Maintenance
Yeti 2010 ➤
Yeti 2011 ➤

Edition 10.2016

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Maintenance

Heading

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2. Inspections
3. Engines
4. Gearbox
5. Chassis
6. Electrical System
7. Body
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9. Miscellaneous

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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Contents

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1 General points

(SIGG000173; Edition 10.2016)

“Vehicle identification number”
⇒ “1.1 Vehicle identification number”, page 1

“Vehicle identification number” of vehicles in China
⇒ “2.12.3 Vehicle identification number - market area China (valid as of CW 36/2013)”, page 58

⇒ “1.2 Identification plate”, page 3

⇒ “1.3 Vehicle data sticker”, page 4

⇒ “1.4 Storage of ŠKODA new vehicles”, page 4

⇒ “1.5 Vehicle handover from stock”, page 4

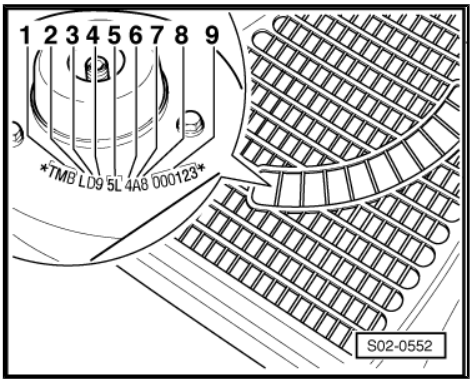
⇒ “1.6 Additional customer information regarding inspection and maintenance”, page 4

⇒ “1.7 Determine the age of the vehicle”, page 6

⇒ “1.8 Checking the vehicle log book”, page 6

1.1 Vehicle identification number

The vehicle identification number (“VIN”) is on the right suspension strut dome.



Caution

In vehicles driven in China, the vehicle identification number can be found at other points in the vehicle ⇒ “2.12.3 Vehicle identification number - market area China (valid as of CW 36/2013)”, page 58 .

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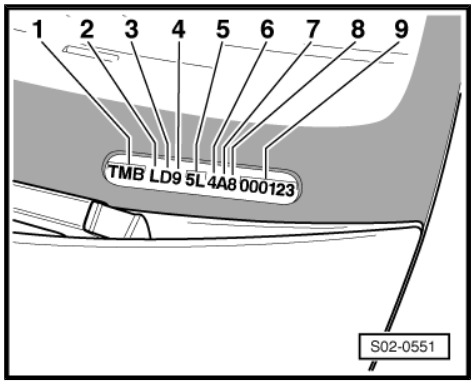
The vehicle identification number (“VIN”) can also be found at the bottom left of the front window corner.



1 - Manufacturer's world code

XW8 - Manufacturing plant in Russia

XWW - Manufacturing plant in Kazakhstan

TMB - Manufacturing plants in the Czech Republic and some manufacturing plants in Russia ⇒ page 3

2 - Model and version:

J - YETI, left-hand drive, 4x2

K - YETI, right-hand drive, 4x2

L - YETI, left-hand drive, 4x4

M - YETI, right-hand drive, 4x4

N - YETI, left-hand drive, 4x2, multi-purpose vehicle M1

P - YETI, right-hand drive, 4x2, multi-purpose vehicle M1

R - YETI, left-hand drive, 4x4, multi-purpose vehicle M1

S - YETI, right-hand drive, 4x4, multi-purpose vehicle M1

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

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

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

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

3 - Engine type:

A - 1.4l/110 kW/petrol engine

B - 1.8 ltr./112/118 kW/petrol engine

C - 2.0 ltr. TDI/81 kW/diesel engine

D - 2.0 ltr. TDI/103 kW/diesel engine

E - 2.0 ltr. TDI/125 kW/diesel engine

F - 1.2 ltr./77/81 kW/petrol engine

G - 1.6 ltr./81 kW/petrol engine

J - 1.4 ltr./90 kW/petrol engine

T - 1.6 ltr./77 kW/diesel engine

4 - Airbag System:

2 - 2 Front airbags

4 - 2 Front + 2 side airbags

5 - 2 front + 2 side + 1 knee airbag

6 - 2 front + 2 side + 2 head airbags

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

8 - 2 front + 4 side + 2 head airbags

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

C - total weight 1814 kg to 2268 kg

5 - Vehicle type:

5L - YETI - all countries (except AGCC states as of MY 2013)

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ND - YETI - only for AGCC states (Persian Gulf states) as of MY 2013

6 - Internal code

7 - Model year[1)]/for India year of manufacture

9 - 2009

A - 2010

B - 2011

C - 2012

D - 2013

E - 2014

F - 2015

G - 2016

H - 2017

8 - Manufacturing plant:

6 - Kvasiny

A - Aurangabad

B - Solomonovo

D - Ust-Kamenogorsk

H - Nižnij Novgorod, (XW8)

K - Kaluga Grabcevo

N - Nižnij Novgorod, (TMB)

U - vehicles manufactured in the Czech Republic for India

9 - Chassis number

Note

*The body manufactured as spare part is identified by the sign # before and after the vehicle identification number instead of the standard * sign before and after the vehicle identification number.*

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

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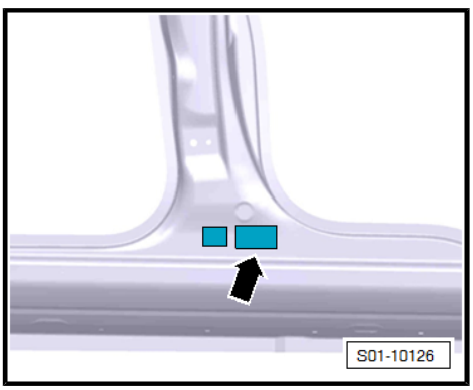
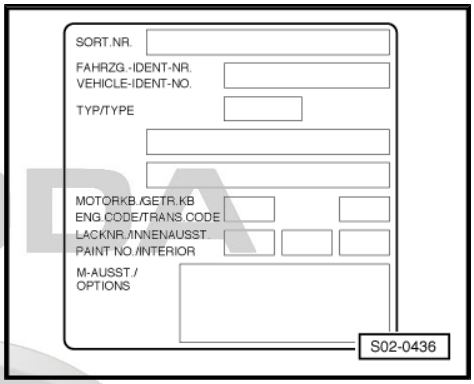
1.2 Identification plate

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



1.3 Vehicle data sticker

The vehicle data sticker is located on the luggage compartment floor ⇒ “7.9 Affix vehicle data sticker”, page 196 .



1.4 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 .

1.5 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.

1.6 Additional customer information regarding inspection and maintenance

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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.

♦ Frequent extended operation in idle (e.g. taxies).

♦ Operation with diesel fuel with increased sulphur content.

– If one or several of these “severe conditions” exists, please advise your customer whether it is necessary to have work carried out between the normal service intervals, such as:

♦ Changing the engine oil before the normal specified interval.

♦ Cleaning or replacing the air filter element in the air filter housing and/or of the dust and odour filter element.

General information:

– Inform your customer about this so that he has each inspection carried out at the right time and none are forgotten.

– Draw the attention of your customer to the sticker affixed to the side of the dash panel (including the service event next due) - valid for vehicles up to MY 2013 only.

– Insert a comment into the service schedule/in the DSP (Digital Service Schedule).

– An oil change service should be undertaken at the prescribed interval ⇒ “2.11 service intervals”, page 45 .

– Advise your customer that to maintain the vehicle in a safe and roadworthy condition and also to ensure that the warranty terms are complied with, it is essential to have the additional following operations carried out in addition to the annual inspections:

♦ Change the brake fluid (have this done if possible during an inspection service):

Vehicles up to MY 2010: Every 2 years.

Vehicles up to MY 2011: After 3 years, then every 2 years.

Service interval display

Up to MY 2012

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

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

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

As of MY 2013

WARNING

There is a new PR family “QI1, QI2, QI3, QI4 and QI6” as of model year 2013.

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

QI1 - Service display 5,000 km or 1 year (fixed)

QI2 - Service display 7,500 km or 1 year (fixed)

QI3 - Service display 10,000 km or 1 year (fixed)

QI4 - Service display 15,000 km or 1 year (fixed)

QI6 - Service display 30,000 km or 2 years (flexible)

WARNING

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

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

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

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Changing the code of the service intervals

Note

Conditions for recoding of service intervals
⇒ *"6.12 Changing the code of the service intervals", page 176* .

1.7 Determine the age of the vehicle

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

-Arrow 1- Production date.

-Arrow 2- Calendar week of manufacture.

1.8 Checking the vehicle log book

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The vehicle log book can be checked for completeness on the B2B portal (Czech Republic and importers):

Czech Republic - ⇒ Information / ŠKODA AUTO ČR / Customer service / service workshop technology / forms, manuals

Export (importers) - ⇒ Information / ŠKODA AUTO / After sales / Workshop support / Board Literature

Export (dealers) - The information can be obtained from the importer in the relevant country.

2 Inspections

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)	⇒ “7.2 Checking body paintwork and underbody protection for damage (before sale)”, page 188

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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. 7.2.9 (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) .

Compare as-delivered condition of vehicle with order form	Chapter
♦ Engine fitted	
♦ Type plate on the side of the vehicle	⇒ “1.2 Identification plate”, page 3
♦ Vehicle data sticker (compare with stamped identification number)	⇒ “1.3 Vehicle data sticker”, page 4
♦ Colour of paintwork, badges, inscriptions	
♦ Seats (cover, colour) interior trim (colour)	
♦ Radio, speakers, aerial	
♦ Central locking system, anti-theft alarm system	
♦ Wheels, tyres	
♦ Panoramic sun roof	
♦ Other equipment (all equipment fitted in proper condition)	
Inspections or work to be carried out and noted in the form	
Vehicle (exterior)	
– Check plastic and rubber parts for cleanliness and damage	
– Inspect bodywork and paintwork for damage	⇒ “7.2 Checking body paintwork and underbody protection for damage (before sale)”, page 188
– Check ignition key for cleanliness and completeness	
– Check operation of door handles, child safety locks, door contact switches and all locks and keys (including spare keys), doors, boot lid/tailgate, fuel filler cap, front flap lock	⇒ “7.6 Check door locks and child safety locks”, page 195
– Check the function of the anti-theft warning system	

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– Check the wheel bolts for the specified torque (steel and light alloy wheels 120 Nm), install wheel trim caps	⇒ “5.8 Tightening wheel bolts to specific torque”, page 151
– Check the tyre pressure (including spare wheel or emergency wheel), if necessary correct the tyre pressure, install valve caps	⇒ “5.9 Inspecting the tyre pressure (including spare wheel), if necessary correcting pressure”, page 152
– Change brake fluid - on vehicles in stock for more than 12 months	⇒ “5.3 Change brake fluid”, page 142
Engine compartment (from above)	
– Check battery no-load voltage, if necessary recharge	⇒ “6.3 Checking the battery”, page 164
– 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	⇒ “3.3 Visual inspection of engine and parts in the engine compartment for leaks and damage”, page 71 , ⇒ “5.2 Inspecting brake system for leaks and damage”, page 141
– Check the engine oil level (to be in-between the markings on the dipstick)	⇒ “3.5 Inspecting engine oil level”, page 72
– Check the brake fluid level (at “max” marking)	⇒ “5.4 Inspecting the brake fluid level”, page 148
– Inspecting coolant level	⇒ “3.8 Inspecting coolant level (volume) and antifreeze protection, replenishing coolant additive if necessary”, page 87
– 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	⇒ “7.4 Windscreen wash/wipe system: Check function”, page 188
Vehicle interior	
– Select language in the dash panel insert	⇒ “6.11 Select language in the dash panel insert”, page 175
– Check proper operation of key switch for airbag “ON/OFF” and position to “ON”	⇒ “7.11 Check proper operation of key switch for front passenger airbag deactivation”, page 197
– Switch off battery transport mode	⇒ “6.21 Switch off battery transport mode”, page 182
– Inspect all switches, all electrical components, all gauges/indicators and controls	⇒ “6.2 Electrical consumers: Check function”, page 164
– Inspect upholstery, interior trim, carpeting and footmats for cleanliness and damage	
– Set the temperature to 22 °C (Climatronic)	⇒ “6.20 Climatronic: Set temperature to 22 °C”, page 182
– Checking proper operation of infotainment radio/navigation	⇒ “6.7 Inspecting proper operation of radio and navigation system”, page 166
– Set clock	⇒ “6.8 Setting clock”, page 167
– Reset service interval display	⇒ “6.10 Resetting service interval display (SID)”, page 169
– Electric windows: Check positioning	⇒ “6.1 Electric windows: Check positioning”, page 163

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– Install net in luggage compartment (if available)	
– Inspect proper operation of seat belts and seat belt height adjustment, power windows and panoramic sun roof	
– Install the footmats and aerial supplied in the vehicle	
– Stick the sticker Škoda Assistance	⇒ “7.10 Stick the sticker Škoda Assistance”, page 197
– Check vehicle log book for completion, correct language - all in the vehicle log book pouch	⇒ “1.8 Checking the vehicle log book”, page 6
Underside of vehicle (on lift platform)	
– Inspect underbody (underbody protection for damage)	⇒ “7.2 Checking body paintwork and underbody protection for damage (before sale)”, page 188
– Check for leak-tightness and damage: Engine, gearbox, final drive, steering, braking system axles, boots of steering joints. Check proper routing of the brake hoses and brake lines, fuel lines including ventilation of the fuel system	⇒ “3.3 Visual inspection of engine and parts in the engine compartment for leaks and damage”, page 71
– Inspect tyres and wheels for damage	⇒ “5.6 Inspecting tyres (including spare wheel)”, page 149
Concluding operations	
– Perform a test drive.	⇒ “9.2 Road test”, page 214
– Query the event memory for all systems; clear if necessary	⇒ “6.9 Connect diagnostic unit”, page 168
– Remove protective seat covers and protective film	
– Complete Service Schedule, attach vehicle data sticker in the Service Schedule and on the luggage compartment floor next to the spare wheel. (Valid for vehicles from MY 2015 up to MY 2016) – Fill out the Owner's Manual, stick a part of the vehicle data sticker without a legend in the Owner's Manual and a part of the vehicle data sticker with the legend on the luggage compartment floor in the vehicle next to the spare wheel. (Valid for vehicles starting from MY 2017)	⇒ “7.9 Affix vehicle data sticker”, page 196
– Create an entry in the DSP (digital service schedule)	
– 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)	
– Check plastic and rubber parts for cleanliness and damage	
– Inspect bodywork and paintwork for damage	⇒ “7.2 Checking body paintwork and underbody protection for damage (before sale)”, page 188
– 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).	⇒ “7.6 Check door locks and child safety locks”, page 195
– Check the function of the anti-theft warning system	
– Tighten the wheel bolts to the specified torque, install wheel trim caps	⇒ “5.8 Tightening wheel bolts to specific torque”, page 151
– Check the tyre pressure (including spare wheel), if necessary correct the tyre pressure, fit valve caps	⇒ “5.9 Inspecting the tyre pressure (including spare wheel), if necessary correcting pressure”, page 152
– On vehicles in stock for more than 12 months: Change brake fluid	⇒ “5.3 Change brake fluid”, page 142
Engine compartment (from above)	
– Checking the battery	⇒ “6.3 Checking the battery”, page 164
– Care for the vehicle battery after transport (applies for some countries only)	⇒ “6.4 Attend to vehicle battery after transport”, page 165
– 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)	⇒ “3.5 Inspecting engine oil level”, page 72
– Check the brake fluid level (at “max” marking)	⇒ “5.4 Inspecting the brake fluid level”, page 148
– Coolant level; special equipment antifreeze down to -35 °C	⇒ “3.8 Inspecting coolant level (volume) and antifreeze protection, replenishing coolant additive if necessary”, page 87
– 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	⇒ “7.4 Windscreen wash/wipe system: Check function”, page 188
Vehicle interior	
– Switch off battery transport mode	⇒ “6.21 Switch off battery transport mode”, page 182
– ERA Glonass: Check that the emergency call system is ready (only for vehicles with PR number NZ3)	⇒ “6.24 ERA Glonass: Check that the emergency call system is ready”, page 184
– ERA Glonass: Run system test (only for vehicles with PR number NZ3)	⇒ “6.25 ERA Glonass: Run system test”, page 185
– Inspect upholstery, upholstery, carpeting, footmats and coverings for cleanliness and damage	

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Inspections or work to be carried out and noted in the form	Chapter
– Inspect all switches, all electrical components, all gauges/indicators and controls	⇒ “6.2 Electrical consumers: Check function”, page 164
– Check proper operation of key switch for airbag “ON/OFF” and position to “ON”	⇒ “7.11 Check proper operation of key switch for front passenger airbag deactivation”, page 197
– Set the temperature to 22 °C (Climatronic)	⇒ “6.20 Climatronic: Set temperature to 22 °C”, page 182
– Checking proper operation of infotainment radio/navigation	⇒ “6.7 Inspecting proper operation of radio and navigation system”, page 166
– Set clock	⇒ “6.8 Setting clock”, page 167
– Install net in luggage compartment (if available)	
– Reset service interval display	⇒ “6.10 Resetting service interval display (SID)”, page 169
– Select language in the dash panel insert	⇒ “6.11 Select language in the dash panel insert”, page 175
– Adjust the power window lifter	⇒ “6.1 Electric windows: Check positioning”, page 163
– Time-delayed locking mechanism after closure of tailgate - activate/deactivate (only valid for some countries)	⇒ “6.22 Time-delayed locking mechanism after closing the tailgate - activate/deactivate”, page 183
– Check vehicle log book for completion, correct language - all in the vehicle log book pouch	⇒ “1.8 Checking the vehicle log book”, page 6
Underside of vehicle (on lift platform)	
– Inspect underbody (underbody protection for damage)	⇒ “7.2 Checking body paintwork and underbody protection for damage (before sale)”, page 188
– Check for leak-tightness and damage: Engine, gearbox, final drive, steering, braking system axles, boots of steering joints. Check proper routing of the brake hoses and brake lines, fuel lines including ventilation of the fuel system	⇒ “3.3 Visual inspection of engine and parts in the engine compartment for leaks and damage”, page 71
– Inspect tyres and wheels for damage	⇒ “5.6 Inspecting tyres (including spare wheel)”, page 149
Concluding operations	
– Perform a test drive.	⇒ “9.2 Road test”, page 214
– Query the event memory for all systems	⇒ “6.9 Connect diagnostic unit”, page 168
– Complete Service Schedule, attach vehicle data sticker in the Service Schedule and on the luggage compartment floor next to the spare wheel. (Valid for vehicles from MY 2015 up to MY 2016) – Fill out the Owner's Manual, stick a part of the vehicle data sticker without a legend in the Owner's Manual and a part of the vehicle data sticker with the legend on the luggage compartment floor in the vehicle next to the spare wheel. (Valid for vehicles starting from MY 2017)	⇒ “7.9 Affix vehicle data sticker”, page 196
– Install the footmats and aerial supplied in the vehicle	

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Inspections or work to be carried out and noted in the form	Chapter
– Remove protective seat covers and protective film	
– Final inspection to ensure proper condition for handover to customer	

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2.4 Interval service - vehicles up to CW 21/2013

With each inspection:

- Check the use by date of the first aid kit.
- Ask the customer if he wishes the wiper blades to be replaced.
- 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		⇒ “6.9 Connect diagnostic unit”, page 168
– Reset service interval display		⇒ “6.10 Resetting service interval display (SID)”, page 169
– Horn: Checking		
– Lock cylinder: Check function		⇒ “7.7 Lock cylinder: Check function”, page 195
– Check proper operation of the panoramic sun roof, clean and grease		⇒ “7.5 Panoramic sun roof: Check proper operation, clean and grease runners, clean draft deflector as well”, page 192
– Engine oil:	Drain off or suction off Replace engine oil filter Fill in new oil	⇒ “3.6 Drain off engine oil and top up”, page 72
– Checking the battery		⇒ “6.3 Checking the battery”, page 164
– Inspect plenum chamber for dirt, clean if necessary		⇒ “7.3 Inspecting plenum chamber and water drain openings for dirt, cleaning if necessary”, page 188
– 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)		⇒ “3.16 Replacing the fuel filter (diesel engine)”, page 109
– Check brake fluid level, if necessary top up with brake fluid		⇒ “5.4 Inspecting the brake fluid level”, page 148
– Inspecting brake system for leaks and damage		⇒ “5.2 Inspecting brake system for leaks and damage”, page 141
– Check the brake lining thickness		⇒ “5.1 Inspecting thickness of front and rear brake pads/linings”, page 140
– Check the tyre pressure (including spare wheel), correct the tyre pressure if necessary		⇒ “5.9 Inspecting the tyre pressure (including spare wheel), if necessary correcting pressure”, page 152
– Inspect the tyre wear pattern (including spare wheel)		⇒ “5.6 Inspecting tyres (including spare wheel)”, page 149
– Inspect tyre tread depth (including spare wheel) and record (FL..., FR..., RR..., RL..., SP...)		⇒ “5.7 Inspecting tyre tread depth (including spare wheel) and entering”, page 150
– Check the "use by date" of the breakdown set (if present)		⇒ “5.11 breakdown set”, page 161
– Check the underbody protection and body paintwork		⇒ “7.1 Check underbody protection and body paintwork for damage (Inspection service)”, page 187

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At each service interval: Work involved	Chapter
– Inspect original trailer coupling device	⇒ “7.13 Inspect original trailer coupling device”, page 199
– Enter the next service date on the next service sticker and attach 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) - valid for vehicles up to MY 2013	
– Complete the Service plan	
– Complete and attach service mirror tag to the interior rear-view mirror	
– 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	⇒ “6.2 Electrical consumers: Check function”, page 164
– Inspect windscreen wiper and washer system and condition of wiper blades, adjust where necessary and top up with washer fluid	⇒ “7.4 Windscreen wash/wipe system: Check function”, page 188
– Visual inspection of engine and parts in the engine compartment for leaks and damage	⇒ “3.3 Visual inspection of engine and parts in the engine compartment for leaks and damage”, page 71
– Check the anti-freeze in the cooling system and record ..... °C, check for leaks, top up coolant if necessary	⇒ “3.8 Inspecting coolant level (volume) and antifreeze protection, replenishing coolant additive if necessary”, page 87
– poly V-belt - inspect condition and tension on engines without a tensioner pulley	⇒ “3.9 Poly V-belt: Check condition”, page 92
– Gearbox, final drive and joint boots: Visual inspection for leaks and damage	⇒ “3.3 Visual inspection of engine and parts in the engine compartment for leaks and damage”, page 71
– Inspect the axle joints and joint boots for leaks and damage	⇒ “5.5 Track rod heads: Check play, fastening and sealing sleeves”, page 149
– Inspect play, correct attachment and sealing boots on the track rod ends	⇒ “5.5 Track rod heads: Check play, fastening and sealing sleeves”, page 149
– Inspect exhaust system for leaks, damage and attachment	
– Check headlights, adjust if necessary	⇒ “6.13 Inspecting headlight beam setting and adjusting if necessary”, page 177
– Lubricate flap lock for front flap	⇒ “7.15 Front flap lock: Grease”, page 200
– Perform a test drive.	⇒ “9.2 Road test”, page 214

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Additional operations

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According to the time and kilometer schedule	Chapter
Every 2 years – Change brake fluid (vehicles up to MY 2010)	⇒ “5.3 Change brake fluid”, page 142
Every 2 years or 60,000 km – Replace dust and pollen filter for passenger compartment	⇒ “7.8 Replacing the dust filter element if necessary dust and odour filter element”, page 196
Every 3 years – Change the oil: Four-wheel drive clutch (vehicles with all-wheel drive) - vehicles from MY 2010	⇒ “4.1 Changing the oil in the four-wheel drive clutch”, page 128
After 3 years, then every 2 years – Change brake fluid (vehicles as of MY 2011)	⇒ “5.3 Change brake fluid”, page 142
Every 6 years – Replacing the own power supply of the alarm system	⇒ “6.19 Replacing the own power supply of the alarm system”, page 182
Every 60,000 km – Change the oil: Four-wheel drive clutch (vehicles with all-wheel drive) - vehicles up to MY 2009 – change oil, replace filter: 6-speed gearbox DSG	⇒ “4.1 Changing the oil in the four-wheel drive clutch”, page 128 ⇒ “4.2 6-speed gearbox DSG: Change the gearbox oil, replace the oil filter”, page 129
Every 60,000 km or 4 years – Replace spark plugs - 1.2 ltr./77 kW and 1.4 ltr./90 kW petrol engines	⇒ “3.14 Replace spark plugs”, page 99
Every 90,000 km – Replace the fuel filter (diesel engine with diesel fuel operation according to DIN EN 590)	⇒ “3.16 Replacing the fuel filter (diesel engine)”, page 109
Every 90,000 km or 6 years – Replace spark plugs - 1.8 ltr./112 kW, 1.8 ltr./118 kW petrol engines – Clean air filter housing and replace air filter element	⇒ “3.14 Replace spark plugs”, page 99 ⇒ “3.15 Replace air filter element”, page 105
Every 120,000 km – Replacing toothed belt for camshaft drive and tensioning pulley - in dust-rich countries 1st and 2nd generation Common Rail diesel engines ⇒ “2.9 Dust-rich countries”, page 42	⇒ “3.4 Replacing the timing belt or also the tensioning roller”, page 72
At 150,000 km, then every 30,000 km: – Check diesel particle filter - Common Rail diesel engines (1st generation) with diesel particle filter fitted in the series (CEGA, CBDB)	⇒ “3.17 Diesel particle filter”, page 112
At 180,000 km, then every 30,000 km: – Check diesel particle filter - Common Rail diesel engines (2nd generation) with diesel particle filter fitted in the series (CFHC, CFHA, CFHF, CFJA, CAYC)	⇒ “3.17 Diesel particle filter”, page 112

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According to the time and kilometer schedule	Chapter
Every 180,000 km – Replacing toothed belt for camshaft drive - Common Rail (1st generation) (CE-GA, CBDB) - not valid for vehicles driven in dust-rich countries ⇒ “2.9 Dust-rich countries”, page 42	⇒ “3.4 Replacing the timing belt or also the tensioning roller”, page 72
Every 210,000 km – Replacing toothed belt for camshaft drive and tensioning pulley - Common Rail diesel engines (2nd generation) (CFHC, CFHA, CFHF, CLCB, CFJA, CAYC) - not valid for vehicles driven in dust-rich countries ⇒ “2.9 Dust-rich countries”, page 42	⇒ “3.4 Replacing the timing belt or also the tensioning roller”, page 72
Every 360,000 km – Replacing tensioning pulley -Common Rail diesel engines (1st generation) (CE-GA, CBDB) - not valid for vehicles driven in dust-rich countries ⇒ “2.9 Dust-rich countries”, page 42	⇒ “3.4 Replacing the timing belt or also the tensioning roller”, page 72
Exhaust-emission analysis: Expiry date - see EEA tag on the vehicle identification plate (only valid for some countries)	

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2.5 Oil change service - vehicles up to CW 21/2013

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Vehicles with fixed and variable service intervals ⇒ “2.11 service intervals”, page 45 .

In countries with increased sulphur content in the diesel fuel the engine oil must be changed every 7,500 km ⇒ “2.8 Countries with high sulphur content in the diesel fuel”, page 42 .

For each oil change service:

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

Work involved		Chapter
– Engine oil:	Drain off or suction off Replace engine oil filter Fill in new oil	⇒ “3.6 Drain off engine oil and top up”, page 72
– Check the brake lining thickness		⇒ “5.1 Inspecting thickness of front and rear brake pads/ linings”, page 140
– Reset service interval display		⇒ “6.10 Resetting service interval display (SID)”, page 169
– Replace fuel filter - diesel engines for diesel operation with high sulphur content ⇒ “2.8 Countries with high sulphur content in the diesel fuel”, page 42		⇒ “3.16 Replacing the fuel filter (diesel engine)”, page 109
After each oil change		
– Complete the Service plan		
– Complete the next service date sticker (max. 1 year or 15,000 km (7,500 km for diesel operation with high sulphur content ⇒ “2.8 Countries with high sulphur content in the diesel fuel”, page 42)) and attach sticker to the side of the dash panel (driver's side) - valid for vehicles up to MY 2013		
– Complete and attach service mirror tag to the interior rear-view mirror		
– Hand customer the completed and signed form		

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2.6 Inspection - vehicles as of CW 22/2013

2.6.1 Inspection

With each inspection:

- Check the use by date of the first aid kit.
- Ask the customer if he wishes the wiper blades to be replaced.
- 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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Deadline for completion ⇒ “2.11 service intervals”, page 45

Work involved	Chapter
– Windscreen: Check for damage	
– Exterior lighting front and rear: Checking	⇒ “6.5 Exterior lighting front and rear: Checking”, page 165
– Horn: Checking	
– Windscreen wiper blades: Check for damage	
– Breakdown kit: Checking	⇒ “5.11 breakdown set”, page 161
– Battery: Checking	⇒ “6.3 Checking the battery”, page 164
– Engine oil level: Check (when no engine oil change takes place)	⇒ “3.5 Inspecting engine oil level”, page 72
– Brake fluid level: Checking	⇒ “5.4 Inspecting the brake fluid level”, page 148
– Brake system: Checking	⇒ “5.2 Inspecting brake system for leaks and damage”, page 141
– Check the brake lining thickness	⇒ “5.1 Inspecting thickness of front and rear brake pads/linings”, page 140
– Tyres: Checking	⇒ “5.6 Inspecting tyres (including spare wheel)”, page 149
– Wires from the ABS speed sensors: Check seating and for damage	
– Road test	⇒ “9.2 Road test”, page 214
– Reset service interval display for inspection	⇒ “6.10 Resetting service interval display (SID)”, page 169
– Insert a comment into the service schedule/in the DSP (Digital Service Schedule).	
– Complete “mirror tag” and attach to interior mirror (only for some countries)	
– Hand customer the completed and signed form	
– Give the customer the printed DSP record - vehicles with active DSP (Digital Service Schedule)	

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2.6.2 Extended scope of inspection

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Deadline for completion ⇒ “2.11 service intervals”, page 45

Work involved	Chapter
– Interior Lights: Checking	⇒ “6.6 Interior Lights: Checking”, page 165
– Check for corrosion	⇒ “7.14 Check for corrosion”, page 199
– Windscreen wash/wipe system: Checking	⇒ “7.4 Windscreen wash/wipe system: Check function”, page 188
– Inspect plenum chamber for dirt, clean if necessary	⇒ “7.3 Inspecting plenum chamber and water drain openings for dirt, cleaning if necessary”, page 188
– Front flap lock: Grease	⇒ “7.15 Front flap lock: Grease”, page 200
– Headlights: Check setting	⇒ “6.13 Inspecting headlight beam setting and adjusting if necessary”, page 177
– Poly V-belt: Check condition	⇒ “3.9 Poly V-belt: Check condition”, page 92
– Cooling system: Checking	⇒ “3.8 Inspecting coolant level (volume) and antifreeze protection, replenishing coolant additive if necessary”, page 87
– Engine compartment from above: Checking	⇒ “3.3 Visual inspection of engine and parts in the engine compartment for leaks and damage”, page 71
– Engine compartment from below: Checking	⇒ “3.3 Visual inspection of engine and parts in the engine compartment for leaks and damage”, page 71
– Front and rear axle: Checking	⇒ “5.12 Front and rear axle: Checking”, page 162
– Exhaust system: Checking	
– Underbody protection: Exhaust System	⇒ “7.1 Check underbody protection and body paintwork for damage (Inspection service)”, page 187

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2.6.3 Additional work up to MY 2016

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According to the time and kilometer schedule	Chapter
With each inspection	
– Reduction agent (AdBlue®): Replenish; only if requested by customer	⇒ “3.20 Reduction agent (AdBlue®): Filling up”, page 113
– Reduction agent (AdBlue®): Replace if less than 15,000 km were travelled within 4 years	⇒ “3.21 Reduction agent (AdBlue®): Top-up”, page 124
According to the service interval display ⇒ “2.11 service intervals”, page 45	
– Engine oil and filter: Change engine oil and replace filter	⇒ “3.6 Drain off engine oil and top up”, page 72
– Reset service interval display for oil change	⇒ “6.10 Resetting service interval display (SID)”, page 169
Every 2 years or 60 000 km	
– Dust and pollen filter for passenger compartment: Replace	⇒ “7.8 Replacing the dust filter element if necessary dust and odour filter element”, page 196
Every 3 years	
– Change oil in the four-wheel drive clutch (valid for four-wheel drive vehicles)	⇒ “4.1 Changing the oil in the four-wheel drive clutch”, page 128
After 3 years, then every 2 years	
– Change brake fluid	⇒ “5.3 Change brake fluid”, page 142
After 3 years or 60,000 km, then every 2 years/60,000 km	
– Sun roof: checking	⇒ “7.5 Panoramic sun roof: Check proper operation, clean and grease runners, clean draft deflector as well”, page 192
– Original trailer coupling device: checking	⇒ “7.13 Inspect original trailer coupling device”, page 199
Every 6 years	
– Replacing the own power supply of the alarm system	⇒ “6.19 Replacing the own power supply of the alarm system”, page 182
Every 30,000 km	
– Fuel filter: Replace (diesel engines with fuel operation that does not meet the DIN EN 590 standard)	⇒ “3.16 Replacing the fuel filter (diesel engine)”, page 109
Every 60,000 km	
– change oil, replace filter: 6-speed gearbox DSG	⇒ “4.2 6-speed gearbox DSG: Change the gearbox oil, replace the oil filter”, page 129
– Automatic gearbox 09G: Check ATF level and quality, top up or change ATF as applicable	⇒ “4.4 Automatic 6-speed gearbox 09G: Check ATF level and quality, top up or change ATF as applicable”, page 134
Every 60,000 km or 4 years	
– Replace spark plugs - 1.2 ltr TSI, 1.4 ltr TSI and 1.6 ltr MPI petrol engines	⇒ “3.14 Replace spark plugs”, page 99
Every 90,000 km	

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According to the time and kilometer schedule	Chapter
– Replace the fuel filter (diesel engine with diesel fuel operation according to DIN EN 590)	⇒ “3.16 Replacing the fuel filter (diesel engine)”, page 109
Every 90,000 km or 6 years – Replace spark plugs - 1.8 ltr./112 kW, 1.8 ltr./118 kW petrol engines – Clean air filter housing and replace air filter element	 ⇒ “3.14 Replace spark plugs”, page 99 ⇒ “3.15 Replace air filter element”, page 105
Every 90,000 km, then every 30,000 km – Inspect the toothed belt for the camshaft drive on 1.6 l MPI petrol engines	 ⇒ “3.11 Inspect toothed belt for camshaft drive and coolant pump drive for wear and condition”, page 94
Every 120,000 km – Replacing toothed belt for camshaft drive and tensioning pulley - Common Rail diesel engines operated in dust-rich countries ⇒ “2.9 Dust-rich countries”, page 42	 ⇒ “3.4 Replacing the timing belt or also the tensioning roller”, page 72
Every 180,000 km, then every 30,000 km – Check diesel particle filter - CBDB, CFHC, CFJA, CFHA, CEGA, CFHF, CAYC TDI Common Rail diesel engines with diesel particle filter fitted in the series	 ⇒ “3.17 Diesel particle filter”, page 112
Every 210,000 km – Replacing tensioning pulley - TDI Common Rail diesel engines - not valid for vehicles driven in dust-rich countries ⇒ “2.9 Dust-rich countries”, page 42	 ⇒ “3.4 Replacing the timing belt or also the tensioning roller”, page 72
Every 210,000 km, then every 30,000 km – Check diesel particle filter - CUUA, CUUB, DFSA, DFSB TDI Common Rail diesel engines with diesel particle filter fitted in the series	 ⇒ “3.17 Diesel particle filter”, page 112
Exhaust-emission analysis: Expiry date - see EEA tag on the vehicle identification plate (only valid for some countries)	
Every 240,000 km, then every 30,000 km – Inspect the toothed belt for the camshaft drive on 1.4L TSI petrol engines – Inspect the toothed belt for the coolant pump drive on 1.4L TSI petrol engines	 ⇒ “3.11 Inspect toothed belt for camshaft drive and coolant pump drive for wear and condition”, page 94 ⇒ “3.11 Inspect toothed belt for camshaft drive and coolant pump drive for wear and condition”, page 94

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2.6.4 Additional work as of MY 2017, market area A

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According to the time and kilometer schedule	Chapter
With each inspection – Reduction agent (AdBlue®): Replenish; only if requested by customer	⇒ “3.20 Reduction agent (AdBlue®): Filling up”, page 113
– Reduction agent (AdBlue®): Replace if less than 15,000 km were travelled within 4 years	⇒ “3.21 Reduction agent (AdBlue®): Top-up”, page 124
According to the service interval display ⇒ “2.11 service intervals”, page 45 – Engine oil and filter: Change engine oil and replace filter – Reset service interval display for oil change	 ⇒ “3.6 Drain off engine oil and top up”, page 72 ⇒ “6.10 Resetting service interval display (SID)”, page 169
Every 2 years or 60 000 km – Dust and pollen filter for passenger compartment: Replace	⇒ “7.8 Replacing the dust filter element if necessary dust and odour filter element”, page 196
Every 3 years – Change oil in the four-wheel drive clutch (valid for four-wheel drive vehicles)	⇒ “4.1 Changing the oil in the four-wheel drive clutch”, page 128
After 3 years, then every 2 years – Change brake fluid	⇒ “5.3 Change brake fluid”, page 142
After 3 years or 60,000 km, then every 2 years/60,000 km – Sun roof: checking – Original trailer coupling device: checking	 ⇒ “7.5 Panoramic sun roof: Check proper operation, clean and grease runners, clean draft deflector as well”, page 192 ⇒ “7.13 Inspect original trailer coupling device”, page 199
Every 5 years – Replacing battery for control unit for emergency call module and communication unit - J949-	⇒ “6.23 Replacing battery for control unit for emergency call module and communication unit J949 ”, page 183
Every 6 years – Replacing the own power supply of the alarm system	⇒ “6.19 Replacing the own power supply of the alarm system”, page 182
Every 30,000 km – Fuel filter: Replace (diesel engines with fuel operation that does not meet the DIN EN 590 standard)	⇒ “3.16 Replacing the fuel filter (diesel engine)”, page 109
Every 60,000 km – change oil, replace filter: 6-speed gearbox DSG	⇒ “4.2 6-speed gearbox DSG: Change the gearbox oil, replace the oil filter”, page 129

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According to the time and kilometer schedule	Chapter
– Automatic gearbox 09G: : Check ATF level and quality, top up or change ATF as applicable – Automatic gearbox 09G: Change ATF - tropical countries only ⇒ “4.4.4 Tropical countries”, page 138	⇒ “4.4 Automatic 6-speed gearbox 09G: Check ATF level and quality, top up or change ATF as applicable”, page 134
Every 60,000 km or 4 years – Replace spark plugs - 1.2 ltr TSI, 1.4 ltr TSI and 1.6 ltr MPI petrol engines	⇒ “3.14 Replace spark plugs”, page 99
Every 90,000 km – Replace the fuel filter (diesel engine with diesel fuel operation according to DIN EN 590)	⇒ “3.16 Replacing the fuel filter (diesel engine)”, page 109
Every 90,000 km or 6 years – Replace spark plugs - 1.8 ltr./112 kW, 1.8 ltr./118 kW petrol engines – Clean air filter housing and replace air filter element	⇒ “3.14 Replace spark plugs”, page 99 ⇒ “3.15 Replace air filter element”, page 105
Every 90,000 km, then every 30,000 km – Inspect the toothed belt for the camshaft drive on 1.6 l MPI petrol engines	⇒ “3.11 Inspect toothed belt for camshaft drive and coolant pump drive for wear and condition”, page 94
Every 120,000 km – Replacing the toothed belt for camshaft drive and tensioning pulley on common rail diesel engines - dust-rich countries ⇒ “2.9 Dust-rich countries”, page 42	⇒ “3.4 Replacing the timing belt or also the tensioning roller”, page 72
Every 180,000 km, then every 30,000 km – Check diesel particle filter - CBDB, CFHC, CFJA, CFHA, CEGA, CFHF, CAYC TDI Common Rail diesel engines with diesel particle filter fitted in the series	⇒ “3.17 Diesel particle filter”, page 112
Every 210,000 km Replacing the toothed belt for camshaft drive and tensioning pulley on common rail diesel engines - low-dust countries	⇒ “3.4 Replacing the timing belt or also the tensioning roller”, page 72
Every 210,000 km, then every 30,000 km – Check diesel particle filter - CUUA, CUUB, DFSA, DFSB TDI Common Rail diesel engines with diesel particle filter fitted in the series	⇒ “3.17 Diesel particle filter”, page 112
Exhaust-emission analysis: Expiry date - see EEA tag on the vehicle identification plate (only valid for some countries)	
Every 240,000 km, then every 30,000 km – Inspect the toothed belt for the camshaft drive on 1.4L TSI petrol engines	⇒ “3.11 Inspect toothed belt for camshaft drive and coolant pump drive for wear and condition”, page 94

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According to the time and kilometer schedule	Chapter
– Inspect the toothed belt for the coolant pump drive on 1.4L TSI petrol engines	⇒ “3.11 Inspect toothed belt for camshaft drive and coolant pump drive for wear and condition”, page 94

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2.6.5 Additional work as of MY 2017, market areas B and C

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Assignment of countries by market area ⇒ “2.10 Assignment of countries by market area”, page 43

According to the time and kilometer schedule	Chapter
With each inspection	
– Reduction agent (AdBlue®): Replenish; only if requested by customer	⇒ “3.20 Reduction agent (AdBlue®): Filling up”, page 113
– Reduction agent (AdBlue®): Replace if less than 15,000 km were travelled within 4 years	⇒ “3.21 Reduction agent (AdBlue®): Top-up”, page 124
According to the service interval display ⇒ “2.11 service intervals”, page 45	
– Engine oil and filter: Change engine oil and replace filter	⇒ “3.6 Drain off engine oil and top up”, page 72
– Reset service interval display for oil change	⇒ “6.10 Resetting service interval display (SID)”, page 169
Every 3 years	
– Changing the oil in the four-wheel drive clutch	⇒ “4.1 Changing the oil in the four-wheel drive clutch”, page 128
After 3 years, then every 2 years	
– Change brake fluid	⇒ “5.3 Change brake fluid”, page 142
Every 5 years	
– Replacing battery for control unit for emergency call module and communication unit - J949-	⇒ “6.23 Replacing battery for control unit for emergency call module and communication unit J949 ”, page 183
Every 6 years	
– Replacing the own power supply of the alarm system	⇒ “6.19 Replacing the own power supply of the alarm system”, page 182
Every 15,000 km or 1 year - market area B	
Every 15,000 km or 1 year - market area C	
– Dust and pollen filter for passenger compartment: Replace	⇒ “7.8 Replacing the dust filter element if necessary dust and odour filter element”, page 196
Every 30,000 km - market area B	
Every 20,000 km - market area C	
– Fuel filter, diesel engines: Replace	⇒ “3.16 Replacing the fuel filter (diesel engine)”, page 109
Every 30,000 km or 2 years - market area B	
Every 15,000 km or 1 year - market area C	
– Sun roof: Checking	⇒ “7.5 Panoramic sun roof: Check proper operation, clean and grease runners, clean draft deflector as well”, page 192
– Original trailer coupling device: checking	⇒ “7.13 Inspect original trailer coupling device”, page 199
Every 30,000 km or 2 years - market area B	
Every 20,000 km or 2 years - market area C	
– Replacing the spark plugs - petrol engines	⇒ “3.14 Replace spark plugs”, page 99

