radar.



emitted waves leading to an obstacle

reflected waves directed back to the radar

radar (transmitter/ receiver)

SP98_40

SP98_27

Front radar unit

1.2 Adaptive Cruise Control

The adaptive cruise control function is one of the convenient assistance systems that facilitate driving.

The adaptive cruise control is the extended function of the regular cruise control system. The cruise control system maintains a set vehicle velocity. The adaptive cruise control expands this system through the function of selected or pre-set distance from the followed vehicle.

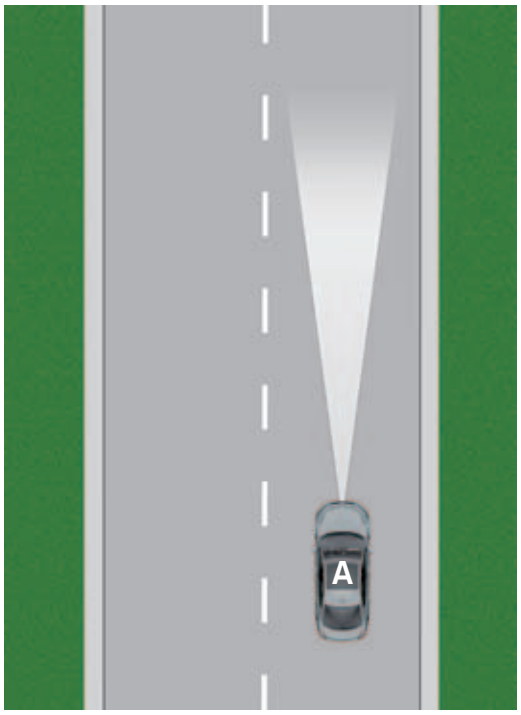
1.2.1 Operation description

The driver uses the adaptive cruise control to set the required constant speed. As soon as the driver's vehicle reaches any other vehicle driving at a lower speed, the vehicle automatically brakes and then maintains the pre-set distance from the followed vehicle. Therefore, both vehicles proceed at the same speed.
The preset distance is measured by the radar sensor located in the front bumper.

A specific distance between vehicles can also be set through the adaptive cruise control. The pre-set distance between driving vehicles depends on their speed. Therefore, it is not constant. It becomes greater with the increasing vehicle speed. The adaptive cruise control allows the setting of this distance through time parameters in the form of the five time intervals.

1.2.2 Driving situations

Constant speed
If there is no vehicle within the radar sensor's field of vision, the adaptive cruise control maintains the pre-set constant speed.

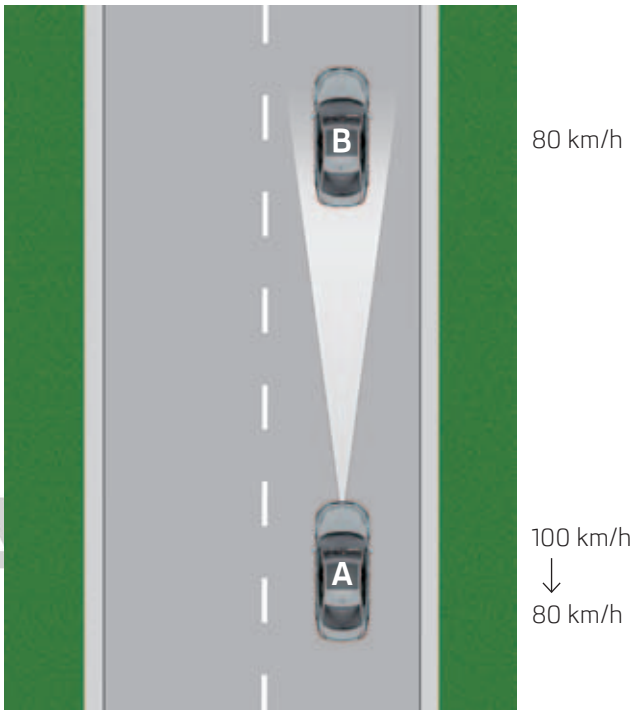


SP98_2

Deceleration

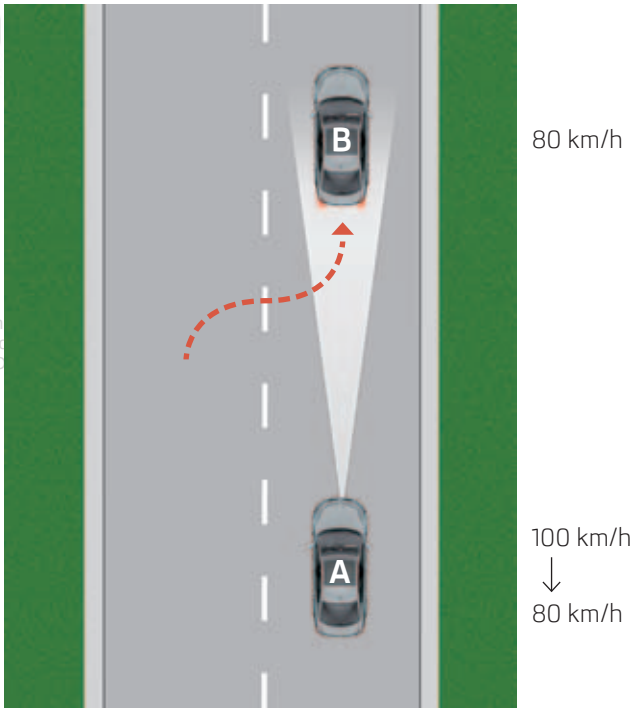
If the vehicle A, featuring a radar sensor, reaches slower vehicle B, driving in the same lane, then the adaptive cruise control decelerates vehicle A in order to maintain the time separation from vehicle B. The time separation setting is one of the adaptive cruise control functions, and the driver can control it.

The vehicle decelerates through engine braking or additional regular slight braking.



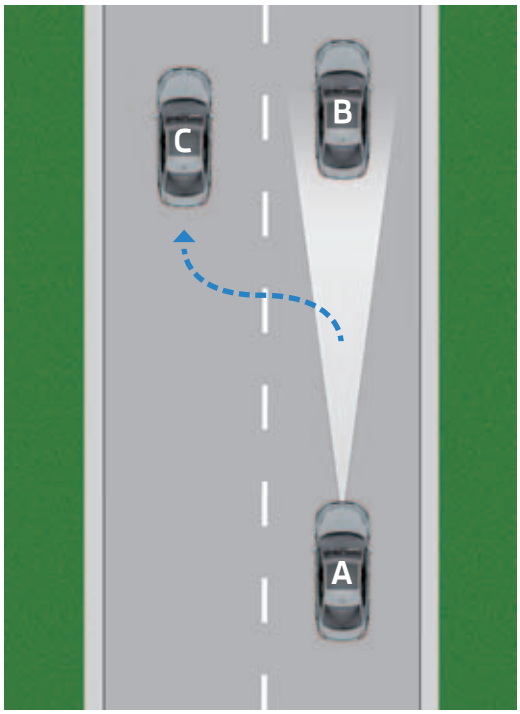
SP98_3

If a slower vehicle joins the lane, the adaptive cruise control responds through deceleration. Vehicle A speed adapts to vehicle B speed again.



SP98_6

Acceleration
If the followed vehicle accelerates (B) or changes lane (C), the adaptive cruise control accelerates back to the pre-set speed.



SP98_4

1.2.3 Adaptive cruise control operating limits

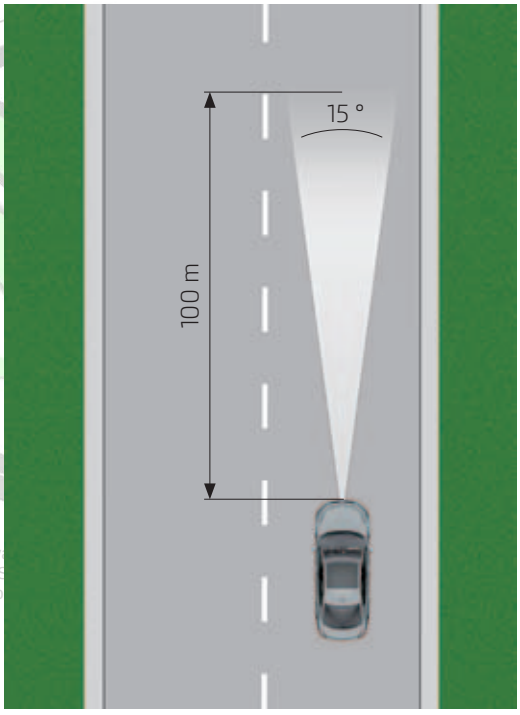
The adaptive cruise control's functions are limited by the applied radar sensor's design and operating principle because its field of vision is limited distance-wise and angle-wise.
The radar sensor's range is 120 metres. It monitors the area ahead of the vehicle within a variable angle that narrows with growing distance:

45 ° within 10 m from another vehicle
20 ° within 60 m from another vehicle
15 ° within 100 m from another vehicle

Due to the radar's maximum range (120 m), the adaptive cruise control's maximum operating speed is limited to 160 km/h.

The minimum speed, which can be set, is 30 km/h.

The adaptive cruise control suppresses all motionless objects within the radar's field of vision.



SP98_2

The radar sees standing objects, but the ACC function does not react to them.

1.2.4 ACC Basis, ACC Follow to Stop

The adaptive cruise control functions depend on the type of transmission installed, manual or automatic. With the adaptive cruise control, we differentiate the adjustable range of the speeds and the range of speeds in which the ACC cruise control is **active** (hereinafter referred to as the "active range of speed"). These intervals are not identical.

1.2.4.1 Configurable range of speed

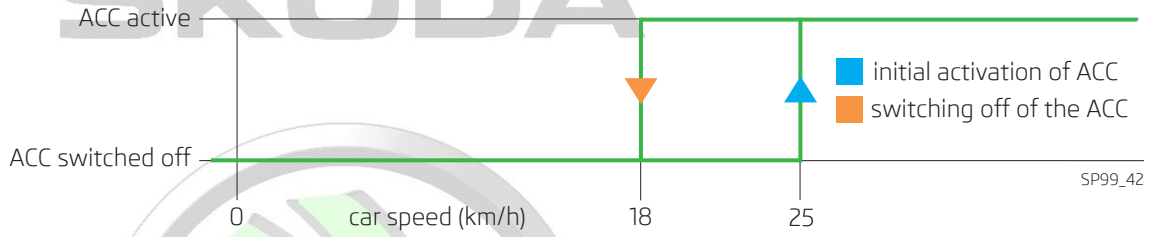
Both variants - ACC Basis – for manual transmission and ACC Follow to Stop – for automatic transmission - have the same configurable range of speed **30–160** km/h.
The driver can pre-select the values of the configurable range via the adaptive cruise control.