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According to the time and kilometer schedule	Chapter
– Replace air filter element and clean air filter housing	⇒ “3.15 Replace air filter element”, page 105
Every 60,000 km – change oil, replace filter: 6-speed gearbox DSG – Automatic gearbox 09G: : Check ATF level and quality, top up or change ATF as applicable – Automatic gearbox 09G: Change ATF - tropical countries only ⇒ “4.4.4 Tropical countries”, page 138	⇒ “4.2 6-speed gearbox DSG: Change the gearbox oil, replace the oil filter”, page 129 ⇒ “4.4 Automatic 6-speed gearbox 09G: Check ATF level and quality, top up or change ATF as applicable”, page 134
– Poly V-belt: Replace	⇒ “3.10 Replacing the V-ribbed belt”, page 93
Every 120,000 km – Replacing the toothed belt for camshaft drive and tensioning pulley on common rail diesel engines - dust-rich countries ⇒ “2.9 Dust-rich countries”, page 42 – Replace the toothed belt for camshaft drive - petrol engines with toothed belt – Replacing the toothed belt for the coolant pump drive on petrol engines	⇒ “3.4 Replacing the timing belt or also the tensioning roller”, page 72 ⇒ “3.4 Replacing the timing belt or also the tensioning roller”, page 72 ⇒ “3.12 Replacing toothed belt for coolant pump drive”, page 97
Every 210,000 km Replacing the toothed belt for camshaft drive and tensioning pulley on common rail diesel engines - low-dust countries	⇒ “3.4 Replacing the timing belt or also the tensioning roller”, page 72
At 210,000 km, then every 30,000 km: – Check diesel particle filter - common rail diesel engines with diesel particle filter installed as standard	⇒ “3.17 Diesel particle filter”, page 112
For every service event – Adding multiple-purpose additive for petrol engines - only applies to Russia, India and China	⇒ “3.18 Multiple-purpose additive for petrol engines”, page 113

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2.7 Oil change service - vehicles as of CW 22/2013

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Deadline for completing the service internal for engine oil change (including engine oil and oil filter) ⇒ “2.11 service intervals”, page 45

For each oil change service:

- Check the use by date of the first aid kit.
- Ask the customer if he wishes the wiper blades to be replaced.
- 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
– Reduction agent (AdBlue®): Replenish; only if requested by customer	⇒ “3.20 Reduction agent (AdBlue®): Filling up”, page 113
– Engine oil and filter: Change engine oil and replace filter	⇒ “3.6 Drain off engine oil and top up”, page 72
– Brake pads and brake discs: Checking	⇒ “5.1 Inspecting thickness of front and rear brake pads/linings”, page 140
– Reset service interval display for oil change	⇒ “6.10 Resetting service interval display (SID)”, page 169
After each oil change	
– Insert a comment into the service schedule/in the DSP (Digital Service Schedule).	
– Complete and attach service mirror tag to the interior rear-view mirror	
– Hand customer the completed and signed form	
– Give the customer the printed DSP record - vehicles with active DSP (Digital Service Schedule)	

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2.8 Countries with high sulphur content in the diesel fuel

Caution

Only valid for diesel engines:

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

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

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2.9 Dust-rich countries

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

Egypt	Honduras	Mauritius	Syria
Algeria	Hong Kong	Mongolia	Tajikistan
Armenia	India	Nepal (Indian subcontinent)	Thailand
Azerbaijan	Indonesia	Nigeria	Tunisia
Australia	Iraq	Oman	Turkey
Bahrain	Israel	Palestine	Turkmenistan
Barbados	Yemen	Panama	Ukraine
Belarus	Jordan	Paraguay	Uruguay
Burkina Faso (Upper Volta)	Cameroon	Peru	Uzbek
Chile	Kazakhstan	Ivory Coast	Venezuela
Costa Rica	Qatar	Reunion	
Djibouti	Kenya	Russian Federation	
Dominican Republic	Kirgizia	Greece	
Dubai	Colombia	Saudi Arabia	
Ecuador	Kuwait	Senegal	
El Salvador	Lebanon	Singapore	
Georgia	Libya	Sri Lanka	
Ghana	Mali	United Arab Emirates / Abu Dhabi	

Guatemala	Morocco	Sudan	

2.10 Assignment of countries by market area

Market area A	market area B	market area C
Albania	Abu Dhabi	Angola
Belgium	Afghanistan	Ethiopia
Bosnia and Herzegovina	Egypt	Bahamas
Bulgaria	Algeria	Benin
Denmark	Equatorial Guinea	Bermuda
Germany	Argentina	Botswana
Estonia	Armenia	Brazil
Finland	Azerbaijan	Burkina Faso
France	Australia	Burundi
Gibraltar	Bahrain	China
Greece	Bangladesh	Democratic Republic of Congo
Great Britain/Northern Ireland	Belize	Djibouti
Ireland	Bhutan	Ivory Coast
Iceland	Bolivia	Eritrea
Italy (San Marino, Vatican City)	Canary Islands	Gabon
Japan	Brunei	Gambia
Canada	Chile	Ghana
Croatia	Costa Rica	Guinea
Liechtenstein	Dominican Republic	Guinea-Bissau
Latvia	Dubai	Hong Kong
Lithuania	Ecuador	Jamaica
Luxembourg	El Salvador	Cameroon
Malta	Tahiti	Cape Verde
Macedonia	St. Martin (French territory)	Kenya
Monaco	French Guiana	Lesotho
Montenegro	Fiji	Liberia
New Zealand	Georgia	Libya
Netherlands	Guadeloupe	Madagascar
Norway	Guatemala	Malawi
Austria	Guyana	Mali
Poland	Haiti	Morocco
Portugal	Honduras	Martinique
Romania	India	Mauretania
Sweden	Indonesia	Mauritius
Switzerland	Iraq	Mayotte
Serbia	Iran	Mozambique
Slovak Republic	Israel	Namibia
Slovenia	Yemen	Niger
Spain (Andorra, Balearics, Canary Islands)	Jordan	Nigeria
South Korea	Cambodia	Pakistan
South Africa	Caribbean, left-hand drive	Palestine

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Market area A	market area B	market area C
Czech Republic	Kazakhstan	Republic of Congo
Hungary	Qatar	Rwanda
USA	Kirgizstan	Sankt Bartholomew
Cyprus	Colombia	Zambia
	Cuba	Senegal
	Kuwait	Seychelles
	Laos	Sierra Leone
	Lebanon	Zimbabwe
	Malaysia	Somalia
	Mexico	Sudan
	Moldova	Suriname
	Mongolia	Swaziland
	Myanmar	Tanzania
	Nepal	Togo
	New Caledonia	Trinidad and Tobago
	Nicaragua	Chad
	Dutch overseas territories Aruba, Curacao, Sint Maarten (Nether-lands).	Tunisia
	North Korea	Uganda
	Oman	Western Sahara
	Panama	Central African Republic
	Papua New Guinea	South Sudan
	Paraguay	
	Peru	
	Philippines	
	Puerto Rico	
	Reunion	
	Russia	
	Saudi Arabia	
	Singapore	
	Sri Lanka and Maldives	
	Syria	
	Tajikistan	
	Taiwan	
	Thailand	
	Turkey	
	Turkmenistan	
	Ukraine	
	Uruguay	
	Uzbek	
	Venezuela	
	United Arab Emirates (excluding Abu Dhabi and Dubai)	
	Vietnam	
	Belarus	

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Market area A	market area B	market area C

2.11 service intervals

⇒ “2.11.1 Service intervals up to MY 2016”, page 45

⇒ “2.11.2 Service intervals as of MY 2017, market area A”, page 47

⇒ “2.11.3 Service intervals as of MY 2017, market area B”, page 49

⇒ “2.11.4 Service intervals as of MY 2017, market area C”, page 51

2.11.1 Service intervals up to MY 2016

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Service intervals - events:	
Service event	**Deadline for completion**
Interval service (including engine oil change) up to CW 21/2013	According to display: Vehicles with fixed service intervals (QG0, QG2) - Every 30,000 km or 2 years, depending on what occurs first
	According to display: Vehicles with variable service intervals (QG1) - Flexible as of 15,000 km or 1 year up to max. 30,000 km or max. 2 years, depending on what occurs first
Additional inspection work for the interval service up to CW 21/2013	Every 60,000 km or 4 years
Inspection from CW 22/2013	According to the display- after 2 years or 30,000 km and then every 1 year/30,000 km
Extended scope of inspection - only in conjunction with inspection from CW 22/2013	First one after 3 years or 60,000 km, then every 2 years/60,000 km
Oil change service up to CW 21/2013	According to display: Vehicles with fixed service intervals (QG0, QG2) - Every 15,000 km or 1 year
Oil change service (fixed) - QI1 from CW 22/2013	As per the display (every 5,000 km or 1 year)
Oil change service (fixed) - QI2 from CW 22/2013	As per the display (every 7,500 km or 1 year)
Oil change service (fixed) - QI3 from CW 22/2013	As per the display (every 10,000 km or 1 year)
Oil change service (fixed) - QI4 from CW 22/2013	As per the display (every 15,000 km or 1 year)
Oil change service (flexible) - QI6 from CW 22/2013	As per the display (max. 30,000 km/2 years)

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2.11.2 Service intervals as of MY 2017, market area A

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Assignment of countries by market area ⇒ “2.10 Assignment of countries by market area”, page 43

Service intervals - events:	
Service event	**Deadline for completion**
Inspection	According to the display- after 2 years or 30,000 km and then every 1 year/30,000 km
Extended scope of inspection - only in conjunction with inspection	First one after 3 years or 60,000 km, then every 2 years/60,000 km
Oil change service (fixed) - QI4	As per the display (every 15,000 km or 1 year)
Oil change service (flexible) - QI6	As per the display (max. 30,000 km/2 years)

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2.11.3 Service intervals as of MY 2017, market area B

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Assignment of countries by market area ⇒ “2.10 Assignment of countries by market area”, page 43

Service intervals - events:	
Service event	**Deadline for completion**
Inspection	According to the indicator, every 15,000 km or 1 year
Extended scope of inspection - only in conjunction with inspection	Every 30,000 km or 2 years
Oil change service (fixed) - QI1	As per the display (every 5,000 km or 1 year)
Oil change service (fixed) - QI2	As per the display (every 7,500 km or 1 year)
Oil change service (fixed) - QI3	As per the display (every 10,000 km or 1 year)
Oil change service (fixed) - QI4	As per the display (every 15,000 km or 1 year)
Oil change service (flexible) - QI6	As per the display (max. 30,000 km/2 years)

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2.11.4 Service intervals as of MY 2017, market area C

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Assignment of countries by market area ⇒ “2.10 Assignment of countries by market area”, page 43

Service intervals - events:	
Service event	**Deadline for completion**
Inspection	According to the indicator, every 10,000 km or 1 year
Extended scope of inspection - only in conjunction with inspection	Every 20,000 km or 2 years
Oil change service (fixed) - QI1	As per the display (every 5,000 km or 1 year)
Oil change service (fixed) - QI2	As per the display (every 7,500 km or 1 year)
Oil change service (fixed) - QI3	As per the display (every 10,000 km or 1 year)
Oil change service (fixed) - QI4	As per the display (every 15,000 km or 1 year)

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2.12 Service tables with variations for the individual markets up to MY 2016

2.12.1 Market area - India

Note

The tables include only deviating intervals.

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service intervals		
Of-to	**Service event**	**Vehicles with QI4 (QG0, QG2)**
From service up to CW 31/2013	Interval service (incl. engine oil change)	Every 15,000 km or 1 year
	Additional work for the service interval	Every 30,000 km or 2 years

service intervals		
Of-to	**Service event**	**Vehicles with QI4**
From CW 32/2013	Inspection with engine oil change	Every 15,000 km or 1 year
	Extended scope of inspection	Every 30,000 km or 2 years

Work involved	Interval	Description of work involved
Air filter	Every 15,000 km or 1 year[2)]	⇒ “3.15 Replace air filter element”, page 105
Dust and pollen filter	Every 15,000 km or 1 year[2)]	⇒ “7.8 Replacing the dust filter element if necessary dust and odour filter element”, page 196
Fuel filter (diesel engine)	Every 15,000 km	⇒ “3.16 Replacing the fuel filter (diesel engine)”, page 109
Spark plug	Every 30,000 km or 2 years[2)]	⇒ “3.14 Replace spark plugs”, page 99
Add multiple-purpose additive for petrol engines	For every service event	⇒ “3.18 Multiple-purpose additive for petrol engines”, page 113

2) Depending on what occurs first.

VW-engine oil standards

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

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Note

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

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2.12.2 Market area - China

Note

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service intervals		
Of-to	**Service event**	**Interval**
Since operation	Oil change service	Every 10,000 km or 1 year[3)]
		One-time after 5,000 km
	Inspection with engine oil change	First time at 20,000 km or 2 years then every 10,000 km or 1 year[3)]
	Extended scope of inspection	First time at 30,000 km or 3 years then every 30,000 km or 2 years[3)]

3) Depending on what occurs first.

Work involved	**Interval**	**Description of work involved**
Air filter	Every 30,000 km or 2 years[4)]	⇒ “3.15 Replace air filter element”, page 105
Dust and pollen filter	Every 10,000 km or 1 year[4)]	⇒ “7.8 Replacing the dust filter element if necessary dust and odour filter element”, page 196
Spark plug	Every 20,000 km or 2 years[4)]	⇒ “3.14 Replace spark plugs”, page 99
Add multiple-purpose additive for petrol engines	For every service event	⇒ “3.18 Multiple-purpose additive for petrol engines”, page 113

4) Depending on what occurs first.

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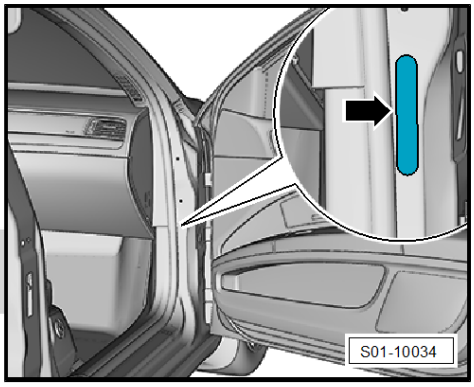
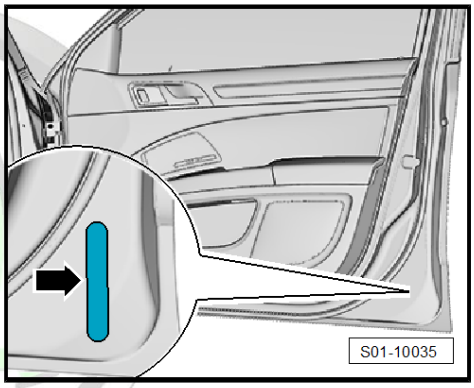
2.12.3 Vehicle identification number - market area China (valid as of CW 36/2013)

As well as the standard position of the vehicle identification number on the right suspension strut dome and in the front left window corner, the vehicle identification number can be found at the following points:

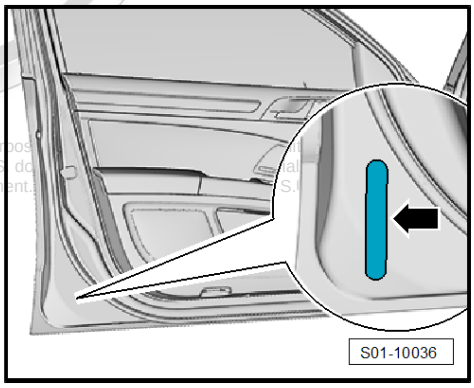
A pillar right -arrow-



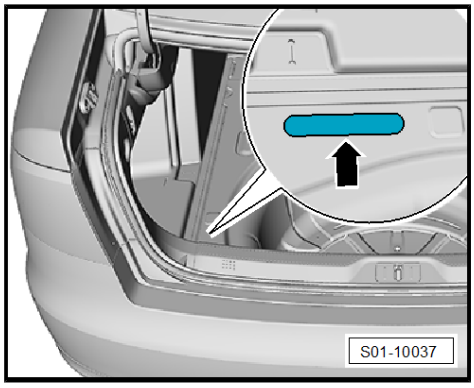
Front door right -arrow-



Front door left -arrow-



Luggage compartment -arrow-



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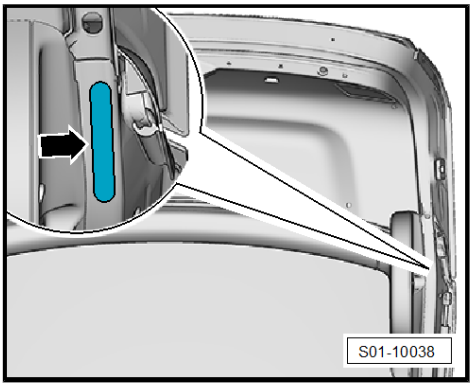
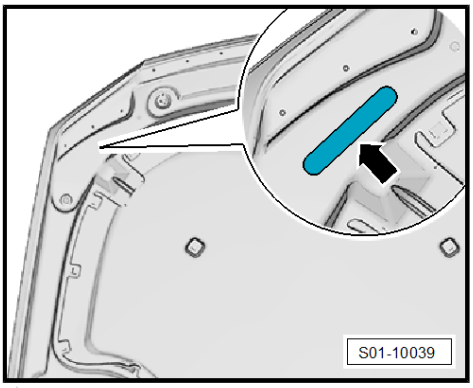
Tailgate -arrow-



Front flap -arrow-



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2.12.4 Market area - Russia

Note

The tables include only deviating intervals.

service intervals		
Of-to	**Service event**	**Interval**
From service up to CW 21/2013	Oil change service (fixed)	Every 15,000 km or 1 year[5)]
	Interval service (incl. engine oil change)	Every 30,000 km or 2 years[5)]
From CW 22/2013	Inspection with engine oil change	Every 15,000 km or 1 year[5)]
	Extended scope of inspection	Every 30,000 km or 2 years[5)]

5) Depending on what occurs first.

Work involved	Interval	Description of work involved
Dust and pollen filter	Every 15,000 km or 1 year[6)]	⇒ “7.8 Replacing the dust filter element if necessary dust and odour filter element”, page 196
Air filter	Every 30,000 km or 2 years[6)]	⇒ “3.15 Replace air filter element”, page 105
Spark plug	Every 60 000 km or 4 years[6)]	⇒ “3.14 Replace spark plugs”, page 99
Replace the fuel filter diesel engines	Every 30,000 km or 2 years[6)]	⇒ “3.16 Replacing the fuel filter (diesel engine)”, page 109
Replace the fuel filter petrol engines	Every 60 000 km or 4 years[6)]	⇒ “3.19 Replace fuel filter - petrol engines”, page 113
Check toothed belts for camshaft drive and toothed belts for coolant pump drive	Every 60,000 km or 4 years and then every 30,000 km/2 years[6)]	⇒ “3.11 Inspect toothed belt for camshaft drive and coolant pump drive for wear and condition”, page 94
Replace the toothed belt for camshaft drive, diesel engines and petrol engines	Every 120,000 km	⇒ “3.4 Replacing the timing belt or also the tensioning roller”, page 72
change oil, replace filter: 6-speed gearbox DSG	Every 60 000 km or 4 years[6)]	⇒ “4.2 6-speed gearbox DSG: Change the gearbox oil, replace the oil filter”, page 129
Add multiple-purpose additive for petrol engines	For every service event	⇒ “3.18 Multiple-purpose additive for petrol engines”, page 113

6) Depending on what occurs first.

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Engine oil specifications and VW engine oil standards

Fuel engines		Engine oil specifications	VW-engine oil standards
			Vehicles with QI4 (QG0)
1.8 ltr./112 kW TSI	CDAB	SAE 0W-30	VW 502 00/505 00
1.8 ltr./118 kW TSI	CDAA	SAE 0W-30	VW 502 00/505 00

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2.12.5 Market region - Australia

Note

- *Valid up to MY 2015.*
- *The tables include only deviating intervals.*

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Work involved	Interval	Description of work involved
Air filter: Replace	Every 45,000 km	⇒ “3.15 Replace air filter element”, page 105
Inspect the toothed belt for the camshaft drive on petrol engines	Every 90,000 km	⇒ “3.11 Inspect toothed belt for camshaft drive and coolant pump drive for wear and condition”, page 94
Replace the toothed belt for the camshaft drive, the guide pulley and the tensioning pulley on petrol engines	Every 105,000 km or 7 years[7)]	⇒ “3.4 Replacing the timing belt or also the tensioning roller”, page 72

7) Depending on what occurs first.

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3 Engines

3.1 Engine overview

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Fuel engines

Engine codes	CDAA	CDAB	CBZB	CAXA
Emission standard	EU-5/EU2	EU-4[8)]	EU-5	EU-5
Manufacturing (from...through)	05.09 ...	11.09 ...	09.09 ...	06.10 ...
Displacement in litres	1,8	1,8	1,2	1,4
Output (kW at rpm)	118/4500 - 6200	112/4300 - 6200	77/5000	90/5000
Max. torque (Nm at rpm)	250/1500 - 4500	250/1500 - 4500	175/1500 - 3000	200/1500 - 4000
Bore (∅ mm)	82,5	82,5	71	76,5
Stroke (mm)	84,1	84,2	75,6	75,6
Compression	9,6	9,6	10	10,0
Fuel RON (minimum)	95/91[9)]	95/91[9)]	95/91[9)]	95
Firing order	1-3-4-2	1-3-4-2	1-3-4-2	1-3-4-2
Turbocharging	X	X	X	X
Number of cylinders / valves per cylinder	4/4	4/4	4/4	4/4
Charge air cooler	X	X	X	X

8) Fulfils the requirements of the exhaust emission standard EU-5.

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

WARNING

In vehicles operated in Egypt, unleaded petrol 92 RON can be used instead of the specified unleaded petrol 95 RON.

Fuel engines

Engine codes	CWVA	CZCA	CZDA	CYVB
Emission standard	EU-5 EU-4	EU6	EU6	EU6
Manufacturing (from...through)	06.14 ...	05.15…	05.15…	05.15…
Displacement in litres	1,6	1,4	1,4	1,2
Output (kW at rpm)	81/5800	92/6000	110/6000	81/5600
Max. torque (Nm at rpm)	155/3800	200/4000	250/3500	175/4000

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Engine codes	CWVA	CZCA	CZDA	CYVB
Bore (∅ mm)	76,5	74,5	74,5	71
Stroke (mm)	86,9	80	80	75,6
Compression	10,5	10	10	10,5
Fuel RON (minimum)	95	95	95	95
Firing order	1-3-4-2	1-3-4-2	1-3-4-2	1-3-4-2
Turbocharging	-	X	X	X
Number of cylinders / valves per cylinder	4/4	4/4	4/4	4/4
Charge air cooler	-	X	X	X
Cylinder shut-off	-	-	X	X

Diesel engines

Engine codes	CBDB	CEGA	CFHC	CFHA
Emission standard	EU-5	EU-5	EU-5	EU-5
Manufacturing (from...through)	05.09 ...11.09	10.09 ...05.10	11.09 ...	11.09 ...
Displacement in litres	2,0	2,0	2,0	2,0
Output (kW at rpm)	103/4200	125/4200	103/4200	81/4200
Max. torque (Nm at rpm)	320/1750...2500	350/1750...2500	320/1750...2500	280/1500...2500
Bore (∅ mm)	81	81	81	81
Stroke (mm)	95,5	95,5	95,5	95,5
Compression	16,5	16,5	16,5	16,5
Firing order	1-3-4-2	1-3-4-2	1-3-4-2	1-3-4-2
Number of cylinders / valves per cylinder	4/4	4/4	4/4	4/4
Diesel particle filter[10)]	X	X	X	X

10) Fitted in the series, PR number 7MG, 7ML, 7MQ, or 7MJ

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Diesel engines

Engine codes	CLCB	CFHF	CFJA	CAYC
Emission standard	EU-4 / BS-4	EU-5	EU-5	EU-5

Engine codes	CLCB	CFHF	CFJA	CAYC
Manufacturing (from...through)	05.10 ...	05.10 ...	05.10 ...	11.10 ...
Displacement in litres	2,0	2,0	2,0	1,6
Output (kW at rpm)	103/4200	81/4200	125/4200	77/4400
Max. torque (Nm at rpm)	320/1750...2500	280/1500...2500	350/1750...2500	250/1500...2500
Bore (∅ mm)	81	81	81	79,5
Stroke (mm)	95,5	95,5	95,5	80,5
Compression	16,5	16,5	16,5	16,5
Firing order	1-3-4-2	1-3-4-2	1-3-4-2	1-3-4-2
Number of cylinders / valves per cylinder	4/4	4/4	4/4	4/4
Diesel particle filter[11)]	-	X	X	X

11) Fitted in the series, PR number 7MG, 7ML, 7MQ, or 7MJ

Diesel engines

Engine codes	CLCA	CUUA	CUUB	DFSA
Emission standard	EU-4 / BS-4	EU6	EU6	EU6
Manufacturing (from...through)	11.11 ...	05.15…	05.15…	11.15…
Displacement in litres	2,0	2,0	2,0	2,0
Output (kW at rpm)	81/4200	81/3500	110/3500	81/3500
Max. torque (Nm at rpm)	320/1500...2500	250/3000	340/3000	250/1750 … 3000
Bore (∅ mm)	81	81,0	81,0	81,0
Stroke (mm)	95,5	95,5	95,5	95,5
Compression	16,0	16,2	16,2	16,2
Firing order	1-3-4-2	1-3-4-2	1-3-4-2	1-3-4-2
Number of cylinders / valves per cylinder	4/4	4/4	4/4	4/4
SCR catalytic converter	-	X	X	X
Diesel particle filter[12)]	-	X	X	X

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12) Fitted in the series, PR number 7MM

Diesel engines

Engine codes	DFSB
Emission standard	EU6
Manufacturing (from...through)	11.15…
Displacement in litres	2,0
Output (kW at rpm)	110/3500
Max. torque (Nm at rpm)	340/1750 … 3000
Bore (∅ mm)	81,0
Stroke (mm)	95,5
Compression	16,2
Firing order	1-3-4-2
Number of cylinders / valves per cylinder	4/4
SCR catalytic converter	X
Diesel particle filter[13)]	X

13) Fitted in the series, PR number 7MM

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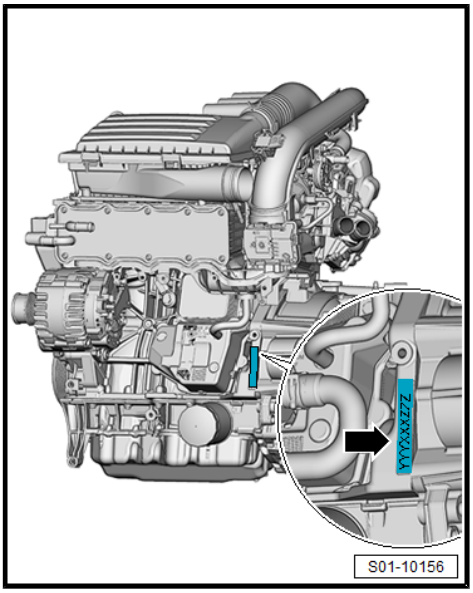
3.2 Engine fitted

Engine with identification characters CZCA, CZDA, CYVB. The engine identification characters are on the crankcase next to the gearbox -arrow-.



The engine identification characters and the engine number can also be found on the sticker -arrow- on the top toothed belt guard and on the vehicle data sticker.

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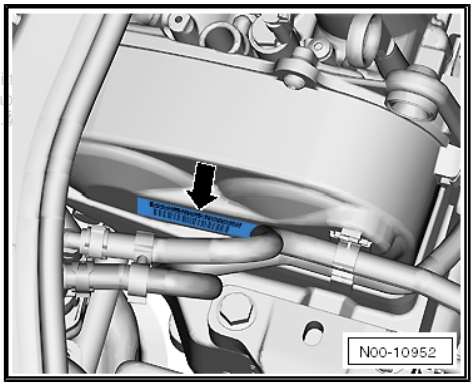
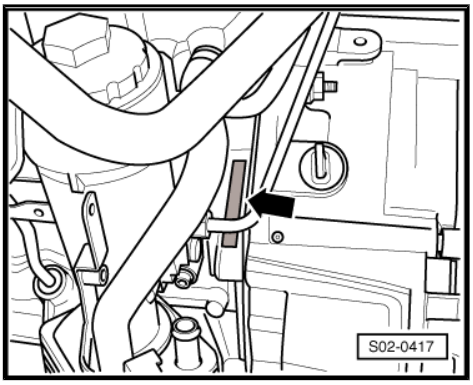
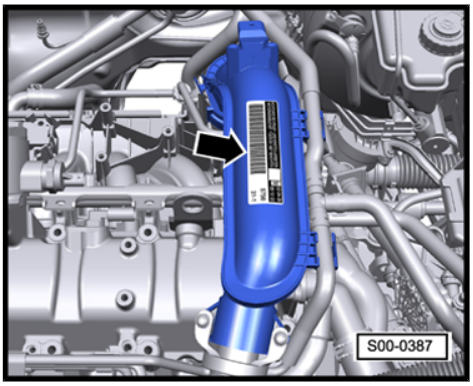


Engine with identification characters CDAA, CDAB, CBDB, CEGA and CAYC. The engine identification characters and serial number are located at the engine/gearbox joint.

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

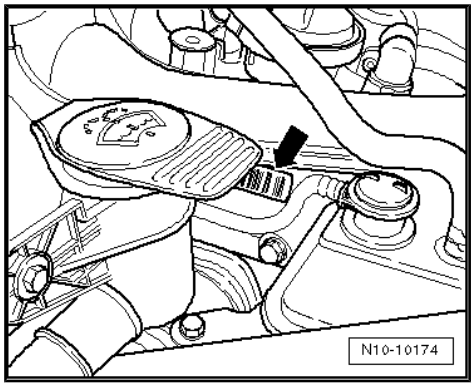


Engine with identification characters CBZB. The engine identification characters and serial number are located at the top of the intake manifold.

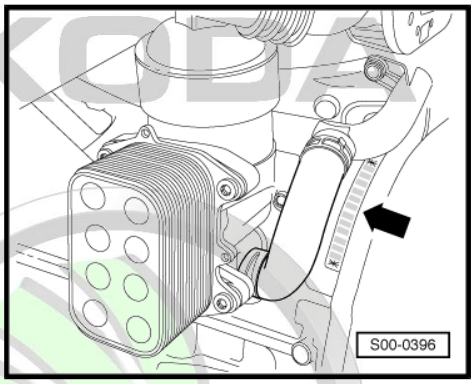


Engine with identification characters CAXA. The engine identification characters and the engine number can be found on the sticker -arrow- at the timing case.

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

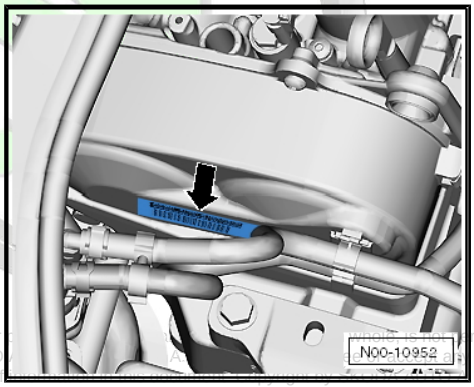


Engine with identification characters CFHA, CFHF, CFHC, CLCB, CFJA and CLCA. The engine identification characters and the engine number are located at the joint separating the engine/gearbox.



Engine with identification characters CWVA

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



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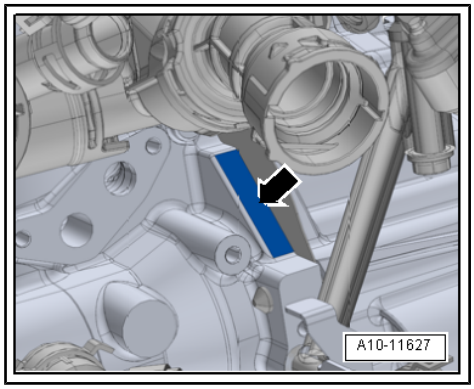
Engine with identification characters CUUA, CUUB, DFSA, DFSB. The engine code and engine number are located on the separating layer between the engine and the transmission.

In addition, a sticker with the “engine identification characters” and “serial number” is affixed to the top toothed belt guard.



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

Note

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

Engine compartment and components in the engine compartment from above:

– Inspect engine and parts in the engine compartment for leaks and damage.

– Inspect all lines, hoses and connections of the following systems and circuits for leaks, chafing points, porous and brittle joints:

- for fuel system,
- for cooling and heating system
- for oil system
- for air conditioning system
- for suction and air system
- for exhaust system
- for brake system
  ⇒ “5.2 Inspecting brake system for leaks and damage”, page 141

– Inspect gearbox or final drive for leaks (e.g. inspection and drain plug, shift linkage, drive shafts)
⇒ “4.3 Check final drive and joint boots for leaks and damage”, page 134 .

Engine compartment and components in the engine compartment from below:

– Remove the noise insulation.

– Inspect engine and parts in the engine compartment for leaks and damage.

– Inspect all lines, hoses and connections of the following systems and circuits for leaks, chafing points, porous and brittle joints:

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- for fuel system,
- for cooling and heating system
- for oil system
- for air conditioning system
- for suction and air system
- for exhaust system
- for brake system
  ⇒ “5.2 Inspecting brake system for leaks and damage”, page 141

– Inspect gearbox or final drive for leaks (e.g. inspection and drain plug, shift linkage, drive shafts)

⇒ “4.3 Check final drive and joint boots for leaks and damage”, page 134 .

3.4 Replacing the timing belt or also the tensioning roller

Removing and installing toothed belt ⇒ Relevant Engine; Rep. gr. 13 .

3.5 Inspecting engine oil level

Note

- *The oil level must not, under any circumstances, be above the area -a- - danger of damage to the catalytic converter.*
- *The vehicle must be standing on level ground when measuring the oil level. Wait a few minutes after switching off the engine to allow the oil to flow back into the oil pan.*
- *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.

The oil level in area -a-

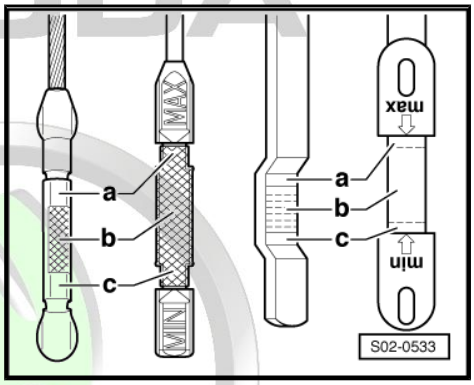
– The oil must not be topped up.

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-.



3.6 Drain off engine oil and top up

⇒ “3.6.1 Draining and topping up with engine oil, up to MY 2015”, page 72

⇒ “3.6.2 Vehicles with a petrol engine; draining and topping up with engine oil, starting from MY 2016”, page 74

⇒ “3.6.3 Vehicles with a diesel engine; draining and topping up with engine oil, starting from MY 2016”, page 77

⇒ “3.6.4 Oil level, Volkswagen engine oil standards”, page 78

⇒ “3.6.5 Overview of countries in which VW 508 00/509 00 must not be used”, page 81

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3.6.1 Draining and topping up with engine oil, up to MY 2015

Special tools and workshop equipment required

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

WARNING

For 1.6l engines, the procedure for draining oil and changing the oil filter as of MY 2016 applies ⇒ "3.6.2 Vehicles with a petrol engine; draining and topping up with engine oil, starting from MY 2016", page 74 .

- *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!*

Note

– Take off cap.

– Remove engine cover.

Vehicles with petrol engines with replacement oil filters

– Loosen oil filter and unscrew
⇒ "3.7.1 Replacing engine oil filter for petrol engines up to MY 2015", page 82 .

Vehicles with diesel engine

Note

When removing the screw cap for oil filter and subsequently removing the screw cap of the oil filter element, make sure no engine oil can drip onto the engine/vehicle.

– Undo 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
⇒ "3.7.3 Replacing engine oil filter for diesel engines up to MY 2015", page 83 .

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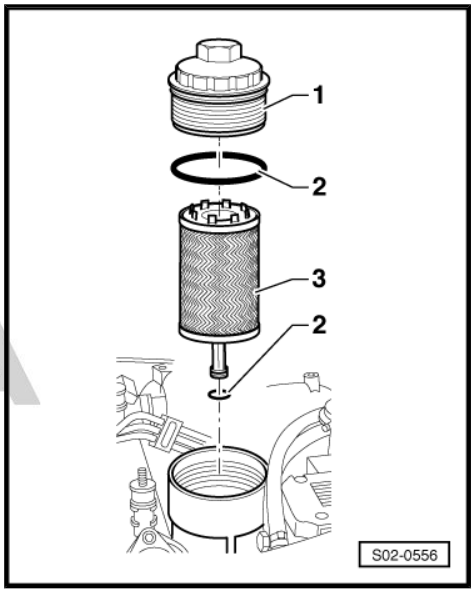
– Unscrew the screw cap for the oil filter -1-.
– Carefully remove oil filter element -3-.



For all vehicles

– Suction off engine oil with old oil collecting and suction equipment

or

– Remove the noise insulation.
– Screw out the oil drain plug and collect the flowing out oil in a suitable vessel.

Note

Always replace oil drain plug.

– Screw in drain plug using a new sealing ring and tighten to 30 Nm.
– Install new oil filter/oil filter element
⇒ “3.7 Replace engine oil filter”, page 82 .
– Pour in oil as stated in the specifications
⇒ “3.6.4 Oil level, Volkswagen engine oil standards”, page 78 .
– 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
⇒ “3.5 Inspecting engine oil level”, page 72 .
– Wait at least 3 minutes after topping up the oil again before inspecting the oil level again
⇒ “3.5 Inspecting engine oil level”, page 72 .
– Install the noise insulation.

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Note

The oil level must not be above the -max- marking to avoid damage to the catalytic converter
⇒ “3.5 Inspecting engine oil level”, page 72 .

3.6.2 Vehicles with a petrol engine; draining and topping up with engine oil, starting from MY 2016

WARNING

For 1.8l engines, the procedure for draining oil and changing the oil filter as of MY 2015 applies
⇒ “3.6.1 Draining and topping up with engine oil, up to MY 2015”, page 72 .

– Take off cap.
– Remove the noise insulation.

– Loosen oil filter and unscrew
⇒ “3.7.2 Replacing engine oil filter for petrol engines starting from MY 2016”, page 83 .

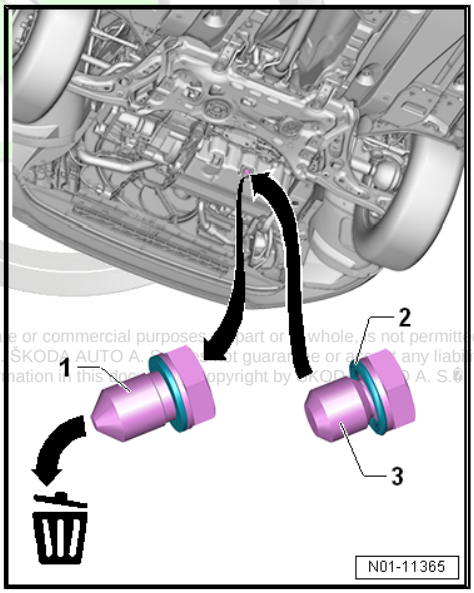
Drain engine oil at 1st. oil change ⇒ page 75

Draining engine oil after 2nd and any further oil change
⇒ page 75

Drain engine oil at 1st. oil change

– Unscrew and dispose of oil drain plug with captive gasket ring -1-.

– Allow the engine oil to drain, catch the oil in a suitable container.



Note

Observe the disposal instructions!

– Locate a new oil seal -2- on a new oil drain plug -3-.

– Screw in the oil drain plug hand-tight and then tighten to the required tightening torque.

– Screw in the new oil filter
⇒ “3.7.2 Replacing engine oil filter for petrol engines starting from MY 2016”, page 83 .

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Tightening torque	Nm
Oil drain plug	30

– Top up with engine oil, specification
⇒ “3.6.4 Oil level, Volkswagen engine oil standards”, page 78 .

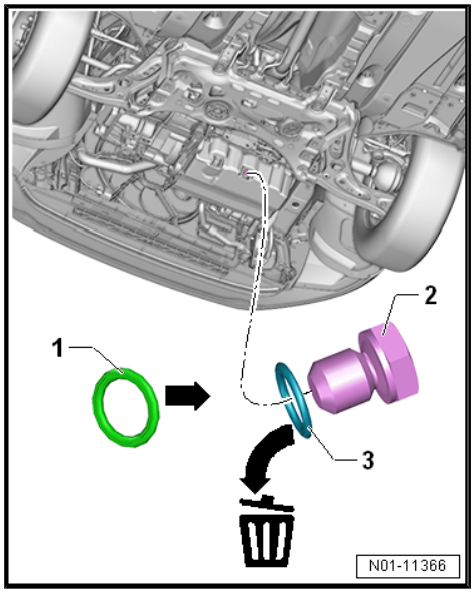
Draining engine oil after 2nd and any further oil change

– Unscrew oil drain plug -2- and dispose of sealing ring -3-.

Note

The oil drain plug is continued to be used after the 1st oil change.

– Allow the engine oil to drain, catch the oil in a suitable container.



Note

Observe the disposal instructions!

– Screw in the previous oil drain plug -2- with a new oil seal -1-, and tighten to the required tightening torque.

– Screw in the new oil filter
⇒ “3.7.2 Replacing engine oil filter for petrol engines starting from MY 2016”, page 83 .

Tightening torque	Nm
Oil drain plug	30

– Top up with engine oil, specification
⇒ “3.6.4 Oil level, Volkswagen engine oil standards”, page 78 .

– Reinsert the screw cap.

– Start engine and check for leaks.

DANGER!