1.2.4.2 Active range of speeds

ACC Basis – for combination with manual transmission
Variant of adaptive cruise control – ACC Basis is active in the range of the vehicle speeds:

- **25*–160** km/h (during acceleration)
- **160–18** km/h (during deceleration)

* This value applies only for initial activation of the adaptive cruise control. If during driving with activated ACC the speed of the vehicle drops to below 25 km/h (as a result of regulation of the speed using ACC functions, the system will remain active up to a speed of 18 km/h, see the graph of hysteresis SP99_42:



ACC Follow to Stop – in combination with automatic transmission
The adaptive cruise control variant called – ACC **Follow to Stop** is active within the following vehicle speeds.

- **2*–160** km/h (during acceleration)
- **160–0** km/h (during deceleration)

* This value of 2 km/h applies only for initial activation of the adaptive cruise control. If during driving with activated ACC the speed of the vehicle drops to below 2 km/h (as a result of regulation of the speed using ACC functions, the system will remain active until the vehicle comes to a complete stop– and reaches 0 km/h (see the graph of hysteresis SP99_43). If the vehicle travelling in front immediately begins to accelerate again after stopping, the vehicle with ACC will also accelerate, and the ACC functions will continue to control its speed. If standing lasts longer, the control is automatically interrupted.

1.2.5 Controls

For controlling the adaptive cruise control in the ŠKODA Octavia III vehicle, a special third lever under the steering wheel is used.

SP98_1

Speed: It allows speed setting from 30–to 160 km/h.
Distance: It allows setting the distance from a followed vehicle within the five time intervals.

The adaptive cruise control actual setting is communicated to the driver through the Maxi DOT display. The display shows a pre-set time separation. The pre-set cruise control speed is indicated in the left bottom corner.

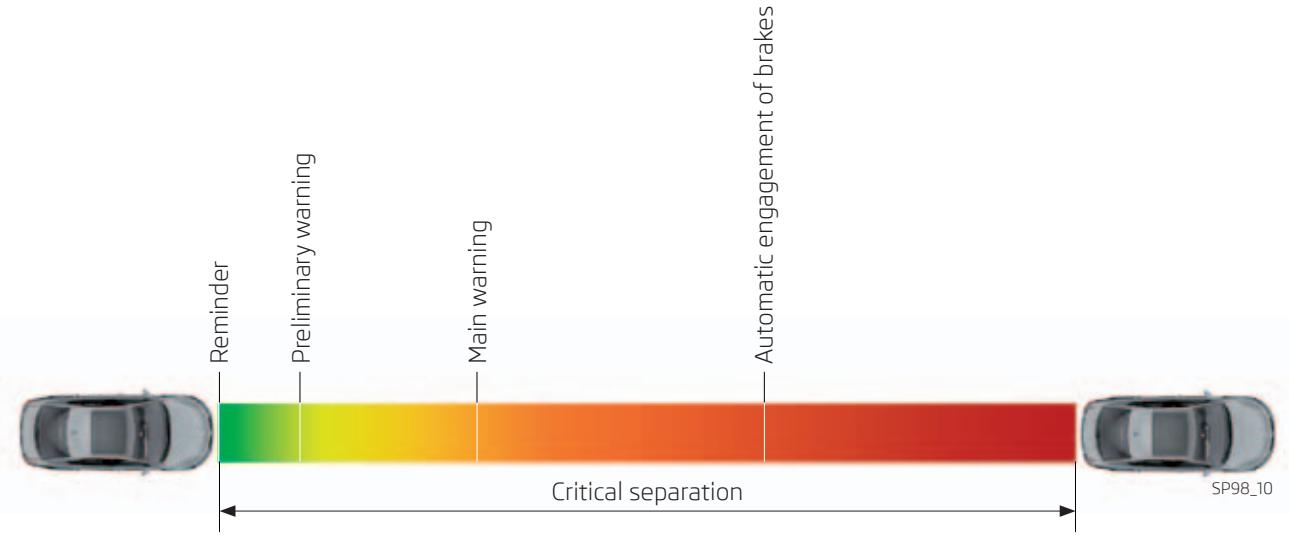
SP98_09

Automatic control of speed and distance between vehicles increases driving comfort. However, the adaptive cruise control does not replace the driver. The driver is still fully responsible for driving.

1.3 Front Assist

Front Assist is one of the safety assistance systems. The function strives to avoid collision or to minimise its consequences. This function is available within the vehicle's range of speeds from 5 km/h.

The system identifies the critical distance from a followed vehicle or other obstacle and helps shorten the vehicle's necessary braking distance. Front Assist also reacts to standing objects. If the driver starts braking, the function switches into its driver-support mode (intensified braking) - see the table below.



The critical separation is a variable distance that depends on the actual speeds of both vehicles. Similarly to safe separation, critical separation can also be expressed as a time constant.

The table shows a list of activities of the Front Assist function, based on the individual steps indicated in the SP98_10 diagram.

	Reminder	Preliminary warning	Main warning	Automatic brake engagement
Brake preparation	–	Brake pressurisation	Increased brake sensitivity	Increased brake sensitivity
Driver warning	Visual warning	Visual warning Acoustic warning	Warning vibration of brakes	–
Braking (Speed over 30 km/h)	–		Beginning of the automatic partial braking (approx. 3.5 m/s²)	Automatic intense braking (approx. 6.0 m/s²)
Braking (Speed up to 30 km/h)*	–			Automatic intense braking (approx. 8.0 m/s²)
The driver brakes in response to the situation	–	Driver-induced intensified braking	Driver-induced intensified braking	Driver-induced intensified braking

* Applies to the City mode.

Visual warning on the Maxi DOT display
The first step during intervention of the Front Assist function is to display a separation warning (image SP98_11) on the Maxi DOT display. During the second step –, Preliminary Warning, the visual on the display (image SP98_12) is accompanied by a sound signal as well.

SP98_11

SP98_12

Setting the FA function
The front Assist can be set via the infotainment menu. The function can be entirely suppressed by switching it off in the infotainment menu or via the Maxi DOT display.

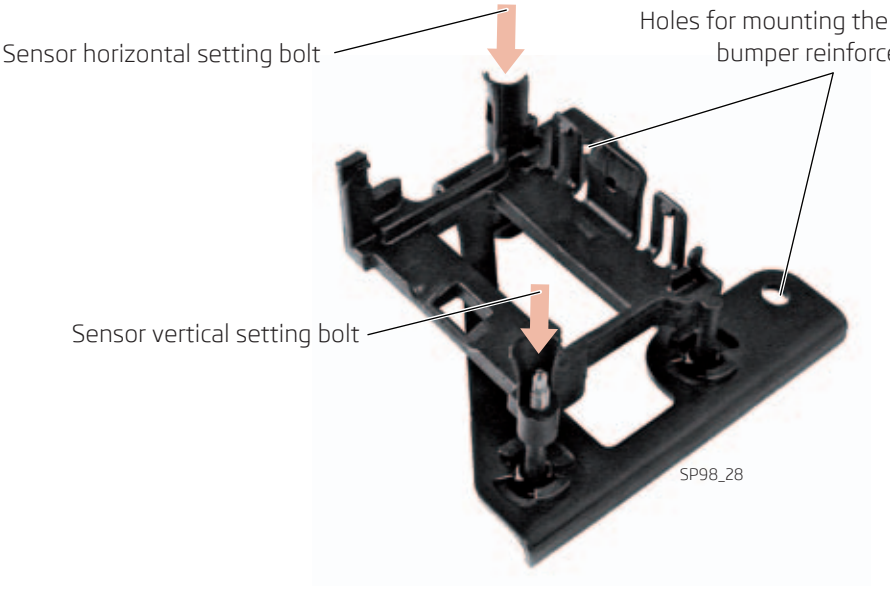
The following items are available in the infotainment menu:

- Front Assist – switch on/switch off entire system.
- Acoustic/visual warning – on/off
- Distance warning – on/off

1.4 Front Radar Alignment

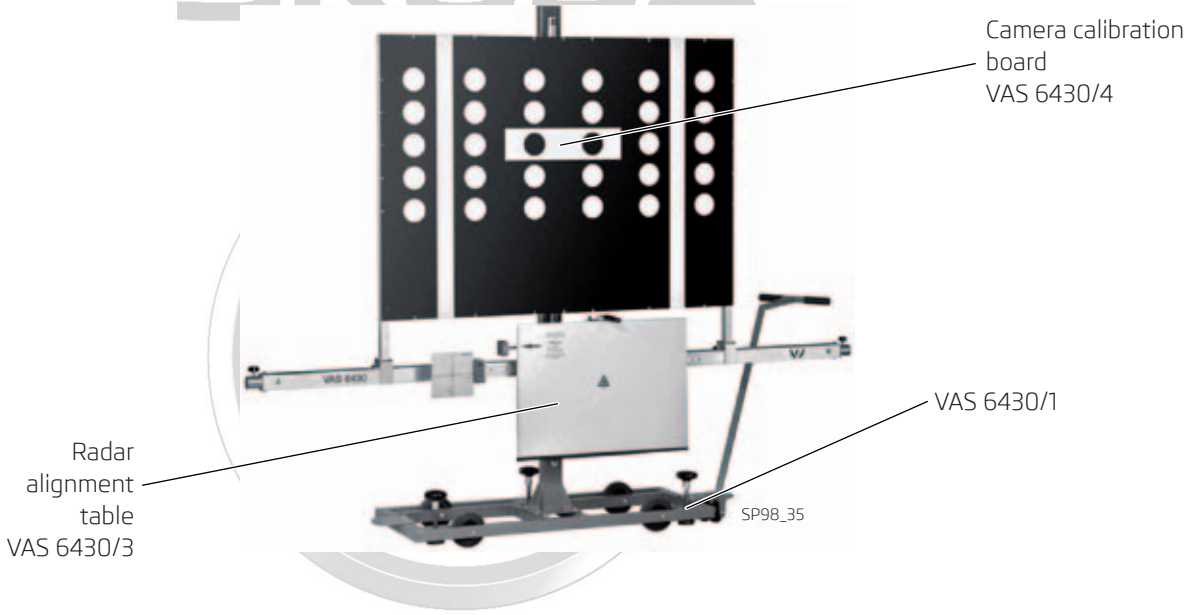
Radar holder

The front radar unit installed in the ŠKODA Octavia III vehicle is mounted using a special holder featuring two bolts used to adjust the radar sensor position in two axes; therefore, to align the radar with the vehicle axis. The detection field axis must be set both horizontally and vertically.