Instructions for engines with exhaust gas turbocharger:

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

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

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

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

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

– Install the noise insulation.

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– Check the engine oil level again and top up with oil if necessary.

– Wait at least 3 minutes after topping up the oil again before inspecting the oil level again.

Note

The oil level must not be above the -A- mark (max) to avoid damage to the catalytic converter
⇒ *"3.5 Inspecting engine oil level", page 72* .

3.6.3 Vehicles with a diesel engine; draining and topping up with engine oil, starting from MY 2016

– Take off cap.

– Remove the noise insulation.

– Replace engine oil filter
⇒ "3.7.4 Replacing engine oil filter for diesel engines starting from MY 2016", page 85 .

– Screw out oil drain plug.

Note

- *Observe the disposal instructions!*
- *Always replace oil drain plug.*

– Allow the engine oil to drain, catch the oil in a suitable container.

– Screw in a new oil drain plug with oil seal hand-tight, and tighten to the required tightening torque.

Specified torque	Nm
Oil drain plug	30

– Install a new oil filter
⇒ "3.7.4 Replacing engine oil filter for diesel engines starting from MY 2016", page 85 .

– Pour in oil as stated in the specifications
⇒ "3.6.4 Oil level, Volkswagen engine oil standards", page 78 .

– Insert the screw cap.

– Start engine and check for leaks.

– Install the noise insulation.

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DANGER!

Instructions for engines with exhaust gas turbocharger:

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

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

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

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

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

– Check the engine oil level again and top up with oil if necessary.
– Wait at least 3 minutes after topping up the oil again before inspecting the oil level again.

Note

The oil level must not be above the -A- mark (max) to avoid damage to the catalytic converter
⇒ "3.5 Inspecting engine oil level", page 72 .

3.6.4 Oil level, Volkswagen engine oil standards

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Fuel engines		Approximative oil capacity with oil filter change	Max. oil capacity after engine repair[14)]	VW-engine oil standards	
				QI6 (QG1)	QI1, QI2, QI3, QI4 (QG2)
1.2 ltr./77 kW TSI	CBZB	until 05.2011: 3.6 l from 06.2011: 3.9 l	until 05.2011: 4.0 l from 06.2011: 4.3 l	VW 504 00	VW 502 00
1.2 l/81 kW TSI	CYVB	3.9 l	4.3 l	VW 508 00 VW 504 00 ⇒ page 81	VW 502 00
1.4 ltr./92 kW TSI	CZCA	3.9 l	4.3 l	VW 508 00 VW 504 00 ⇒ page 81	VW 502 00
1.4 ltr./110 kW TSI	CZDA	3.9 l	4.3 l	VW 508 00 VW 504 00 ⇒ page 81	VW 502 00
1.4 ltr./90 kW TSI	CAXA	3.6 ltr.	4.0 ltr.	VW 503 00 VW 504 00	VW 501 01 VW 502 00
1.6 l/81 kW MPI	CWVA	4.0 ltr.	4.3 l		VW 502 00
1.8 ltr./112 kW TSI	CDAB	4.6 ltr.	5.6 ltr.	VW 504 00	VW 502 00
1.8 ltr./118 kW TSI	CDAA	4.6 ltr.	5.6 ltr.	VW 504 00	VW 502 00

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

Note

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

Diesel engines		Approximative oil capacity with oil filter change	Max. oil capacity after engine repair[15)]	VW-engine oil standards	
				QI6 (QG1)	QI1, QI2, QI3, QI4 (QG2)
1.6 ltr./77 kW TDI CR	CAYC	4.3 l	5.2 l	VW 507 00	VW 507 00
2.0 ltr./81 kW TDI CR	CFHA CFHF	4.3 l	5.2 l	VW 507 00	VW 507 00
	CLCA[16)]			-	VW 505 01
2.0 ltr./103 kW TDI CR	CBDB	4.3 ltr.	5.5 ltr.	VW 507 00	VW 507 00
	CFHC		5.2 l		
	CLCB[16)]			-	VW 505 01
2.0 ltr./125 kW TDI CR	CEGA	4.3 ltr.	5.5 ltr.	VW 507 00	VW 507 00

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Diesel engines		Approximative oil capacity with oil filter change	Max. oil capacity after engine repair[15)]	VW-engine oil standards	
				QI6 (QG1)	QI1, QI2, QI3, QI4 (QG2)
	CFJA		5.2 ltr.		
2.0 l/81 kW TDI CR	CUUA	4.7 l	5.3 l	VW 507 00	VW 507 00
2.0 l/81 kW TDI CR	DFSA	4.7 l	5.0 l	VW 507 00	VW 507 00
2.0 l/110 kW TDI CR	CUUB	4.7 l	5.3 l	VW 507 00	VW 507 00
2.0 l/110 kW TDI CR	DFSB	4.7 l	5.0 l	VW 507 00	VW 507 00

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

16) Vehicles driven in India ⇒ page 54

Note

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

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WARNING

A new VW engine oil standard 508 00/509 00 is to be used from now in engines at Škoda. This will reduce fuel consumption and CO_2 emissions.

- *An engine oil under VW engine oil standard 508 00/509 00 must not be filled into older generations of engine. If the oil under VW engine oil standard 508 00/509 00 is used in motors for which it is not intended, the engine may be damaged.*
- *Engines factory-filled with oil under VW engine oil standard 508 00 must also be filled with oil under VW engine oil standard 504 00 in case of service. Using oil VW 504 00 instead of VW 508 00 may result in slightly worse exhaust gas values.*
- *On some markets, the oil under VW engine oil standard 508 00 must not be used – see the following table for these markets*
  ⇒ "3.6.5 Overview of countries in which VW 508 00/509 00 must not be used", page 81 .

3.6.5 Overview of countries in which VW 508 00/509 00 must not be used

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Note

- *Fuels with metal additives are used in the countries listed below.*
- *These fuels does not comply with standard EN288 or EN590.*

Abu Dhabi	Fiji	Morocco	South Africa
Afghanistan	Gabon	Mauretania	Sudan
Egypt	Gambia	Mauritius	South Sudan
Algeria	Georgia	Mexico	Suriname
Angola	Ghana	Mongolia	Swaziland
Equatorial Guinea	Guatemala	Mozambique	Syria
Argentina	Guinea	Myanmar	Tajikistan
Armenia	Guinea-Bissau	Namibia	Taiwan
Azerbaijan	Guyana	Nepal	Tanzania
Ethiopia	Haiti	New Caledonia	Thailand
Australia	Honduras	New Zealand	Togo
Bahamas	India	Nicaragua	Trinidad and Tobago
Bahrain	Indonesia	Dutch overseas territories Aruba, Curacao, Sint Maarten (Netherlands).	Chad
Bangladesh	Iraq	Niger	Tunisia
Belize	Iraq	Nigeria	Turkey
Benin	Jamaica	North Korea	Turkmenistan
Bermuda	Yemen	Oman	Uganda
Bhutan	Jordan	Pakistan	Ukraine
Bolivia	Cambodia	Panama	Uruguay
Botswana	Cameroon	Papua New Guinea	Uzbek
Brunei	Caribbean, left-hand drive	Paraguay	Venezuela

Burkina Faso	Kazakhstan	Peru	United Arab Emirates
Burundi	Kenya	Philippines	Vietnam
Canary Islands	Kirgizstan	Qatar	Belarus
Chile	Colombia	Republic of Congo	Western Sahara
China	Cuba	Rwanda	Central African Republic
Costa Rica	Kuwait	Russia	Zimbabwe
Democratic Republic of Congo	Laos	Zambia	
Djibouti	Lesotho	Saudi Arabia	
Dominican Republic	Lebanon	Senegal	
Dubai	Liberia	Seychelles	
Ecuador	Libya	Sierra Leone	
El Salvador	Madagascar	Singapore	
Ivory Coast	Malawi	Somalia	
Eritrea	Mali	Sri Lanka and Maldives	

3.7 Replace engine oil filter

⇒ “3.7.1 Replacing engine oil filter for petrol engines up to MY 2015”, page 82

⇒ “3.7.2 Replacing engine oil filter for petrol engines starting from MY 2016”, page 83

⇒ “3.7.3 Replacing engine oil filter for diesel engines up to MY 2015”, page 83

⇒ “3.7.4 Replacing engine oil filter for diesel engines starting from MY 2016”, page 85

3.7.1 Replacing engine oil filter for petrol engines up to MY 2015

Vehicles with replacement oil filter

Special tools and workshop equipment required

- ♦ Oil filter tool

– Remove top engine cover ⇒ Corresponding engine; Rep. gr. 10 .

– Loosen oil filter and remove.

Note

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Observe the disposal instructions!

– Clean sealing surface at engine.

– Oil rubber seal slightly.

– Screw in and tighten new oil filter.

Tightening torque of the filter:

1.8 ltr./112, 1.8 l/118 kW engine: 22 Nm

engine 1.2 l/77 kW, 1.4 l/90 kW: 20 Nm

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

– Install the noise insulation.

3.7.2 Replacing engine oil filter for petrol engines starting from MY 2016

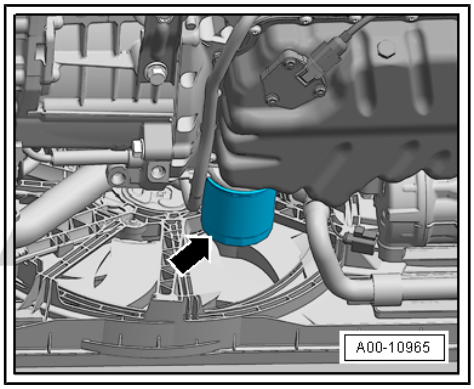
Special tools and workshop equipment required

- ♦ Old oil collecting and suction equipment e.g. - VAS 6622-
- ♦ Oil filter wrench e.g. 3417 , or wrench 32 or 36
- • Noise insulation removed

Remove replacement oil filter

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

– Unscrew oil filter.



Install new replacement oil filter

– Clean sealing surface at engine.

– Lightly moisten the rubber seal of the new filter with oil.

– Screw in the new oil filter.

– Tighten the oil filter -arrow- with an oil filter wrench - 3417- to the required torque.

Tightening torque	Nm
Oil filter	20

– Drain and fill with engine oil
⇒ “3.6.2 Vehicles with a petrol engine; draining and topping up with engine oil, starting from MY 2016”, page 74 .

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

3.7.3 Replacing engine oil filter for diesel engines up to MY 2015

Special tools and workshop equipment required

- ♦ Oil filter wrench, if necessary wrench 32

– Remove top engine cover ⇒ Corresponding engine; Rep. gr. 10 .

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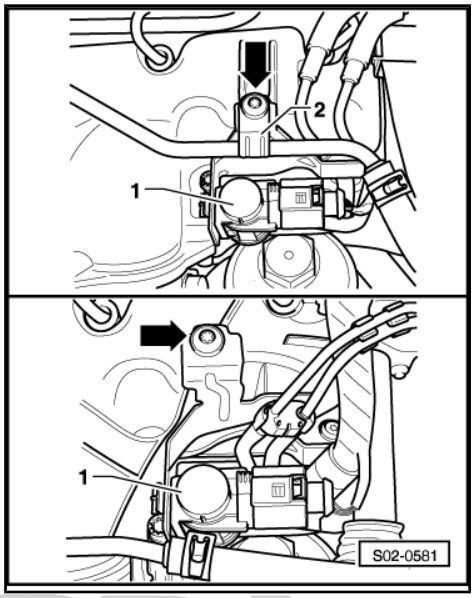
– Unscrew plug -arrow-.
– Slacken solenoid valve -1- with holder and place to the side.
– Slacken cable -2- and place to the side.

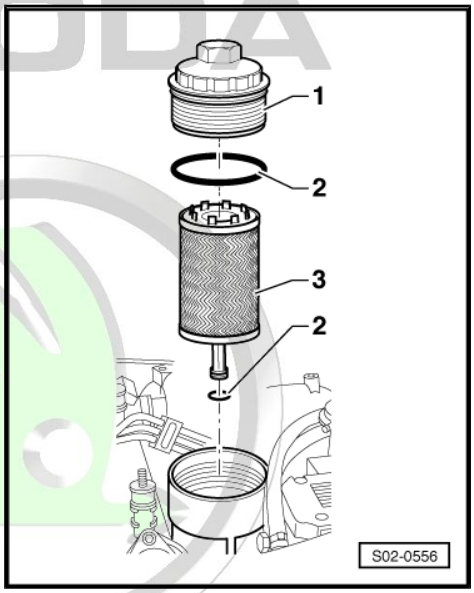


Note

When removing the screw cap for oil filter and subsequently removing the screw cap of the oil filter element, make sure no engine oil can drip onto the engine/vehicle.

– Undo 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 the oil filter -1-.
– Carefully 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- and lightly wet the O-rings with clean engine oil.
– Replace filter insert -3-.



Note

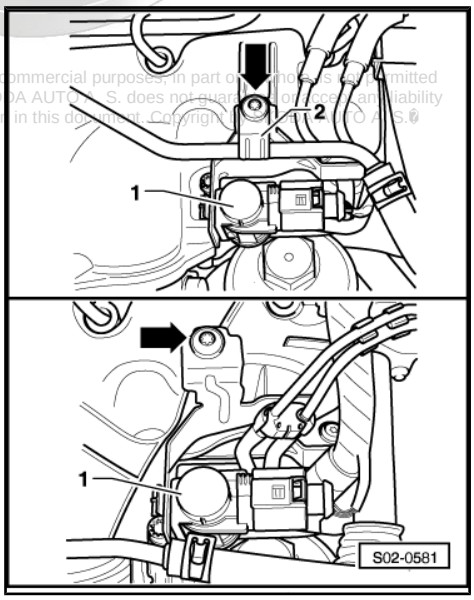
Observe the disposal instructions!

– Tighten the screw cap for oil filter -1-.

Tightening torque of screw cap for oil filter: 25 Nm

– Reposition the cable -2- and electrical solenoid valve -1- with mounting bracket where they were.

– Unscrew bolt -arrow-.
– Install engine cover at top .



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3.7.4 Replacing engine oil filter for diesel engines starting from MY 2016

Special tools and workshop equipment required

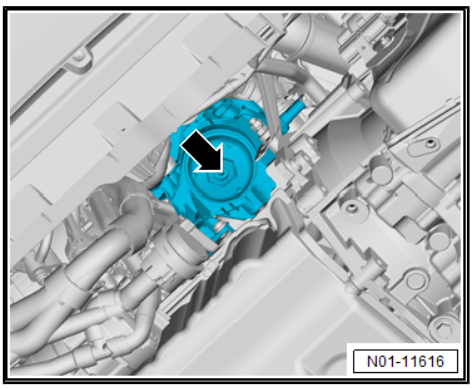
- Old oil collecting and suction equipment e.g. - VAS 6622-
- Oil filter wrench e.g. 3417 , or wrench 32 or 36
- Noise insulation removed

Note

- *Observe the disposal instructions!*
- *Oil new O-rings before installation.*
- *Engine oil should not drip on components in the engine compartment.*

Empty oil filter housing:

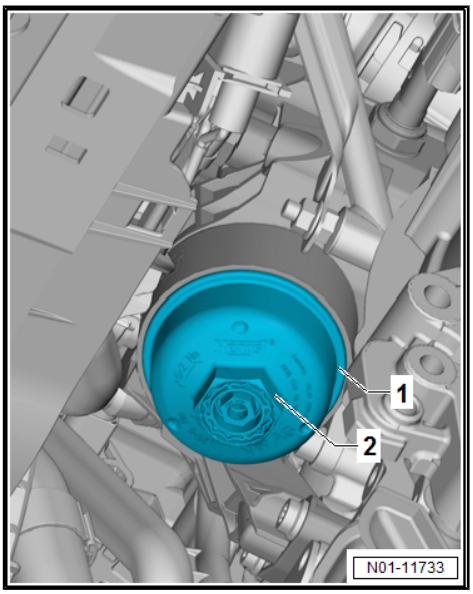
– Unscrew oil drain plug -arrow- of the screwed lid and drain oil.



Loosen screwed lid:

– Loosen screwed lid -1- on the hexagon -2- or the circumference and remove.

– Clean the sealing surfaces on the screwed lid and on the oil filter housing.



Install

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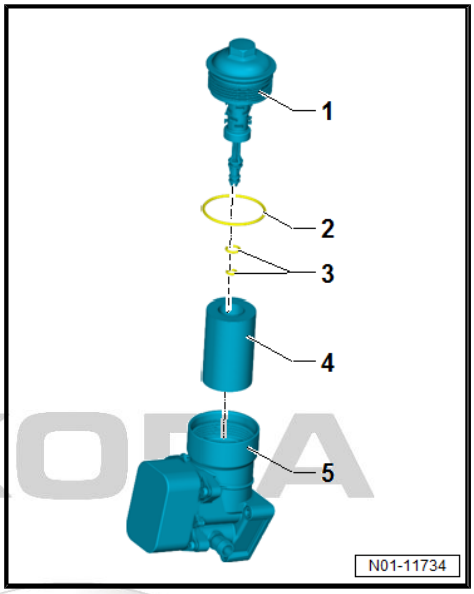
– Replace filter insert -4-.
– Fit screwed lid -1- with new O-rings -2 and 3-.
– Screw screwed lid into the filter housing -5- hand-tight.
– Next, tighten to the specified tightening torque.
– Place new seal ring onto the oil drain plug.
– Screw in the oil drain plug hand-tight and then tighten to the required tightening torque.



Tightening torque	Nm
Drain screw	5
Screw cap for oil filter:	25

– Drain and fill with engine oil
⇒ “3.6.3 Vehicles with a diesel engine; draining and topping up with engine oil, starting from MY 2016”, page 77 .
– After filling with oil, run engine until it is at operating temperature and inspect for tightness.
– Install the noise insulation.

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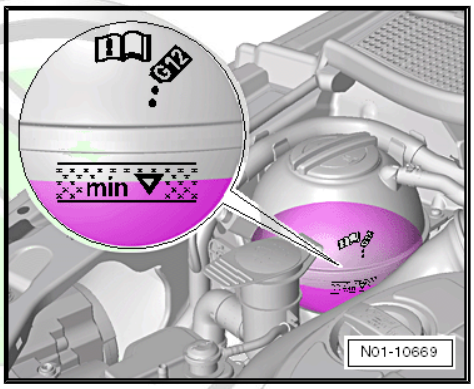
3.8 Inspecting coolant level (volume) and antifreeze protection, replenishing coolant additive if necessary

⇒ “3.8.1 Inspecting coolant level (volume) and if necessary replenishing coolant additive, up to MY 2015”, page 87

⇒ “3.8.2 Inspecting coolant level (volume) and if necessary replenishing coolant additive, starting from MY 2016”, page 87

⇒ “3.8.3 Inspecting antifreeze protection, replenishing coolant additive if necessary”, page 88

3.8.1 Inspecting coolant level (volume) and if necessary replenishing coolant additive, up to MY 2015



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

– Check coolant level when the engine is cold.

♦ Handover inspection and pre-sales inspection: Coolant level at the -MAX- marking as a minimum.

♦ During the pre-sales inspection, the permissible coolant level is above mark the -MAX- marking. A higher coolant level must not be suctioned off as the level may fall during operation of the vehicle.

♦ Interval service/inspection: above the “min” marking.

– When the coolant level is low, top up the missing amount of coolant according to the mixing ratio ⇒ page 90 .

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).***

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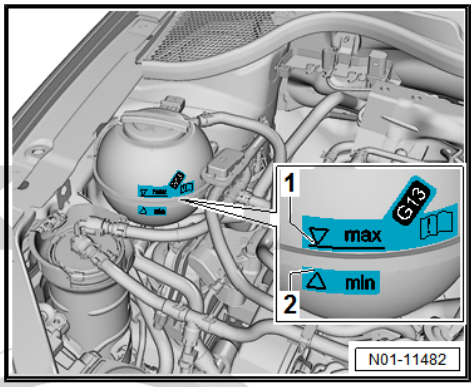
3.8.2 Inspecting coolant level (volume) and if necessary replenishing coolant additive, starting from MY 2016

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

– Check coolant level when the engine is cold.

- Handover inspection and pre-sales inspection: Coolant level at the “max” marking -1- as a minimum.
- During the pre-sales inspection, the permissible coolant level is above mark the “max” marking -1-. A higher coolant level must not be suctioned off as the level may fall during operation of the vehicle.
- Inspection: Coolant level above “min” marking -2-

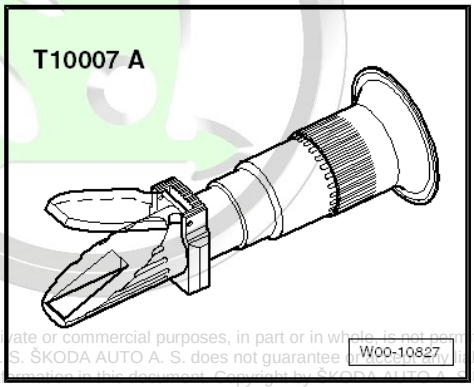
– When the coolant level is low, top up the missing amount of coolant according to the mixing ratio ⇒ page 90 .



3.8.3 Inspecting antifreeze protection, replenishing coolant additive if necessary

Special tools and workshop equipment required

- Refractometer - T10007 A-



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WARNING

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

Note

- *When inspecting the antifreeze, read off the exact value on the light/dark boundary shown on the corresponding scale of the refractometer.*
- *Before starting the test, let a drop of water drip onto the measuring glass using a pipette for improved visibility of the light/dark boundary. Now the light/dark limit is clearly visible at the “WATERLINE”.*

– Clean the measuring glass of the refractometer before inspecting the antifreeze, so that the test result will not be incorrect.

– Let a drop of coolant drip onto the measuring glass ⇒ Operating instructions of refractometer .

– Hold refractometer against a light source and read off the temperature down to which antifreeze protection exists on the scale for ethylene glycol:

WARNING

The vehicles are filled in the factory with coolant additive G12 ++, or 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.

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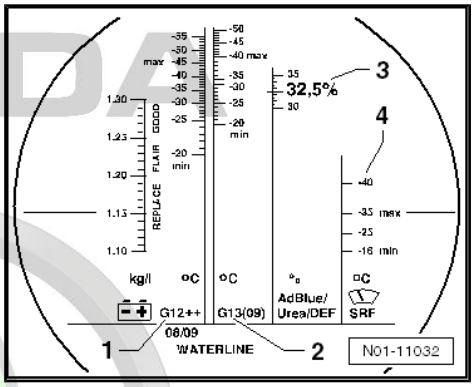
The scale -1- of the refractometer - T10007 A- is valid for the coolant additives G11, G12; G12+ and G12++.

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 at least -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 °F	approx. 40 %	approx. 60 %
-35 °C	approx. 50 %	approx. 50 %
-40 °C	approx. 60 %	approx. 40 %

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Replenishing coolant additive

WARNING

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 these reasons the cooling system must always be filled all year round with coolant additive with anti-corrosion agent offering these properties.

The water used for mixing is an important influencing factor on the effectiveness of a coolant. The water quality was defined based on the ingredients that can vary by country or region. Distilled water meets all requirements. For this reason, the coolant must be mixed with distilled water for topping off and new fillings.

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

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

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

Other coolant additives may specifically impair the provided corrosion protection.

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

DANGER!

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

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

WARNING

The vehicles are filled in the factory with coolant additive G12 ++, or 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.

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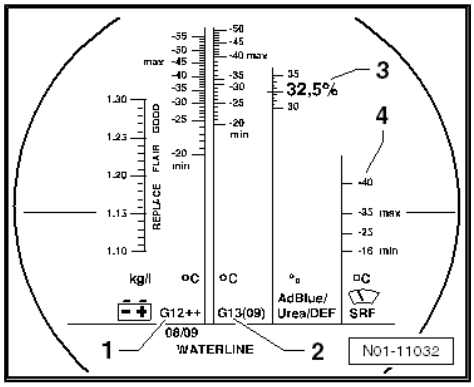
When topping up with coolant additive, use coolant additive for all vehicles depending on the current offer ⇒ Electronic catalogue of original parts .

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.



Note

- *Collect drained coolant for proper disposal.*
- *Observe the disposal instructions for the drained coolant.*

– After this, fill the cooling system with concentrated coolant additive depending on the current offer ⇒ Electronic catalogue of original parts .

Note

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

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

Miscibility of coolant additives

WARNING

Coolant additives 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.

Changing coolant

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

3.9 Poly V-belt: Check condition

Special tools and workshop equipment required

- Socket

Perform the following procedure:

– Raise vehicle.

– Remove right noise insulation.

– Remove cap for screw of poly V-belt pulley - if present.

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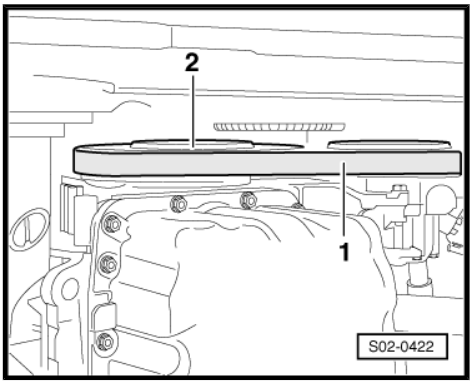
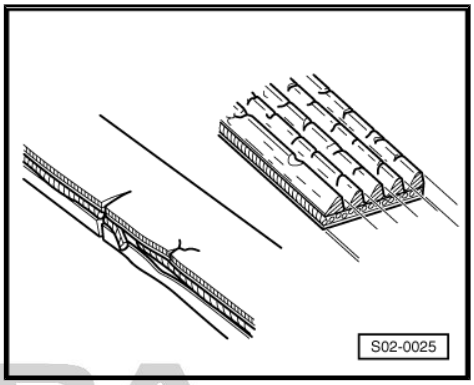
– Use a socket wrench to crank the engine at vibration damper/ belt pulley -2-.
– Inspect poly V-belt from below for:



- 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 poly V-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 .*

3.10 Replacing the V-ribbed belt

– Removing and installing V-ribbed belt ⇒ Relevant Engine; Rep. gr. 13 .

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

⇒ “3.11.1 Inspecting timing belt for camshaft drive for wear and running”, page 94

⇒ “3.11.2 Inspecting toothed belt for coolant pump drive for wear and running”, page 95

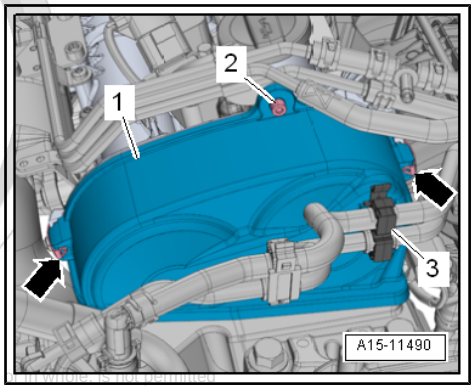
3.11.1 Inspecting timing belt for camshaft drive for wear and running

Work procedure

– Expose vacuum hose on the holder -3-.

– Unscrew bolt -2-.

– Loosen clips -arrows-, remove toothed belt guard -1- upwards.



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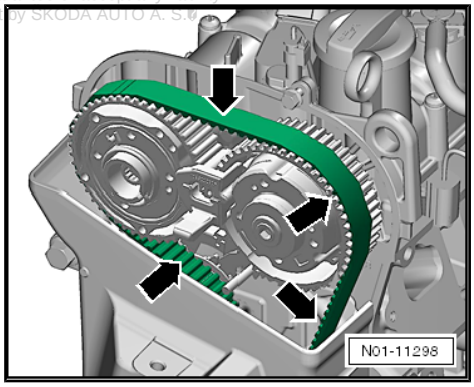
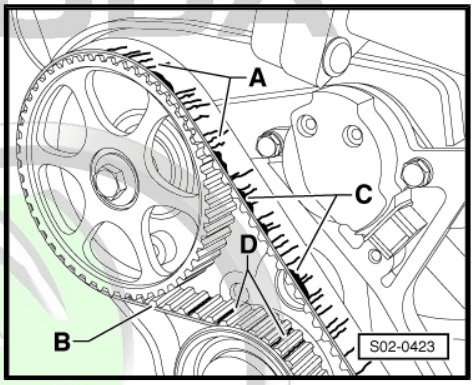
– Turn the crankshaft on the fixing screw of the belt pulley crankshaft in direction of running of the engine and check the complete toothed belt for the following conditions -arrows-:



Check timing belt for:

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



WARNING

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

Replacing the timing belt is a repair measure.

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

Tightening torque	Nm
Screw for toothed belt guard	8

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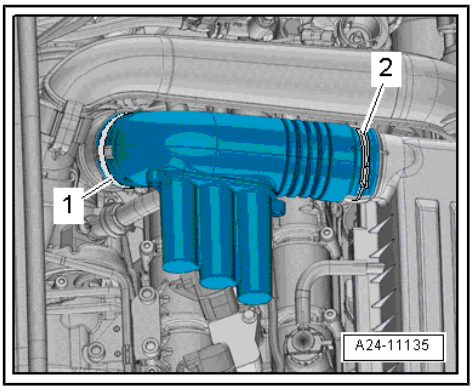
3.11.2 Inspecting toothed belt for coolant pump drive for wear and running

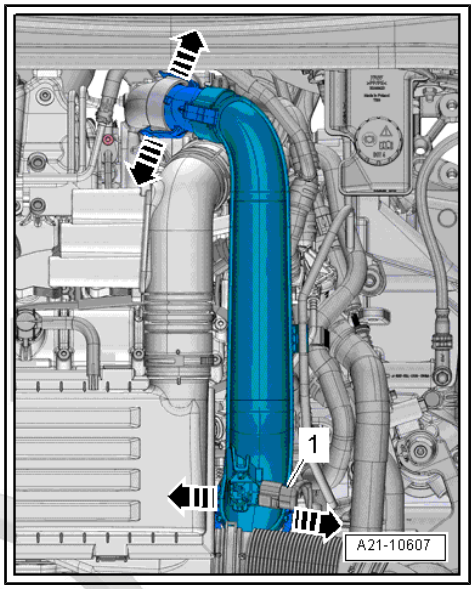
Work procedure

– Loosen hose clamps -1, 2-, remove air guide pipe.

– Expose air guide hoses at the air guide pipe.



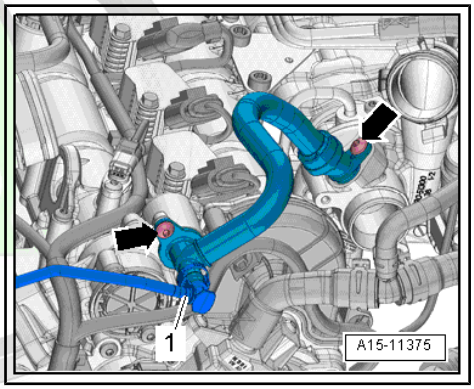
– Separate plug-in connection -1-.
– Unlock catches -arrows-, remove air guide pipe.



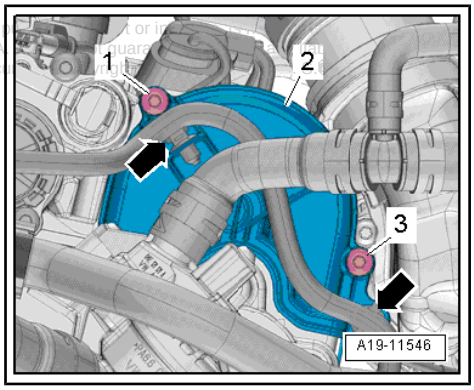
– Press release buttons on the hose -1- to remove the activated charcoal filter.
– Unscrew screws -arrows- and pull out, pull off hose for crankcase ventilation.

Note

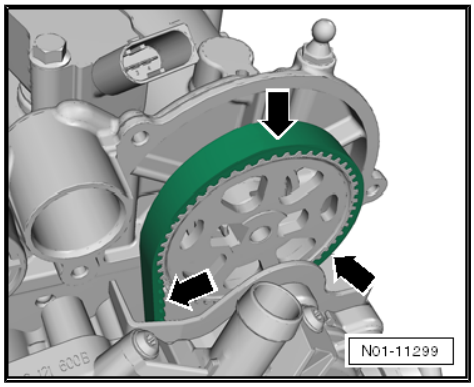
- *If one or more O-rings are damaged, replace the hose for the crankcase ventilation.*
- *Wet new O-rings with engine oil prior to installation!*



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



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



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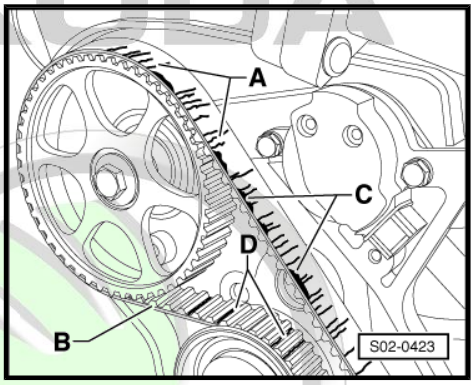
Check timing belt for:

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



WARNING

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

Replacing the timing belt is a repair measure.

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

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

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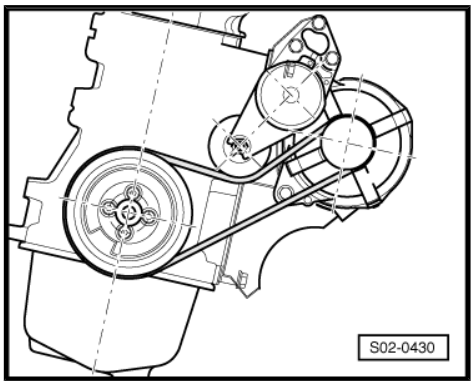
3.12 Replacing toothed belt for coolant pump drive

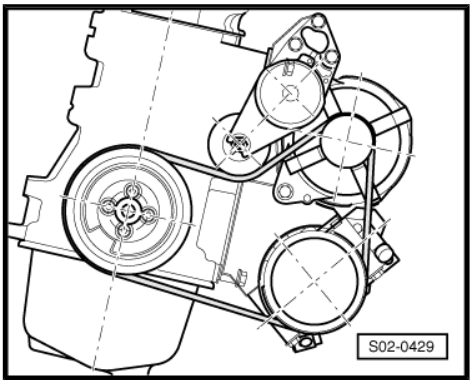
– Removing and installing toothed belt ⇒ Relevant Engine; Rep. gr. 19 .

3.13 Routing of poly V-belt

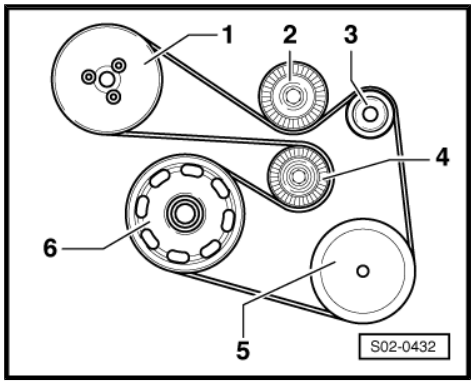
2.0 l/103 kW (CBDB), 1.8 l/118 kW (CDAA), 1.8 l/112 kW (CDAB) and 1.6l/81 kW (CWVA) without air conditioning system



1.6 l/77 kW (CAYC), 2.0 l/103 kW (CBDB), 1.8 l/118 kW (CDAA), 1.8 l/112 kW (CDAB) and 1.6l/81 kW (CWVA) with air conditioning unit

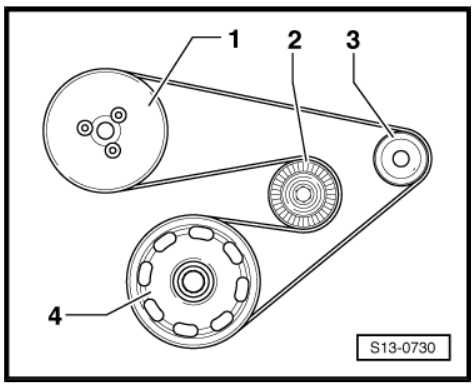


1.4 ltr./90 kW (CAXA), 1.2 ltr./77 kW (CBZB) with air conditioning system



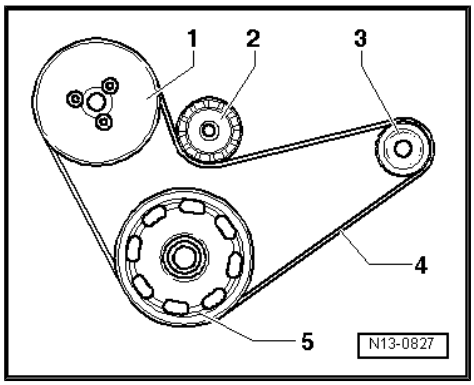
1 - Coolant pump
2 - Guide pulley
3 - Generator
4 - Tensioning pulley
5 - AC compressor
6 - Crankshaft

1.2 ltr./77 kW (CBZB) without air conditioning system



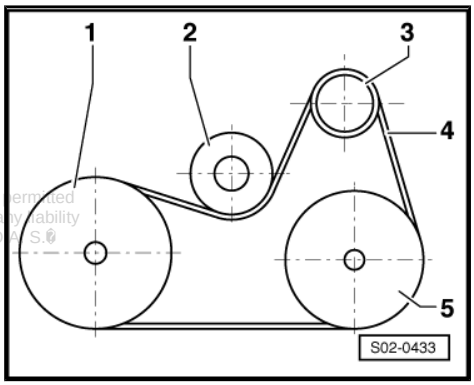
1 - Coolant pump
2 - Tensioning pulley
3 - Generator
4 - Crankshaft

1.4 ltr./90 kW (CAXA) without air conditioning system



1 - Coolant pump
2 - Tensioning pulley
3 - Generator
4 - poly V-belt
5 - Crankshaft

2.0 ltr./81 kW (CFHA, CFHF, CLCA), 2.0 ltr./103 kW (CFHC, CLCB) and 2.0 ltr./125 kW (CEGA, CFJA) with air conditioning system



1 - Crankshaft
2 - Tensioning pulley
3 - Generator
4 - poly V-belt
5 - AC compressor

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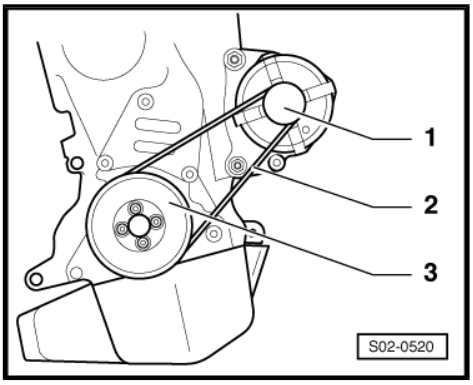
2.0 ltr./81 kW (CFHA, CFHF, CLCA), 2.0 ltr./103 kW (CLCB), 2.0 ltr./125 kW (CFJA) without air conditioning system

1 - Generator

2 - poly V-belt

3 - Crankshaft

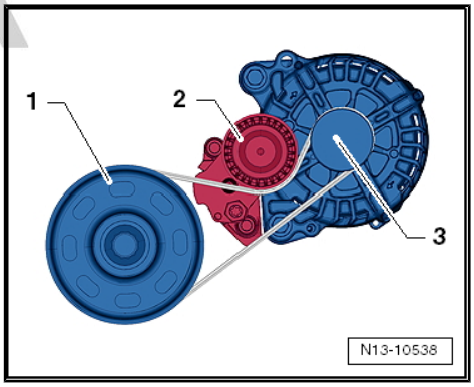


1.4 ltr./92 kW TSI (CZCA), 1.4 ltr./110 kW TSI (CZDA), 2.0 ltr./81 kW TDI CR (CUUA, DFSA), 2.0 ltr./110 kW TDI CR (CUUB, DFSB) engine without air conditioning system

1 - Crankshaft/vibration damper

2 - Tensioning pulley

3 - Generator



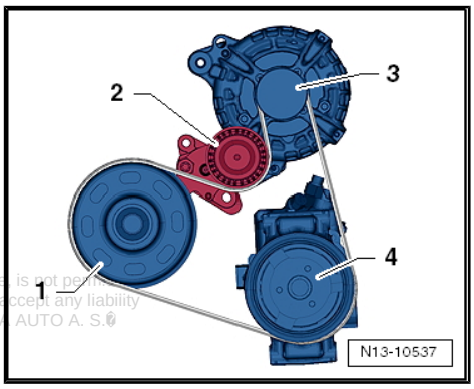
1.4 ltr./92 kW TSI (CZCA), 1.4 ltr./110 kW TSI (CZDA), 2.0 ltr./81 kW TDI CR (CUUA, DFSA), 2.0 ltr./110 kW TDI CR (CUUB, DFSB) engine with air conditioning system

1 - Crankshaft

2 - Tensioning device for poly V-belt

3 - Generator

4 - AC compressor



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3.14 Replace spark plugs

⇒ “3.14.1 Replacing spark plugs up to MY 2015”, page 101

⇒ “3.14.2 Replace spark plugs, 1.2 ltr. TSI und 1.4 ltr. TSI engines starting from MY 2016”, page 101

⇒ “3.14.3 Replace spark plugs - 1.6 ltr. MPI engines starting from MY 2016”, page 103

Note

- *To replace the spark plugs use a special spark plug wrench, e.g -3122 B- .*
- *Observe the disposal instructions for the spark plugs.*
- *Current assignment of the spark plugs ⇒ Electronic Catalogue of Original Parts.*
- *Tightening torque: 30 Nm is adjusted.*
- *Remove the ignition units with a corresponding tool according to the following table:*

Engine type/Engine identification characters		Change interval	Tool for removing the ignition units/cables
1.8 ltr./112 kW	CDAB	Change interval ⇒ “2.4 Interval service - vehicles up to CW 21/2013”, page 17 ⇒ “2.6 Inspection - vehicles as of CW 22/2013”, page 26	-T40039-
1.8 ltr./118 kW	CDAA		
1.2 ltr./77 kW	CBZB		-T10112 A-
1.4 ltr./90 kW	CAXA		-T10094 A- -T10118-
1.6 l/81 kW MPI	CWVA		-T10530-
1.2 l/81 kW TSI	CYUB		
1.4 l/92 kW TSI	CZCA		
1.4 l/110 kW TSI	CZDA		

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3.14.1 Replacing spark plugs up to MY 2015

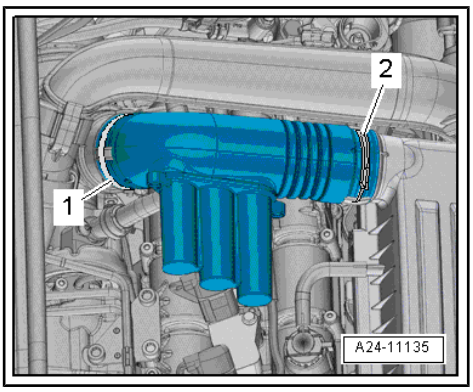
Removing and installing spark plugs ⇒ Engine; Rep. gr. 28 .

3.14.2 Replace spark plugs, 1.2 ltr. TSI und 1.4 ltr. TSI engines starting from MY 2016

Special tools and workshop equipment required

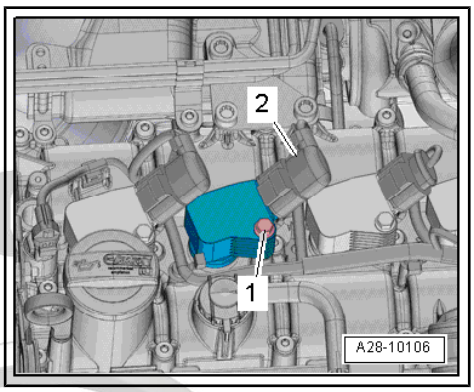
- Spark plug wrench, e.g. -3122 B-
- Tool for removing the ignition units -T10530-
- Silicon paste for ignition coil sealing hoses ⇒ Electronic Catalogue of Original Parts

– Loosen the hose clamps -1- and -2- and remove the air pipe.



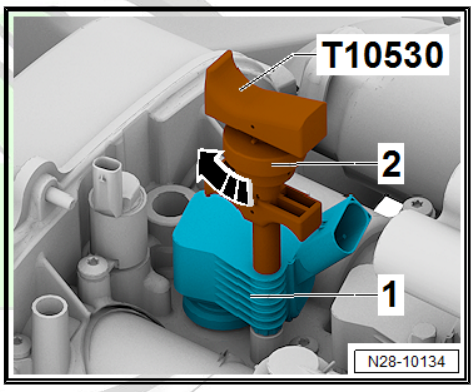
– Disconnect the plug-in connections -2-.

– Unscrew bolts -1-.



– Press extractor -T10530- into the bore of the ignition coil -1- as far as it can go.

– Tighten the nut -2- in -direction of arrow- so that the extractor -T10530- stays firm in the bore of the ignition coil.



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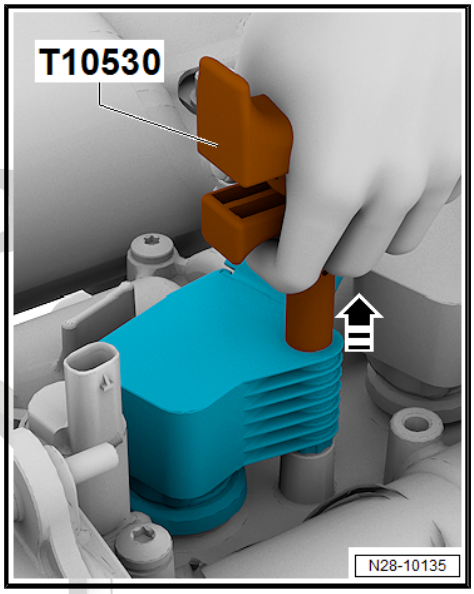
– Remove ignition coil with extractor -T10530- in -direction of arrow- out of the camshaft housing.
– Undo nuts from the extractor -T10530- and remove from the bore of the ignition coil.
– Using the extractor -T10530- remove the other ignition coils out of the camshaft housing in sequence.
– Unscrew spark plugs with spark plug wrench e. g. -3122 B- and remove.
– Screw in new spark plugs with spark plug wrench e. g. -3122 B- and tighten to tightening torque ⇒ page 103 .



– Brush ignition coil sealing hoses -arrow- with silicon pate for ignition coil sealing hoses from the ⇒ Electronic Catalogue of Original Parts .
– Place all ignition coils loosely into the spark plug shaft.
– Align the ignition coils so that the fixing screws can be screwed in.
– Press ignition coils onto the spark plugs evenly by hand (do not use an impact tool).

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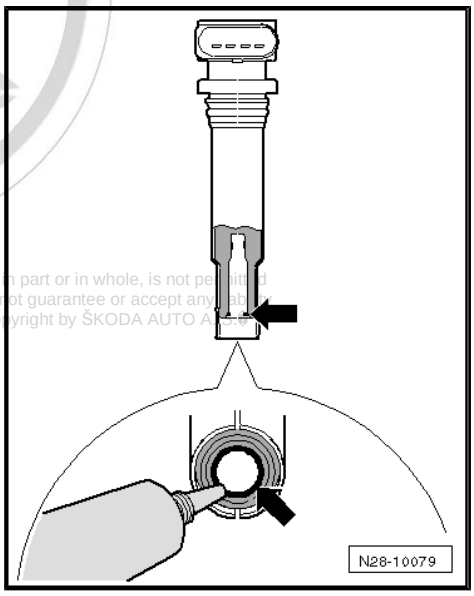
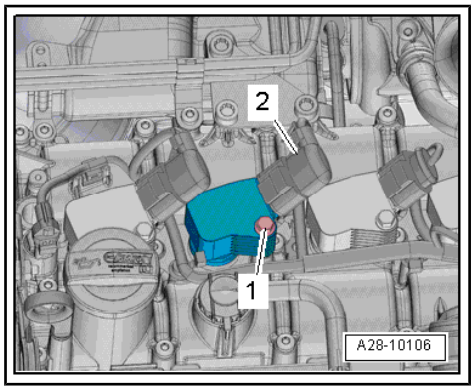
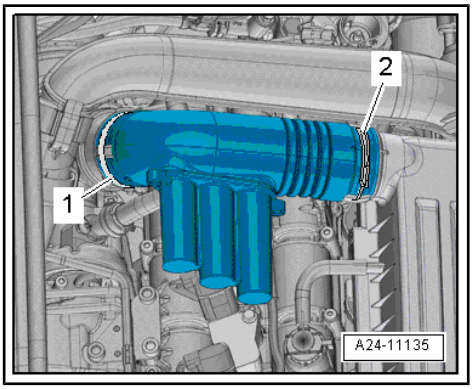


– Screw in the ignition coils screws -1- and tighten to required tightening torque ⇒ page 103 .
– Plug in connector -2-.
– Locate the air pipe.



– Fit on hose clamps -1- and -2-.



Tightening torque	Nm
Spark plugs in the cylinder head	22
Screw for ignition coil with output stage	8

3.14.3 Replace spark plugs - 1.6 ltr. MPI engines starting from MY 2016

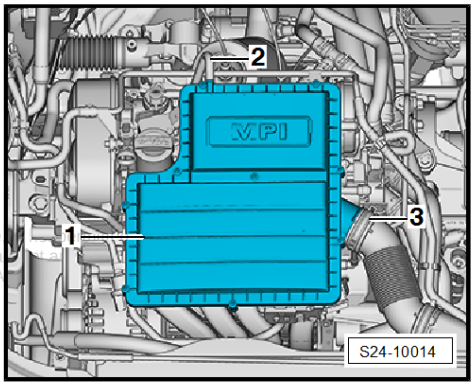
Special tools and workshop equipment required

- Spark plug wrench, e.g. -3122 B-
- Tool for removing the ignition units -T10530-
- Silicon paste for ignition coil sealing hoses ⇒ Electronic Catalogue of Original Parts

– Detach hose -2- from air filter housing -1-.

– Loosen hose clamp -3- and remove air deflector.

– Pull off -1- air filter housing upwards from the ball pin.



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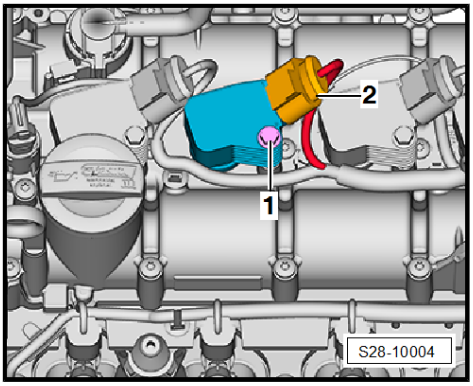
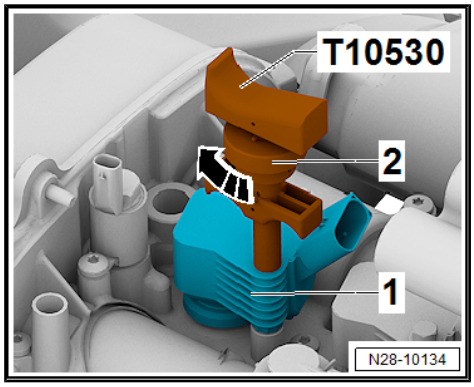
– Disconnect the plug-in connections -2-.

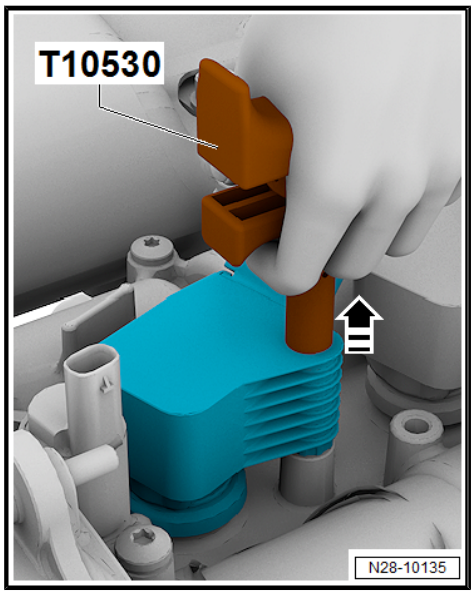
– Unscrew bolts -1-.



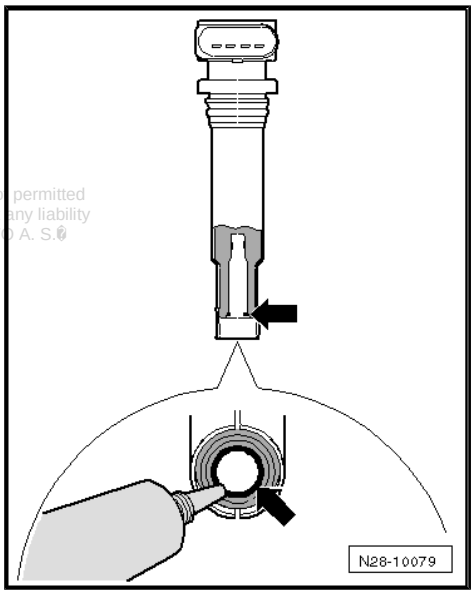
– Press extractor -T10530- into the bore of the ignition coil -1- as far as it can go.
– Tighten the nut -2- in -direction of arrow- so that the extractor -T10530- stays firm in the bore of the ignition coil.



– Remove ignition coil with extractor -T10530- in -direction of arrow- out of the camshaft housing.
– Undo nuts from the extractor -T10530- and remove from the bore of the ignition coil.
– Using the extractor -T10530- remove the other ignition coils out of the camshaft housing in sequence.
– Unscrew spark plugs with spark plug wrench e. g. -3122 B- and remove.
– Screw in new spark plugs with spark plug wrench e. g. -3122 B- and tighten to tightening torque ⇒ page 105 .



– Brush ignition coil sealing hoses -arrow- with silicon pate for ignition coil sealing hoses from the ⇒ Electronic Catalogue of Original Parts .
– Place all ignition coils loosely into the spark plug shaft.
– Align the ignition coils so that the fixing screws can be screwed in.
– Press ignition coils onto the spark plugs evenly by hand (do not use an impact tool).



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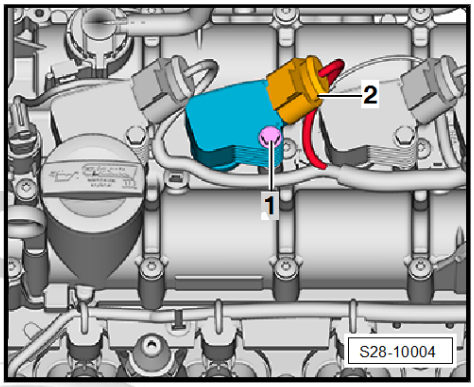
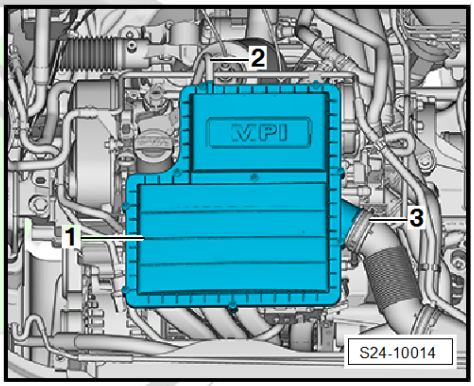
– Screw in the ignition coils screws -1- and tighten to required tightening torque ⇒ page 105 .
– Plug in connector -2-.



– Place air filter housing -1- into the ball pins.
– Position hose -2- on the air filter housing -1-.
– Position air deflector and secure hose clamp -3-.



Tightening torque	Nm
Spark plugs in the cylinder head	22
Screw for ignition coil with output stage	8

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3.15 Replace air filter element

⇒ “3.15.1 Removing and installing air filter element for engines up to MY 2015”, page 105

⇒ “3.15.2 Replacing air filter element for 1.2 ltr. TSI and 1.4 ltr. TSI engines starting from MY 2016”, page 106

⇒ “3.15.3 Replacing air filter element for Common Rail engines starting from MY 2016”, page 107

⇒ “3.15.4 Cleaning air filter housing”, page 108

3.15.1 Removing and installing air filter element for engines up to MY 2015

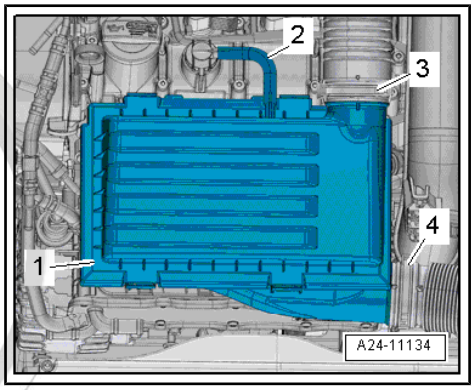
Removing and installing air filter ⇒ Engine; Rep. gr. 23 or ⇒ Engine; Rep. gr. 24 .

– Open air filter housing.
– Replace air filter element and clean air filter housing ⇒ “3.15.4 Cleaning air filter housing”, page 108 .
– Close air filter housing and check for correct fit.

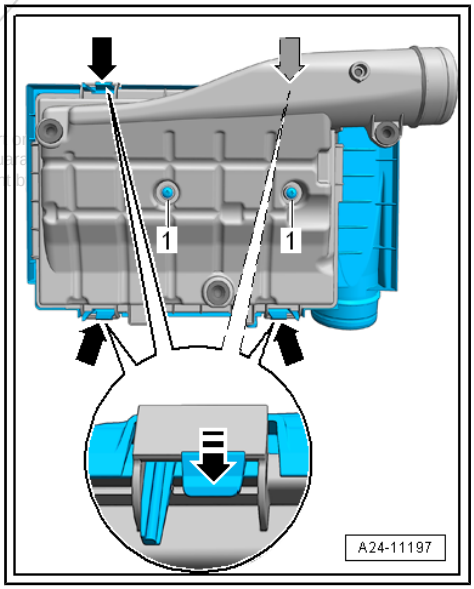
3.15.2 Replacing air filter element for 1.2 ltr. TSI and 1.4 ltr. TSI engines starting from MY 2016

Removing

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



– Unscrew the screws -1- from the air filter bottom part.
– Carefully release the locking tabs -arrows- on the air filter upper part (risk of breakage).
– Remove air filter top part and take out air filter element.



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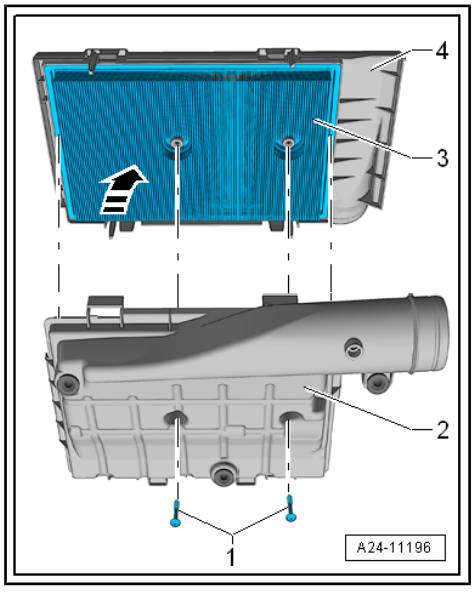
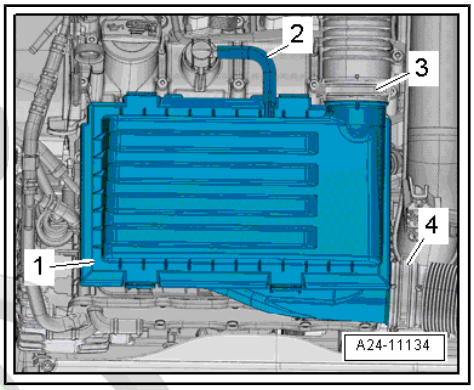
Install

– Check air filter housing and water drainage for contamination and clean as required
⇒ “3.15.4 Cleaning air filter housing”, page 108 .

– Insert the air filter element -3- into mount on the air filter upper part -4-.
– Position air filter bottom part -2- on air filter top part -4- and screw on with screws -1-.



– Locate the air ducts on the air filter housing -1-.
– Fit on hose clamps -3- and -4-.
– Locate the air filter housing -1- on the ball pins and press on.
– Locate the air intake hose -2- on the air filter upper part -1-.

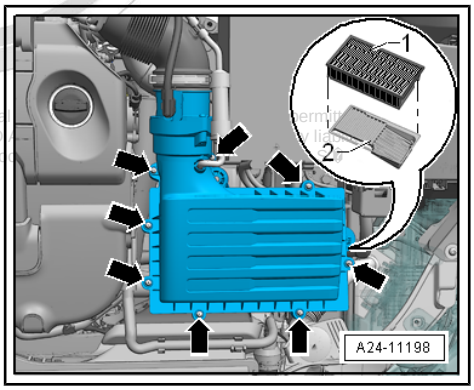


Tightening torque	Nm
Fixing screws	1,5

3.15.3 Replacing air filter element for Common Rail engines starting from MY 2016

Removing

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



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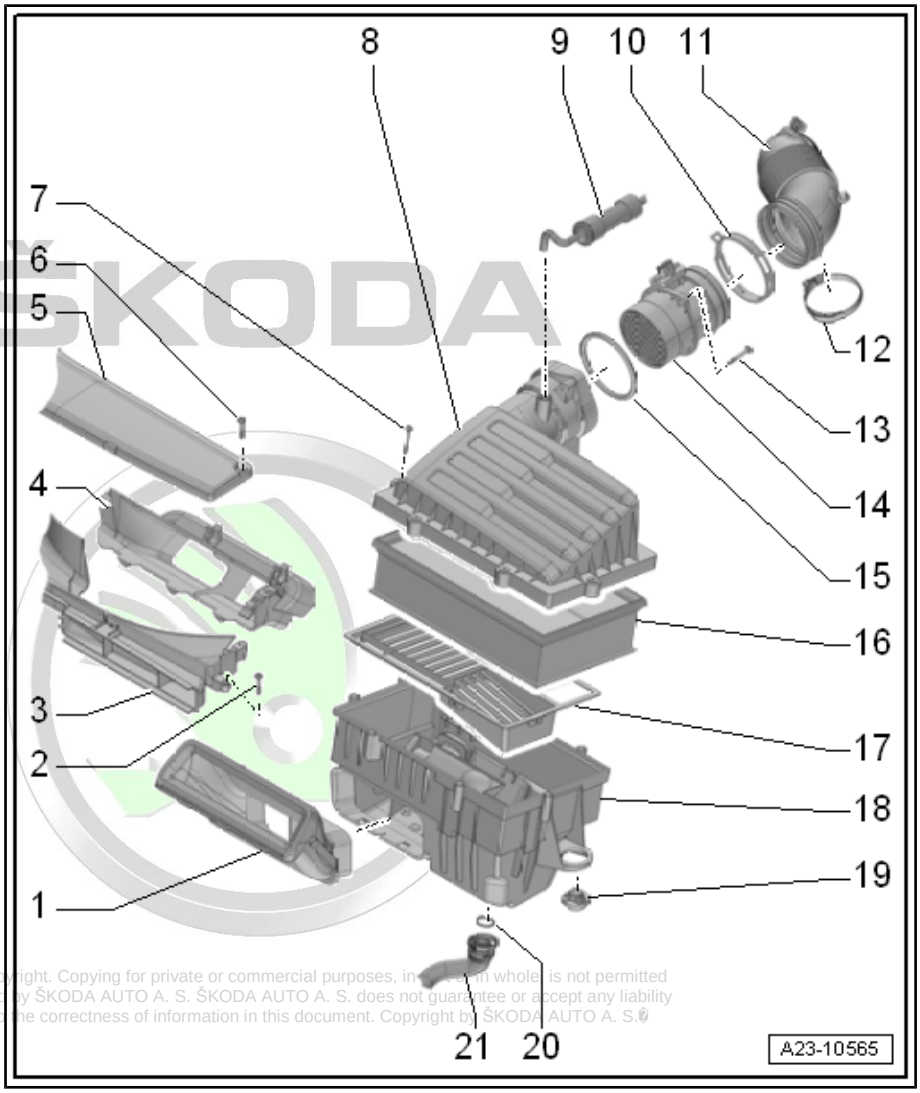
Note

The snow strainer is not installed in all vehicles.

Install

– Check air filter housing and water drainage for contamination and clean as required
⇒ “3.15.4 Cleaning air filter housing”, page 108 .

– Insert the snow strainer -17- in the air filter bottom part -18-.



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

Note

Do not pay attention to the remaining positions!

Specified torque	Nm
Fixing screws	1,5

3.15.4 Cleaning air filter housing

Note

Cleaning is charged separately.

– Check the water drain hose in the air filter lower part for soiling and blockage; clean if required.
– Remove salt residues, dirt and leaves from the air filter housing.

Note

When blowing out the air filter housing using compressed air, cover critical air-carrying components with clean cloths.

3.16 Replacing the fuel filter (diesel engine)

Special tools and workshop equipment required

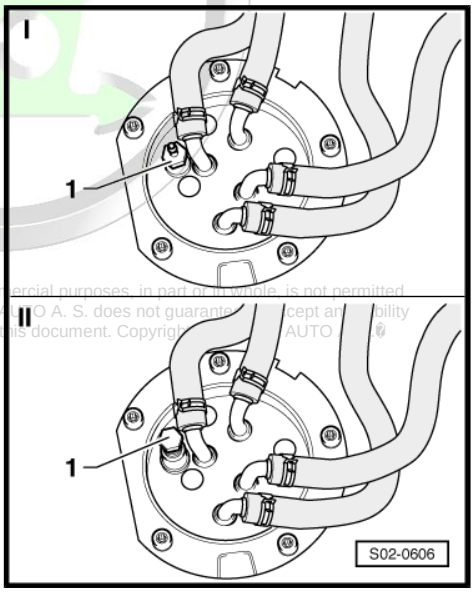
- Diesel extractor, e.g. - VAS 5226-
- Offset screwdriver - VAS 6543-

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!*
- *Observe the instructions when working on the fuel supply ⇒ Relevant engine; Rep. gr. 01 .*

Procedure for fuel filter with drain plug

– 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-).



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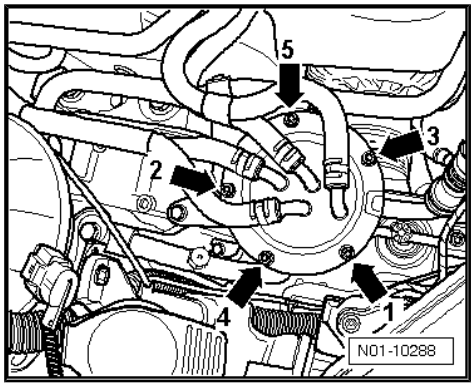
– Release the screws -arrows- by approx. 1.5 ... 2 turns crosswise.

– Remove screws -arrows- and take off fuel filter - top part.

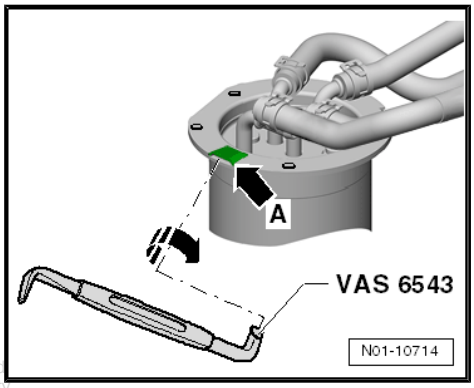


Note

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.

– Lift off fuel filter - top part with filter element partially from fuel filter - bottom part.

Vehicles without drain plug

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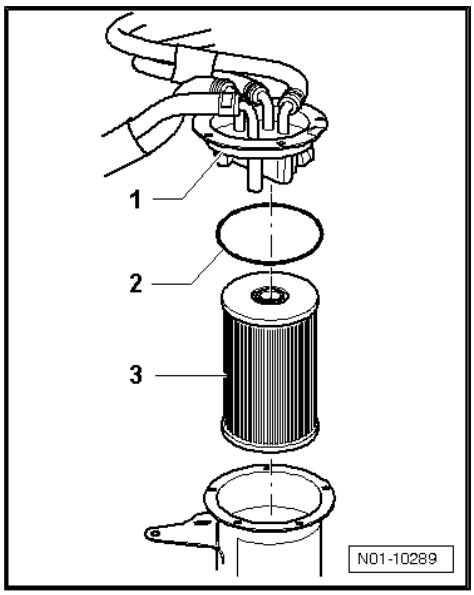
– Separate filter element -3- from fuel filter - top part -1-.

– Take filter element -3- out of the fuel filter - bottom part.

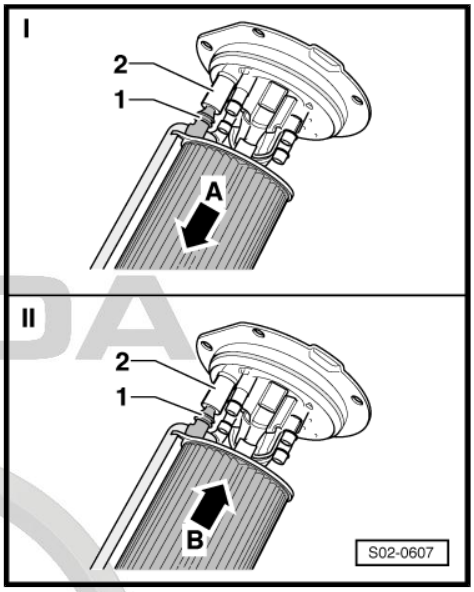
– Eliminate any dirt present and remaining water from the fuel filter - bottom part using the diesel extractor, e.g. -VAS 5226- .

Vehicles with drain plug

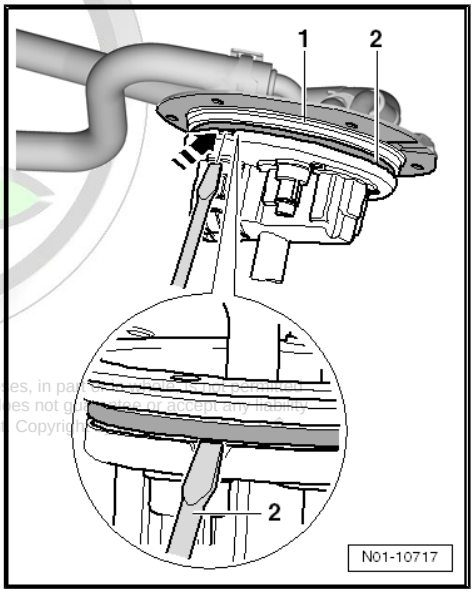


– Separate filter element with drain port -1- by pulling -arrow A- from the fuel filter - top part -2-.
– Take filter element out of the fuel filter - bottom part.
– Eliminate any dirt present from the fuel filter - bottom part.

For all vehicles



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



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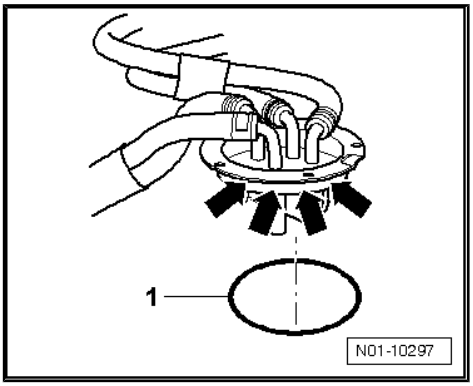
– Slightly moisten the new gasket ring -1- with diesel fuel and insert it in the slot in the fuel filter - top part -arrows-.

Vehicles without drain plug

– Slightly moisten the inner gasket of the filter element with diesel fuel.
– Insert a new filter element in fuel filter - bottom part.

Vehicles with drain plug

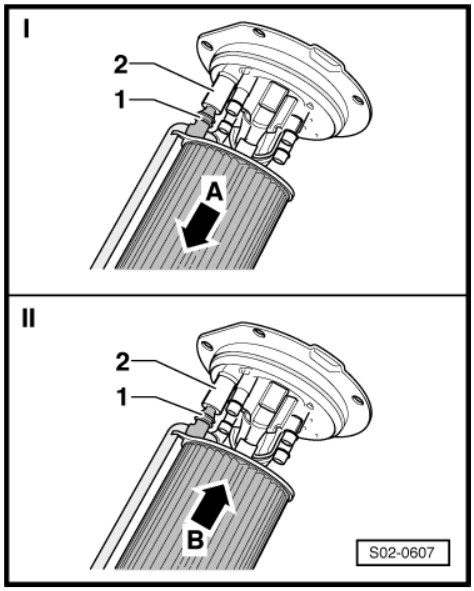
– Partially insert a new filter element in the fuel filter - bottom part (hold the filter element with the hand).
– Slightly moisten the inner gasket of the filter element with diesel fuel.



– 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-.



For all vehicles

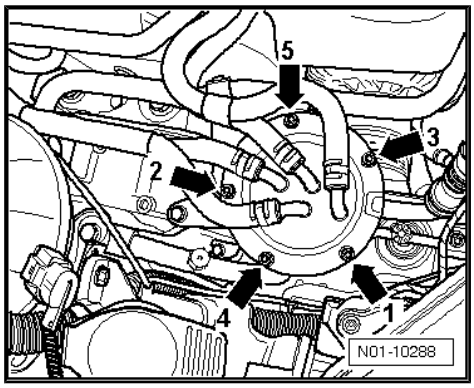
– Fit the fuel filter - top part with the gasket ring correctly on the fuel filter - bottom part and press down evenly until the fuel filter - top part rests fully on it.

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.

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

3.17 Diesel particle filter

– Inspect all wiring and sender of diesel particle filter for connection and tightness.

– Inspect diesel particle filter for tightness, damage and attachment.

Note

The volumetric efficiency of the particle filter volume is interrogated during the diesel particle inspection.

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 limit value of the ash mass is reached or exceeded (if the test result is negative), the diesel particle filter has to be replaced ⇒ Relevant Engine; Rep. gr. 26 .

Replacing the diesel particle filter is a repair measure.

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Note

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

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

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- *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 .

3.20 Reduction agent (AdBlue®): Filling up

WARNING

Only fill the vehicles with the approved reduction agent (AdBlue®) from the ⇒ Electronic Catalogue of Original Parts .

Note

The following description applies for diesel vehicles with SCR system (System Catalytic Reduction).

⇒ “3.20.1 Safety precautions when working with the SCR system (System Catalytic Reduction)”, page 114

⇒ “3.20.2 General points”, page 114

⇒ “3.20.3 Filling the reduction agent tank with Filling device VAS 6960 ”, page 116

⇒ “3.20.4 Filling the reduction agent tank with Filling device VAS 6542 ”, page 117

⇒ “3.20.5 Cleaning the filling device VAS 6542 ”, page 124

Special tools and workshop equipment required

- AdBlue fuel system - VAS 6542- or -VAS 6960-

3.20.1 Safety precautions when working with the SCR system (System Catalytic Reduction)

Follow these instructions when working on the SCR system:

WARNING

Risk of skin irritation due to reduction agent:

- *Avoid contact with skin or eyes! Wear gloves!*
- *If reduction agent gets onto the skin, wash out with soap and water.*
- *If reduction agent gets into your eyes, rinse them with water for a few minutes.*
- *Do not inhale or swallow reduction agent!*
- *If you swallow reduction agent, rinse out the mouth, drink plenty of water and seek medical treatment right away.*
- *Prevent reduction agent from getting on trim- or body parts.*
- *If this happens, wash off the reduction agent using clear water and a lint-free wool cloth.*
- *If the reduction agent has already crystallised, use warm water and a sponge.*
- *Reduction agent residues which are not removed eventually crystallise and can damage the surface.*
- *Observe the disposal instructions for reduction agent and top-up container.*

Leaking reduction agent represents danger:

- *To prevent large quantities of reduction agent from escaping when opening the dosage line, wait for the reduction agent to be sucked back automatically* *⇒ page 114* *.*

Automatic back-suction of reduction agent

- After the ignition is turned off, the reduction agent is sucked back out from the dosage line to the injection valve for reduction agent - N474- back into the reduction agent tank.
- Before working in this area, you need to wait for the back-suction to be completed. This may take up to 10 minutes after turning off the ignition.
- The battery can also not be disconnected until this back-suction has completed, i.e. 10 minutes after the ignition was turned off ⇒ Electrical system; Rep. gr. 27 ; Battery; disconnecting and connecting the battery .

3.20.2 General points

Properties

- The reduction agent (AdBlue®) is not a diesel additive and must not be added to the fuel tank.
- The reduction agent (AdBlue®) is used for post-treatment of exhaust gases, to reduce Nitrogen oxide in the exhaust of diesel vehicles.

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- The reduction agent (AdBlue®) reduces this Nitrogen oxide to water and nitrogen.
- The reduction agent (AdBlue®) is an ultra-pure 32.5 % urea solution. It is used in systems with post-treatment of exhaust gases (SCR catalytic converters) for diesel engines.
- The reduction agent (AdBlue®) is a legal requirement when running a vehicle with SCR system.
- AdBlue® is a registered trade mark.

Using

- Do not mix any additives with the reduction agent (AdBlue®).
- Do not rinse the reduction agent (AdBlue®) with water.
- Never reuse reduction agent (AdBlue®).
- Only use the reduction agent (AdBlue®) in the original packaging provided. Note the expiry date.
- Please follow the instructions on the use and storage of the reduction agent from the manufacturer.

Technical data

- The reduction agent (AdBlue®) is stored in a separate tank in the vehicle. It is NOT mixed in with the diesel fuel.
- To fill the reduction agent (AdBlue®) use an approved container from the ⇒ Electronic Catalogue of Original Parts .
- The reduction agent tank has a capacity of around 8.5 litres.

Insufficient reduction agent

If there is insufficient reduction agent, one of the following messages is displayed on the dash panel insert:

- “Refill AdBlue (DEF)! Remaining range...” (Multifunction display)
- “ADBLUE RANGE” (segment display)

The range on the display indicates the distance that can still be driven with the available AdBlue tank capacity.

- “Refill AdBlue (DEF)! No engine start in ...”. (Multifunction display)
- “NO ADBLUE START IN ...” (segment display)

The range on the display indicates the distance after which it will not be possible to start the engine unless AdBlue is topped up.

- “Refill AdBlue (DEF)! Engine can no longer be started.” (Multifunction display)
- “NO ADBLUE NEW START” (segment display)

Engine can no longer be started.

Note

To allow the engine to be restarted, the tank must be filled with at least 4.5 Litres of reduction agent (AdBlue®).

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3.20.3 Filling the reduction agent tank with Filling device - VAS 6960-

Special tools and workshop equipment required

- Filling device for AdBlue - VAS 6960-

Work procedure

Note

- *Make sure the vehicle is on level ground.*
- *Follow the ⇒ operating instructions for the filling device -VAS 6960- .*
- *When cleaning AdBlue® carrying components, always use deionised water. Do not use tap water.*

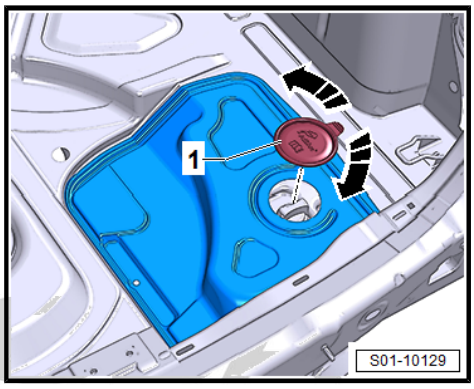
The filler neck of the reduction agent tank (AdBlue®) is in the luggage compartment.

– Open tailgate.

– Raise the luggage compartment-floor covering.

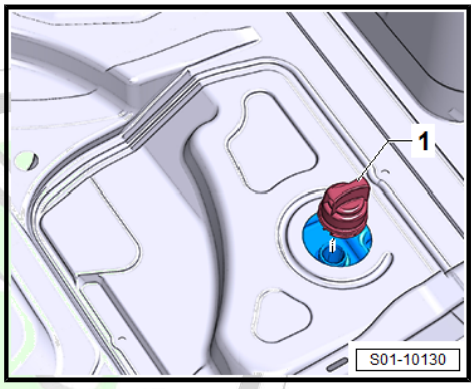
– Remove toolbox on right side of luggage compartment.

– Remove the cover -1- upwards in -direction of arrow-.



– Open the tank cap -1- on the reduction agent tank (AdBlue®).

– Clean the reduction agent tank filler neck with a lint-free wool cloth doused in water.



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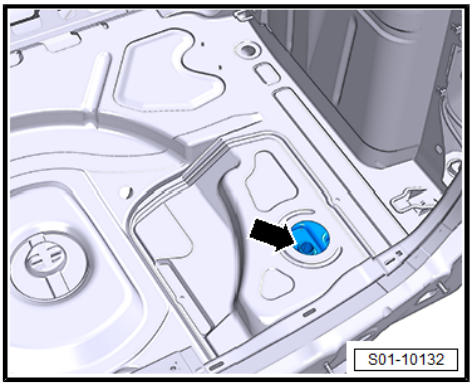
– Insert the fuel pump nozzle of the filling device - VAS 6960- - with a reduction piece where applicable- into the reduction agent tank filler neck and start the filling procedure -arrow-.



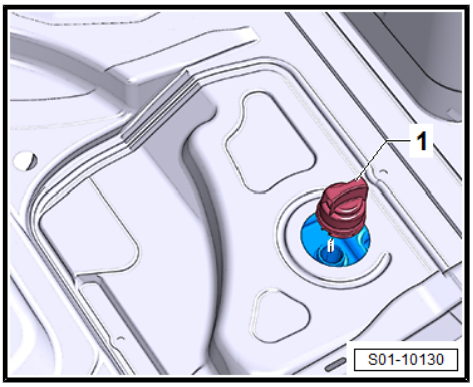
Note

The fuel pump nozzle of the filling device - VAS 6960- will switch itself off automatically upon reaching the maximum fill level.

– Remove the fuel pump nozzle of the filling device - VAS 6960- .

– Clean the reduction agent tank filler neck with a lint-free wool cloth doused in water.

– Twist in the tank cap -1- of the reduction agent tank (AdBlue®) until it has locked.

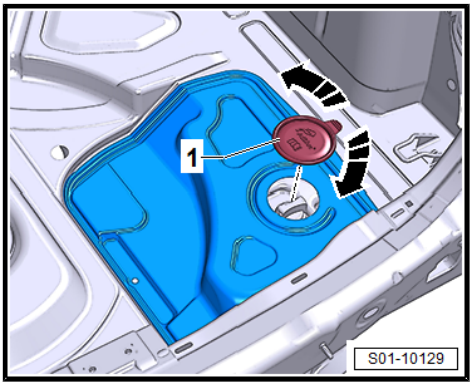


– Press down the cap -1- in -direction of arrow-.

– Place toolbox in right side of luggage compartment.

– Fold back the luggage compartment floor.

– Close the tailgate.



WARNING

After filling, turn on the ignition for at least 30 seconds to allow the filled reduction agent to be recognised by the system.

Ensure when filling AdBlue® that no splashes get into the vehicle interior, as this may cause damage.

3.20.4 Filling the reduction agent tank with Filling device - VAS 6542-

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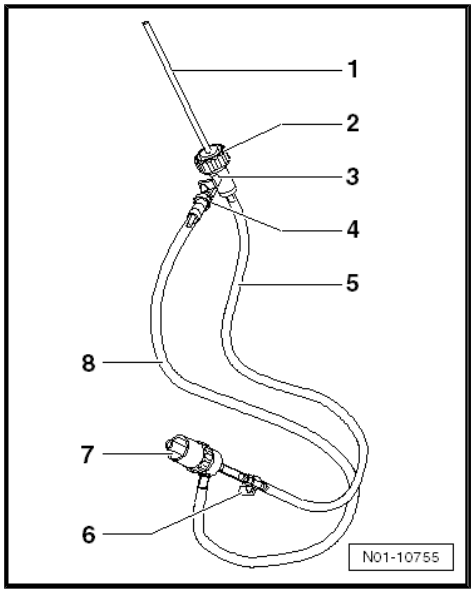
Special tools and workshop equipment required

- Filling device for AdBlue - VAS 6542-
- Engine/gearbox jack , e.g. -VAG 1383 A- or -VAS 6931-
- Adapter plate e. g. -VAG 1383 A/1-

Components of filling device - VAS 6542-



1 - Support for reduction agent container

2 - Union nut for reduction agent container

3 - Shut-off tap for vent line (shut-off tap opened: lever is in direction of line, shut-off tap closed: lever is perpendicular to the direction of cable)

4 - Quick coupling on vent line

5 - Filling line

6 - Shut-off tap for filling line (shut-off tap opened: lever is in direction of line, shut-off tap closed: lever is perpendicular to the direction of cable)

7 - Union nut for fuel filler neck

8 - Vent line

WARNING

Make sure all lines of the filling device - VAS 6542- are not kinked or blocked at any time.

To improve the handling of the vent line, you can rotate the flange on the vent line as required.

Amount of reduction agent to be filled

Reduction agent fill level in the tank	Reduction agent amount to be filled up to the maximum fill level
Reduction agent tank emptied completely Message in dash panel insert: “Refill AdBlue (DEF)! Engine can no longer be started.” (multi-function display) Message in dash panel insert: “NO ADBLUE NEW START” (segment display)	approx. 8.5 l
Message in dash panel insert: “Refill AdBlue (DEF)! Remaining range...” (multi-function display) Message in dash panel insert: “ADBLUE RANGE” (segment display) Message in dash panel insert: “Refill AdBlue (DEF)! No engine start in ...”. (multi-function display) Message in dash panel insert: “NO ADBLUE START IN ...” (segment display)	8.5 minus the range converted to the consumed AdBlue litres[17)]

17) The AdBlue consumption is 0.8 to 1.2l/1000km

The filler neck of the reduction agent tank (AdBlue®) is in the luggage compartment.