1.4.1 Setting procedure

For proper configuration of the radar sensor, equipment for wheel alignment is used along the VAS 6430/1 and /3 special tools for radar alignment.



The detailed procedure for aligning the radar is described in the diagnostic software (ODIS Service). Adjusting the board is described in the workshop manual and in the wheel alignment device. Here we are presenting only a brief overview of the procedure:

- Proper radar alignment requires that complete wheel alignment is performed first.
- Then the special tool is set to the distance of 120 cm ± 2.5 cm from the radar.
- During the next step, the radaralignment plate must be set. It is part of the VAS 6430/3 fixture - figure SP98_35 in two axes.
- Next based on the measured blocks in the self-diagnostics of the control unit, the mechanic adjusts the bolts for deflection of the sensor, see figure SP98_28 on page 13 hereof.

During the turning of these radar sensor bolts, each of the bolts is usually turned four of five times. If it becomes necessary to turn any bolt more times than that during the diagnostics, make sure the radar holder is not deformed. If any bolt is tightened beyond the limit, the radar holder may get damaged.

2. Fatigue recognition assistant

The driver's increased fatigue may jeopardise driving safety; therefore, the ŠKODA Octavia III features the Fatigue recognition assistant function. The Gateway control unit runs this function.

The driver fatigue is recognised through his responses - specifically through the steering wheel handling. A tired driver makes unintended direction corrections. Such a driver holds the steering wheel very firmly and applies quick corrections with high amplitudes. The accumulation of such a behaviour indicates impending fatigue. In such a case, the function warns the driver.

In the first fifteen minutes of driving, the Fatigue Detection Assistant evaluates how the driver controls the steering wheel. Then, it compares this data with the actual steering wheel handling.
If the assistant identifies any steering wheel handling changes possibly caused by the driver's fatigue, it will suggest breaks.

The function resets driver fatigue identification if one of the following conditions is met:

- The driver stops and turns the ignition off.
- The driver stops, unbuckles the seatbelt and opens the door.
- The driver stops for more than 15 minutes.

If at least one of these conditions is not met, the function warns the driver once again.

As soon as the driver's fatigue is recognised, a visual warning will be displayed on the Maxi DOT display, and the driver will hear an acoustic warning as well.

SP98_13

In some driving situations, the system can make erroneous conclusions and recommend unnecessary breaks (during sports driving, in bad weather conditions, driving on a bad road).

The function disengagement / engagement can be set in the infotainment menu.

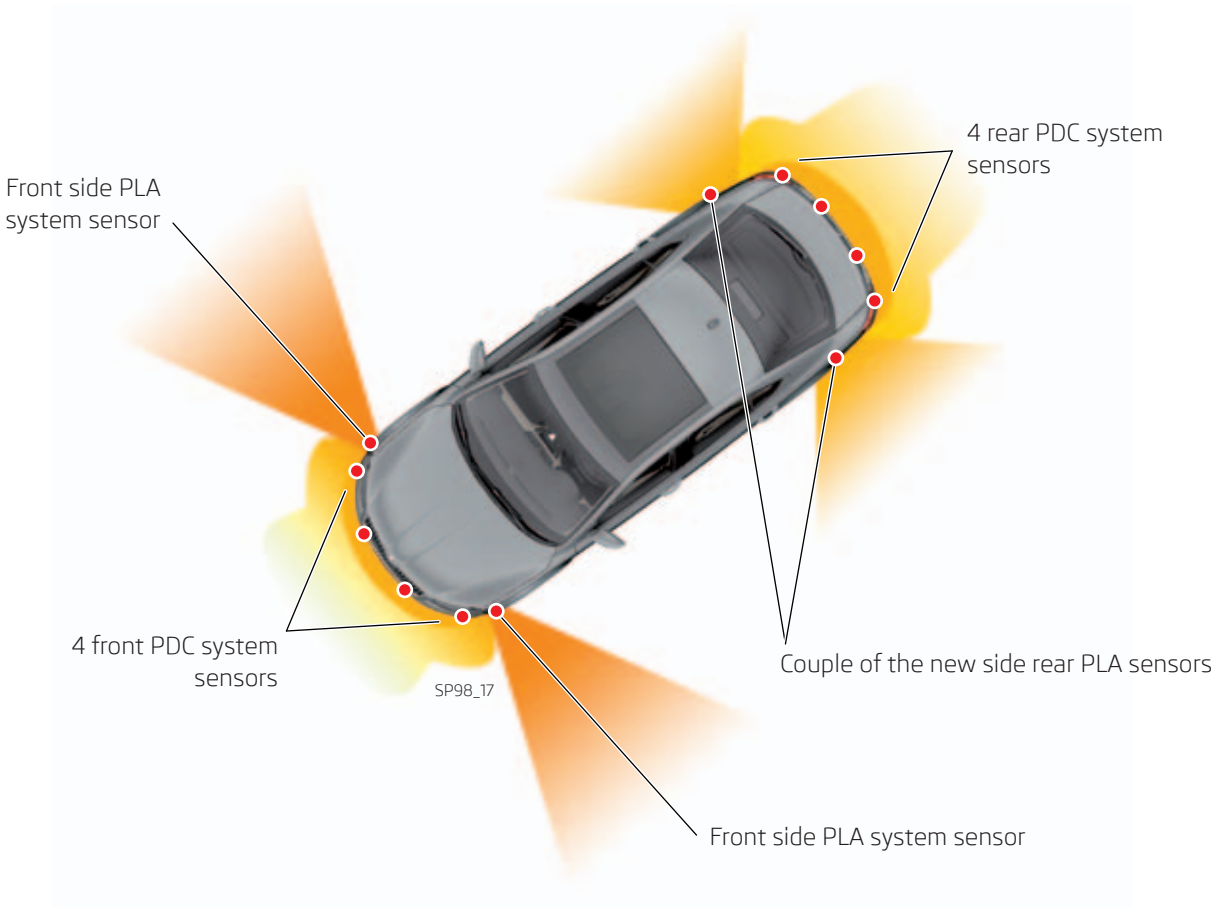
3. Parking systems

3.1 Parking assistant (PLA)

The parking assistant (PLA) assists the driver through automatic steering wheel turning in order to follow a calculated trajectory that is necessary to properly park the vehicle between other parked vehicles. During parking, the driver controls the gas and brake pedals.

The ŠKODA Octavia III vehicle uses the new generation 2.0 parking assistant.
The parking assistant uses twelve sensors.
Compared to the generation 1.5, the new system features two side sensors installed in the rear bumper.

Diagram of the parking assistant sensor locations:

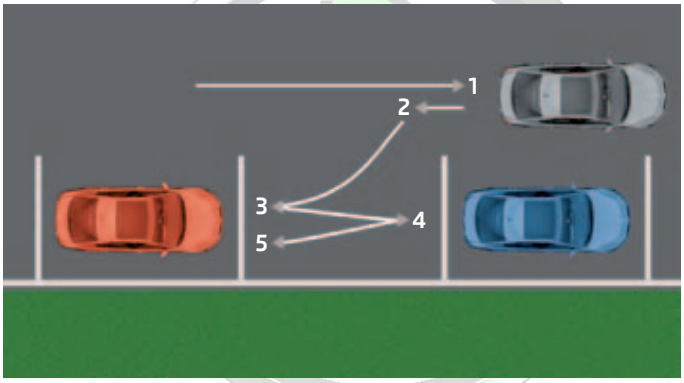


The operating principle of the system that transmits and receives reflected ultrasound waves remains the same as in the previous generations of parking assistants - see self-study programme (SSP) No. 66 and 72.

3.1.1 Longitudinal parking

The current longitudinal parking function has been significantly improved:

- The speed of passing parking vehicles during the search for available spot has been increased from 30 km/h to 40 km/h.
- The minimum parking spot length has been decreased to the vehicle length + 60 cm (PLA 1.5 version: Vehicle length + 80 cm).
- Now, the system is also able to park on a slightly curved street and also between smaller objects (for example trees, containers, etc.).



SP98_33

- The system assists the driver through automatic braking.

Automatic braking to avoid speeding

To avoid exceeding the speed of 7 km/h and, therefore, interrupting the parking process, the vehicle may activate brakes automatically. Parking process can be resumed after the automatic braking. Automatic braking may happen only once during every parking.

Automatic braking to minimize damages

If the system recognizes a danger of collision based upon the car speed and the distance from an obstacle, it will brake automatically. The parking system function is terminated following this automatic braking to minimize damages.

Automatic braking does not replace the driver's responsibility for the control of the throttle, brake and clutch.

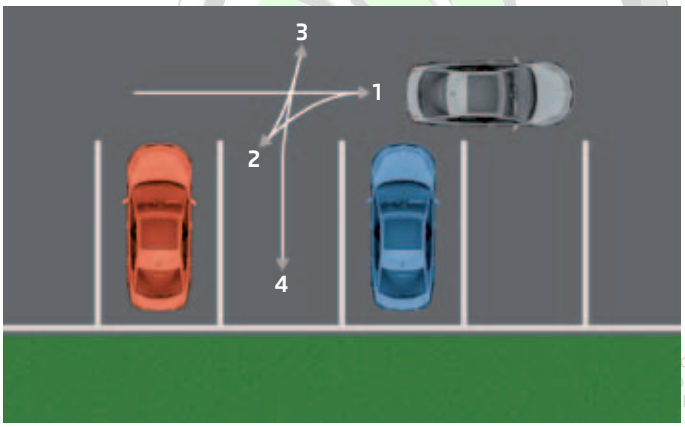
Compared to the previous generation, the 2.0 parking assistant features new functions:

- Transversal parking function
- Leaving a longitudinal parking spot function

3.1.2 Transverse parking

The two new sensors installed on the rear bumper sides support the semi-automatic function that allows entering a spot between transversally parked vehicles.
The range of the front side sensors is limited (approx. 4 m); therefore, automatic lot depth evaluation is impossible; therefore, it must be completed by the driver.

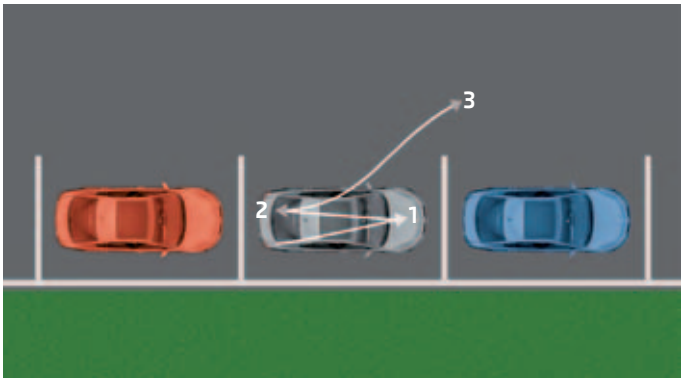
The driver activates the transversal parking function by double-pushing the parking assistant button.



SP98_32

3.1.3 Leaving a longitudinal parking spot

The driver activates the new function of leaving a longitudinal parking spot by pushing the parking assistant button and shifting to reverse gear.
By activating the given applicable turn indicator, the driver determines the direction of leaving the parking spot.



SP98_34

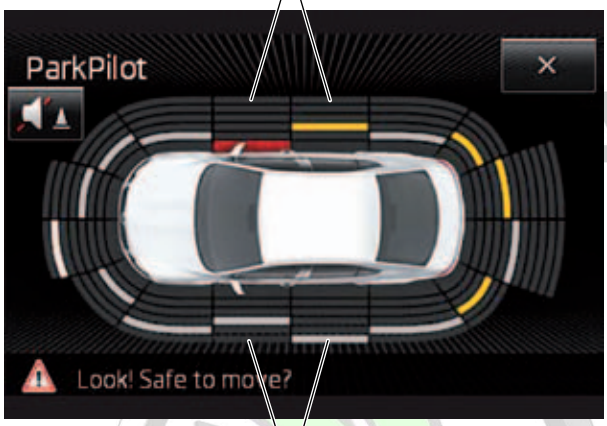
3.1 Parking Distance Control (PDC)

The Parking assistant (PLA) also includes the Parking Distance Control (PDC). During parking, the parking assistance system informs the driver of obstacle distance, both visually on the infotainment display and acoustically. The highest PDC variant combined with the PLA function in the ŠKODA Octavia III vehicle uses all the twelve sensors:

– Parking assistance **in the rear and the front (12 sensors – 6 rear and 6 front sensors)**

The algorithm associated with the four side sensors (primarily used for the PLA function) is able to calculate the distance from obstacles on the sides, which are not covered with sensor signals. Consequently, the driver sees warning zones all around the whole vehicle on the infotainment system.

Two calculated side zones in the right



SP98_18

Two calculated side zones in the left

The displayed Assistant function during parking on the infotainment display:

SP98_19

SP98_21

SP98_20

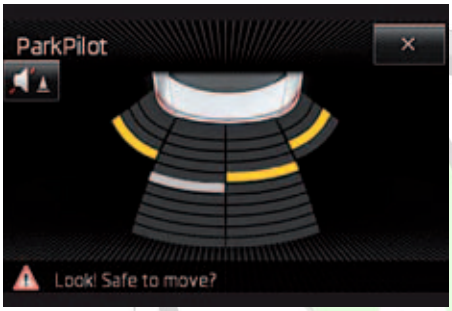
SP98_22

The ŠKODA Octavia III may also be equipped with the Parking Distance Control (PDC) separately (without PLA assistant) through these two variants:

- Parking assistant **in the rear (4 rear sensors)**
- Parking assistance **in the rear and the front (8 sensors – 4 rear and 4 front sensors)**

Rear parking assistance


SP98_24



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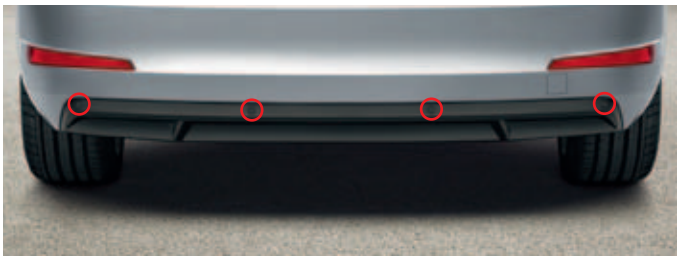
Rear and front parking assistance


SP98_23

SP98_26

SP98_31

PDC sensor locations
in the front bumper


SP98_16

The PDC sensor locations in the diffusor,
which is part of the rear bumper

4. BCM on-board network control unit

4.1 Basic description

The BCM on-board network control unit in the ŠKODA Octavia III vehicle communicates with the rest of control units through CAN-Bus data lines and its own three LIN-Bus data lines. All the CAN-Bus lines in the ŠKODA Octavia III vehicle feature the uniform transmission rate of 500 kbit/s. The LIN transmission rate is 19.2 kbit/s.

The BCM unit is connected to a group of CAN convenience control units through the CAN-Bus.

CAN convenience:

- –BCM on-board network control unit
- –Instrument cluster
- –Steering column electronics control unit
- –Steering column electronic lock control unit (ELV)
- – Trailer recognition control unit (AAG)
- – Driver seat position and rear view mirrors control unit
- – Front door control unit - driver's side
- – Front door control unit - passenger's side
- – The KESSY access and ignition authorization control unit
- – Climatronic control unit

The following electronics is connected to the BCM unit through the three independent LIN-Bus units:

LIN-Bus 1:

- – Panoramic sunroof
- –Inclination and interior motion detection

LIN-Bus 2:

- – Alarm horn

LIN-Bus 3:

- – Wipers motor unit
- – Air humidity, rain, and light sensor

The on-board unit is connected to the vehicle's other electronics through GATEWAY.

The BCM on-board network unit controls the vehicle's interior and exterior lighting directly through semiconductor inputs. (Except for the adaptive headlights system, which is connected to the BCM unit through the Convenience CAN-Bus and CAN-Bus Extended that communicate through GATEWAY.)
The BCM unit also controls central locking, including the blocking of the fuel tank lid. Another function controlled by the on-board unit is the remote control system and KESSY.
The BCM unit also features the front seat heating system.

4.2 New BCM unit functions

- The new bus structure and transmission rate:
  - The CAN Convenience BUS with the high transmission rate of 500 kbit/s
  - Separate LIN Bus units
- Direct control of front seat heating
- Service liquid level sensing (coolant, brake, and washer liquid)
- Brake pad wear sensing
- New encryption of the wireless communication of keys with remote controls
- The lock/unlock button uses the Toggle system (the LED button has replaced the rocker switch)

4.3 BCM unit location

The BCM unit in the ŠKODA Octavia III vehicle is located under its dashboard on the left side. The central unit's placement is the same for both the right-hand and left-hand steering.

SP98_39

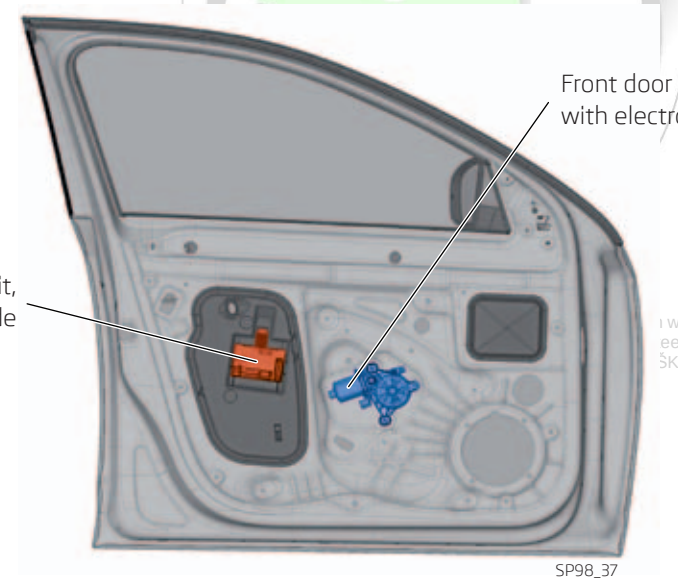
The BCM unit is supplied in the four variants:

BCM unit variants	Compared to the lower version:
Basis	
Medium	**Fog light control, alarm control, panoramic sunroof control**
Medium Plus	**Seat heating control**
High	**Headlight washing control (SRA), BI-xenon headlight control**

5. Door systems

The ŠKODA Octavia III vehicle features the new MQB door system control concept.

Now, both the front and rear doors are controlled **through a separately** located joint control unit in the front door. The control unit communicates with the BCM unit through the CAN-bus. The window lifter motor and the rear window control electronics are connected to the CU in the front door through the LIN-bus.



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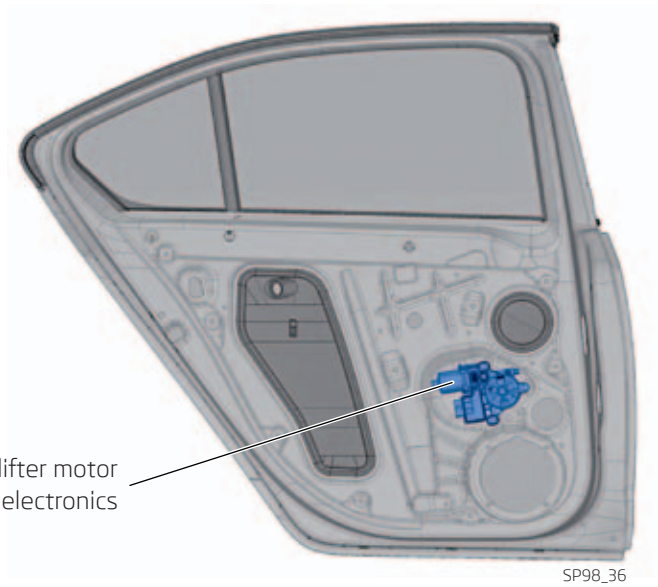