– Open tailgate.

– Raise the luggage compartment-floor covering.

– Remove toolbox on right side of luggage compartment.

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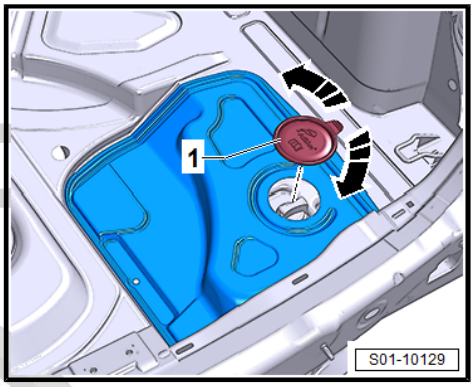
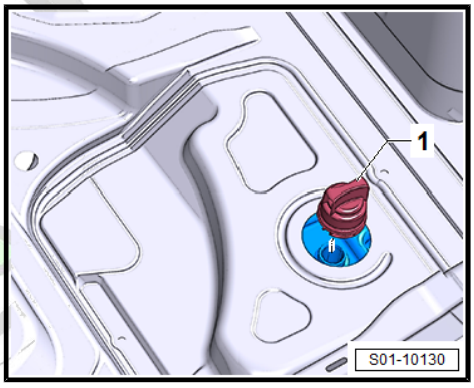
– Remove the cover -1- upwards in -direction of arrow-.



– Open the tank cap -1- on the reduction agent tank (AdBlue®).
– Clean the reduction agent tank filler neck with a lint-free wool cloth doused in water.



– Close the locking valves of the vent- -3- and filling lines -6- belonging to the filling device - VAS 6542- .

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1 - Support for reduction agent container

2 - Union nut for reduction agent container

3 - Shut-off tap for vent line (shut-off tap opened: lever is in direction of line, shut-off tap closed: lever is perpendicular to the direction of cable)

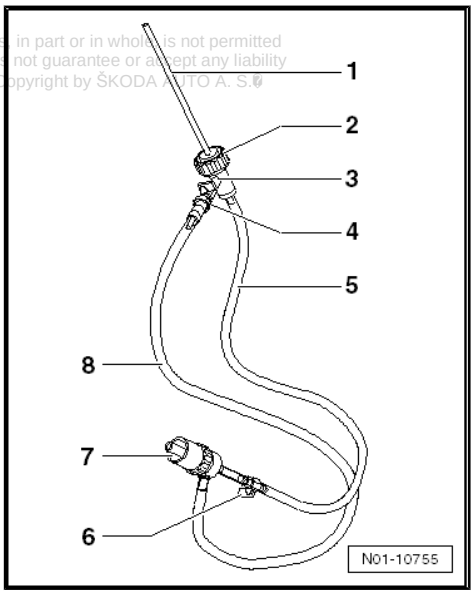
4 - Quick coupling on vent line

5 - Filling line

6 - Shut-off tap for filling line (shut-off tap opened: lever is in direction of line, shut-off tap closed: lever is perpendicular to the direction of cable)

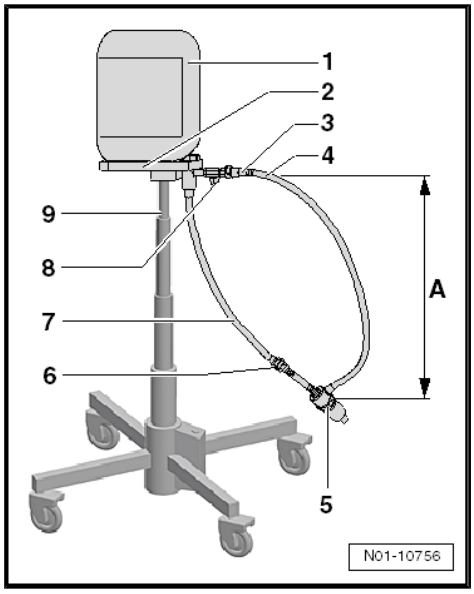
7 - Union nut for fuel filler neck

8 - Vent line



– Position the union nut for the reduction agent container -2- onto the reduction agent container from the ⇒ Electronic Catalogue of Original Parts .
– Rotate the union nut -2- ANTI-clockwise until both threads engage.
– Rotate the union nut -2- clockwise and screw in as far as it can go.

– Position the reduction agent container -1- onto the adapter plate -2- which is secured to the engine and gearbox jack -9-.



1 - Reduction agent container

2 - Adapter plate

3 - Quick coupling on vent line

A -
Dimension -A- (60 - 80 cm) for height difference from the reduction agent container to the fuel filler neck

4 - Vent line

5 - Union nut for fuel filler neck

6 - Shut-off tap for filling line (shut-off tap opened: lever is in direction of line, shut-off tap closed: lever is perpendicular to the direction of cable)

7 - Filling line

8 -
Shut-off tap for vent line (shut-off tap opened: lever is in direction of line, shut-off tap closed: lever is perpendicular to the direction of cable)

9 - Engine/gearbox jack

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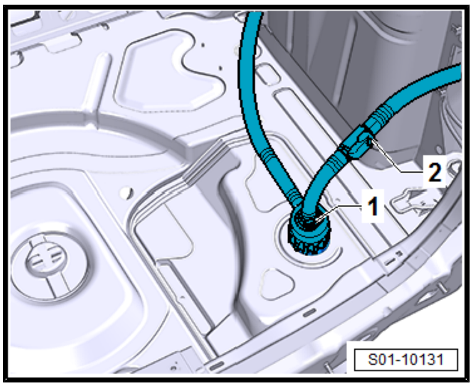

- Place the union nut -1- of the filling device - VAS 6542- onto the tank fuel filler neck and screw up to the stop.
- Open the shut-off valve of the vent line (the lever faces the direction of the line) -8- ⇒ page 120 .
- Open the shut-off tap of the filling line (the lever faces the direction of the line) -2-; from this point on, filling of the tank will begin.

WARNING

Note that the height difference between the reduction agent container and the reduction agent tank filler neck is in the range of 60-80 cm, dimension -A- *⇒ page 120* *.*

Make sure the filling procedure is concluded within 10 minutes once the filling line shut-off valve is opened. This prevents overflowing!

During filling, pay attention to the amount of reduction agent to be refilled *⇒ page 118* *.*

During filling, continuously check the flow of the reduction agent by sight.

A slower flow indicates that the reduction agent tank has been filled to its maximum. This prevents overflowing!

A reduction agent tank which has been overfilled can be damaged during the colder months of the year.

Maximum filling of the reduction agent tank is indicated by the following points:

- The flow of reduction agent becomes slower.
- The container contracts noticeably.
- The bleeder hose fills with fluid.

If the container is completely empty during filling and no more liquid is released over the bleeder hose, use a second reduction agent container and repeat the filling procedure.

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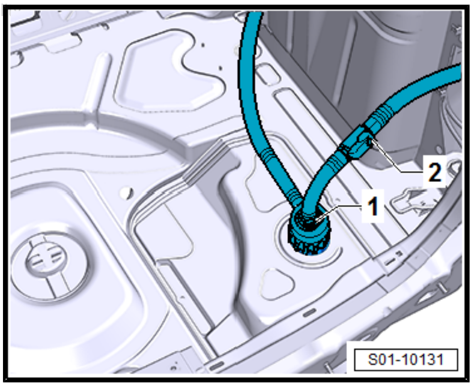
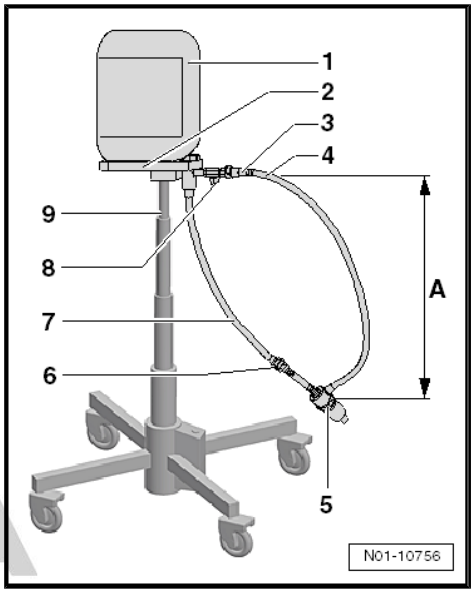
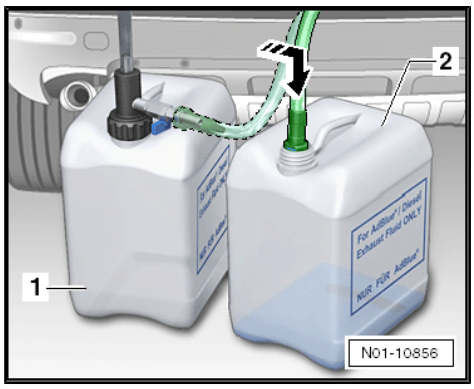
- Close the shut-off tap of the filling line (the lever faces the direction of the line) -2-.



– Close the shut-off tap of the vent line on the reduction agent container (the lever is perpendicular to the direction of the line) -8-.
– Disconnect the quick coupling on vent line -3-.



– Allow excess liquid to flow into a container suitable for the reduction agent (e.g. into an empty reduction agent container) -2-.



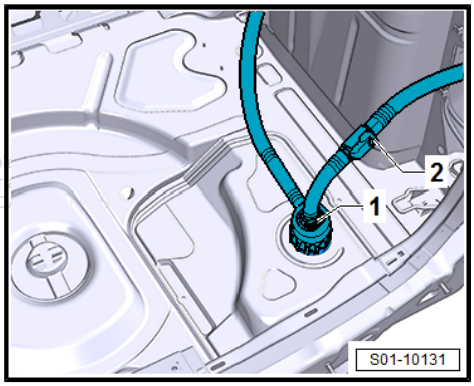
WARNING

Excess reduction agent (AdBlue®) must be disposed of. Do not reuse it.

Store and dispose of reduction agent containers in line with the relevant guidelines.

When no more liquid is flowing out of the vent line:

– Unscrew the union nut -1- of the filling device for AdBlue - VAS 6542- from the tank filler neck.



WARNING

Make sure that, after unscrewing the union nut, no reduction agent can reach body parts or get into the environment from the tank filler pipe.

If this happens, wash off the reduction agent using clear water and a lint-free wool cloth.

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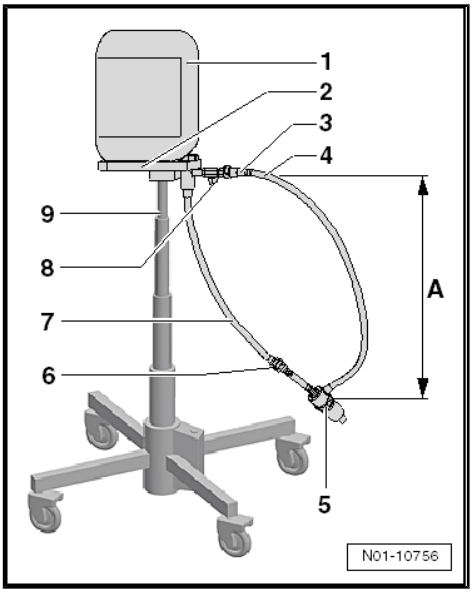
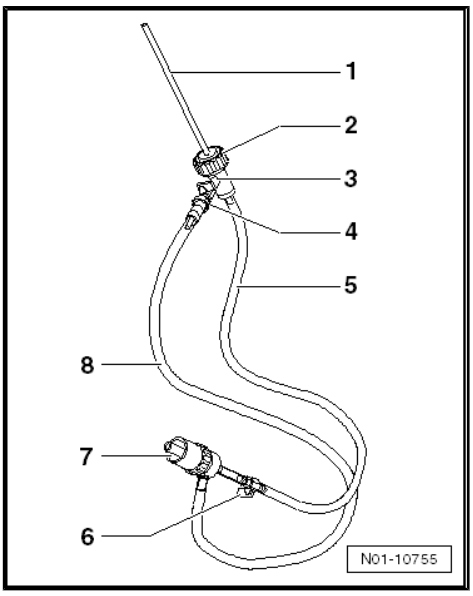
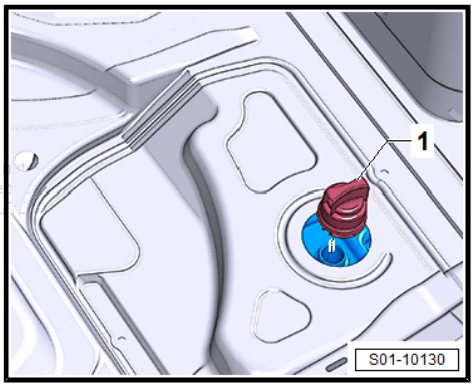
– Remove the reduction agent container -1- from the adapter plate -2- and place on the ground.
– Open the shut-off tap of the filling line (the lever faces in the direction of the line) -6- and allow the remaining reduction agent to flow back into the reduction agent container.



– Unscrew the union nut -2- of the filling device for AdBlue - VAS 6542- from the reduction agent container.
– Clean the reduction agent tank filler neck with a lint-free wool cloth doused in water.



– Twist in the tank cap -1- of the reduction agent tank (AdBlue®) until it has locked.



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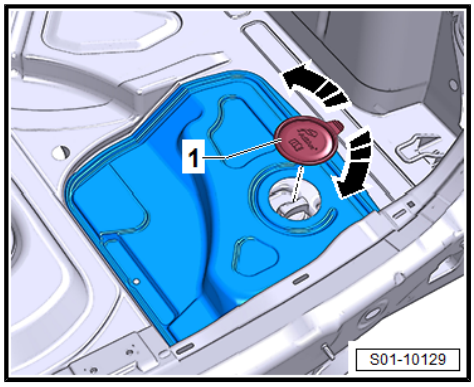
– Press down the cap -1- in -direction of arrow-.
– Place toolbox in right side of luggage compartment.
– Fold back the luggage compartment floor.
– Close the tailgate.



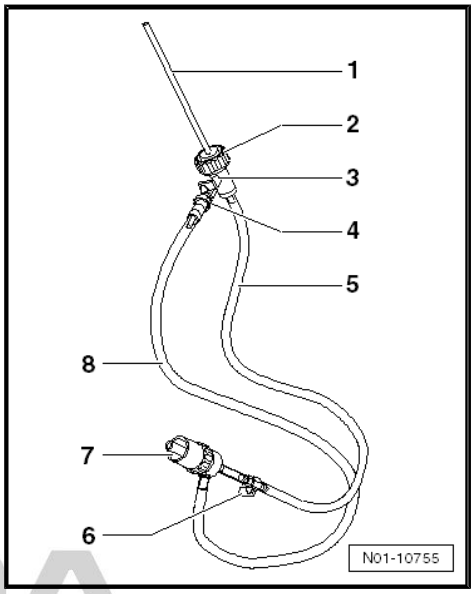
WARNING

After filling, turn on the ignition for at least 30 seconds to allow the filled reduction agent to be recognised by the system.

Ensure when filling AdBlue® that no splashes get into the vehicle interior, as this may cause damage.

3.20.5 Cleaning the filling device - VAS 6542-

– Open the two shut-off taps and clean all parts of the filling devices - VAS 6542- or rinse under running water.



3.21 Reduction agent (AdBlue®): Top-up

⇒ “3.21.1 Empty the reduction agent tank”, page 124
⇒ “3.21.2 Filling the reduction agent tank”, page 127

3.21.1 Empty the reduction agent tank

Special tools and workshop equipment required

♦ Vacuum box - VAS 6557-

WARNING

♦ *Note the safety precautions when working on the SCR system ⇒ page 114 .*

♦ *The reduction agent tank is drained via the filler neck.*

Leaking reduction agent represents danger.

♦ *To prevent large quantities of reduction agent from escaping when opening the dosage line, wait for the reduction agent to be sucked back automatically ⇒ page 114 .*

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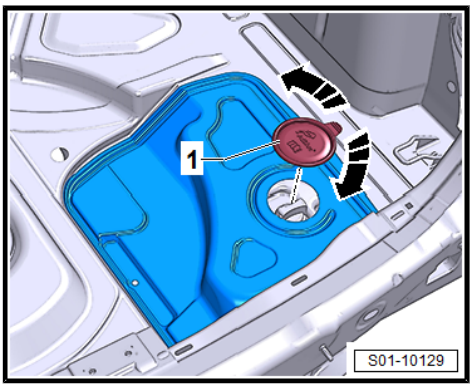
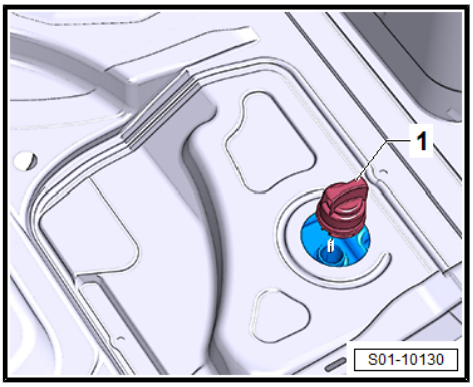
The filler neck of the reduction agent tank (AdBlue®) is in the luggage compartment.

– Open tailgate.
– Raise the luggage compartment-floor covering.
– Remove toolbox on right side of luggage compartment.
– Remove the cover -1- upwards in -direction of arrow-.



– Open the tank cap -1- on the reduction agent tank (AdBlue®).



Prepare vacuum box - VAS 6557- as follows:

– Close the shut-off taps -A-, -B- and -C- .
– Connect the compressed air hose to connection -D-.

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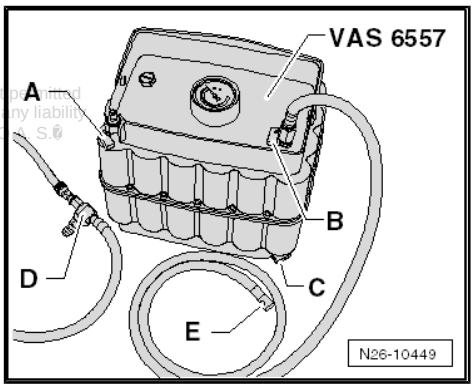
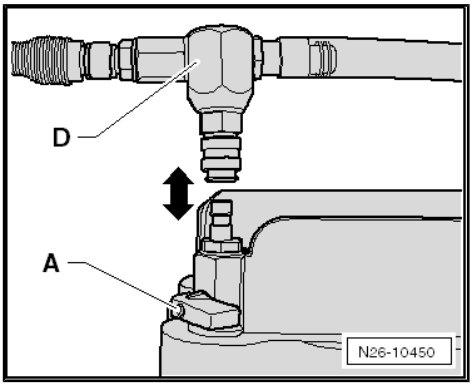


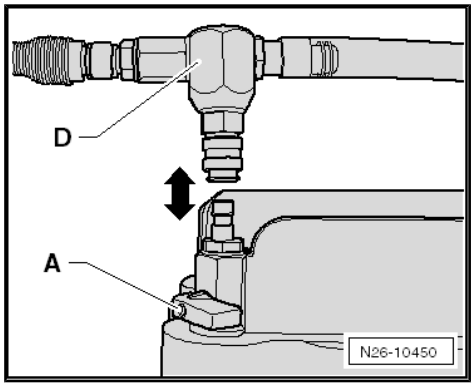
– Connect the coupling -D- with the connection on the shut-off tap -A- .
– Turn on compressed air distribution into the compressed air hose.
– Open shut-off tap -A-.

A vacuum is now generated in the Vacuum Box - VAS 6557- .

– Close the shut-off tap -A- once the pressure gauge indicates a vacuum pressure of 0.8 bar.



– Disconnect the coupling -D- from the connection on the shut-off tap -A-.
– Close compressed air distribution into the compressed air hose.



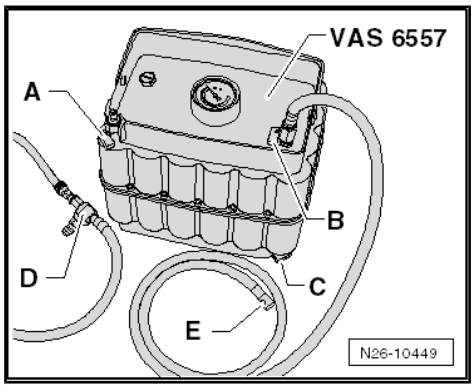
WARNING

Check on the pressure gauge that the vacuum of 0.8bar does not fall after closing compressed air distribution.

If the vacuum falls, check the vacuum box for leaks and repeat the work procedure for building up the vacuum.

The vacuum of 0.8bar in the vacuum box ensures that the box is filled with sufficient reduction agent.

– Insert the end of the hose -E- into the filler neck to the bottom of the reduction agent tank.
– Open the shut-off tap -B-.



This sucks the reduction agent out of the reduction agent tank.

WARNING

- *The reduction agent is sucked out of the reduction agent tank using the vacuum pressure in the vacuum box - VAS 6557- .*
- *The capacity of the vacuum box - VAS 6557- is 11 litres.*
- *The amount removed is sufficient to empty the reduction agent tank completely.*

Ensure when emptying AdBlue® that no splashes get into the vehicle interior, as this may cause damage.

Reduction agent removed by suction must not be used under any circumstances.

Observe the disposal instructions for reduction agents.

– To drain the vacuum box - VAS 6557- hold the connection of shut-off valve -C- over a suitable container and open the shut-off valves -A- and -C-.
– Remove extraction hose -E-.

WARNING

Once the work sequence is complete, build up a vacuum again in the vacuum box and flush the vacuum box carefully with water.

– Clean the reduction agent tank filler neck with a lint-free wool cloth doused in water.

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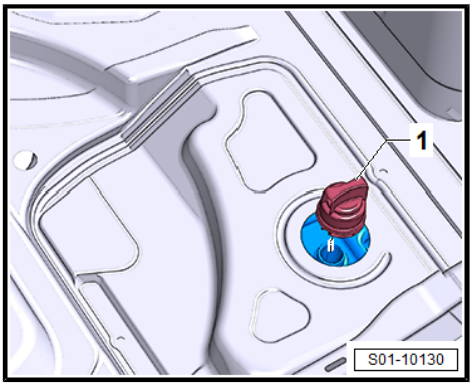
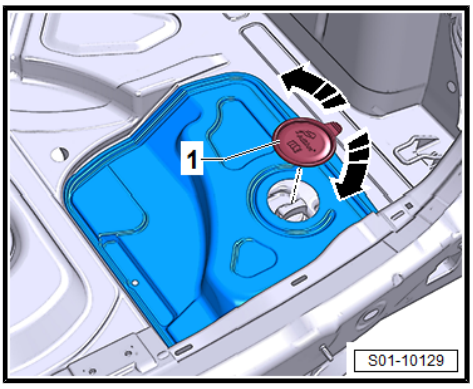
After removing/installing or filling the reduction agent tank
⇒ “3.21.2 Filling the reduction agent tank”, page 127 :

– Twist in the tank cap -1- of the reduction agent tank (AdBlue®) until it has locked.



– Press down the cap -1- in -direction of arrow-.
– Place toolbox in right side of luggage compartment.
– Fold back the luggage compartment floor.
– Close the tailgate.



Refill the reduction agent tank
⇒ “3.21.2 Filling the reduction agent tank”, page 127 .

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WARNING

After filling, turn on the ignition for at least 30 seconds to allow the filled reduction agent to be recognised by the system.

3.21.2 Filling the reduction agent tank

⇒ “3.20.3 Filling the reduction agent tank with Filling device VAS 6960 ”, page 116

⇒ “3.20.4 Filling the reduction agent tank with Filling device VAS 6542 ”, page 117

4 Gearbox

4.1 Changing the oil in the four-wheel drive clutch

Special tools and workshop equipment required

- Catch pan
- Filling device e.g. -VAS 6291- or -VAS 6291A-

Oil specification ⇒ Electronic Catalogue of Original Parts

Filling capacity ⇒ Manual Gearbox 02Q; Rep. gr. 00

– Raise vehicle.

– For changing use the filling device ⇒ page 128 .

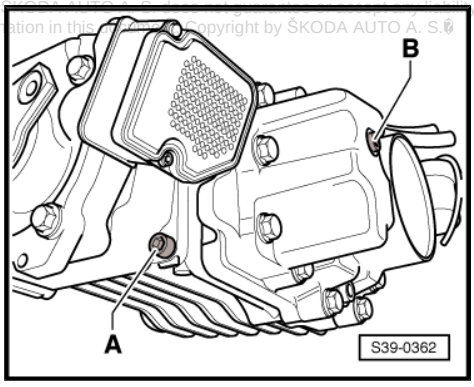
– Place the catch pan under the vehicle.

– 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 30 Nm.



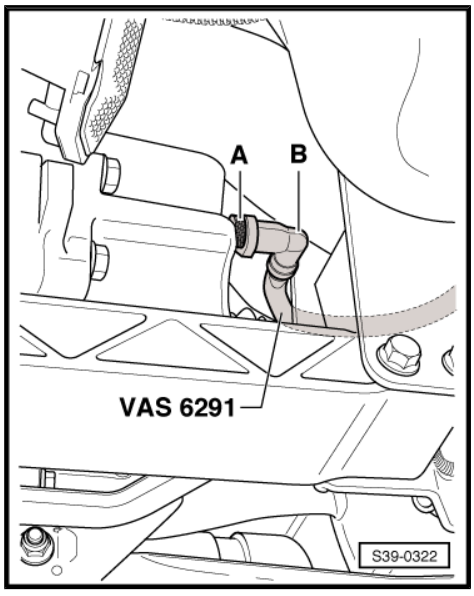
– Screw in adapter -A- up to the stop into the hole of the check screw.

– 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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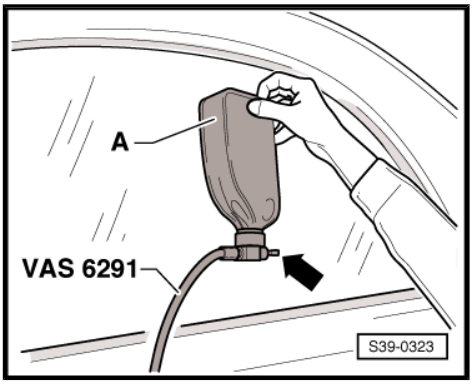
– Ensure that the valve -arrow- is closed.
– Screw the oil reservoir -A- onto the filling device ⇒ page 128 .
– Open valve -arrow- and hold oil reservoir as shown.

The four-wheel drive clutch is now filled with oil.

– Raise the vehicle after several minutes.



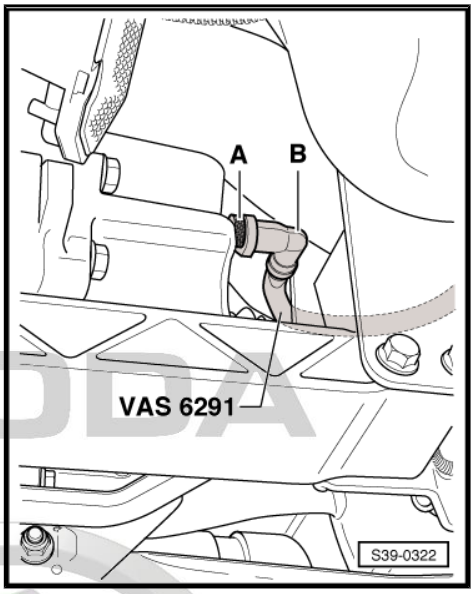
Note

- *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.*

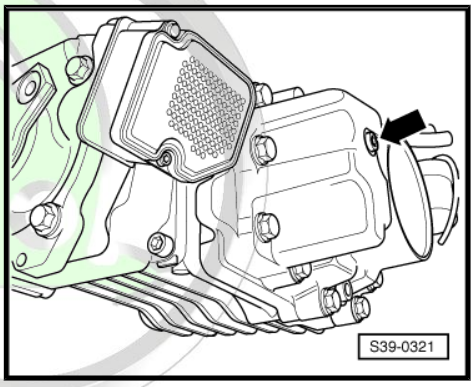
– Raise vehicle.
– If oil flows out, place oil reservoir downwards below the line of the four-wheel drive clutch (e.g. on a tool car).

The excessive oil now flows back into the oil reservoir.

– If no more oil flows back, remove the filling device.
– Check oil level in the four-wheel drive clutch ⇒ Gearbox 02Q; Rep. gr. 39 .



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



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

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Special tools and workshop equipment required

- Vehicle diagnosis, measurement and information system - VAS - ⇒ Vehicle diagnostic tester
- Adapter for oil filling - VAS 6262- or -VAS 6262A-
- Catch pan
- Protective goggles
- Protective gloves
- Pliers for spring 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 .*
- *The gearbox oil temperature is determined with the vehicle diagnosis, measurement and information system -VAS- .*
- *The gear oil level changes with the gearbox oil temperature.*
- *Checking gear oil level when oil temperature is too low may result in over-filling.*
- *Checking gear oil level when oil temperature is too high may result in under-filling.*
- *An over-filling or an under-filling impairs the proper working of the gearbox.*
- *Always replace the gasket ring of the outlet and check screw.*

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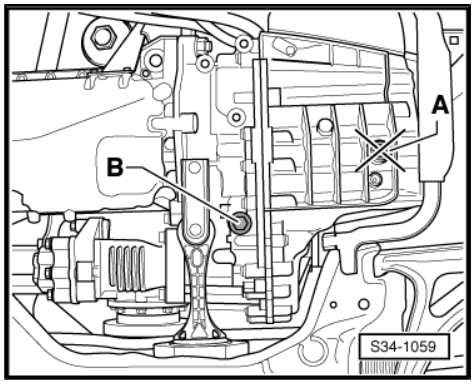
Requirements

- 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.
- Oil can only be drained and checked via check screw -B-. The check screw -B- is located close to the pendulum support.

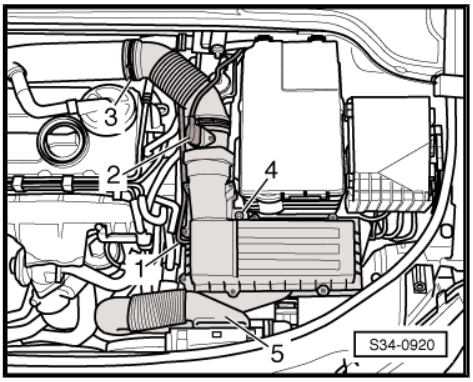


Change the gearbox oil, replace the oil filter

Replace engine oil filter

– Remove engine cover.

– Unplug connector -2- at air mass meter -G70-
– Detach bleeder hose -1- and air guide hose -5-.
– Release the spring clip -3- with pliers for spring clips and remove the air guide hose from the pipe.
– Release screw -4- and remove air filter housing.
– Remove battery and battery tray Pay attention to the work sequence when disconnecting and reconnecting the battery ⇒ Electrical System; Rep. gr. 27 .
– Raise vehicle.
– Remove the noise insulation.
– Position the catch pan under the gearbox.
– Lower the vehicle.



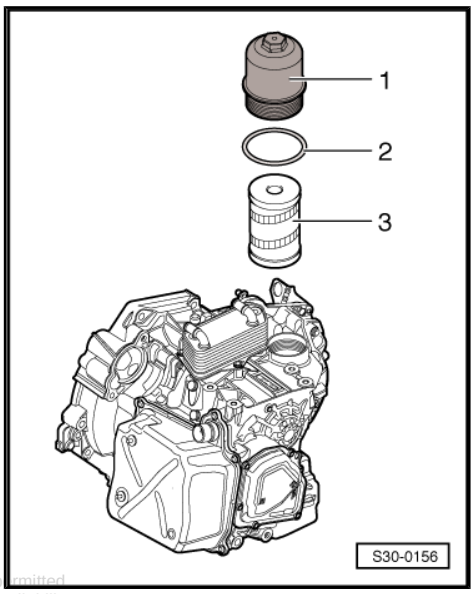
– Unscrew oil filter housing -1- from gearbox.
– Before removing, the oil filter must be slightly inclined.

So that the oil can flow out of the oil filter back into the gearbox.

Note

Always replace O-ring -2-.

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



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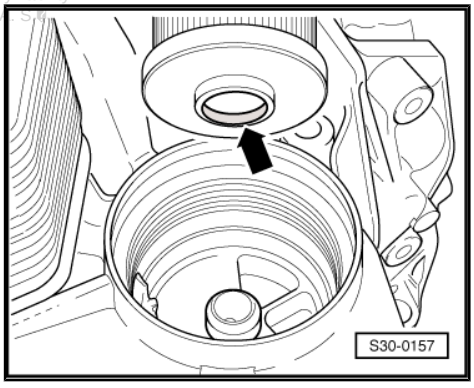
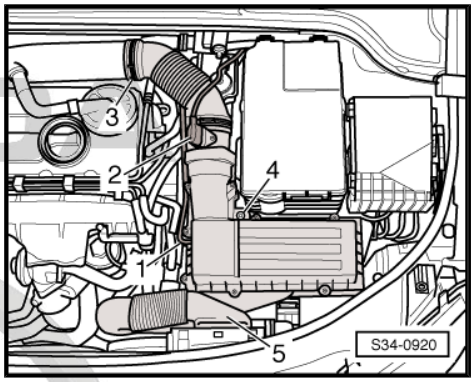
– Moisten O-ring in intake collar -arrow- downwards and tighten the filter housing to 20 Nm.
– Install battery and battery tray. Pay attention to the work sequence when disconnecting and reconnecting the battery ⇒ Electrical System; Rep. gr. 27 .



– Install filter housing -4- and connect plug for the air flow mass meter -G70- -2-.
– Connect bleeder hose -1- and air guide hose -5-.
– Secure with spring strap clamp -3-.
– Install the engine cover.

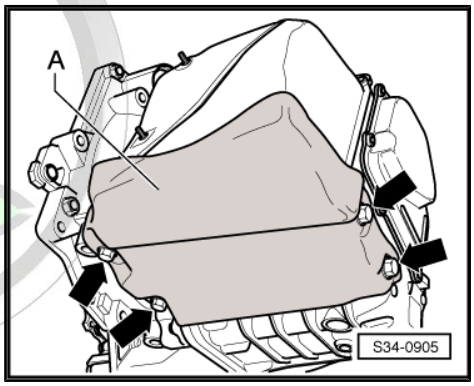


Change gear oil, check oil level

– 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.*

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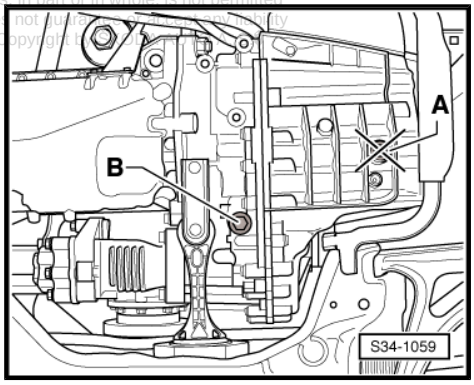
Oil can only be drained and checked via check screw -B-.

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



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.

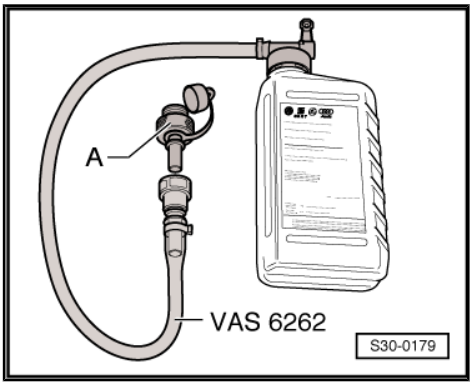
Approx. 5.0 ltr of oil flows out. Furthermore, the catch pan remains under the gearbox.

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

Note

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

– 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 tap can be closed or the adapter for oil filling -VAS 6262- or -VAS 6262A- can be held higher than the gearbox.

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

Do not switch off the engine!

WARNING

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

For 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.

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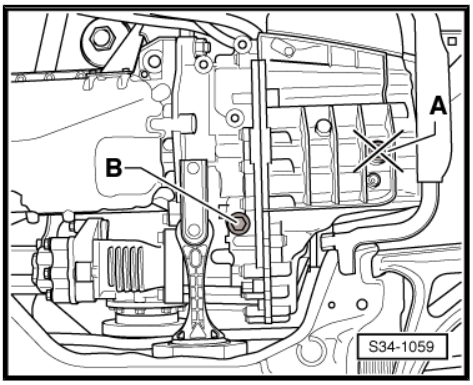
Note

- *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.

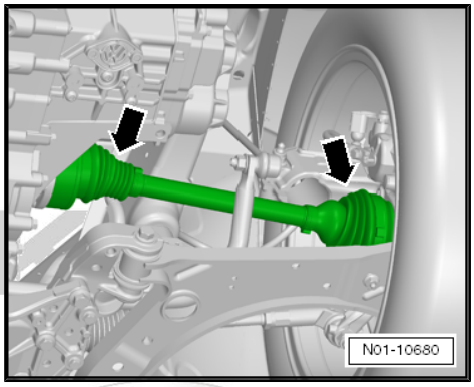
Thus, the gear oil and oil filter change is completed.

The oil is at the correct level.

– Install the noise insulation.

4.3 Check final drive and joint boots for leaks and damage

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



4.4 Automatic 6-speed gearbox 09G: Check ATF level and quality, top up or change ATF as applicable

⇒ “4.4.1 Check ATF level and quality”, page 134

⇒ “4.4.2 Drain ATF”, page 137

⇒ “4.4.3 Fill with ATF”, page 137

⇒ “4.4.4 Tropical countries”, page 138

Special tools and workshop equipment required

- Adapter for oil filling - VAS 6262- or -VAS 6262A-
- Quick coupling - VAS 6262/2-
- Catch pan - VAS 6208-
- Protective goggles
- Protective gloves

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4.4.1 Check ATF level and quality

Conditions for checking and/or replacing

- 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.
- 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 contamination or a dark colour of the oil or water in the oil is noticed during a quality inspection, the oil must be changed ⇒ 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 .*
- *When topping up with ATF, shake the oil reservoir thoroughly before opening.*
- *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 noise insulation.

– Position drip tray, e.g. -VAS 6208- under the gearbox.

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WARNING

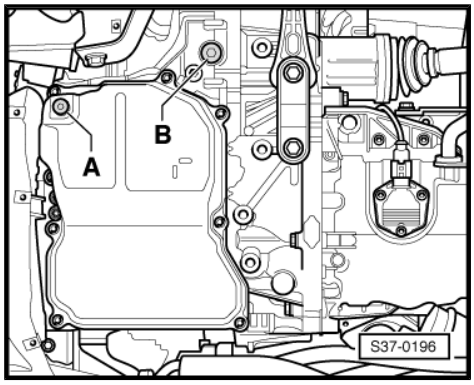
- ***When working close to the radiator, always keep an adequate distance from the radiator fan - risk of injury!***
- ***The radiator fan can switch on automatically.***

– Start engine and run in idle.

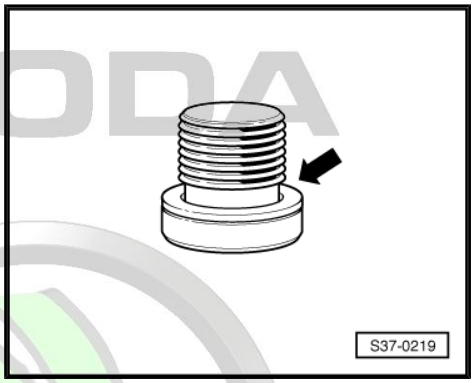
WARNING

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 .

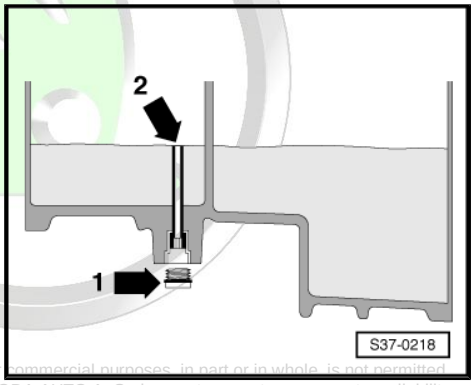


First of all the ATF in the overflow tube -arrow 2- drains off.

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 level inspection.



Note

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

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If no ATF flows out at the ATF inspection opening up to 45 °C, the ATF must be topped up ⇒ “4.4.3 Fill with ATF”, page 137 .

– End function “08 - read measured value block”.

– Tip “06 - End output”.

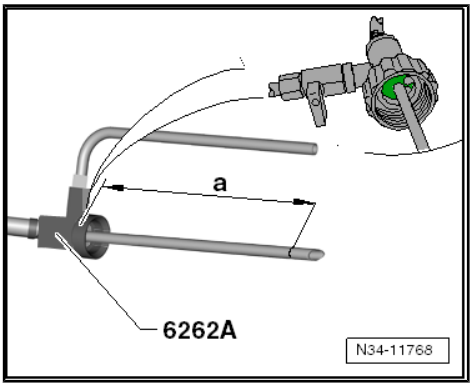
– Switch off ignition and unplug diagnostic connector.

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

Shorten the vent pipe of the adapter for oil filling - VAS 6262A-

– Shorten the vent pipe to the dimension -a-, so that it does not touch the bottom of certain ATF bottles.

  Dimension -a-: 210 mm



Note

The dimension -a- is measured on the shaft (starting with the green area in the detail) of the adapter for oil filling - VAS 6262A- .

Caution

- *The filling hose and the adapter - VAS 6262- or - VAS 6262A- must be clean and the ATF must not be mixed with other oils!*

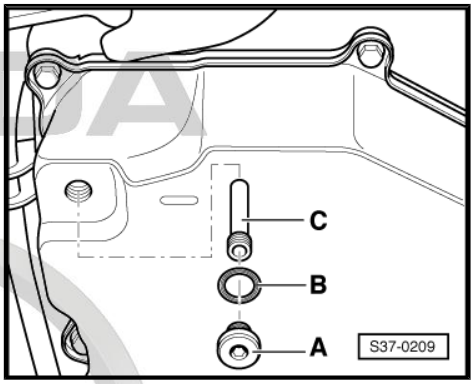
4.4.2 Drain ATF

– Position drip tray, e.g. -VAS 6208- under the gearbox.

WARNING

Wear safety goggles.

– Unscrew the ATF inspection plug -A-.
– Release the overflow tube -C- (5 mm Allen key) and drain remaining ATF.
– Drain the ATF.
– Install overflow tube -C- with 5mm Allen key and tighten to 2 Nm.



4.4.3 Fill with ATF

Note

Follow all the instructions and conditions for changes
⇒ page 134 .