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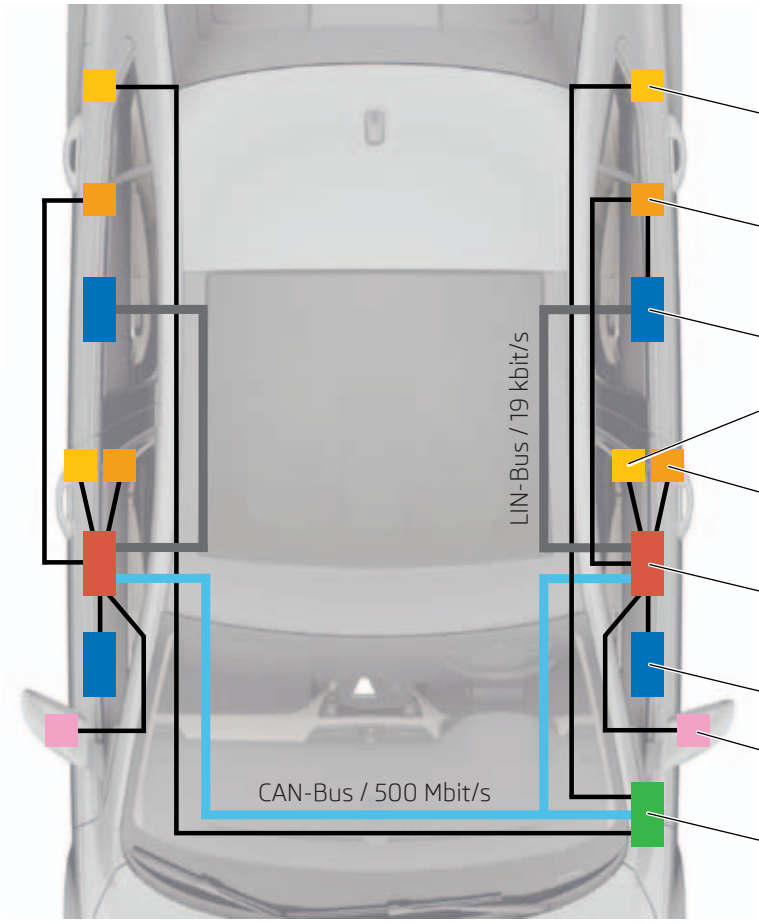
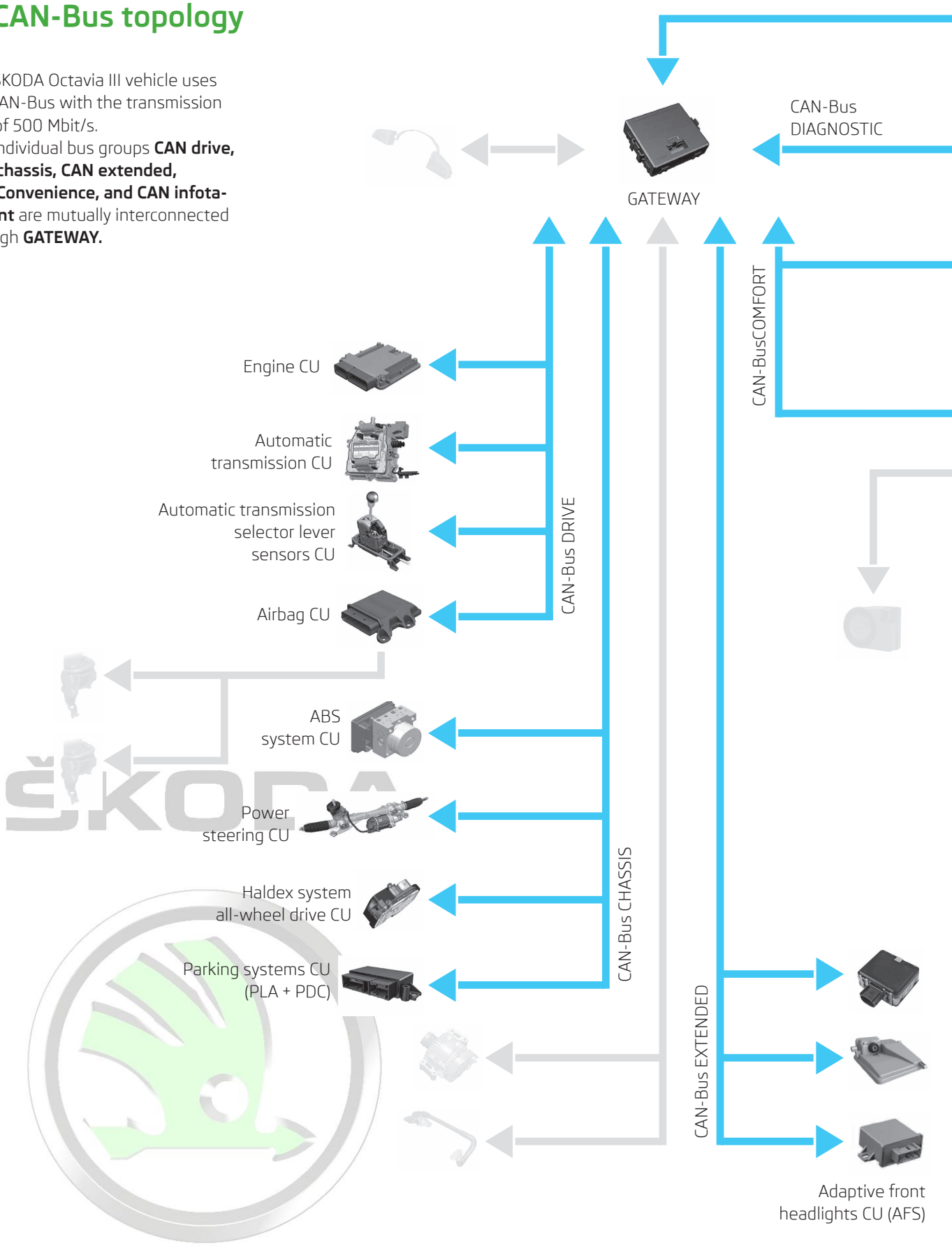
The door system block diagram of the ŠKODA Octavia III:

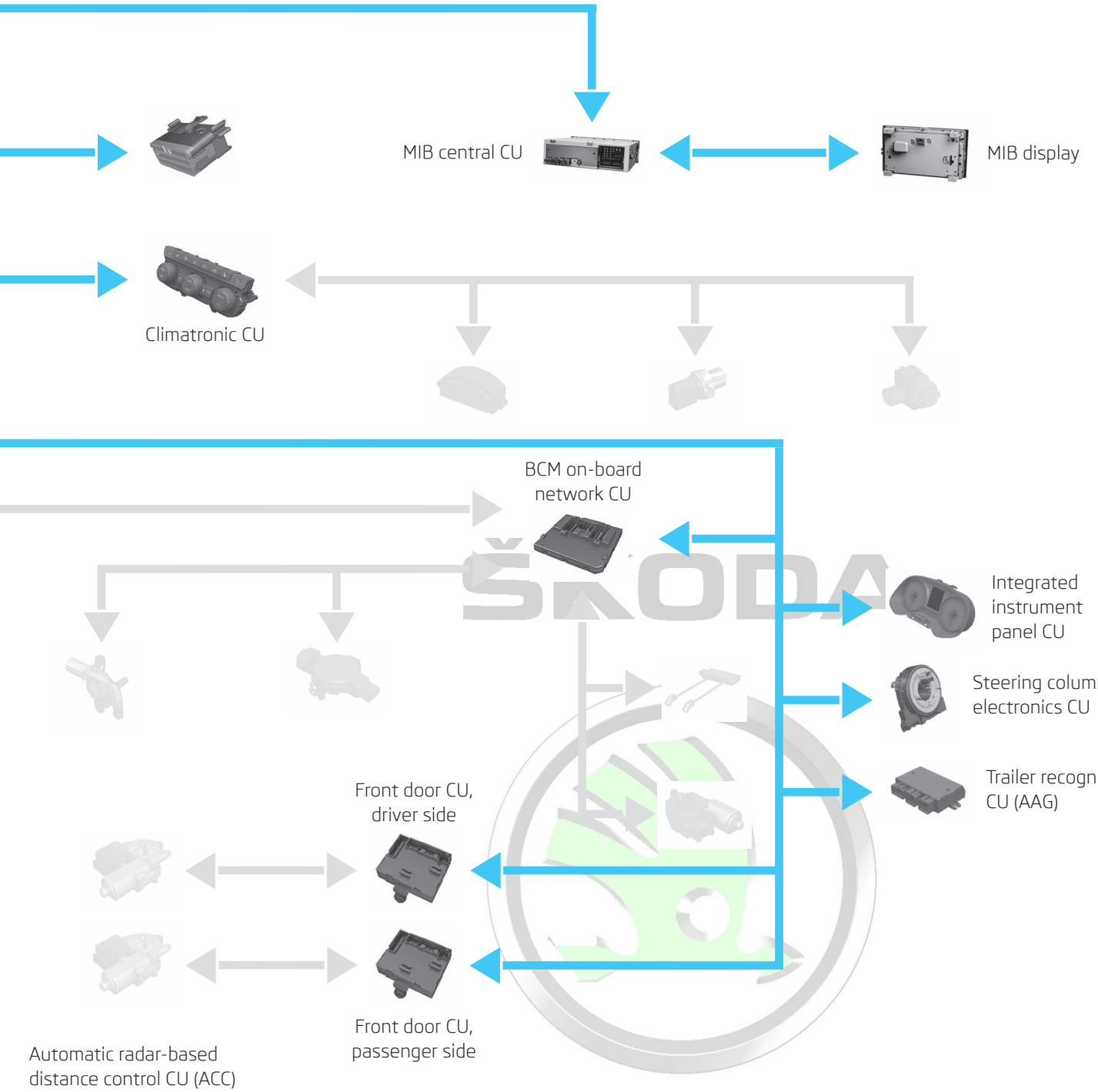


While the door system CU locks the front doors, the rear door central locks are directly controlled by the BCM on-board control unit.