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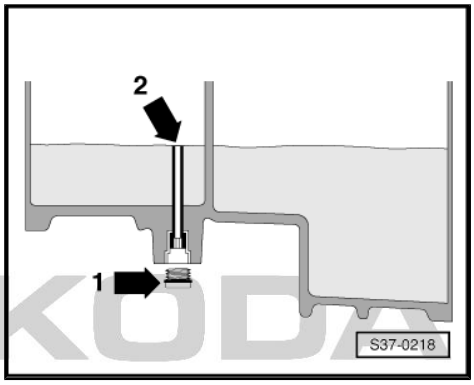
– Screw in the adapter for ATF oil filling - VAS 6262/2- by hand in the location of the gearbox inspection plug -arrow 1- and connect adapter for oil filling - VAS 6262- or -VAS 6262A- .
– Shake the ATF reservoir before opening.



Note

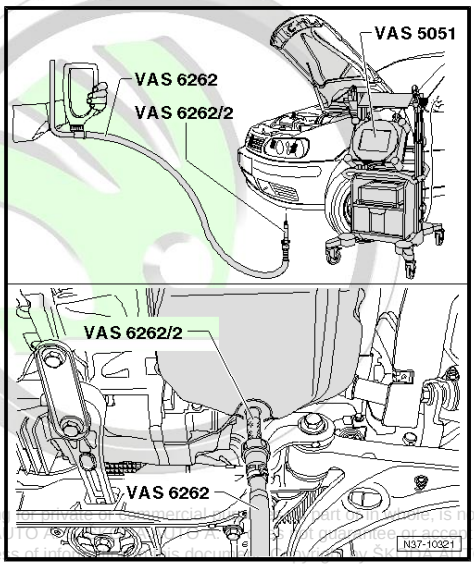
- *Before screwing in the adapter for oil filling at the ATF reservoir, check the length of the vent pipe and shorten if necessary* *⇒ page 136* .
- *The adapter for the oil filling - VAS 6262- must be clean and the ATF for automatic gearbox 09G must not be mixed with other ATF oils!*

– Screw ATF container to the adapter for oil filling - VAS 6262- .
– Fill with 3 litres of ATF (when changing).
– Fill with 1 litre of ATF (if topping up).
– Remove adapter for oil filling - VAS 6262- from adapter for ATF oil filling - VAS 6262/2- .
– Observe whether 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 O.K. and more ATF must be filled up
⇒ “4.4.1 Check ATF level and quality”, page 134 .



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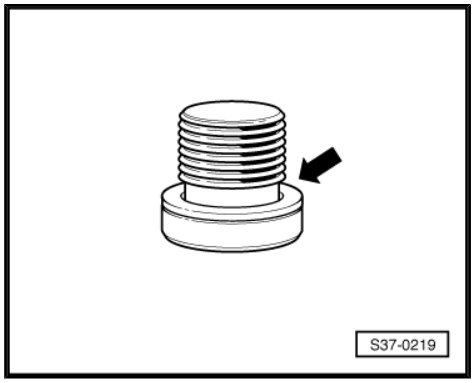
– Unscrew adapter for ATF oil filling - VAS 6262/2- .
– Fit ATF inspection plug -arrow- with a new gasket ring and tighten to 27 Nm.
– Install the noise insulation.
– Switch off ignition and unplug diagnostic connector.



4.4.4 Tropical countries

Note

The ATF must be changed in gearbox 09G in countries with particularly hot climate. ATF wear is particularly high under such weather conditions. All affected countries are listed in the following table.

Afghanistan	Egypt	Algeria
Angola	Equatorial Guinea	Ethiopia
Australia	Bahrain (AGCC)	Benin (Dahome)

Botswana	Brunei	Burkina Faso (Upper Volta)
Burundi	China	Republic of Congo
Djibouti	Dubai (AGCC)	Ivory Coast
Eritrea	Gabon	Gambia
Ghana	Guinea	Guinea-Bissau
India	Indonesia/(Borneo)	Iraq
Iran	Israel	Japan
Yemen (AGCC)	Jordan	Cameroon
Qatar (AGCC)	Kenya	Congo
Kuwait (AGCC)	Lesotho	Lebanon
Liberia	Libya	Madagascar
Malawi	Malaysia	Mali
Morocco	Mauretania	Mauritius
Mexico	Mozambique	Namibia
Niger	Nigeria	Oman (AGCC)
Palestine	Puerto Rico	Rwanda
Zambia	Saudi Arabia (AGCC)	Senegal
Sierra Leone	Zimbabwe	Singapore
Somalia	South Africa	Sudan
Swaziland	Syria	Tanzania
Thailand	Togo	Chad
Tunisia	Turkey	Uganda
United States of America	United Arab Emirates / Abu Dhabi (AGCC)	Western Sahara
Central African Republic		

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5 Chassis

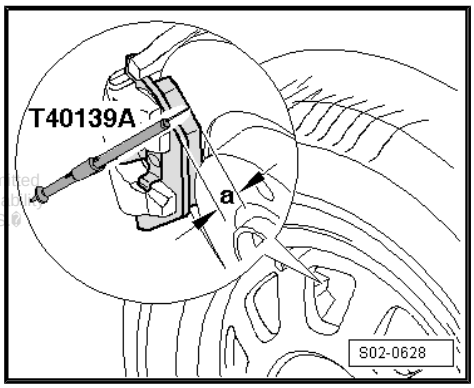
5.1 Inspecting thickness of front and rear brake pads/linings

Special tools and workshop equipment required

- Inspection pin - T40139A-

Front disc brake pads

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



Procedure when checking with the inspection pin - T40139A-

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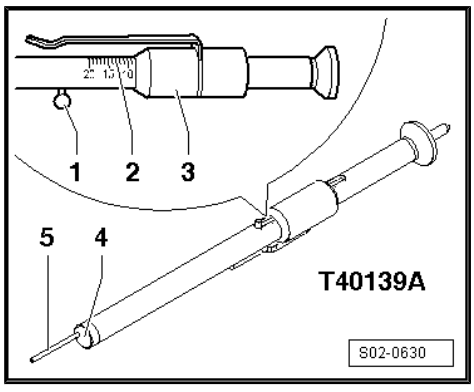
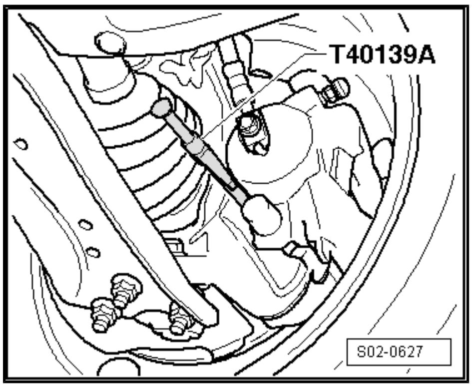
– Slide the grinder -3- of the inspection pin fully onto the pin -1-.

– 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-.

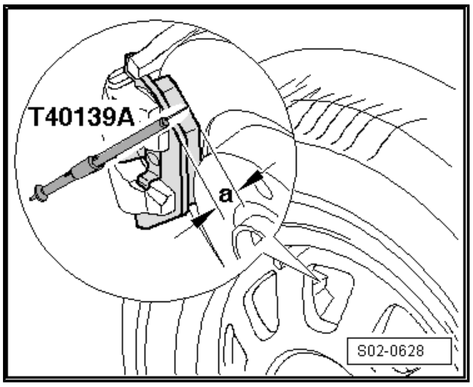




Note

- *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.*

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)

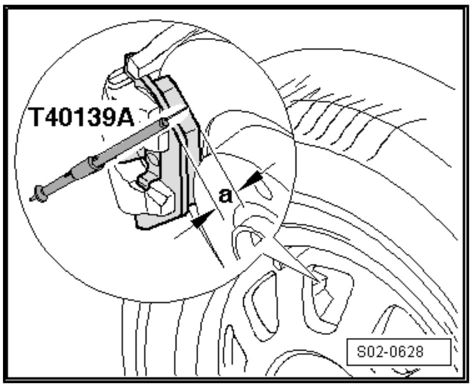
– Inspect also the brake discs for damage (scores, tears) and wear (minimum thickness) ⇒ Brake systems; Rep. gr. 00 .

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.

5.2 Inspecting brake system for leaks and damage

– Check main brake cylinder, brake servo (with ABS: hydraulic unit), braking force regulator and calipers for leak-tightness and damage.

– Inspect brake hoses for twisting.

– Ensure that the brake hoses do not touch any parts of the vehicle when the steering is turned to full left or full right lock.

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

WARNING

Any defects found must be rectified (repair measure).

5.3 Change brake fluid

Special tools and workshop equipment required

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

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

WARNING

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

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Extract brake fluid from the brake fluid reservoir.

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

1 - Catch pan

2 - Connecting hose

3 - Pneumatic support

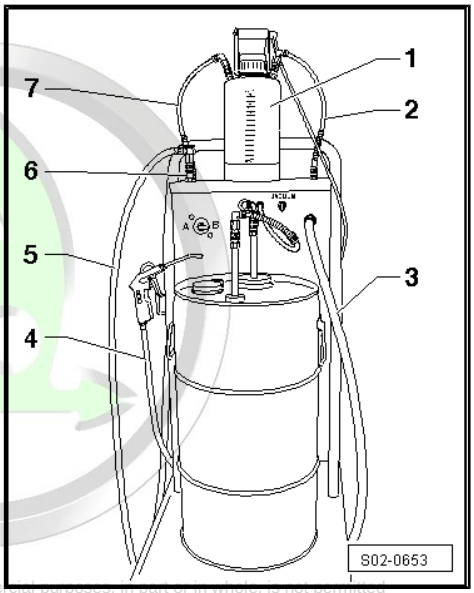
4 - Extraction hose with end part

5 - 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.



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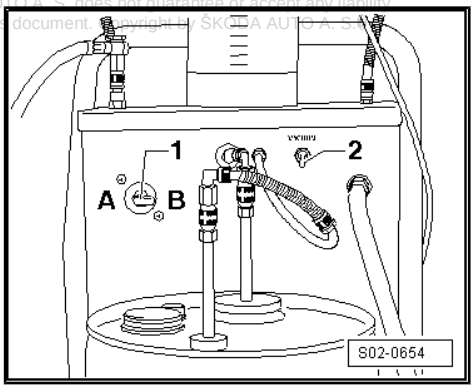
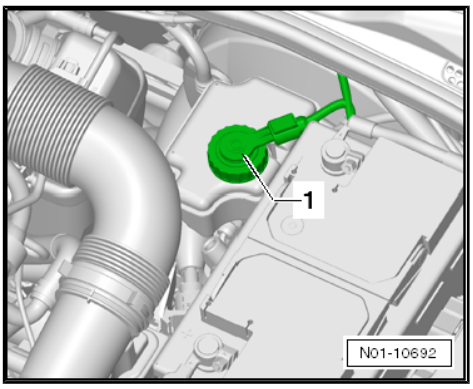
– Position cock -1- on -B-.

– Set switch -2- upwards on -vacuum-.



– Unscrew cap -1- from the brake fluid reservoir

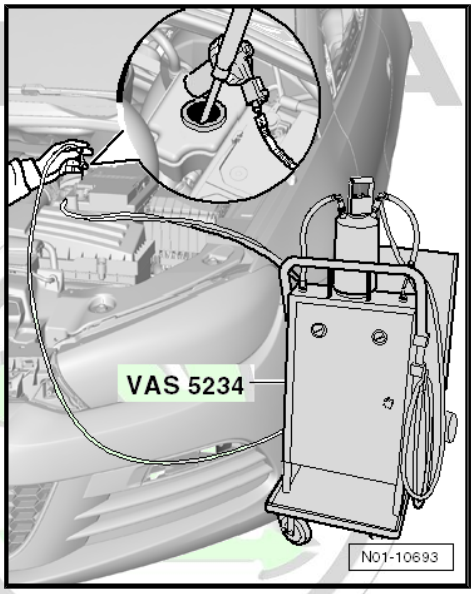


Note

Do not remove the strainer from the brake fluid reservoir.

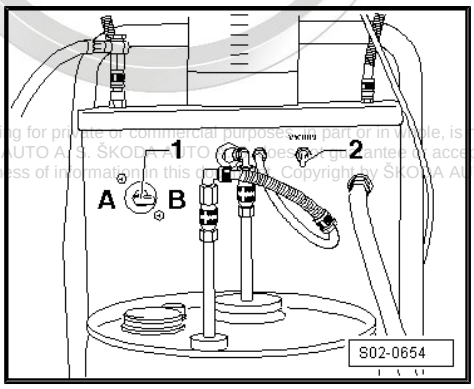
– Switch on the compressed air distribution, herewith the brake filling and bleeding device , e.g. -VAS 5234- , is operative.

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



– Set back switch -2- from -vacuum- down.

– Switch off the compressed air distribution, herewith the brake filling and bleeding device , e.g. -VAS 5234- , is no longer operative.



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Change brake fluid in slave cylinder - vehicles with manual gearbox

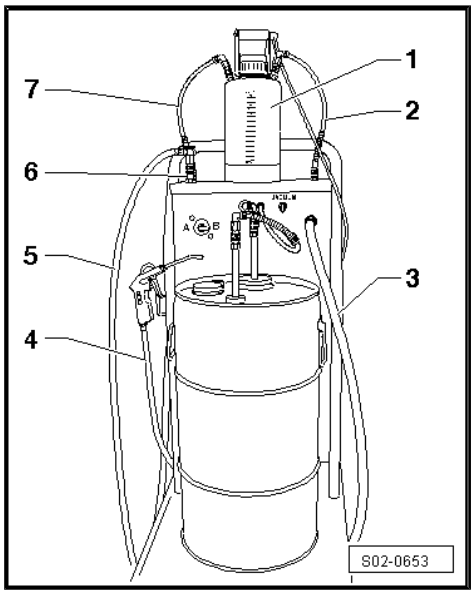
– Remove engine cover.

– Remove air filter ⇒ Relevant Engine; Rep. gr. 23 or ⇒ Relevant Engine; Rep. gr. 24 .

– Switch on the filling function of the brake filling and bleeding device , e.g. -VAS 5234- , as follows:

– Detach connecting hoses -2- and -7- from catch pan -1-.

– Detach the filler hose with quick-action coupling -5- from the device connection point -6-.

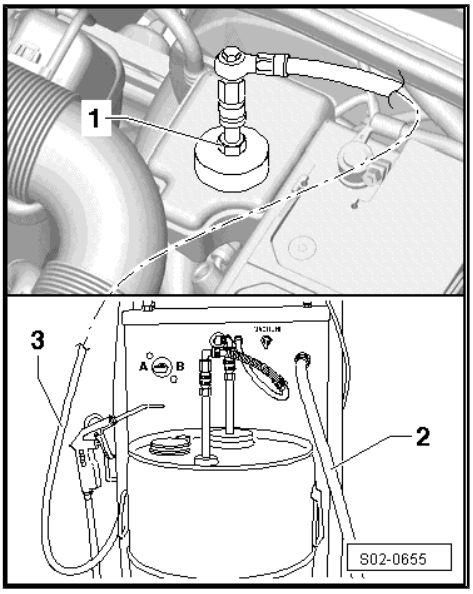


– Screw the thread plug -1- of the brake filling and bleeding device , e.g. -VAS 5234- , onto the brake fluid reservoir.

1 - Thread plug

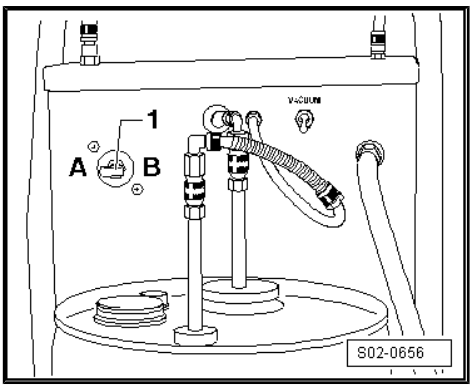
2 - Compressed air distribution

3 - Filler hose with quick-release coupling



– Position cock -1- on -A-.

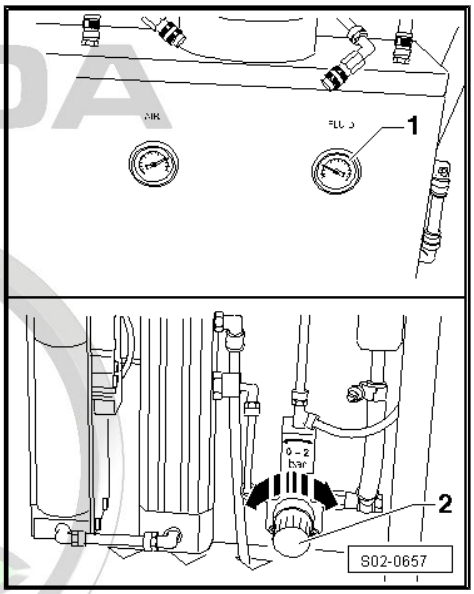
– Switch on the compressed air distribution, herewith the brake filling and bleeding device , e.g. -VAS 5234- , is operative.



– 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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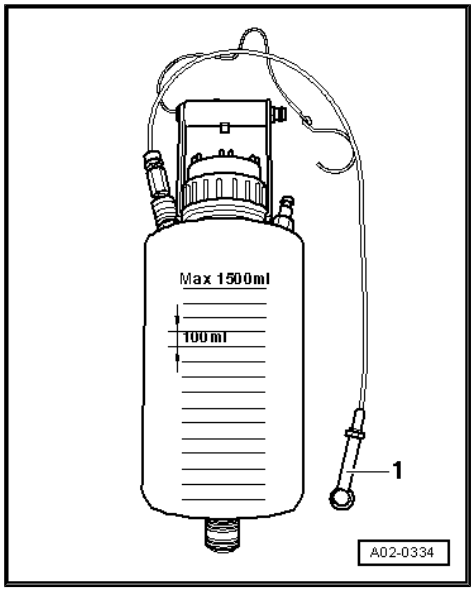
– Provide a catch pan for used brake fluid.



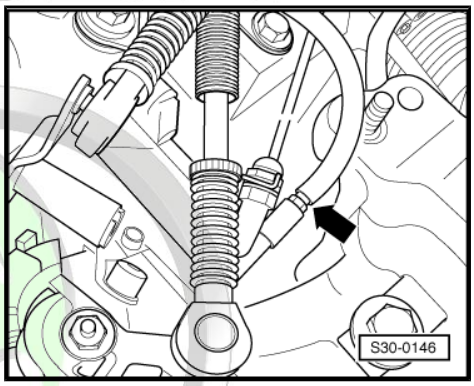
Note

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

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

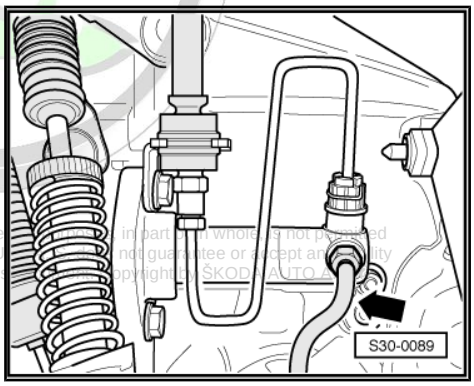
Gearbox 0A4

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



Gearbox 0AJ

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



Gearbox 02Q

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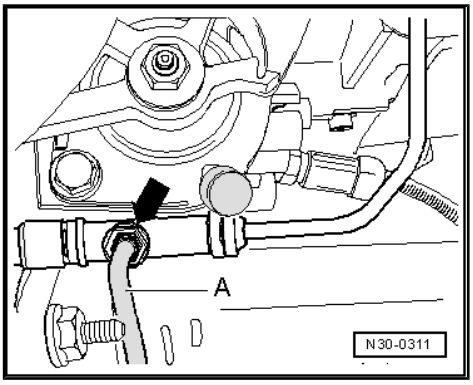
– Fit the bleeder hose of the catch pan -A- onto the vent valve of the slave cylinder -arrow-.



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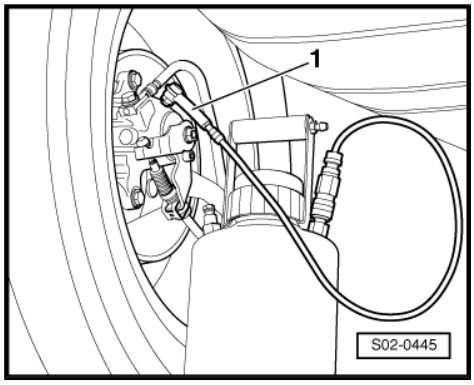
– Fit bleeder hose -1- of catch pan onto the bleeder valve of the rear right wheel.



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

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

– Switch off and disconnect the brake filling and bleeding device .

– Check brake fluid level ⇒ “5.4 Inspecting the brake fluid level”, page 148 and screw the cap onto the brake fluid reservoir.

– Activate the brake pedal repeatedly.

– Check that the pedal “does not fall through” when it is pressed down repeatedly with force.

– Check the brake pedal-idle travel on the brake pedal. Idle travel: max. 1/3 of the pedal travel.

– Perform a test drive.

Note

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

5.4 Inspecting the brake fluid level

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

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WARNING

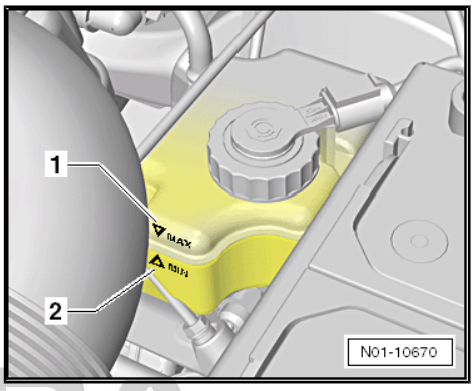
- *Brake fluid is poisonous. Also due to its corrosive effect brake fluid must not come into contact with paintwork.*
- *Brake fluid is hygroscopic, i.e. it absorbs moisture from the surrounding air. Therefore it should always be stored in airtight containers.*

Note

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

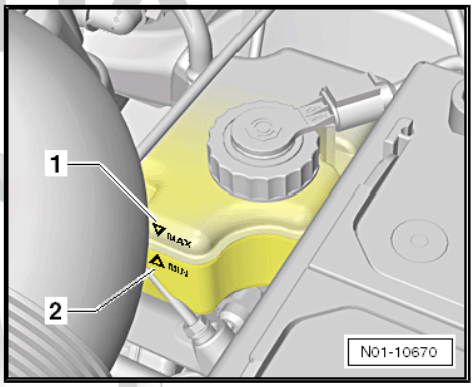
Delivery Inspection

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



Interval service/inspection:

– The brake fluid level (volume) must always be assessed on the basis of the brake pad wear. When driving a slight drop in the brake fluid level occurs as a result of wear-and-tear and the automatic slack adjustment of the brake pads.



– If the fluid brake level is 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 -2-, it is necessary to inspect the brake system before topping up the brake fluid
⇒ "5.2 Inspecting brake system for leaks and damage", page 141 and to carry out repair if necessary.

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

– Check play by moving track rods and wheels with the vehicle raised (wheels hanging free). Play: zero play.
– Inspect attachment.
– Inspect sealing boots for damage and correct installation.

5.6 Inspecting tyres (including spare wheel)

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Inspecting the tyre tread depth (including spare wheel) and entering
⇒ "5.7 Inspecting tyre tread depth (including spare wheel) and entering", page 150

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

⇒ “5.9 Inspecting the tyre pressure (including spare wheel), if necessary correcting pressure”, page 152

Note

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

WARNING

When using tyres, the legal requirements must be observed.

Delivery Inspection:

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

Interval service/inspection:

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

– Inspect tyres for scrubbing, tread worn down on one side, porous side walls, cuts and punctures. Any defects found must be advised to the customer and the customer's attention must be drawn to any necessary repair measures!

Inspecting tyre wear

– The wear pattern on the front tyres makes it possible to assess whether it is necessary to inspect the wheel toe and camber:

♦ The formation of ridges on the tyre tread is an indication of wheel toe errors.

♦ Tread worn on one side is usually attributable to camber errors.

– If such signs of wear are found, determine the cause by checking the chassis alignment (repair measure).

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

Special tools and workshop equipment required

♦ Inspection pin - T40139A-

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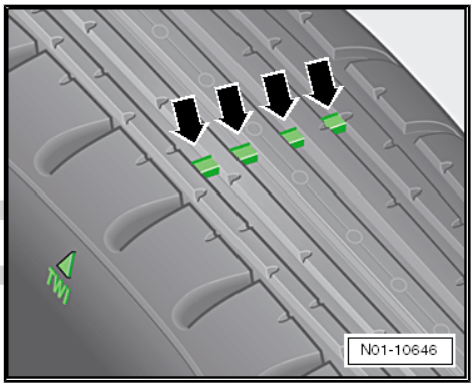
Minimum tyre tread depth

- The minimum tread depth is specified by applicable national legislation (may be different in different countries).



Tread wear indicator

The tread wear indicators (1.6 mm ridges) are located at multiple points around the tyre circumference -arrows-. The position of the tread wear indicator is shown on the tyre side wall by the TWI lettering, an arrow (triangle) or the manufacturer's logo.

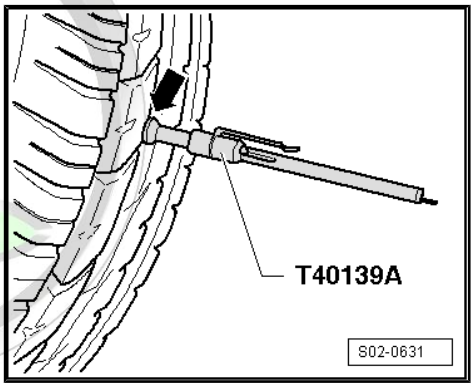
A "numerical tread wear indicator" is used by some manufacturers instead of ridges.

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

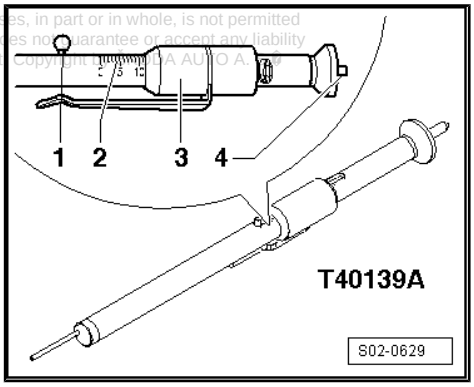
Check tread depth

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

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



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



Note

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

5.8 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

⇒ “5.9.1 Check the tyre pressure (including spare wheel) and if necessary correct pressure, up to MY 2015”, page 152

⇒ “5.9.2 Check the tyre pressure (including spare wheel) and if necessary correct pressure, up to MY 2016”, page 157

5.9.1 Check the tyre pressure (including spare wheel) and if necessary correct pressure, up to MY 2015

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.

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Sticker with tyre pressure values ⇒ page 152 .

WARNING

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

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

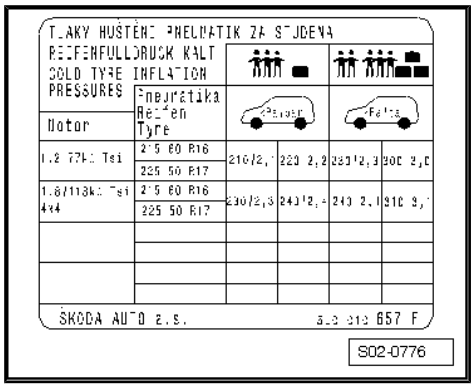
After each tyre pressure correction the basic setting of the tyre inspection display must be performed ⇒ “5.10 Tyre inspection display: Basic setting”, page 160 .

Sticker with tyre pressure values

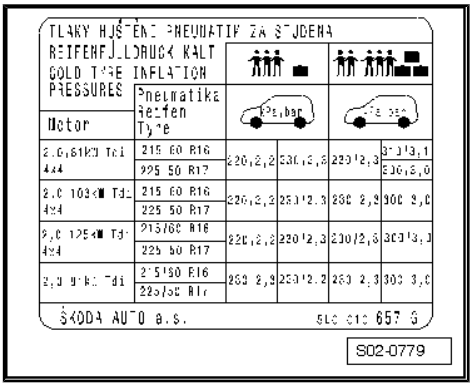
Note

The current assignment of the stickers for the individual vehicles and equipment must be carried out according to the vehicle identification number and part number ⇒ Electronic catalogue of original parts .

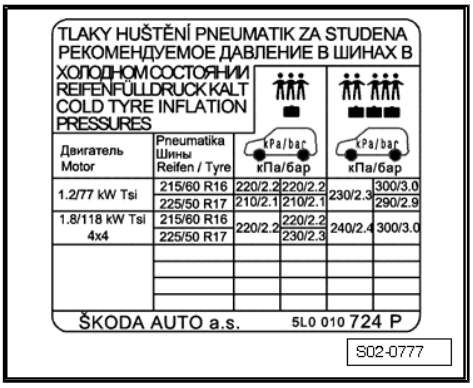
Yeti, vehicles up to 27.09.2009 with engines 1.2/77 kW TFSI; 1.8/118 kW TFSI; 1.8/112 kW TFSI, part number -5L0 010 657 F-



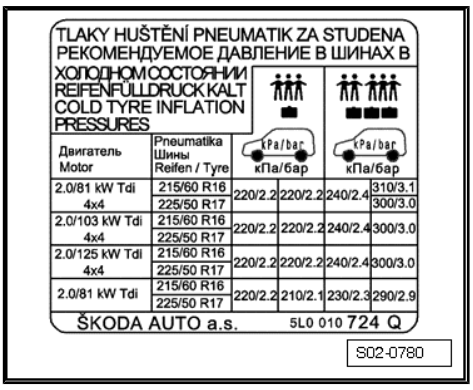
Yeti, vehicles up to 27.09.2009 with engines 2.0/103 kW TDI CR, 2.0/125 kW TDI CR, part number -5L0 010 657 G-



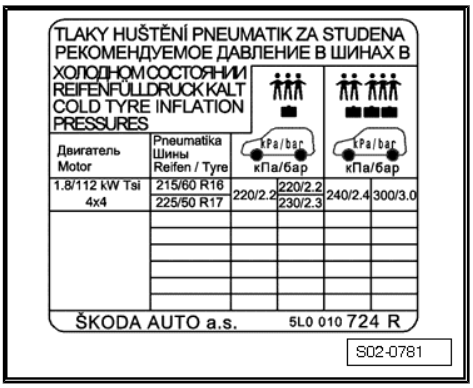
Yeti, vehicles as of 28.09.2009 up to 27.06.2010 with engines 1.2/77 kW TFSI; 1.8/118 kW TFSI; 1.8/112 kW TFSI, part number -5L0 010 724 P-



Yeti, vehicles as of 28.09.2009 with engines: 2.0/81 kW TDI CR; 2.0/103 kW TDI CR; 2.0/125 kW TDI CR; part number -5L0 010 724 Q-



Yeti, vehicles with engines 1.8/112 kW TFSI, part number -5L0 010 724 R-



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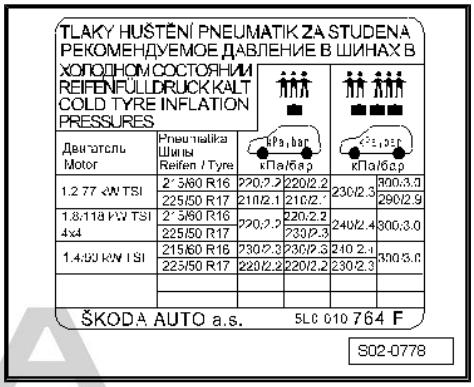
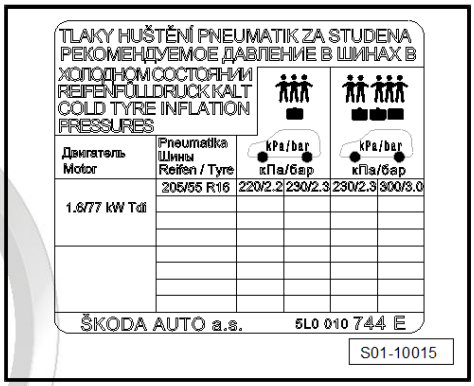
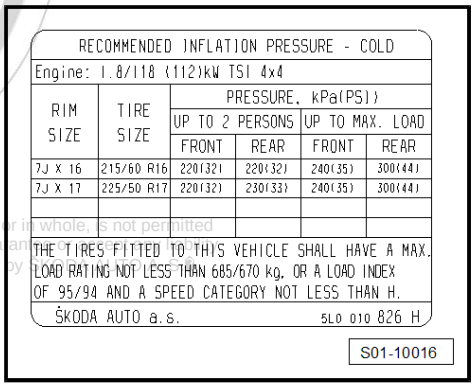
Yeti, vehicles as of 28.06.2010 with engines 1.2/77 kW TFSI; 1.8/118 kW TFSI; 1.8/112 KW TFSI; 1.4/90 kW TSI, part number -5L0 010 764 F-



Yeti, vehicles with engines 1.6/77 kW TDI CR, part number -5L0 010 744 E-



Yeti, vehicles with engines 1.8/118 kW TFSI; 1.8/112 kW TFSI, part number -5L0 010 826 H-



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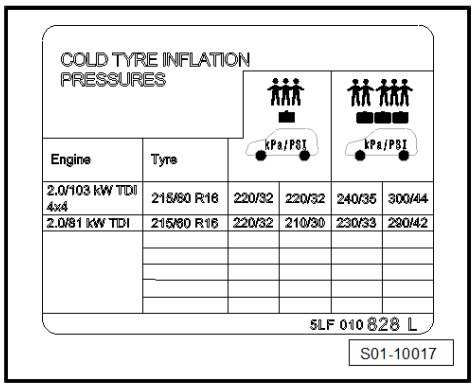
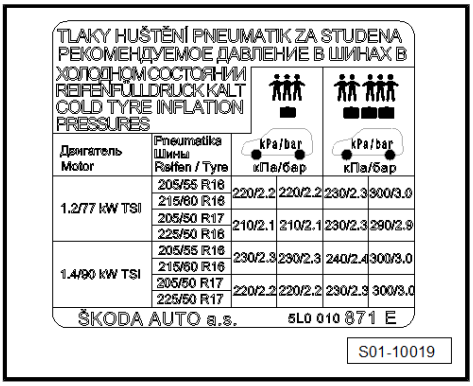
Yeti, vehicles with engines 2.0/81 kW TDI 2.0/103 kW, part number -5LF 010 828 L-



Yeti, vehicles with engines 1.2/77 kW TSI; 1.4/90 kW TSI, part number -5L0 010 871 E-

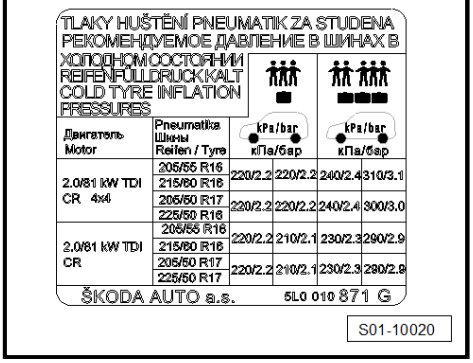

TLAKY HUŠTĚNÍ PNEUMATIK ZA STUDENA
РЕКОМЕНДУЕМОЕ ДАВЛЕНИЕ В ШИНАХ В ХОЛОДНОМ СОСТОЯНИИ
REIFENFULLDRUCK KALT
COLD TYRE INFLATION PRESSURES

Двигатель Motor	Pneumatika Шины Reifen / Tyre	kPa/bar кПа/бар		kPa/bar кПа/бар	
1.2/77 kW TSI	205/55 R16	220/2.2	220/2.2	230/2.3	300/3.0
	215/60 R16				
	205/50 R17	210/2.1	210/2.1	230/2.3	290/2.9
	225/50 R16				
1.4/90 kW TSI	205/55 R16	230/2.3	230/2.3	240/2.4	300/3.0
	215/60 R16				
	205/50 R17	220/2.2	220/2.2	230/2.3	300/3.0
	225/50 R17				

ŠKODA AUTO a.s. 5L0 010 871 E

S01-10019

Yeti, vehicles with engines 2.0/81 kW TDI, part number -5L0 010 871 G-


TLAKY HUŠTĚNÍ PNEUMATIK ZA STUDENA
РЕКОМЕНДУЕМОЕ ДАВЛЕНИЕ В ШИНАХ В ХОЛОДНОМ СОСТОЯНИИ
REIFENFULLDRUCK KALT
COLD TYRE INFLATION PRESSURES

Двигатель Motor	Pneumatika Шины Reifen / Tyre	kPa/bar кПа/бар		kPa/bar кПа/бар	
2.0/81 kW TDI CR 4x4	205/55 R16	220/2.2	220/2.2	240/2.4	310/3.1
	215/60 R16				
	205/50 R17	220/2.2	220/2.2	240/2.4	300/3.0
	225/50 R16				
2.0/81 kW TDI CR	205/55 R16	220/2.2	210/2.1	230/2.3	290/2.9
	215/60 R16				
	205/50 R17	220/2.2	210/2.1	230/2.3	290/2.9
	225/50 R17				

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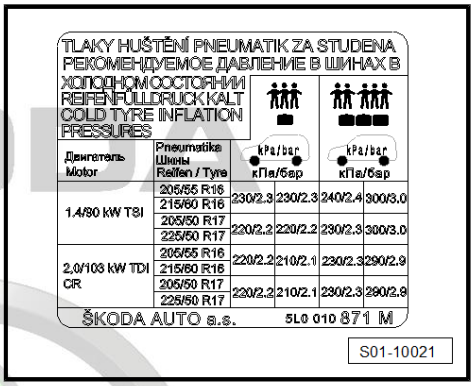
S01-10020

Yeti, vehicles with engines 1.4/90 kW TSI; 2.0/103 kW TDI, part number -5L0 010 871 M-

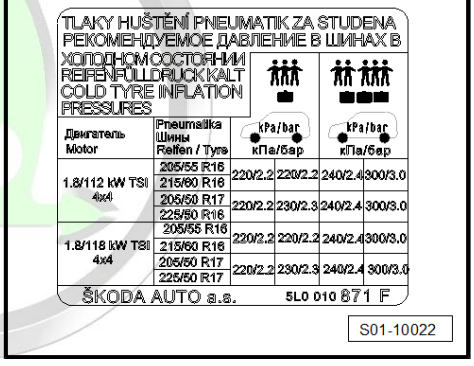

TLAKY HUŠTĚNÍ PNEUMATIK ZA STUDENA
РЕКОМЕНДУЕМОЕ ДАВЛЕНИЕ В ШИНАХ В ХОЛОДНОМ СОСТОЯНИИ
REIFENFULLDRUCK KALT
COLD TYRE INFLATION PRESSURES

Двигатель Motor	Pneumatika Шины Reifen / Tyre	kPa/bar кПа/бар		kPa/bar кПа/бар	
1.4/90 kW TSI	205/55 R16	230/2.3	230/2.3	240/2.4	300/3.0
	215/60 R16				
	205/50 R17	220/2.2	220/2.2	230/2.3	300/3.0
	225/50 R17				
2.0/103 kW TDI CR	205/55 R16	220/2.2	210/2.1	230/2.3	290/2.9
	215/60 R16				
	205/50 R17	220/2.2	210/2.1	230/2.3	290/2.9
	225/50 R17				

ŠKODA AUTO a.s. 5L0 010 871 M

S01-10021

Yeti, vehicles with engines 1.8/112 kW TSI; 1.8/118 kW TSI, part number -5L0 010 871 F-


TLAKY HUŠTĚNÍ PNEUMATIK ZA STUDENA
РЕКОМЕНДУЕМОЕ ДАВЛЕНИЕ В ШИНАХ В ХОЛОДНОМ СОСТОЯНИИ
REIFENFULLDRUCK KALT
COLD TYRE INFLATION PRESSURES

Двигатель Motor	Pneumatika Шины Reifen / Tyre	kPa/bar кПа/бар		kPa/bar кПа/бар	
1.8/112 kW TSI 4x4	205/55 R16	220/2.2	220/2.2	240/2.4	300/3.0
	215/60 R16				
	205/50 R17	220/2.2	230/2.3	240/2.4	300/3.0
	225/50 R16				
1.8/118 kW TSI 4x4	205/55 R16	220/2.2	220/2.2	240/2.4	300/3.0
	215/60 R16				
	205/50 R17	220/2.2	230/2.3	240/2.4	300/3.0
	225/50 R17				

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S01-10022

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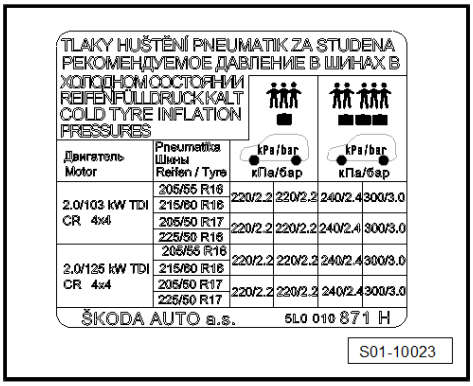
Yeti, vehicles with engines 2.0/103 kW TDI 2.0/125 kW, part number -5L0 010 871 H-


TLAKY HUŠTĚNÍ PNEUMATIK ZA STUDENA
РЕКОМЕНДУЕМОЕ ДАВЛЕНИЕ В ШИНАХ В ХОЛОДНОМ СОСТОЯНИИ
REIFENFÜLLDRUCK KALT
COLD TYRE INFLATION PRESSURES

Двигатель Motor	Pneumatika Шины Reifen / Tyre	kPa/bar кПа/бар		kPa/bar кПа/бар	
2.0/103 kW TDI CR 4x4	205/55 R16	220/2.2	220/2.2	240/2.4	300/3.0
	215/60 R16				
	205/50 R17	220/2.2	220/2.2	240/2.4	300/3.0
	225/50 R16				
2.0/125 kW TDI CR 4x4	205/55 R16	220/2.2	220/2.2	240/2.4	300/3.0
	215/60 R16				
	205/50 R17	220/2.2	220/2.2	240/2.4	300/3.0
	225/50 R17				

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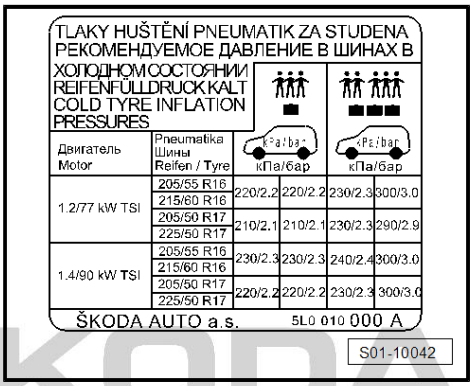
S01-10023

Yeti, vehicles with engines 1.2/77 kW TSI; 1.4/90 kW TSI, part number -5L0 010 000 A-


TLAKY HUŠTĚNÍ PNEUMATIK ZA STUDENA
РЕКОМЕНДУЕМОЕ ДАВЛЕНИЕ В ШИНАХ В ХОЛОДНОМ СОСТОЯНИИ
REIFENFÜLLDRUCK KALT
COLD TYRE INFLATION PRESSURES

Двигатель Motor	Pneumatika Шины Reifen / Tyre	kPa/bar кПа/бар		kPa/bar кПа/бар	
1.2/77 kW TSI	205/55 R16	220/2.2	220/2.2	230/2.3	300/3.0
	215/60 R16				
	205/50 R17	210/2.1	210/2.1	230/2.3	290/2.9
	225/50 R17				
1.4/90 kW TSI	205/55 R16	230/2.3	230/2.3	240/2.4	300/3.0
	215/60 R16				
	205/50 R17	220/2.2	220/2.2	230/2.3	300/3.0
	225/50 R17				

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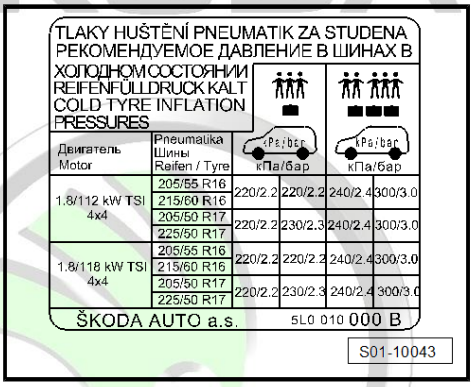
S01-10042

Yeti, vehicles with engines 1.8/112 kW TSI; 1.8/118 kW TSI, part number -5L0 010 000 B-

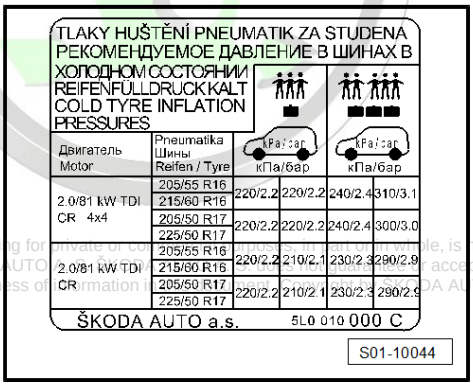

TLAKY HUŠTĚNÍ PNEUMATIK ZA STUDENA
РЕКОМЕНДУЕМОЕ ДАВЛЕНИЕ В ШИНАХ В ХОЛОДНОМ СОСТОЯНИИ
REIFENFÜLLDRUCK KALT
COLD TYRE INFLATION PRESSURES

Двигатель Motor	Pneumatika Шины Reifen / Tyre	kPa/bar кПа/бар		kPa/bar кПа/бар	
1.8/112 kW TSI 4x4	205/55 R16	220/2.2	220/2.2	240/2.4	300/3.0
	215/60 R16				
	205/50 R17	220/2.2	230/2.3	240/2.4	300/3.0
	225/50 R17				
1.8/118 kW TSI 4x4	205/55 R16	220/2.2	220/2.2	240/2.4	300/3.0
	215/60 R16				
	205/50 R17	220/2.2	230/2.3	240/2.4	300/3.0
	225/50 R17				

ŠKODA AUTO a.s. 5L0 010 000 B

S01-10043

Yeti, vehicles with engines 2.0/81 kW TDI, part number -5L0 010 000 C-


TLAKY HUŠTĚNÍ PNEUMATIK ZA STUDENA
РЕКОМЕНДУЕМОЕ ДАВЛЕНИЕ В ШИНАХ В ХОЛОДНОМ СОСТОЯНИИ
REIFENFÜLLDRUCK KALT
COLD TYRE INFLATION PRESSURES

Двигатель Motor	Pneumatika Шины Reifen / Tyre	kPa/bar кПа/бар		kPa/bar кПа/бар	
2.0/81 kW TDI CR 4x4	205/55 R16	220/2.2	220/2.2	240/2.4	310/3.1
	215/60 R16				
	205/50 R17	220/2.2	220/2.2	240/2.4	300/3.0
	225/50 R17				
2.0/81 kW TDI CR	205/55 R16	220/2.2	210/2.1	230/2.3	290/2.9
	215/60 R16				
	205/50 R17	220/2.2	210/2.1	230/2.3	290/2.9
	225/50 R17				

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S01-10044

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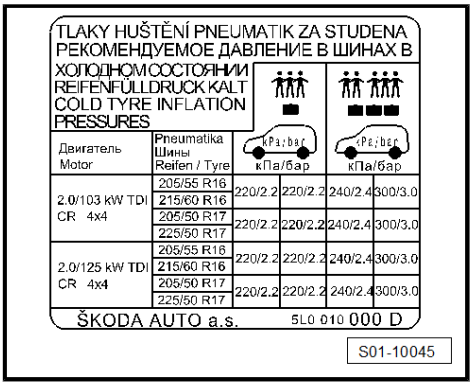
Yeti, vehicles with engines 2.0/103 kW TDI 2.0/125 kW, part number -5L0 010 000 D-



5.9.2 Check the tyre pressure (including spare wheel) and if necessary correct pressure, up to MY 2016

Special tools and workshop equipment required

- Tyre pressure tester e.g. VAS 5216

Caution

- *During pre-sales inspection, the tyres on the front and rear axles must be inflated to the "partial load" value in columns -A- of the tyre pressure table ⇒ page 158 .*

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

The tyre pressure values apply only to the tyres when cold.

Do not reduce the higher tyre pressure of warm tyres.

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

After each tyre pressure correction the calibration of the "tyre inspection display" must be performed ⇒ "5.10 Tyre inspection display: Basic setting", page 160 .

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Tyre pressure values, Yeti Outdoor

Engine	Tyres	Tyre pressure (kPa/bar)					
		A		B		C	
		half load		half payload - eco-mode Eco		full load	
		Front axle	Rear axle	Front axle	Rear axle	Front axle	Rear axle
1.2/81 kW TSI	205/55 R16 215/60 R16	220/2,2	220/2,2	250/2,5	250/2,5	230/2,3	300/3,0
1.6/81 kW MPi		220/2,2	220/2,2	250/2,5	250/2,5	230/2,3	300/3,0
1.4/92 kW TSI		230/2,3	230/2,3	260/2,6	260/2,6	240/2,4	300/3,0
1.4/110 kW TSI 4x4		230/2,3	230/2,3	260/2,6	260/2,6	240/2,4	300/3,0
1.8/112 kW TSI		220/2,2	210/2,1	250/2,5	240/2,4	240/2,4	290/2,9
1.8/112 kW TSI 4x4		220/2,2	220/2,2	250/2,5	250/2,5	240/2,4	300/3,0
2.0/81 kW TDI CR		220/2,2	210/2,1	250/2,5	240/2,4	230/2,3	290/2,9
2.0/81 kW TDI CR 4x4		220/2,2	220/2,2	250/2,5	250/2,5	240/2,4	310/3,1
2.0/110 kW TDI CR		220/2,2	210/2,1	250/2,5	240/2,4	230/2,3	290/2,9
2.0/110 kW TDI CR 4x4		220/2,2	220/2,2	250/2,5	250/2,5	240/2,4	300/3,0
1.2/81 kW TSI	205/50 R17 225/50 R17	210/2,1	210/2,1	240/2,4	240/2,4	230/2,3	290/2,9
1.6/81 kW MPi		210/2,1	210/2,1	240/2,4	240/2,4	230/2,3	290/2,9
1.4/92 kW TSI		220/2,2	220/2,2	250/2,5	250/2,5	230/2,3	300/3,0
1.4/110 kW TSI 4x4		220/2,2	220/2,2	250/2,5	250/2,5	230/2,3	300/3,0
1.8/112 kW TSI		220/2,2	220/2,2	250/2,5	250/2,5	240/2,4	290/2,9
1.8/112 kW TSI 4x4		220/2,2	230/2,3	250/2,5	260/2,6	240/2,4	300/3,0
2.0/81 kW TDI CR		220/2,2	210/2,1	250/2,5	240/2,4	230/2,3	290/2,9
2.0/81 kW TDI CR 4x4		220/2,2	220/2,2	250/2,5	250/2,5	240/2,4	300/3,0
2.0/110 kW TDI CR		220/2,2	210/2,1	250/2,5	240/2,4	230/2,3	290/2,9
2.0/110 kW TDI CR 4x4		220/2,2	220/2,2	250/2,5	250/2,5	240/2,4	300/3,0

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Tyre pressure values, Yeti City

Engine	Tyres	Tyre pressure (kPa/bar)					
		A		B		C	
		half load		half payload - eco-mode Eco		full load	
		Front axle	**Rear axle**	**Front axle**	**Rear axle**	**Front axle**	**Rear axle**
1.2/81 kW TSI	205/55 R16	220/2,2	220/2,2	250/2,5	250/2,5	230/2,3	300/3,0
1.2/81 kW TSI	205/50 R17	210/2,1	210/2,1	240/2,4	240/2,4	230/2,3	290/2,9

Tyre pressure values, Yeti Green Line

Engine	Tyres	Tyre pressure (kPa/bar)					
		A		B		C	
		half load		half payload - eco-mode Eco		full load	
		Front axle	**Rear axle**	**Front axle**	**Rear axle**	**Front axle**	**Rear axle**
Yeti Green Line	205/55 R16	190/1,9	200/2,0	220/2,2	230/2,3	230/2,3	300/3,0

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5.10 Tyre inspection display: Basic setting

Note

- *The basic setting of the tyre inspection display must be performed after each tyre pressure correction, while paying attention to the correct tyre pressure values ⇒ "5.9 Inspecting the tyre pressure (including spare wheel), if necessary correcting pressure", page 152 .*
- *Flashing light means that a new basic setting has not yet been performed ⇒ page 160 .*
- *If no pressure loss and no tyre damage is discovered after a tyre pressure warning, this erroneous warning can be eliminated by a basic setting ⇒ page 161 .*

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

The tyre circumference can change, if

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

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

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

- 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.
- If the light does not flash and the new basic setting has been performed, a system failure exists ⇒ Vehicle diagnostic tester.

New basic setting

- Flashing warning light for the tyre inflation display in the dash panel insert

– Switch on ignition.

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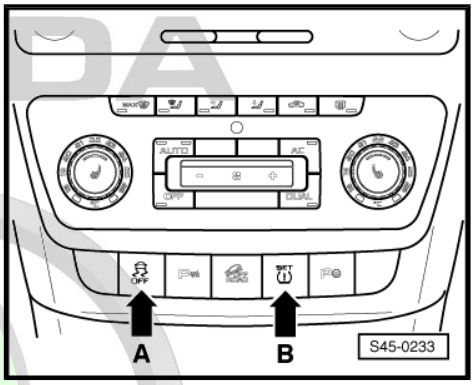
– Press the button for tyre pressure inspection -arrow B- and the TCS or TCS/ESP button -arrow A- for more than 2 seconds.



Performing the basic setting is confirmed by an informative tone.

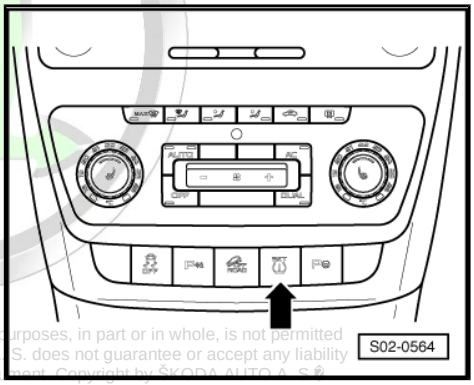
When starting the ignition again, no more warning will appear.

Basic setting

- Lit warning light for the tyre inflation display in the dash panel insert

– Switch on ignition.

– Press the button for tyre pressure inspection -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.

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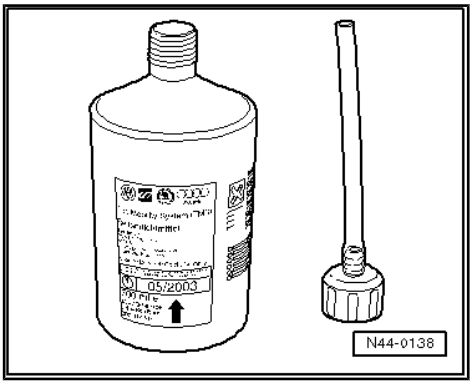
5.11 breakdown set

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



Note

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

– Check the use by date and enter it in the maintenance tables.

– Replace the tyre sealant if the use by date has been reached -arrow-.

Caution

The tyre sealant must not be older than 4 years.

If the bottle was opened, e.g. when having a flat tyre, it must also be replaced.

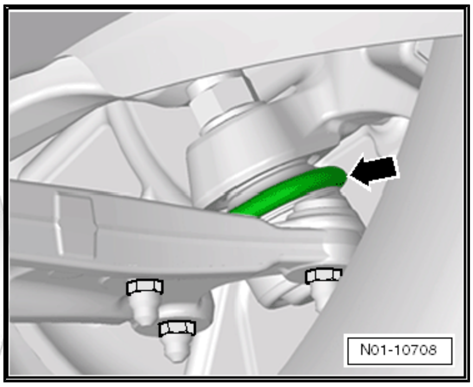
Note

- *Residues of tyre sealant or bottles which are still filled must be disposed of according to applicable regulations 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.*

5.12 Front and rear axle: Checking

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

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



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

♦ there must not be any play present on the rubber metal bearings

♦ there must not be any tears, porous points and distortions on the rubber metal bearings

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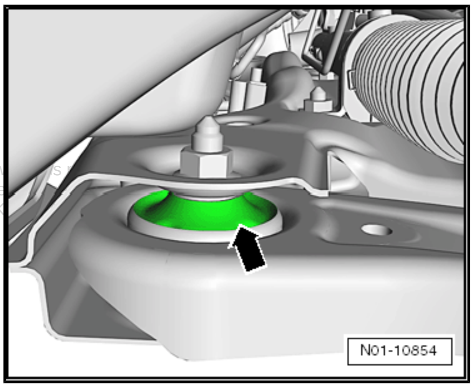
– Track rod heads: Check clearance, fastening and sealing flanges

♦ Check play by moving track rods and wheels with the vehicle raised (wheels hanging free). Play: zero play.

♦ Inspect attachment.

♦ Inspect sealing boots for damage and correct installation.



6 Electrical System

6.1 Electric windows: Check positioning

Disconnect the battery when all the windows are closed:

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

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

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

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Caution

In the event of disconnecting and connecting the battery, the jamming protection is not functioning. There is the risk of contusion injuries due to the 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 Electrical consumers: Check function

– Inspect headlights, headlight beam control, fog lights, daylight driving light, 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, proper operation and colour.

– Check for proper operation of automatic light ⇒ “6.14 Check for proper operation of automatic light”, page 179 .

– Check operation of fog lights with “Corner” function (if present) ⇒ “6.15 Check the operation of the fog lights with the Corner function”, page 180 .

– Check the operation of the dynamic cornering light (if present) ⇒ “6.16 Check the operation of the dynamic cornering light”, page 180 .

– Inspect interior lights, illuminated storage compartment, illuminated ashtray for proper operation.

– Indicator lights for airbag: Check function ⇒ “7.11 Check proper operation of key switch for front passenger airbag deactivation”, page 197 .

– 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.

– Check heated windows.

– Inspect radio, navigation system for proper reception and absence of interference, also inspect speakers ⇒ “6.7 Inspecting proper operation of radio and navigation system”, page 166 .

6.3 Checking the battery

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

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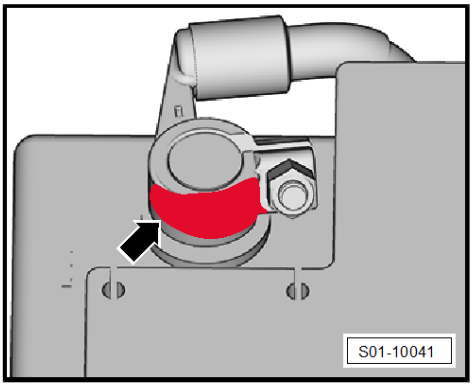
6.4 Attend to vehicle battery after transport

If the battery is soiled, proceed as follows:

- Unclamp the battery (unclamp both battery poles)
- Wipe away all the dirt from the battery cover with a cloth moistened in clean water.

> **WARNING**
>
> ***When cleaning the battery cover and battery housing, do not use any oils, solvents, cleaning agents, oil-based solvents or ammonia solutions. These materials have a negative effect and will cause irreversible damage to the battery housing and will nullify all warranty claims.***

If there is minor corrosion on the cable clamps at the battery poles -arrow-:



- Unclamp the battery (unclamp both battery poles)
- Remove the corrosion with a cloth moistened in a sodium bicarbonate solution (acidic sodium carbonate, mix 4 l water with 500 g sodium bicarbonate).
- Wipe away with a cloth moistened in clean water.
- Dry off with a clean cloth.

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If the contact surfaces of the battery poles are corroded, clean the battery terminals and battery poles ⇒ Electrical System- General Notes; Rep. gr. 97 .

6.5 Exterior lighting front and rear: Checking

– Lighting,

- Headlights, headlight beam control
- Fog lights
- Turn signals
- Hazard warning light system
- Tail light
- Rear fog lights
- Reversing lights
- Brake lights
- Check parking light and daylight driving lights (if present) for brightness, colour and proper operation

6.6 Interior Lights: Checking

– Inspect interior lights, illuminated storage compartment, illuminated ashtray for proper operation.

6.7 Inspecting proper operation of radio and navigation system

⇒ "6.7.1 Inspecting proper operation of radio and navigation system, up to MY 2015", page 166

⇒ "6.7.2 Checking proper operation of infotainment radio/navigation, starting from MY 2016", page 166

6.7.1 Inspecting proper operation of radio and navigation system, up to MY 2015

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

- Read out PIN of radio/radio navigation system (RNS) online ⇒ Vehicle diagnostic tester.
- Enter PIN in radio/radio navigation system (RNS) ⇒ Operating instructions for the radio/radio navigation system .
- Switch unit on and off.
- Operate the volume control.
- Carry out station programming [18].
- Inspect station search [18].
- Check CD/DVD or SD player (insert CD/DVD or SD and play) [18].

Use the latest version of the cartographic data (data) approved by Škoda Auto for the radio navigation system (RNS) [18].

- Check activation of anti-theft code of radio [18].

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18) These functions are model specific and are not present on all types of sets. For operation refer to the operating instructions for the radio/radio navigation system (RNS).

6.7.2 Checking proper operation of infotainment radio/navigation, starting from MY 2016

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

WARNING

Transport mode must be disabled to be able to switch on the radio/navigation system
⇒ "6.21 Switch off battery transport mode", page 182 .

- Switch system on and off.

WARNING

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

- *Traffic news TP or phone* [19)]

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

"Component protection" is also an anti-theft alarm system.

The radio "Blues" has a component protection feature and an anti-theft alarm system is not installed.

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

– Carry out station programming.
– Operate the volume control.
– Check the SD or USB player for function (insert an SD or USB and play) [19)].

Use the latest version of the cartographic data approved by Škoda Auto for the navigation system [19)].

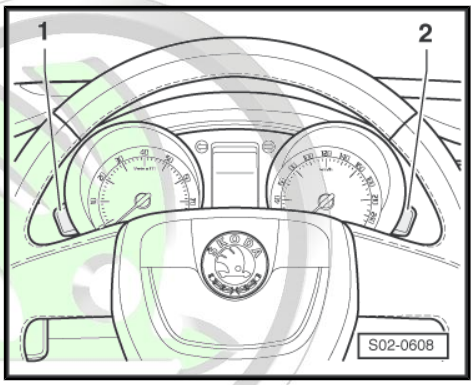
19) These functions are model specific and are not present on all types of sets. For operation refer to the operating instructions infotainment radio/navigation.

6.8 Setting clock

Vehicles without an information display

The clock is set using the operating buttons -1- and -2-. The button -1- is used for selecting the information to be set, i. e minutes or hours.

The selected information is set with the button -2-.



Vehicles with an information display

On vehicles with an information display the clock is set in the menu "Time":

– Switch on ignition.

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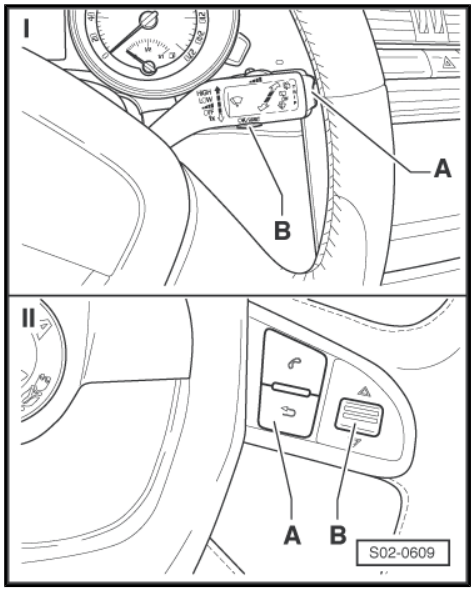
– Hold the button -A- on the windscreen wiper lever or multi-functional steering wheel pressed for longer than 1 second. This will show the information display of the »MAIN MENU«. Observe the instructions ⇒ page 168 .

– 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.

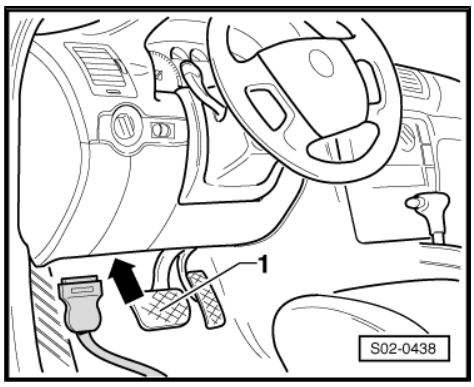


Note

- *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- in order 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- in order to return to the main menu.*

6.9 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.

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6.10 Resetting service interval display (SID)

Display the remaining kilometres and days until the next inspection service
⇒ “6.10.1 Display the remaining kilometres and days until the next inspection service.”, page 169

Reset service interval display up to CW 21/2013
⇒ “6.10.2 Reset service interval display up to CW 21/2013”, page 169

Reset service interval display from CW 22/2013
⇒ “6.10.3 Reset service interval display from CW 22/2013”, page 171

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

– Switch on ignition.

Vehicles without an information display

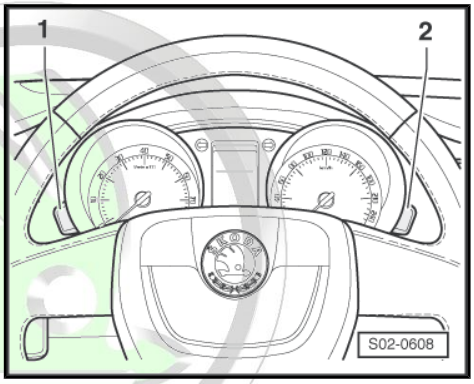
– Press the button -1- in the dash panel insert.

A “wrench” symbol is displayed for 10 s in the dash panel insert display next to the remaining number of kilometres.

At the same time, the number of remaining days until the next inspection service is displayed.

Vehicles with an information display

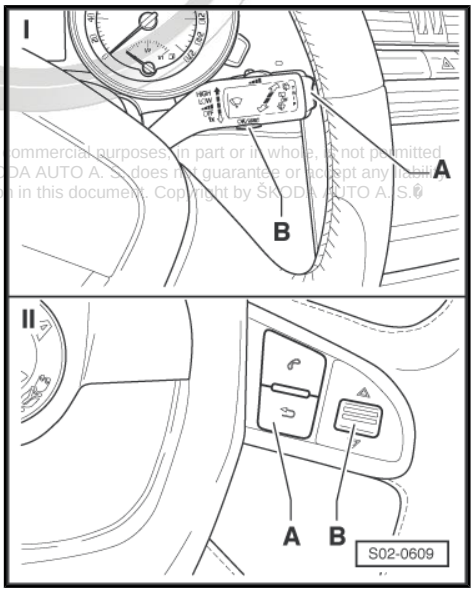
– Switch on ignition.



– Hold the button -A- on the windscreen wiper lever or multifunctional steering wheel pressed for longer than 1 second. This will show the information display of the »MAIN MENU«. Observe the instructions ⇒ page 168 .

– Select the »Setup (Setting)« option with the -B- button, briefly press this button and further select the option »Service interval (Service info).«

– Display information about the remaining kilometres and days until the next inspection service.



Vehicles up to CW 21/2013

The following is displayed in the dash panel insert display: Service in ... km or ... days. (Service in ... km or ... days)

Vehicles from CW 22/2013

The following is shown for 10 s in the information display:

Oil change... km / ... Days

Inspection... km / ... Days

6.10.2 Reset service interval display up to CW 21/2013

Resetting the service interval display can be performed:

with the vehicle diagnosis, measurement and information system -VAS- ⇒ page 170

or

with the buttons in the dash panel insert ⇒ page 170

Reset service interval display with -VAS-

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

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

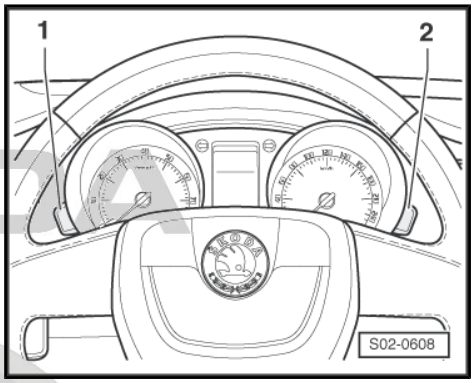
Note

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 without an information display

– Call up the service interval symbol in the mini menu in the dash panel insert with the button -1-.

– Reset the service interval display with the button -2-.

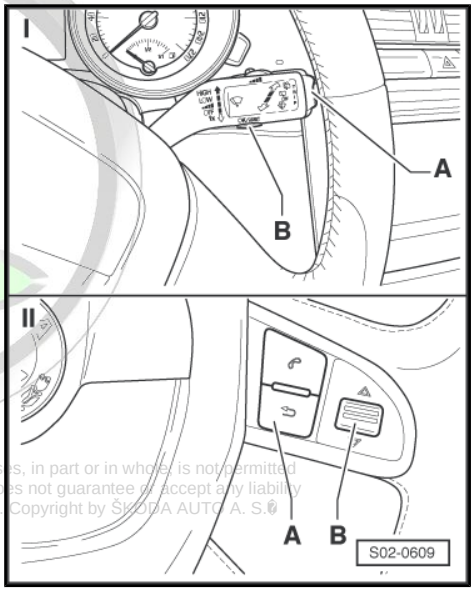


Vehicles with an information display

– Switch on ignition.

– Hold the button -A- on the windscreen wiper lever or multifunctional steering wheel pressed for longer than 1 second. This will show the information display of the »MAIN MENU«. Observe the instructions ⇒ page 168 .

– Select option »Setup« with the button -B-, briefly press this button and then select the option »Service interval« and then the option »Reset«.



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 with variable service intervals (QI6) by default are automatically recoded to fixed service intervals as a result of this procedure.***
- ***Back-coding to variable service intervals (QI6) is only possible with -VAS- when the following conditions are observed ⇒ "6.12 Changing the code of the service intervals", page 176 .***

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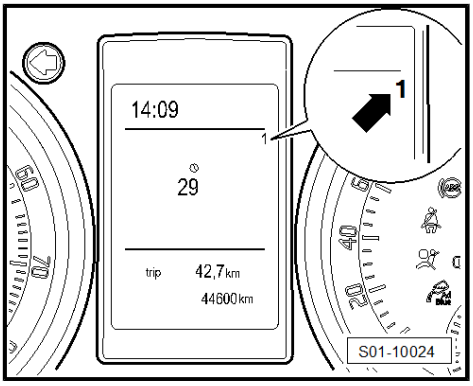
6.10.3 Reset service interval display from CW 22/2013

WARNING

Vehicles from CW 22/2013 are equipped with a two-channel service interval display with a different service message.

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

Vehicles without an information display



If the number -1- -arrow- appears in the display after the ignition is turned on, this means an oil change service is due.

Once the oil change service is reached, after the ignition is switched on, the “Wrench” symbol will appear for approx. 20 s in the display with the following message:

- “OIL CHANGE”

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If the number -2- -arrow- appears in the display after the ignition is turned on, this means an inspection is due.

Once the inspection is reached, after the ignition is switched on, the “Wrench” symbol will appear for approx. 20 s in the display with the following message:

- “Inspection”

Vehicles with an information display

If, after turning on the ignition, the following appears in the information display “Oil change in ... km or ... days.” this means an oil change service is due.

Once the oil change service is reached, after the ignition is switched on, the “Wrench” symbol will appear for approx. 20 s in the display with the following message:

- “Oil change now”

If, after turning on the ignition, the following appears in the information display “Inspection in ... km or ... days ” this means an inspection is due.

Once the inspection is reached, after the ignition is switched on, the “Wrench” symbol will appear for approx. 20 s in the display with the following message:

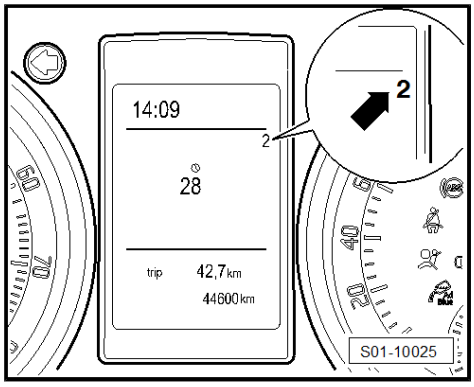
- “Inspection now!”

The service interval display is reset with the vehicle diagnosis, measurement and information system -VAS- ⇒ page 172 .

The service interval display can also be reset with the buttons in the dash panel insert ⇒ page 173 .

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

– Connect vehicle diagnosis, measurement and information system -VAS- . Connect the diagnostic unit to the diagnostic connector ⇒ “6.9 Connect diagnostic unit”, page 168 .



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WARNING

When resetting the service interval display with vehicle diagnosis, measurement and information system -VAS- , the following information must be observed:

Remove the checkmark at the "work with targeted fault finding" function for the vehicle identification on the display of the vehicle diagnostic tester.

The following is displayed on the display of the vehicle diagnostic tester: "Now targeted fault finding has been cancelled, only targeted functions and self-diagnosis are available. Would you like to perform a diagnosis without targeted fault finding?"

Confirm function with "Yes".

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

On the diagnostic device, also select: "Dash panel insert - J285" → "Functions of the dash panel insert" → "17- Service events" and next "Oil change service (variable)" → or "Oil change service".

Continue to follow the instructions on the diagnostic unit.

- *During the inspection, the service interval display must be reset for the inspection.*

On the diagnostic device, also select: "Dash panel insert - J285" → "Functions of the dash panel insert" → "17- Service events" and next "Examination" or "Inspection".

Continue to follow the instructions on the diagnostic unit.

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

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

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

WARNING

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.

Reset "oil change service" display

WARNING

- *Vehicles with variable service intervals (QI6) by default are automatically recoded to fixed service intervals as a result of this procedure.*
- *Back-coding to variable service intervals (QI6) is only possible with -VAS- when the following conditions are observed*
  ⇒ "6.12 Changing the code of the service intervals", page 176 .

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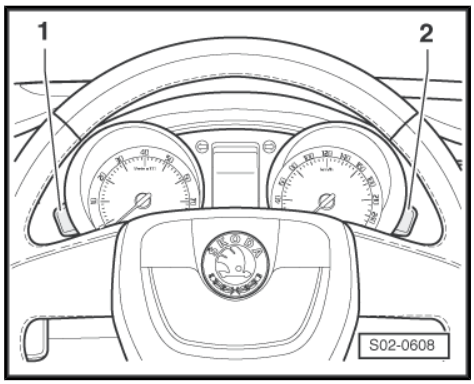
Vehicles without an information display

– Switch off ignition.

– Hold button -2- pressed and at the same time turn on the ignition until a “wrench” symbol is displayed on the dash panel insert display:

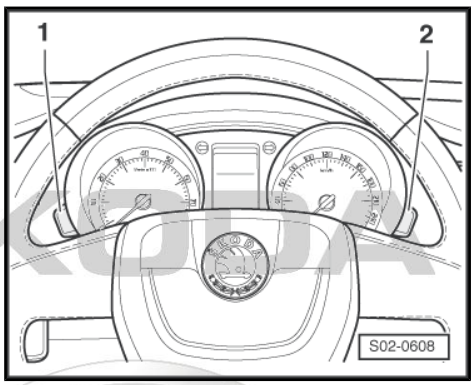


– Press button -1-.

The “Oil change service” display is now reset.

Vehicles with an information display

– Switch off ignition.



– Hold button -2- pressed and simultaneous switch on the ignition until the following message is displayed on the dash panel insert display:

  Really reset oil change service?

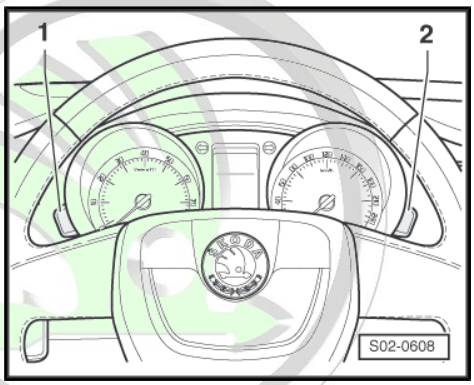
– Press the option “OK” in the information display to confirm the reset.

The “Oil change service” display is now reset.

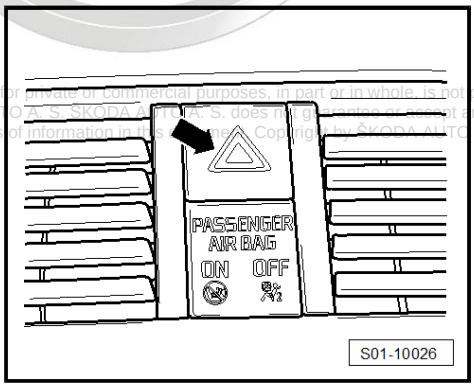
Reset “inspection” display

Vehicles without an information display

– Switch off ignition.



– Switch on the hazard lights by pressing the button -arrow- in the central console of the dash panel.



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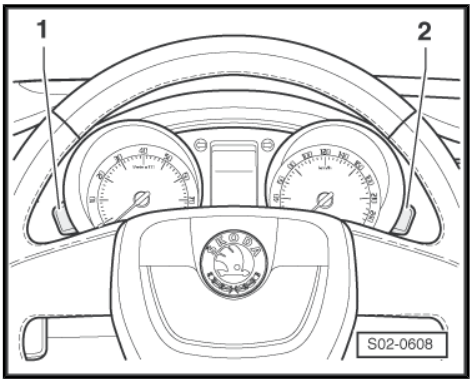
– Hold button -2- pressed and at the same time turn on the ignition until a “wrench” symbol is displayed on the dash panel insert display:



– Press button -1-.

The “Inspection” display is now reset.

Vehicles with an information display

– Switch off ignition.

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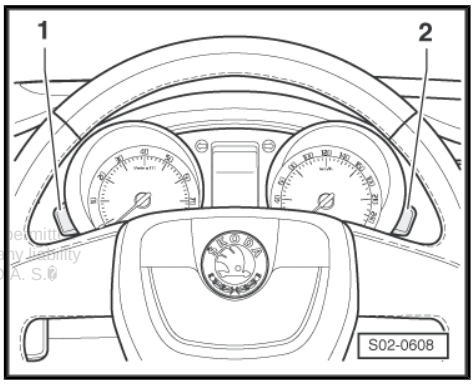
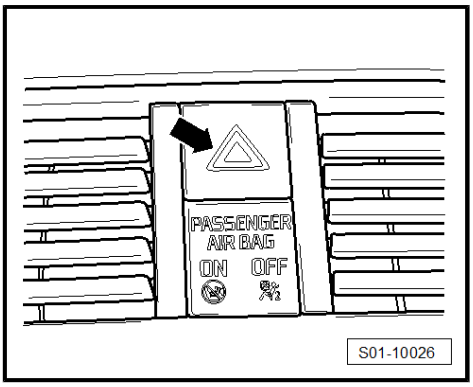


– Switch on the hazard lights by pressing the button -arrow- in the central console of the dash panel.

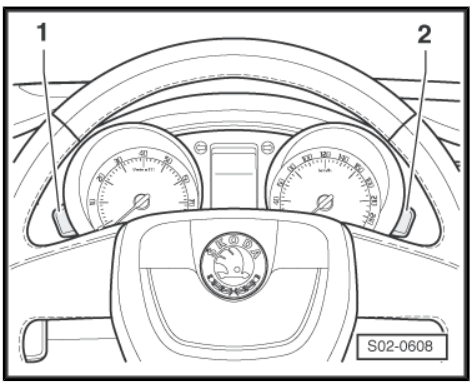


– Hold button -2- pressed and simultaneous switch on the ignition until the following message is displayed on the dash panel insert display:

  Really reset inspection service?

– Press the option “OK” in the information display to confirm the reset.

The “Inspection” display is now reset.



6.11 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 vehicle diagnosis, measurement and information system -VAS- . Connect the diagnostic unit to the diagnostic connector ⇒ “6.9 Connect diagnostic unit”, page 168 .

– On the diagnostic device, select: “Targeted functions” → “Škoda” → “Yeti 2010►” and next → “Engine type” and next → “Dash panel insert” and next → “Code language variants for Driver information system”.

– Set the desired language taking account of the diagnostic unit display.

For vehicles with information display

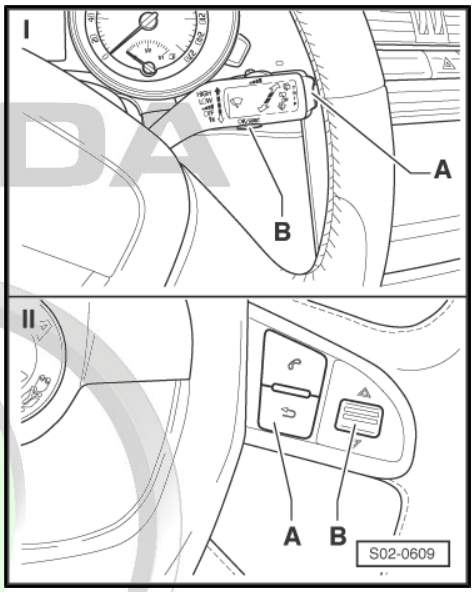
On vehicles with information display, the language in the dash panel insert can also be selected with the aid of the controls on the windscreen wiper lever or multi-functional steering wheel.

– 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 168 .

– Select option »Setup« with the button -B-, briefly press this button and further select the option »Language«.

– Select the desired language and thus set it.



6.12 Changing the code of the service intervals

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

WARNING

Note the following conditions when coding the service intervals:

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Vehicles up to MY 2012

Vehicles with QG1 (variable service intervals) by default can be recoded under the following conditions to fixed service intervals (QG2):

- Carry out during “oil change service” or “interval service”.
- Carry out the recoding using the diagnosis device.

Back-coding to variable service intervals is possible if the conditions are observed:

- 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 fixed service intervals (QG2) by default cannot be recoded to QG1 (variable service intervals)!

The recoding must be entered in the service plan in the evidence field Workshop entries.

Vehicles as MY 2013

Vehicles with QI6 (variable service intervals) by default can be recoded under the following conditions to fixed service intervals:

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

Back-coding to variable service intervals is possible if the conditions are observed:

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

WARNING

Vehicles with fixed service intervals (QI1 - QI4) by default cannot be recoded to QI6 (variable service intervals)!

The recoding must be entered in the service plan in the evidence field Workshop entries/ the Digital Service Schedule (DSP).

6.13 Inspecting headlight beam setting and adjusting if necessary

Special tools and workshop equipment required

- ♦ Headlight beam setting device

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

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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	40
1/4	36
1/2	24
3/4	12
Fuel tank full	0

Note

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

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

- The vehicle and the headlight beam setting device must be on a level surface.
- Align the vehicle and the headlight beam setting device in accordance with the instructions of the device manufacturer.
- Check the control system of vehicles equipped with halogen headlights and headlight beam control by repeatedly turning the thumbwheel in the dash panel. Then turn the thumbwheel to basic position.
- For vehicles equipped with Xenon headlights and 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 %

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 %.

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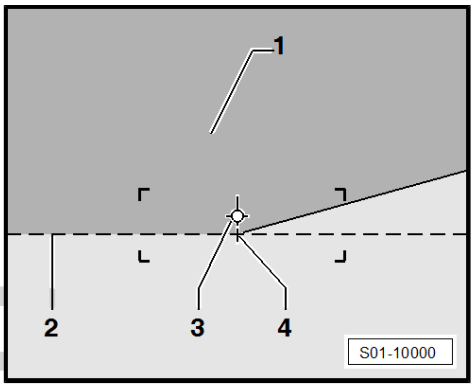
Inspecting the headlight beam setting

Headlights:

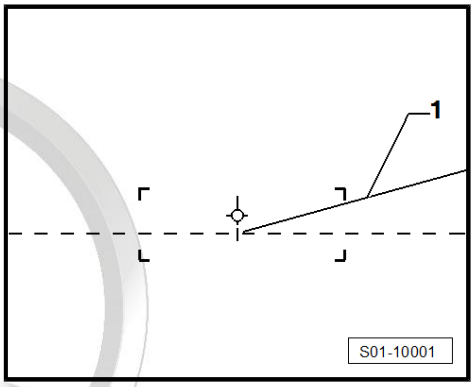
– Check whether the light beam -1- generates the light-dark limit on the dividing line -2- of the control surface when the low beam is switched on.

– Check whether the kink -4- between the left horizontal part and the ascending right part of the light/dark limit intersects with the central mark -3- on the vertical line. The light core of the light beam must be located to the right of the vertical line.



Note

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



Fog lights ⇒ "6.18 Adjusting the fog light", page 181

Other additional headlights:

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

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6.14 Check for proper operation of automatic light

- This test must be performed in daylight.

– Turn the turning handle of the light switch to position -automatic light-.

The headlights must not light up during daylight.

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

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

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

The headlights must go off.

Note

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

6.15 Check the operation of the fog lights with the “Corner” function

– Start engine.

– Switch on ignition and low beam light.

– Turn the steering wheel from the middle position one turn to the right.

The right fog light must switch on.

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

The left fog light must switch on.

6.16 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.

– Connect vehicle diagnosis, measurement and information system -VAS- . Connect the diagnostic unit to the diagnostic connector ⇒ “6.9 Connect diagnostic unit”, page 168 .

– Switch on low beam light.