6. CAN-Bus topology

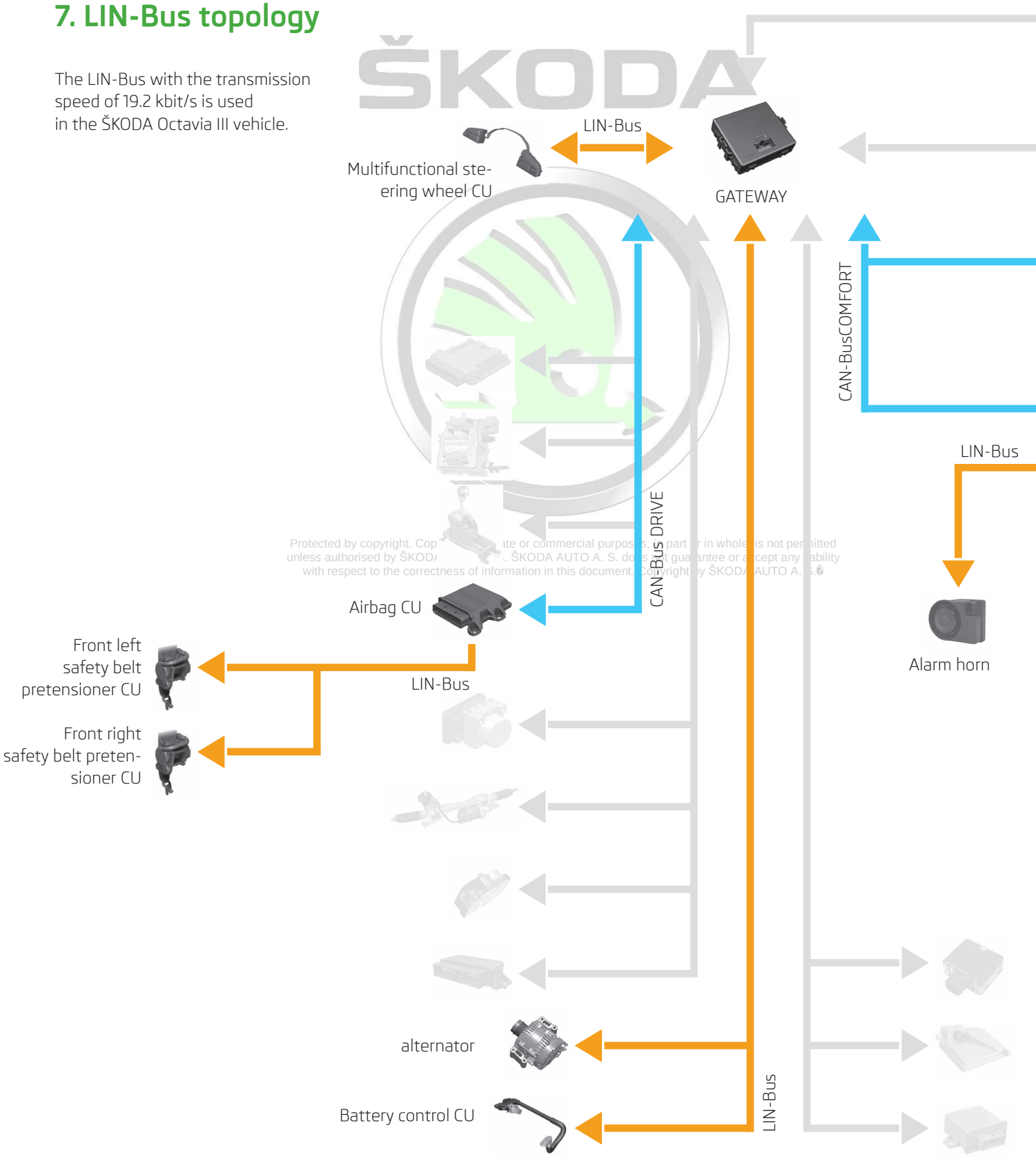
The ŠKODA Octavia III vehicle uses the CAN-Bus with the transmission rate of 500 Mbit/s.
The individual bus groups **CAN drive, CAN chassis, CAN extended, CAN Convenience, and CAN infotainment** are mutually interconnected through **GATEWAY.**

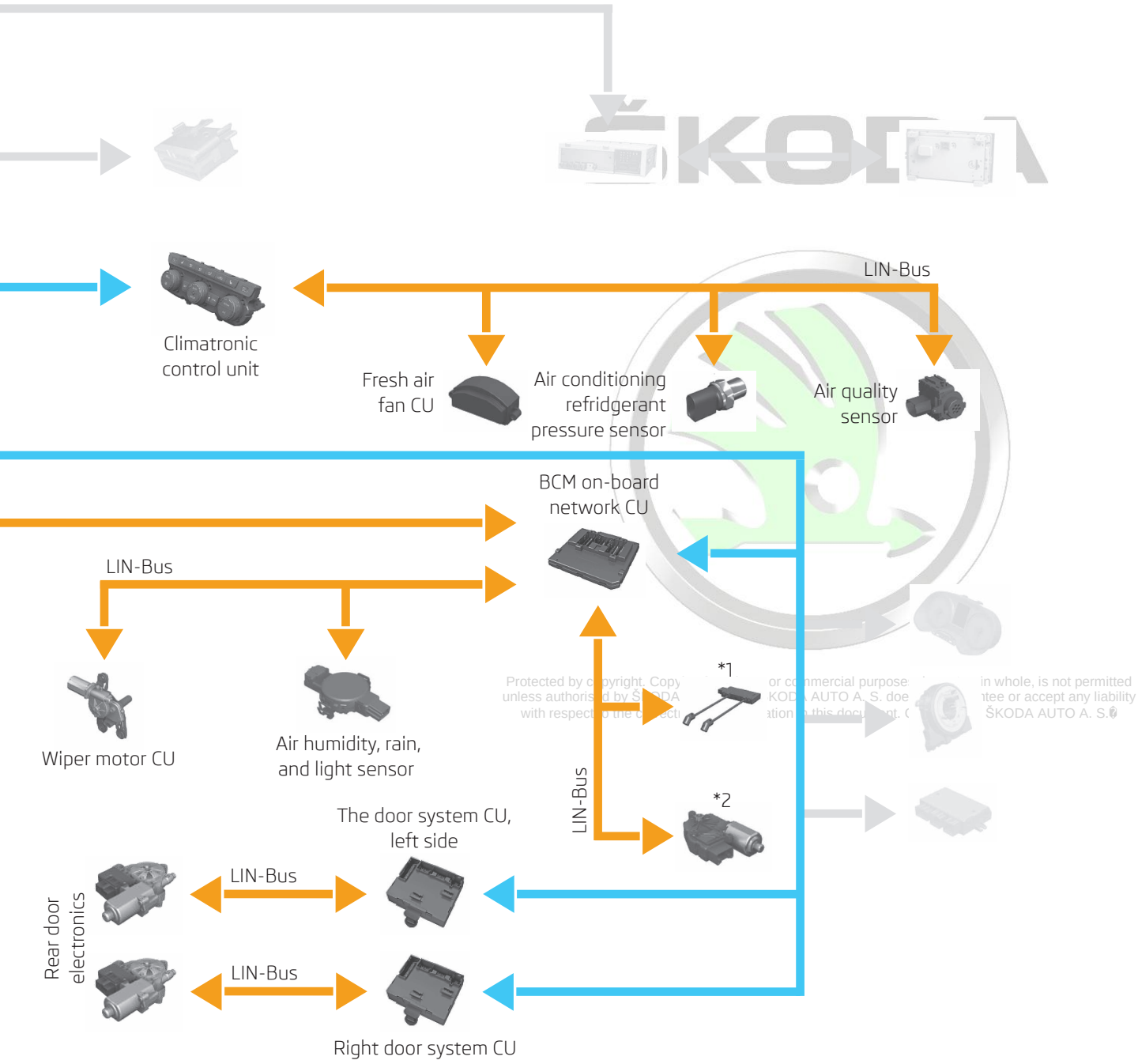




7. LIN-Bus topology

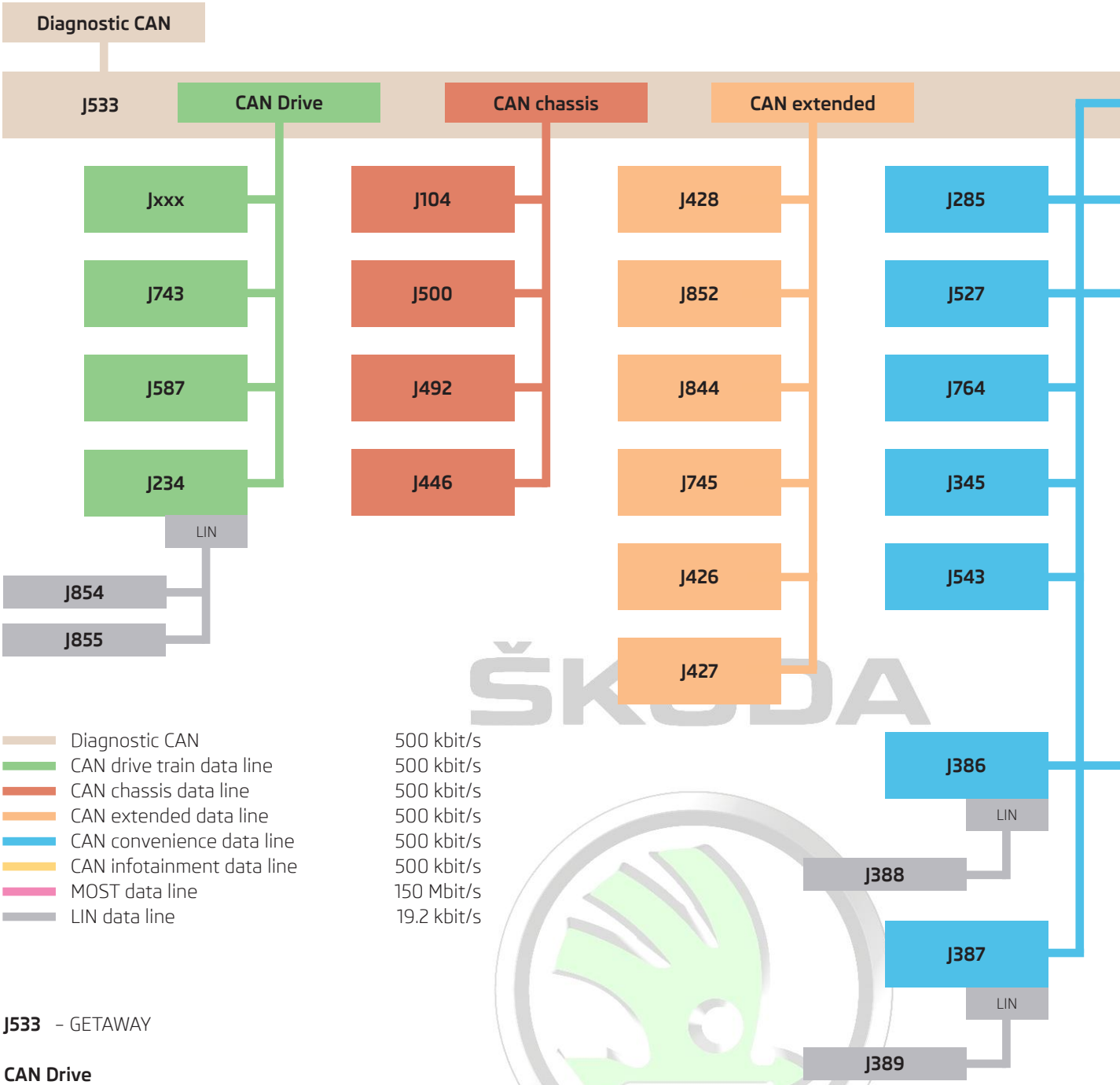
The LIN-Bus with the transmission speed of 19.2 kbit/s is used in the ŠKODA Octavia III vehicle.





*1 – The interior guard and inclination sensor CU
*2 – Panoramic roof CU

8. ŠKODA Octavia III – Data bus – Overall summary



J533 – GETAWAY

CAN Drive

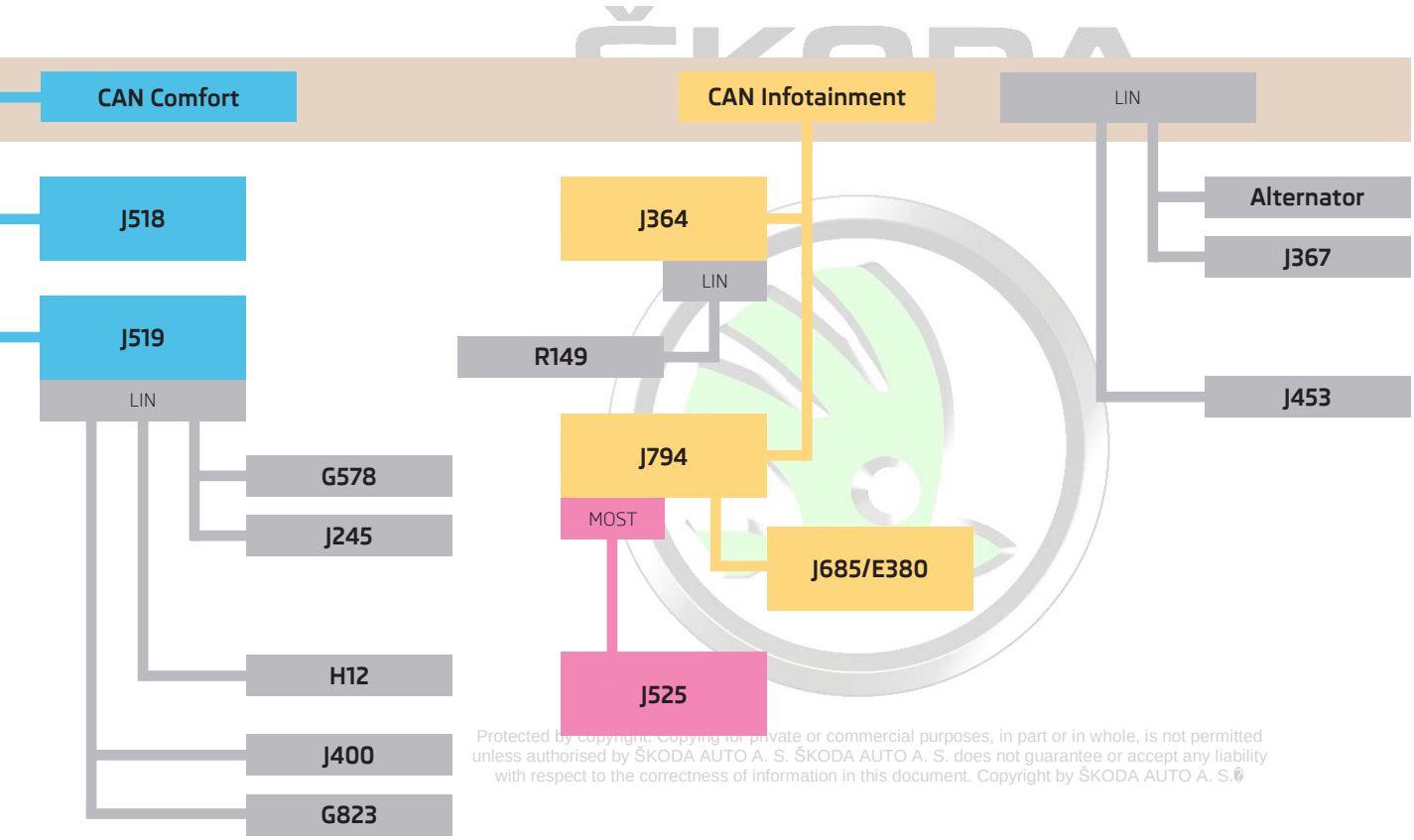
Jxxx – Engine CU
J743 – Automatic transmission CU
J587 – Automatic transmission control lever sensor CU
J234 – Airbag CU
J854 – Front left safety belt pretensioner CU
J855 – Front right safety belt pretensioner CU

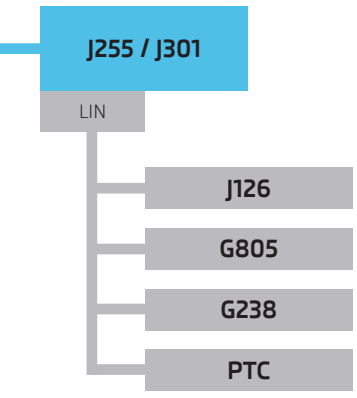
CAN chassis

J104 – ABS system CU
J500 – Power steering CU
J492 – Haldex System all-wheel drive CU
J446 – Parking systems CU (PLA + PDC)

CAN extended

J428 – Automatic radar-based distance control CU (ACC)
J852 – Multi-function camera CU (MFK)
J844 – High-beam assistant CU (FLA)
J745 – Adaptive front headlights CU (AFS)
J426 – Left bi xenon headlight CU
J427 – Right bi xenon headlight CU





CAN Comfort

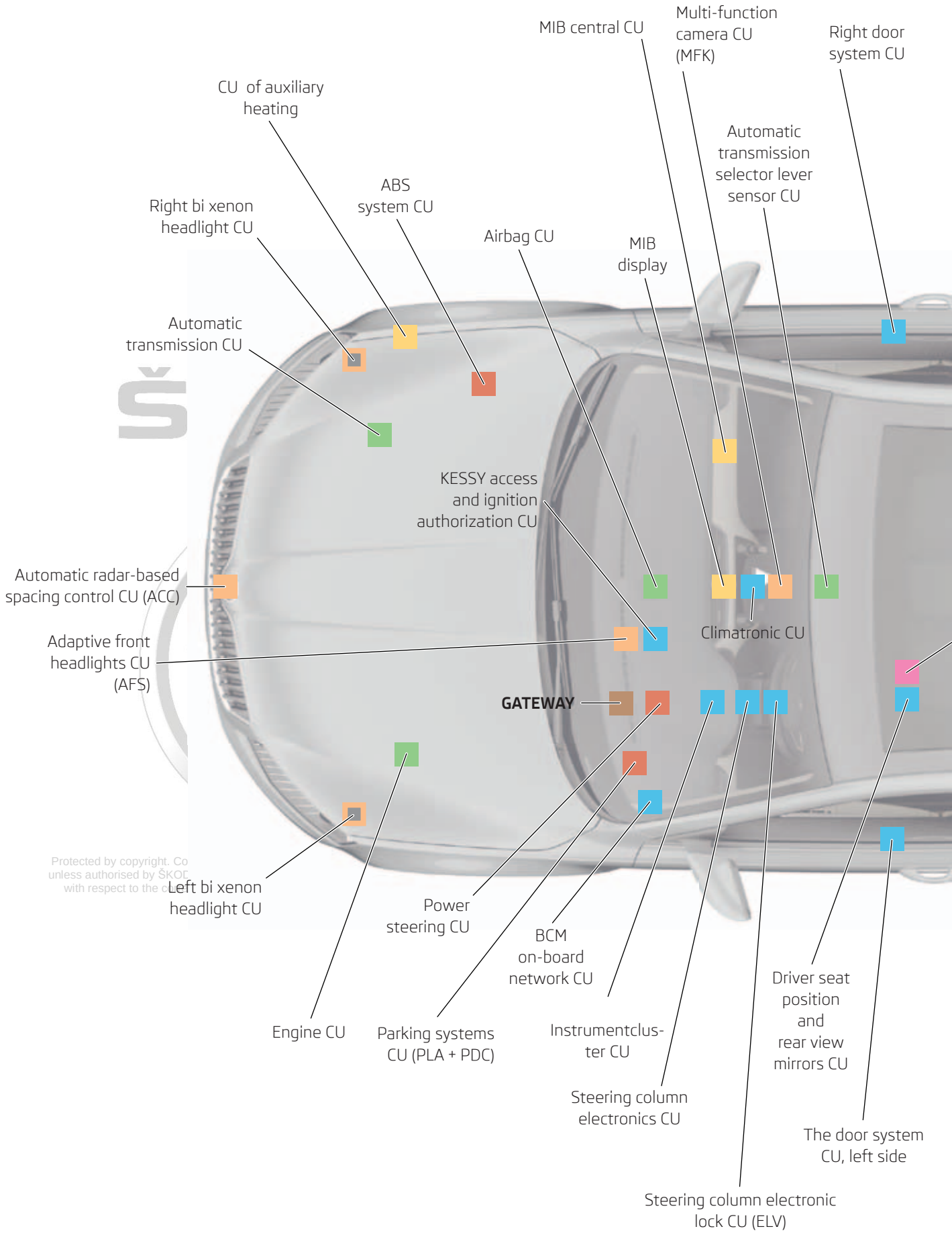
J285 – Instrument cluster CU
J527 – Steering column electronics CU
J764 – Steering column electronic lock CU (ELV)
J345 – Trailer recognition CU (AAG)
J543 – Driver seat position and rear view mirrors CU
J386 – Door system CU - Left side
J388 – Left rear door electronics
J387 – Door system CU - Right side
J389 – Right rear door electronics
J518 – KESSY access and ignition authorization CU
J519 – BCM on-board network CU
G578 – Inclination and interior guard sensor
J245 – Panoramic roof CU
H12 – Alarm horn
J400 – Wiper motor CU
G823 – Air humidity, rain, and light sensor
J255 – Climatronic CU (J301 - Climatic CU)
J126 – Fresh air fan CU
G805 – Air conditioning refrigerant pressure sensor
G238 – Air quality sensor
PTC – Independent heating (without DO)

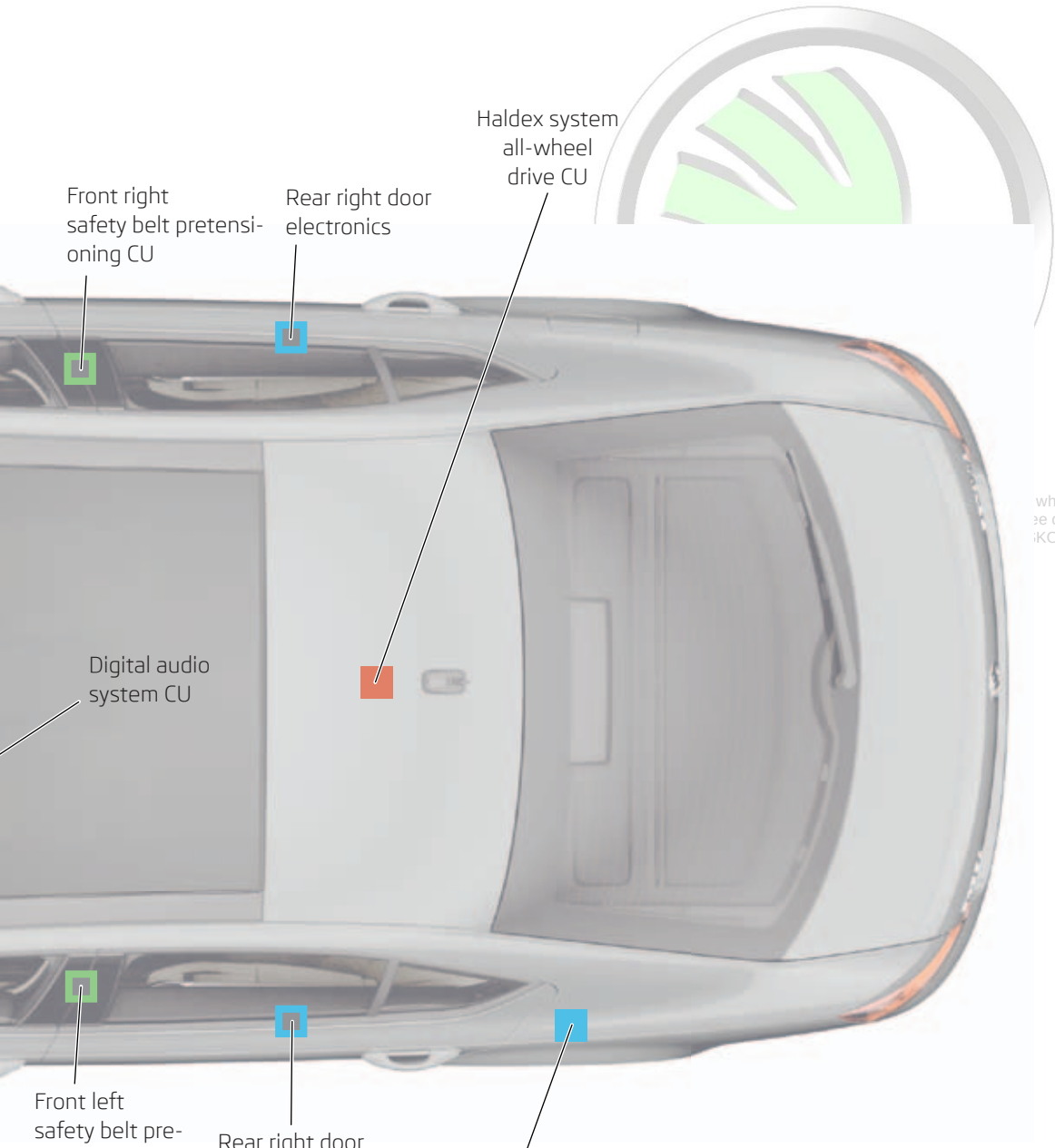
CAN Infotainment

J364 – CU of independent heating
R149 – Independent heating DO radio signal receiver
J794 – MIB central CU
J685 – MIB display (E380 - Multimedia system control unit)
J525 – Digital audio system CU

J367 – Battery control CU (BDM)
J453 – Multifunctional steering wheel CU

9. Control electronics locations – Overall summary





Control electronics connected to the CAN-Bus DRIVE

Control electronics connected to the CAN-Bus CHASSIS

Control electronics connected to the CAN-Bus EXTENDED

Control electronics connected to the CAN-Bus Convenience

Control electronics connected to the CAN-Bus INFOTAINMENT

Control electronics connected through the MOST data bus

Control electronics connected through the LIN data bus under a given CAN-Bus

10. Assistance systems summary

In the ŠKODA Octavia III vehicle, there are numerous assistance systems supporting the driver while driving and also various assistance systems enhancing comfort and safety based on infotainment. The individual assistance systems are described in the individual chapters of SSPs No. 96 – and 98 describing the individual vehicle parts or associated systems. Based on the list specified below, the assistance systems description can be easily retrieved and studied as a whole.

11. Contents of SSPs No. 96–98

ŠKODA Octavia III - Presentation of the vehicle Part I - Self-study programme No. 96

ŠKODA Octavia III - Presentation of the vehicle Part II - Self-study programme No. 97

ŠKODA Octavia III - Electronic systems Self-study programme No. 98

Comments

ŠKODA

Overview of Hitherto Issued Workshop Teaching Aids

No.	Name
1	Mono-Motronic
2	Central Locking
3	Car Alarm Equipment
4	Work with Wiring Diagrams
5	ŠKODA FELICIA
6	ŠKODA Car Safety
7	ABS - Basics - not issued
8	ABS - FELICIA
9	Starting Protection Device with Transponder
10	Air Conditioning in Car
11	FELICIA Air Conditioning
12	1.6 - MPI 1AV Engine
13	Four-Cylinder Compression Ignition Engine
14	Power Steering
15	ŠKODA OCTAVIA
16	1.9 l TDI Compression Ignition Engine
17	ŠKODA OCTAVIA Comfort Electronics System
18	ŠKODA OCTAVIA 02K, 02J Mech. Gearbox
19	1.6 l and 1.8 l Gasoline Engines
20	Automatic Gearbox - Basics
21	01M Automatic Gearbox
22	1.9 l/50 kW SDI, 1.9 l/81 kW TDI Compression Ignition Engines
23	1.8 l/110 kW and 1.8 l/92 kW Gasoline Engines
24	OCTAVIA, CAN-BUS Data Bus
25	OCTAVIA - CLIMATRONIC
26	OCTAVIA - Vehicle Safety
27	OCTAVIA - 1.4 l/44 kW Engine and 002 Gearbox
28	OCTAVIA - ESP - Basics, Design, Function
29	OCTAVIA 4 x 4 - All-Wheel Drive
30	2.0 l 85 kW and 88 kW Gasoline Engines
31	Radio Navigation System - Design and Function
32	ŠKODA FABIA - Technical Information
33	ŠKODA FABIA - Electrical Devices
34	ŠKODA FABIA - Electrohydraulic Power Steering
35	1.4 l - 16 V 55/74 kW Gasoline Engines
36	ŠKODA FABIA - 1.9 l TDI Pump-Nozzle
37	02T and 002 Mechanical Gearbox
38	ŠKODAOctavia; Model 2001
39	Euro-On-Board-Diagnose
40	001 Automatic Gearbox
41	02M Six-Speed Gearbox
42	ŠKODAFabia - ESP
43	Emissions in Exhaust Gases
44	Extended Service Intervals
45	1.2 l Three-Cylinder Spark-Ignition Engines
46	ŠkodaSuperb; Presentation of the Vehicle, Part I
47	ŠKODASuperb; Presentation of the Vehicle, Part II
48	ŠKODASuperb; V6 2.8 l/142 kW Spark-Ignition Engine
49	ŠKODASuperb; V6 2.5 l/114 kW TDI Compression Ignition Engine
50	ŠKODASuperb; 01V Automatic Gearbox
51	2.0 l/85 kW Spark-Ignition Engine with Balancing Shafts and 2-Stage Intake Pipe
52	ŠKODAFabia; 1.4 l TDI Engine with Pump-Nozzle Injection System
53	ŠKODAOctavia; Presentation of the Vehicle
54	ŠKODAOctavia; Electrical Components
55	FSI Spark-Ignition Engines; 2.0 l/110 kW and 1.6 l/85 kW
56	DSG-02E Automatic Gearbox
57	Compression Ignition Engine; 2.0 l/103 kW TDI with Pump-Nozzle Units, 2.0 l/100 kW TDI with Pump-Nozzle Units
58	ŠKODAOctavia, Chassis and Electromechanical Power Steering
59	ŠKODAOctavia RS, Engine 2.0 l/147 kW FSI Turbo
60	2.0 l/103 kW 2V TDI Compression Ignition Engine; Diesel Particulate Filter with Additive
61	Radio Navigation Systems in ŠKODA Cars
62	ŠKODARoomster; Presentation of the Vehicle, Part I
63	ŠKODARoomster; Presentation of the Vehicle, Part II
64	ŠKODAFabia II; Presentation of the Vehicle
65	ŠKODASuperb II; Presentation of the Vehicle, Part I
66	ŠKODASuperb II; Presentation of the Vehicle, Part II
67	Compression Ignition Engine; 2.0 l/125 kW TDI with Common Rail Injection System
68	1.4 l/92 kW TSI Spark-Ignition Engine, Turbo Charged
69	3.6 l/191 kW FSI Spark-Ignition Engine
70	All-Wheel Drive with Generation IV Haldex Clutch
71	ŠKODAYeti; Presentation of the Vehicle, Part I
72	ŠKODAYeti; Presentation of the Vehicle, Part II
73	LPG System in ŠKODA Cars
74	1.2 l/77 kW TSI Spark-Ignition Engine, Turbo Charged
75	7-Speed Automatically Controlled Gearbox with 0AM Double Clutch
76	Green-Line Cars
77	Geometry
78	Passive Safety
79	Independent Heating
80	Compression Ignition Engines 2.0 l; 1.6 l; 1.2 l with Common Rail Fuel Injection System
81	Bluetooth in ŠKODA Cars
82	Motor Vehicle Sensors - Drivetrain
83	1.4 l/132 kW TSI Spark-Ignition Engine, Double Supercharged (Compressor, Turboblower)
84	ŠKODAFabia II RS; Presentation of the Vehicle
85	KESSY System in ŠKODA Cars
86	START-STOP System in ŠKODA Cars
87	Immobilizers in ŠKODA Cars
88	Brake and Stabilization Systems
89	Sensors in ŠKODA Cars – Safety and Comfort
90	Customer Satisfaction Enhancement through CSS Study
91	ŠKODA Car Wiring Repairs
92	ŠKODA Citigo – Presentation of the Vehicle
93	Five-Speed 0CF Mechanical Gearbox and ASG Automated Five-Speed Gearbox
94	0AM and 02E Automatic Gearbox Diagnostics
95	ŠKODA Rapid – Presentation of the Vehicle
96	ŠKODA Octavia III – Presentation of the Vehicle – Part I
97	ŠKODA Octavia III – Presentation of the Vehicle – Part II
98	ŠKODA Octavia III – Electronic systems