– On the diagnostic device, select: “Targeted functions” → “Škoda” → “Yeti 2010►” → “Engine type” → “Dynamic headlamp range control with dynamic cornering light” → “ShowRoom 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 headlights 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 headlights must turn to the left (in accordance with the steering angle).

This completes the test.

6.17 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.

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Note

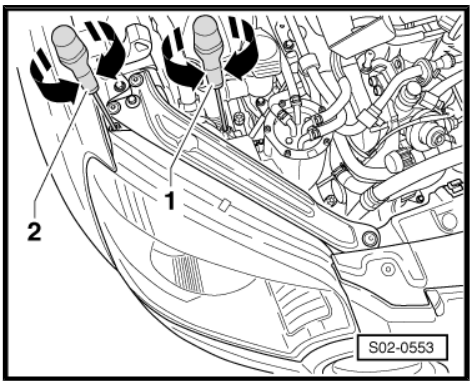
- *The headlight setting change is a repair measure.*
- *Headlight adjustment is charged separately.*
- *Use a headlight beam setting device for setting the headlight beam. Nominal values and conditions*
  ⇒ *"6.13 Inspecting headlight beam setting and adjusting if necessary", page 177* .

Headlight

1 - Height adjustment

2 - Lateral adjustment

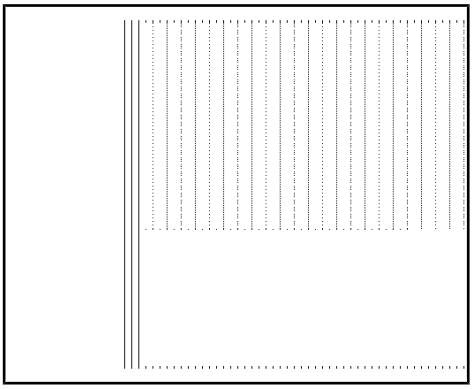
– Adjust headlight with a screwdriver with socket extention or with a socket wrench SW 6 by turning the screws -1- and -2-.



6.18 Adjusting the fog light

Checking the fog lights

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



Adjusting the fog light

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Note

- *The headlight setting change is a repair measure.*
- *Headlight adjustment is charged separately.*

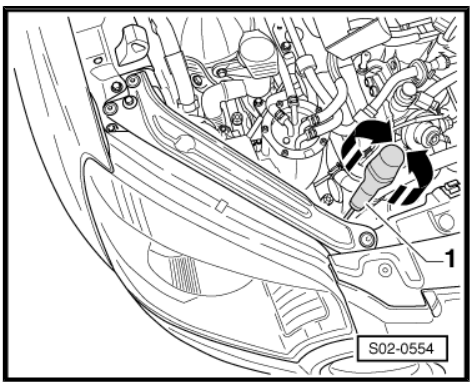
Vehicles up to MY 2013

Inclination value:

The inclination is -2.1 %.

Right fog light (left 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-.

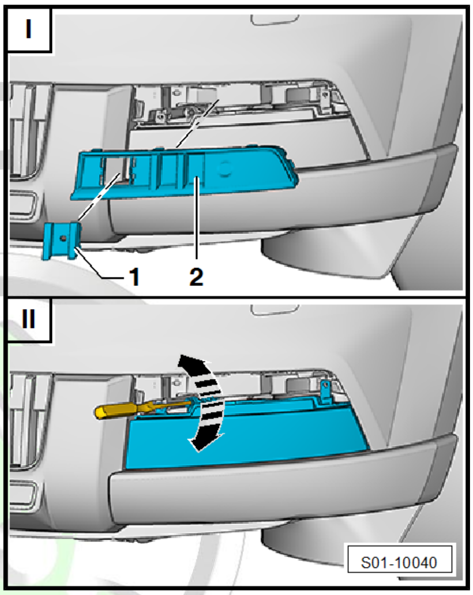


Vehicles as MY 2014

Inclination value:

The inclination is -2.2 %.

– Completely remove the part -1- of the cover -2- for fog lights.



Note

On vehicles with paling sensors, carefully suspend the cover on the sensor line. Disconnect the sensor line if necessary.

– Adjust fog light with a screwdriver with socket extension or with a socket wrench SW 6 by turning the adjustment bolt -arrows-.

– Re-install cover for fog light again.

6.19 Replacing the own power supply of the alarm system

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

6.20 Climatronic: Set temperature to 22 °C

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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.

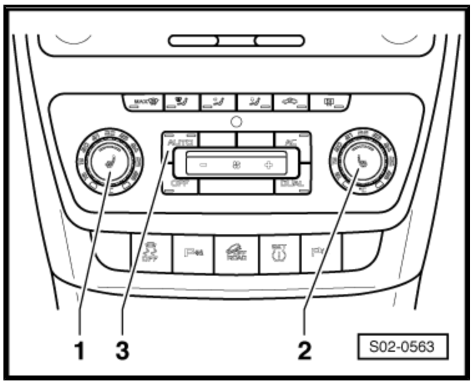
– Check if the displays (displays) indicate 22 °C.

If adjustment of temperature is necessary, proceed as follows:

– 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.



6.21 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 vehicle diagnosis, measurement and information system -VAS- . Connect the diagnostic unit to the diagnostic connector ⇒ “6.9 Connect diagnostic unit”, page 168 .
– On the diagnostic device, select: “Targeted functions” → “Škoda” → “Yeti 2010►” → “Engine type” → “Bodyshell” → “Electrical system” → “Diagnostics Interface for Databus” and next → “Transport mode”.
– Deactivate the transport mode by following the indication on the diagnostic unit.

WARNING

On vehicles with the ERA Glonass system, start by disconnecting the diagnostic unit ⇒ “6.24 ERA Glonass: Check that the emergency call system is ready”, page 184 .

– Switch off ignition.
– Disconnect the vehicle diagnosis, measurement and information system -VAS- using the appropriate diagnostic cables.

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

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

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

– Connect vehicle diagnosis, measurement and information system -VAS- . Connect the diagnostic unit to the diagnostic connector ⇒ “6.9 Connect diagnostic unit”, page 168 .
– On the diagnostic device, select: → “Bodyshell” → “Electrical system” → “01 Self-diagnosable systems” → “Electronic central electrical system” → “Function” and next “J519 - Time-delayed tailgate locking mechanism”.
– “Activate/deactivate time-delayed locking after closing of tailgate” according to the instructions on the diagnosis device.
– Switch off ignition.
– Disconnect the vehicle diagnosis, measurement and information system -VAS- using the appropriate diagnostic cables.

6.23 Replacing battery for control unit for emergency call module and communication unit - J949-

– Remove control unit for emergency call module and communication unit - J949- ⇒ Electrical System; Rep. gr. 91 ; Mobile online services .
– Remove the battery cover for control unit for emergency call module and communication unit - J949- and replace the battery.
– Install control unit for emergency call module and communication unit - J949- ⇒ Electrical System; Rep. gr. 91 ; Mobile online services .

6.24 ERA Glonass: Check that the emergency call system is ready

The ERA Glonass system control is located in the front roof trim near the interior lights.

WARNING

Transport mode must be deactivated before activating the ERA Glonass system
⇒ "6.21 Switch off battery transport mode", page 182 .

After deactivating transport mode:

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

– Activate the control unit for emergency call module and communication unit - J949- for transmission as follows:

– On the diagnostic device, select: → “Body” → “Electrical System” → “01 Self-diagnosable systems” → “0075 Emergency call module and communication unit” → “Emergency call module functions” → “0075 - Activate OCU to send”.

– Switch off ignition and switch off the vehicle diagnosis, measurement and information system -VAS- using the appropriate diagnostic cable.

– Switch on ignition.

– Check colour of ERA Glonass system status LED.

The status LED -2- of the ERA Glonass system is lit read for approx. 4 seconds after ignition is switched on.

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- The status LED -2- of the ERA Glonass system is then lit green at the latest within approx. 2 minutes after ignition is switched on.

If the status LED -2- of the ERA Glonass system is green, the system is ready.

If the status LED -2- of the ERA Glonass system is read even after approx. 2 minutes since the ignition was switched on (the system is no ready):

> **WARNING**
>
> *If the ERA Glonass system is not ready after approx. 2 minutes since ignition was switched on, repair is necessary.*

– Query GSM network status with the vehicle diagnosis, measurement and information system -VAS-
⇒ “6.9 Connect diagnostic unit”, page 168 .

– On the diagnostic device, select: → “Body” → “Electrical System” → “01- Self-diagnosable systems” → “0075 Emergency call module and communication unit” → “Emergency call module functions” → “0075 - Read measured values” and next “Network_Connectivity”.

– Query event memory with the vehicle diagnosis, measurement and information system -VAS-
⇒ “6.9 Connect diagnostic unit”, page 168 .

In the event of an error:

– Perform repair and if necessary replace control unit for emergency call module and communication unit - J949- ⇒ Electrical System; Rep. gr. 91 ; Mobile online services .

If reception is too weak or there is no reception:

– Change vehicle location (e.g. go to open area with undisrupted reception).

After changing the vehicle location (or after repair is complete):

– Switch off ignition, wait approx. 2 minutes and then switch on ignition again.

– Check colour the status LED -2- of ERA Glonass system again.

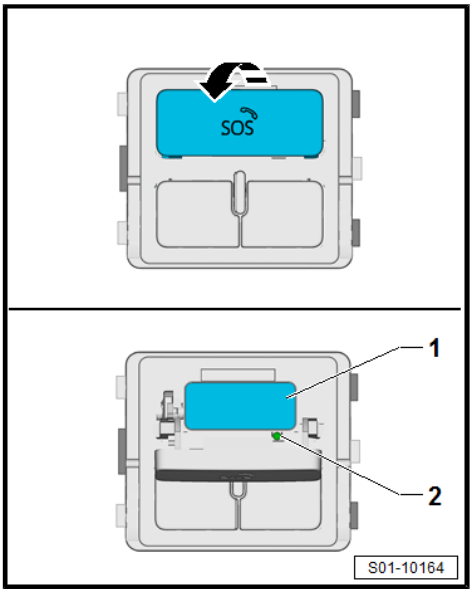
- The status LED of the ERA Glonass system must be green at the latest within approx. 15 minutes after ignition is switched on.

If the status LED of the ERA Glonass system is still read even after approx. 15 minutes since the ignition was switched on: the system is not read.

– Create a DISS ticket (i.e. a technical repair request, DISS message) and send it to the Technical Service Centre (TSC).

6.25 ERA Glonass: Run system test

> **WARNING**
>
> *To run the ERA Glonass system test, the ERA Glonass system must be activated*
> *⇒ “6.24 ERA Glonass: Check that the emergency call system is ready”, page 184 .*



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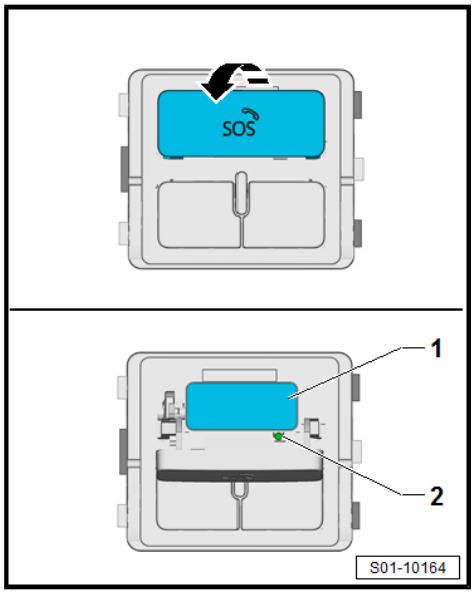
– Switch on ignition.

– Press the button for test emergency call -3- for 3 seconds (e.g. with pin).



1 - Emergency call button

2 - Status LED

3 - Button for test emergency call

Pressing the button -3- activates the voice prompts for the test sequence (test button, speaker, microphone etc.). Confirm each step of the test by pressing the button -1-.

– Also follow the voice prompts.

A voice prompt confirms if the test sequence has been completed successfully.

If the test sequence fails (voice prompt and flashing status LED -2-):

> **WARNING**
>
> ***The next step after the test sequence fails is to perform a repair.***

– Query event memory with the vehicle diagnosis, measurement and information system -VAS-
⇒ “6.9 Connect diagnostic unit”, page 168 .

Once the event memory has been queried and you have completed any repair ⇒ Electrical System; Rep. gr. 91 ; Mobile online services :

– Repeat the test by pressing the button -3- for 3 seconds.

– Also follow the voice prompts (to complete the test sequence correctly).

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7 Body

7.1 Check underbody protection and body paintwork for damage (Inspection service)

Scope of testing applies to:

Interval service/inspection

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

– undamaged layer of PVC Plastisol

– undamaged paintwork

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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 the visual inspection for soiling through the cover of the plenum chamber. 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.

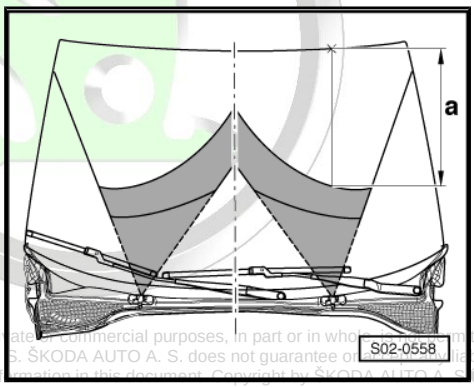
7.4 Windscreen wash/wipe system: Check function

Inspecting setting of nozzles of windscreen washer system, adjusting nozzles if necessary:

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

Note

- *If the spray flows out unevenly, adjust the spray nozzle.*
- *Observe the distance -a-, = 490 ± 50 mm.*



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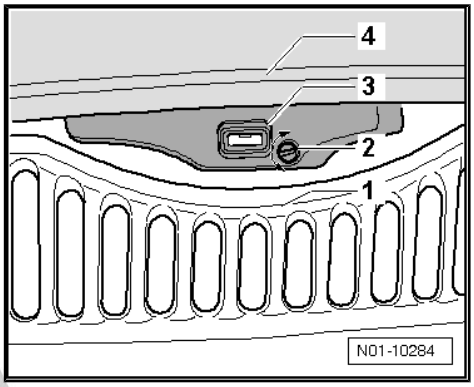
The spray nozzles of the windscreen washer system are factory-preset. Minor height differences can be adjusted by turning the operating button -2- of the spray nozzle -3- using a screwdriver.



1 - Plenum chamber cover

2 - Operating button

3 - Fan nozzle

4 - Engine hood

The spray is adjusted to the bottom by turning the operating button clockwise and to the top by turning it anti-clockwise.

– 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 rest position, adjust where necessary

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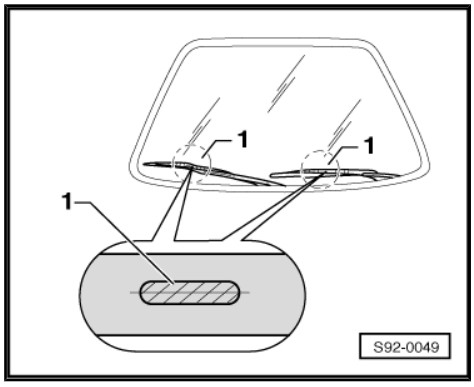
Adjust windscreen wiper arms according to the markings on the windscreen, while paying attention to the following notes:

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.

– 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 windscreen wiper nuts: 20 Nm is adjusted.

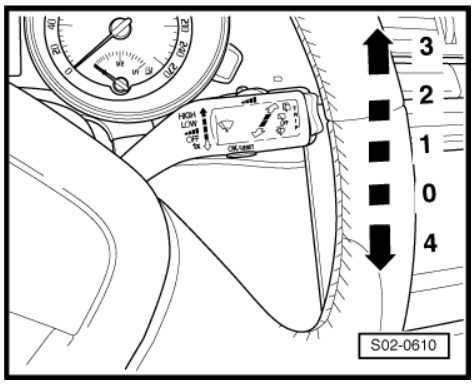
Replacing the windscreen wiper blades

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 10 seconds, the windscreen wiper arms move into the service position.



Replacing the wiper blade

– Fold away windscreen wiper arm from the windscreen and press the release button in the wiper blade bracket.

– Remove the wiper blade from the windscreen wiper arm upwards.

Attaching the wiper blade

– Push the wiper blade onto the windscreen wiper arm until the release button locks in the hole in the wiper blade bracket.

– 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.

Windscreen wiper arm of rear window wiper system: Check rest position, adjust where necessary, spray nozzle on rear window: check, adjust where necessary

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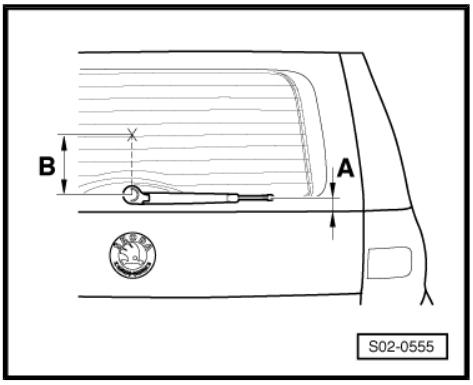
The spray should strike the rear window according to the dimension -B- when the vehicle is stationary.

B = 157 mm

– Inspect setting of nozzle, if necessary adjust with a tool, e.g. with a needle.
– Set the position of the windscreen wiper arm in such a way that the window edge maintains the dimension -A-.

A = 35 ± 2 mm

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



Note

If the spray flows out unevenly, or if it cannot be adjusted, replace the spray nozzle (repair measure).

Replacing the wiper blade

– Fold away windscreen wiper arm from the windscreen and press the release button in the wiper blade bracket.
– Remove the wiper blade from the windscreen wiper arm upwards.

Attaching the wiper blade

– Push the wiper blade onto the windscreen wiper arm until the release button locks in the hole in the wiper blade bracket.
– Check whether the wiper blade is correctly attached.

Note

There is a risk of damage to the rear window by the windscreen wiper arm, if the windscreen wiper is improperly handled.

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7.5 Panoramic sun roof: Check proper operation, clean and grease runners, clean draft deflector as well

WARNING

During the course of production, the solid lubricant paste G 060 751 used in the past was replaced by the new special lubricant G 060 567.

The solid lubricant paste used in the past and the new special lubricant cannot be mixed.

The solid lubricant paste G 060 751 is grey and clearly visible. The new special lubricant G 060 567 colourless and almost invisible.

Using the new special lubricant involves a new procedure for inspection and cleaning.

A distinction is made between dust-rich ⇒ "2.9 Dust-rich countries", page 42 and low-dust countries.

Only a noise and functional test is performed in low-dust countries ⇒ page 194 . In dust-rich countries, the panoramic sun roof is still cleaned and greased ⇒ page 194 .

A visual inspection must be performed to identify what grease has been used in the area of the runners.

Panoramic sun roofs for which the solid lubricant paste G 060 751 has been used must be cleaned and lubricated, as in the past ⇒ "7.5.1 Panorama tilting/sliding sunroof, version 1 (with grey solid lubricant paste G 060 751 A2, up to November 2013)", page 192 .

Special tools and workshop equipment required

- Lint-free cloth
- Paint brush
- Solid lubricant paste G 060 751 A2
- Special lubricant G 060 567 A2
- Wet/dry vacuum cleaner

⇒ "7.5.1 Panorama tilting/sliding sunroof, version 1 (with grey solid lubricant paste G 060 751 A2, up to November 2013)", page 192

⇒ "7.5.2 Panorama tilting/sliding sunroof, version 2 (with colourless special lubricant G 060 567 A2, as of November 2013)", page 194

7.5.1 Panorama tilting/sliding sunroof, version 1 (with grey solid lubricant paste G 060 751 A2, up to November 2013)

Check the function of the panoramic tilting/sliding glass roof

– Check the panorama tilting roof/sun roof for damage.

– Check the panorama tilting roof/sun roof for function, i.e., fully open and close the glass panel and shielding system (sliding hood or sun blind for sun roof).

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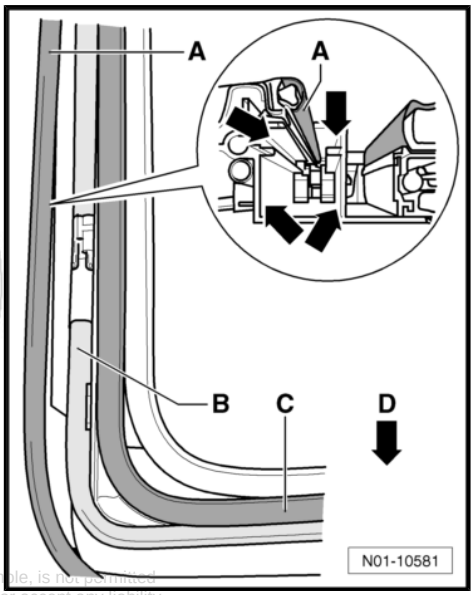
– Open the panorama tilting roof/sun roof and remove any coarse dirt.

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

– Open glass panel fully.

– Open panoramic sun roof.

– Clean the runners -arrows- below the outer gasket -A-.



A - Outer gasket

B - Draft deflector

C - Inner gasket

D - arrow points in direction of travel

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

– Grease the sliding areas of the guide rail -arrows- with solid lubricant paste G 060 751 A2 for panorama tilting/sliding sun-roof.

Note

Make sure that no other components of the sun roof get dirty from the lubricant.

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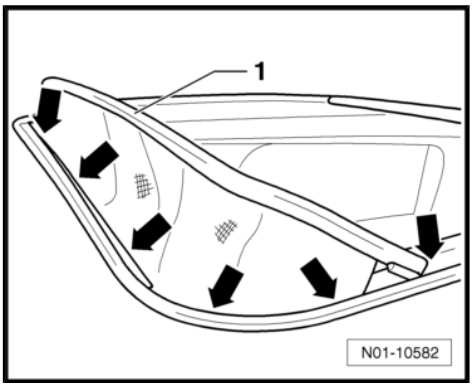
Clean draft deflector



– Check draft deflector -1- for dirt. Pay particular attention to the dirt deposits in the lower area of the draft deflector -arrows-.

– Remove dirt deposits for example with a vacuum cleaner.

– In order to dissolve sticking insects and particles from the net and from the draft deflector frame, use a sponge and diluted detergent.

Caution

Do not use any commercially available insect remover or other removers, as these products have not been tested and approved.

Mixing ratio of detergent: 3 drops of rinsing water to 1 litre of water.

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

WARNING

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

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

7.5.2 Panorama tilting/sliding sunroof, version 2 (with colourless special lubricant G 060 567 A2, as of November 2013)

WARNING

Only a noise and functional test is performed in low-dust countries ⇒ page 194 .

In dust-rich countries, you must perform a noise and functional test ⇒ page 194 and also clean and grease the panorama tilting/sliding sunroof ⇒ page 194 .

Noise and functional test

– Check the panorama tilting roof/sun roof for damage.

– Check the panorama tilting roof/sun roof for function, i.e., fully open and close the glass panel and shielding system (sliding hood or sun blind for sun roof).

There must be no unusual noises, such as rattling, squeaking or whining and no vibrations during these actions.

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

WARNING

Any defects found must be rectified (i.e. repaired).

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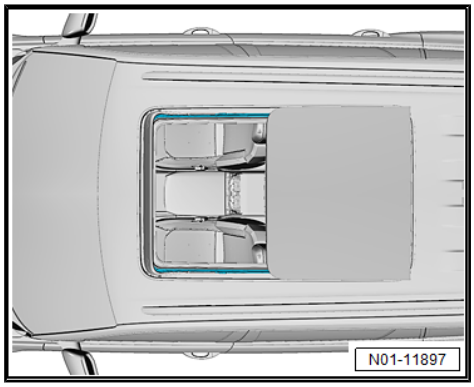
Cleaning and lubricating the guide rails and cleaning the draft deflector

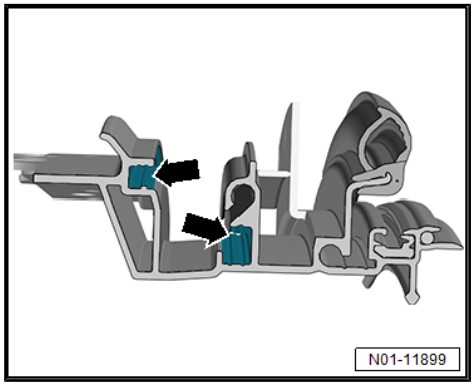
– Open the tilting roof/sun roof and use the wet/dry vacuum cleaner to remove any large pieces of dirt in the guide rails.

– Remove any residues of lubricant or dirt in the guide rails with a lint-free cloth.



– Lubricate the inside and outside of the entire length of the guide rail -arrows- with special lubricant G 060 567 A2.

– Repeat procedure on the opposite side of the vehicle.



Note

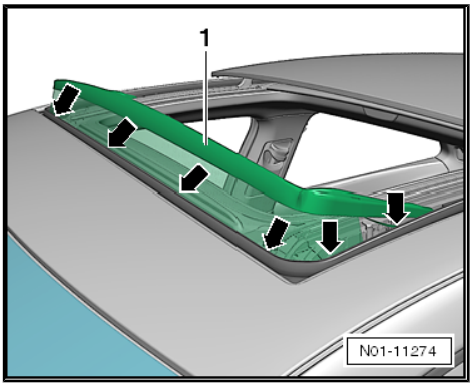
Make sure that no other components get dirty.

After lubricating:

– Open and close the tilt/sliding sunroof completely and then remove any residues of lubricant.

Clean draft deflector

– Check draft deflector -1- for dirt. Pay particular attention to the dirt deposits in the lower area of the draft deflector -arrows-.
– Remove dirt deposits for example with a vacuum cleaner.



Note

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

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

WARNING

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

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

7.6 Check door locks and child safety locks

Driver door lock

– Unlock and lock the driver door with the key. All the doors must remain locked.

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

Child safety locks (rear doors):

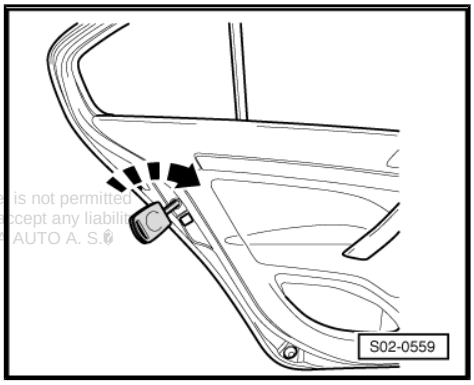
The rear doors are additionally equipped with a child safety lock.

– Insert ignition key in the lock.
– Turn the slot of the safety lock on the door in direction of the -arrow-, the safety lock is activated.

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

– Turn the slot of the safety lock against the -direction of arrow-.

The safety lock is not activated.



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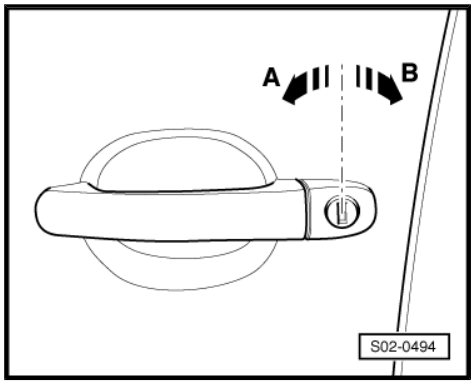
7.7 Lock cylinder: Check function

Carry out the test on the door lock of the front door.

– Carefully press out metal flap for covering the key hole and grease the interior lock mechanism, e.g. with lubricant Auto Grease from the company RETECH.

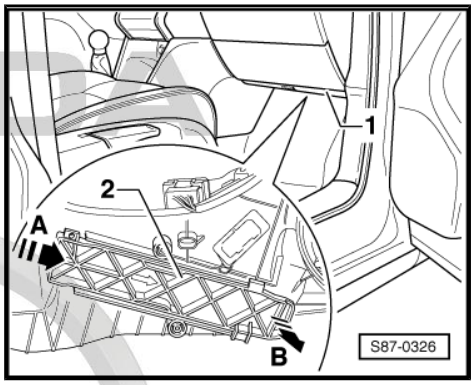
– Insert the keys into the lock and turn at least 3x in each direction up to the stop in -A- and -B-.
– Make a visual inspection and if necessary wipe off stained surfaces with a clean cloth.
– Withdraw key.



7.8 Replacing the dust filter element if necessary dust and odour filter element

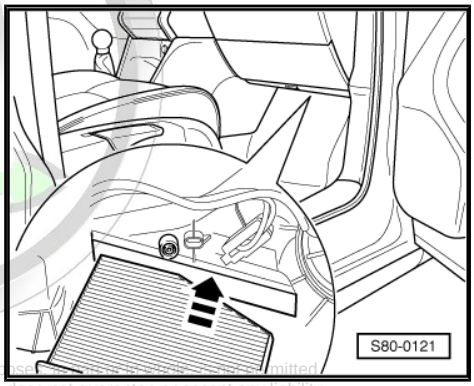
Removing:

– Remove shield -1- for heater unit ⇒ heating, air conditioning; Rep. gr. 87 .
– Release cover -2- in -the direction of the arrow A- and remove in -the direction of the arrow B-.
– Remove dust and pollen filter from the heater unit downwards.



Installing:

Installation is carried out in the reverse order.



Note

Pay attention to the fitting position of the dust and pollen filter.

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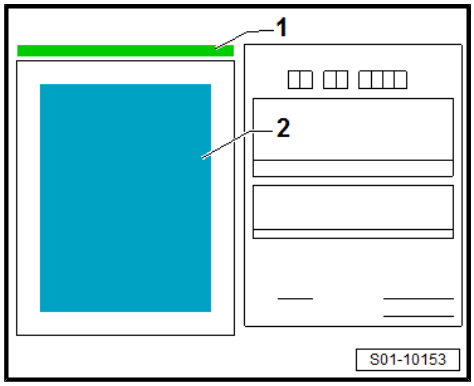
7.9 Affix vehicle data sticker

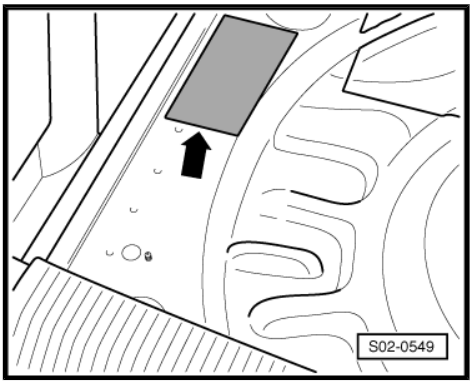
Sticking the vehicle data sticker into the Owner's Manual

– Stick the vehicle data sticker -2- onto the second inside back page of the Owner's Manual (left half) under “Documentation of vehicle delivery” -1-.

Sticking the vehicle data sticker to the luggage compartment

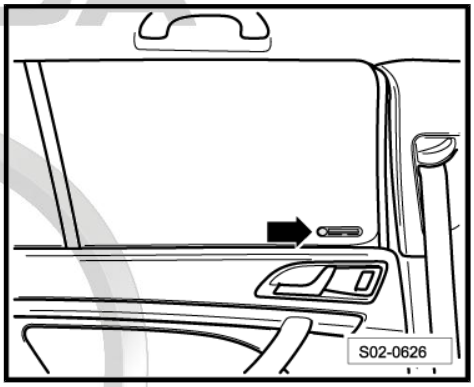


– Stick the vehicle data sticker to the floor of the luggage compartment on the left next to the spare wheel -arrow-.



7.10 Stick the sticker Škoda Assistance

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



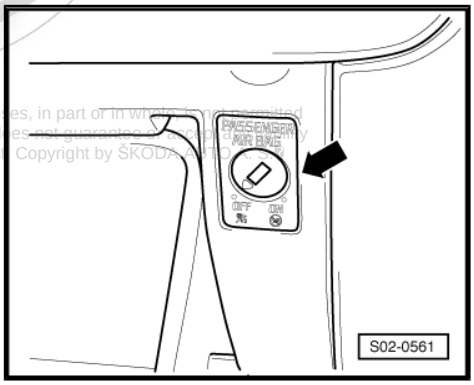
Note

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

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 -arrow- with the ignition key into the position “OFF”.



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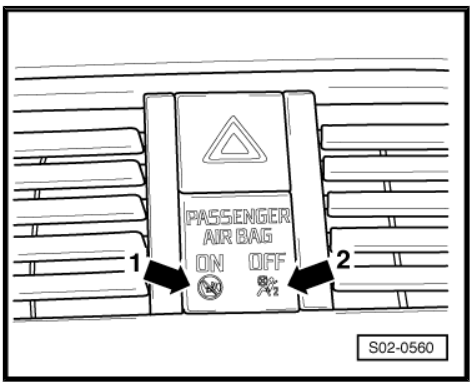
After the ignition is switched on the airbag warning light “PASSENGER AIRBAG OFF” -arrow 2- must light up in the centre of the dash panel.

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

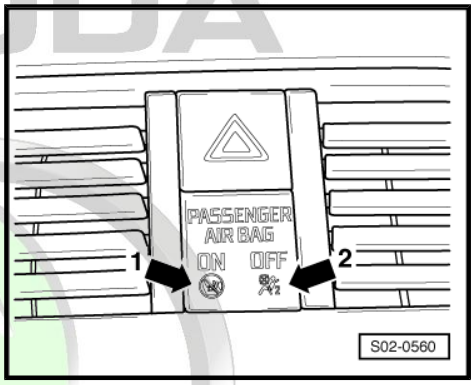
– Switch off ignition.

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



After the ignition is switched on the warning light “PASSENGER AIRBAG ON” -arrow 1- must light up in the centre of the dash panel. The warning light goes out approx. 65 s after switching on the ignition.

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



WARNING

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

If the warning light “PASSENGER AIRBAG” flashes in the centre console, there is a fault in the system of the airbag switch-off function ⇒ Vehicle diagnostic tester.

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

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7.12 Headlamp cleaning system: Check function

Liquid in the washer fluid reservoir

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

Note

- *If fluid is filled into the washer fluid reservoir, add windscreen washer fluid (in summer) or an antifreeze (in winter).*
- *Because the headlights have plastic lenses (made of polycarbonate), only use fluids which do not damage the polycarbonate for filling the windshield washer reservoir.*

Inspect setting of nozzle

– Moisten the headlight and e.g. carefully sprinkle the headlight surface with fine dust.

– Switch on headlight and operate headlamp cleaning system ⇒ Vehicle Operating Instructions .

– The spray should strike the headlight pane in the area of the points -arrow A- and -arrow B- when the vehicle is stationary.

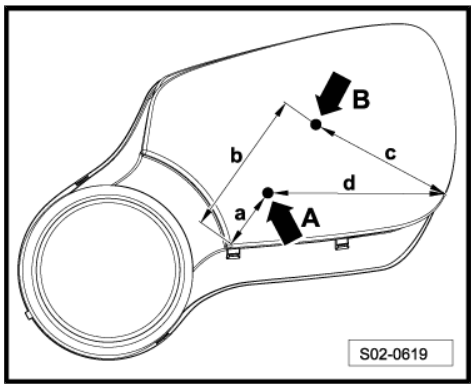
  a = 58 mm

  b = 134 mm

  c = 134 mm

  c = 162 mm

– Carefully clean the headlight cover.



If the spray should not strike the area of the points -arrow A- and -arrow B-, or the spray flows out unevenly or insufficiently:

– Replace the lift cylinder for spray nozzles (repair measure).

7.13 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 non-treated and contaminated support shaft from mechanical contaminations and corrosion 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

– Perform a visual inspection of the trailer arm for completeness.

– Check cleanliness of the support wedge surfaces, if necessary clean these surfaces from mechanical contaminations and corrosion.

– Check the turning of the key in the lock.

If the latch lock in the operating rosette is difficult to move or does not move at all, it can be caused by the following:

- Lock defective: Send to the manufacturer for repair or replace with a new trailer arm.
- Seizing up lock: Clean and treat with lubricant for trailer coupling device from the ⇒ Electronic Catalogue of Original Parts . If this does not help, replace the lock or send it for repair to the manufacturer or replace it with a new trailer arm.

Note

When applying the lubricant for trailer coupling device from the ⇒ Electronic Catalogue of Original Parts , ensure that it penetrates into the lock.

Check proper function of the trailer coupling device

– Insert trailer arm into the support shaft (the actuating collar must clearly lock automatically in the operating position).

– Close lock and withdraw key.

– Inspect proper closing of the operating rosette - the operating rosette cannot be turned.

– Check correct seating of the trailer arm though strong shaking.

– Remove trailer arm.

7.14 Check for corrosion

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

Checkpoints:

- sunroof frame
- Inner and outer door frame
- Area around the decorative strips

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- Roof edge, windscreen
- Outer and inner A-pillar
- Front flap
- Wheelhousings
- Outer and inner tailgate

7.15 Front flap lock: Grease

– 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 Fuel Engines", page 201

⇒ "8.2 Test Values for Exhaust-Emission Analysis on Petrol Engines", page 203

⇒ "8.3 Exhaust-Emission Analysis on Models with Diesel Engines", page 205

⇒ "8.4 Test Values for Exhaust-Emission Analysis on Diesel Engines", page 206

8.1 Exhaust-Emission Analysis on Models with Fuel Engines

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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
- 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 min. 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 ⇒ “6.9 Connect diagnostic unit”, page 168 .

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) ⇒ “6.9 Connect diagnostic unit”, page 168 .

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 min. 80 °C
- Perfect operation of the ignition system
- Intake system tight
- Event memory (01- Engine electronics) is not read

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 operating instructions. Connect the diagnostic unit to the diagnostic connector ⇒ “6.9 Connect diagnostic unit”, page 168 .

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Note

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

– Start engine and run in idle.

– 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	CDAA	CBZB	CDAB	CAXA
Engine temperature	min. 80 °C	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	2 min. at 2500 rpm
Recommended idling speed (rpm)	660 … 860	500 … 700	660 … 860	600 … 800
CO content at idle speed (measured after catalyst)	max. 0.3 %	max. 0.3 %	max. 0.3 %	max. 0.3 %
Recommended increased idling speed (rpm)	2300 - 4500	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	0,97 - 1,03
CO content at increased revs	max. 0.2 %	max. 0.2 %	max. 0.2 %	max. 0.2 %
Lambda probe version	Broadband probe	Broadband probe	Broadband probe	Broadband probe/jump probe

Engine codes	CWVA
Engine temperature	min. 80 °C
Catalyst warming-up time	2 min. at 2500 rpm
Recommended idling speed (rpm)	600 … 800
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 at increased revs	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 reinserted or connected.

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.*
- *Secure the front flap in the first stop while measuring to reduce the noise.*
- *Perform the following visual inspections as well as comply with the test conditions below before performing the exhaust-emission analysis:*

Visual inspection

- Functional crankcase ventilation
- Fuel system and injectors must be tight
- 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 min. 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 system or components has not yet been tested while the vehicle is moving.

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- 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 ⇒ “6.9 Connect diagnostic unit”, page 168 .

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) ⇒ “6.9 Connect diagnostic unit”, page 168 .

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 min. 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 operating instructions. Connect the diagnostic unit to the diagnostic connector ⇒ “6.9 Connect diagnostic unit”, page 168 .

– 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

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

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Note

- *Engine temperature: Starting from an engine temperature of at least 60 °C, let the engine heat up by 2 to 10 free accelerations up to its maximum speed to at least 80 °C.*
- *Soot emission max. opacity value: determined according to regulation ECE R24.*

Engine codes	CBDB	CEGA	CFHA	CFHF	CFHC
Diesel particle filter	x	x	x	x	x
PR number[20)]	7MG, 7ML, 7MQ or 7MJ				
Engine temperature	min. 80 °C	min. 80 °C	min. 80 °C	min. 80 °C	min. 80 °C
Recommended idling speed (rpm)	730 … 930	650 … 900	730 … 930	730 … 930	730 … 930
Cutoff speed	2300 … 2700	2300 … 2700	2300 … 2700	2300 … 2700	2300 … 2700
Soot emission max. opacity value (1/m) - homologation value[21)]	0,5	0,5	0,5	0,5	0,5
Probe no.	1	1	1	1	1
Measurement mode	B	B	B	B	B
Measurement time slice	0.5 s	0.5 s	0.5 s	0.5 s	0.5 s

20) The PR numbers indicated on the vehicle data sticker and in the electronic information system ⇒ Elsa/erWin .

21) 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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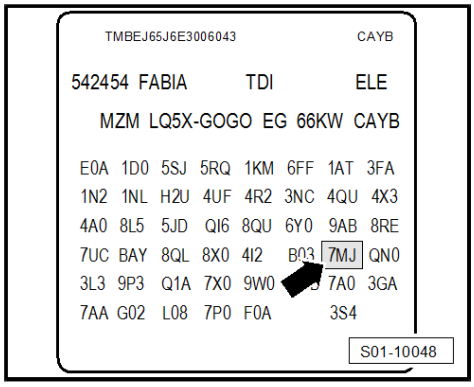
An example arrangement of PR numbers on the vehicle data sticker -arrow-.



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.*

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Note

- *Engine temperature: Starting from an engine temperature of at least 60 °C, let the engine heat up by 2 to 10 free accelerations up to its maximum speed to at least 80 °C.*
- *Soot emission max. opacity value: determined according to regulation ECE R24.*

Engine codes	CLCB	CAYC	CFJA
Diesel particle filter	-	x	x
PR number[22)]	-	7MQ or 7MJ	
Engine temperature	min. 80 °C	min. 80 °C	min. 80 °C
Idling speed (rpm)	730 … 930	730 … 880	730 … 880
Governed speed (1/min)	2300 … 2700	2300 … 2700	2300 … 2700
Soot emission max. opacity value (1/m) - homologation value[23)]	0,7	0,6	0,5
Probe no.	1	1	1
Measurement mode	B	B	B
Measurement time slice	0.5 s	0.5 s	0.5 s

22) The PR numbers indicated on the vehicle data sticker and in the electronic information system ⇒ Elsa/erWin .

23) The homologation value of soot emission/opacity indicated on the type plate on the B-pillar (also indicated in the vehicle homologation documentation).

Note

- *Engine temperature: Starting from an engine temperature of at least 60 °C, let the engine heat up by 2 to 10 free accelerations up to its maximum speed to at least 80 °C.*
- *Soot emission max. opacity value: determined according to regulation ECE R24.*

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Engine codes	CUUA	CUUB	DFSA	DFSB
Diesel particle filter	x	x	x	x
PR number[24)]	7MM	7MM	7MM	7MM
Engine temperature	min. 80 °C	min. 80 °C	min. 80 °C	min. 80 °C

Engine codes	CUUA	CUUB	DFSA	DFSB
Idling speed (rpm)	730 … 930	730 … 880	730 … 930	730 … 930
Governed speed (1/min)	2300 … 2700	2300 … 2700	2300 … 2700	2300 … 2700
Soot emission max. opacity value (1/m) - homologation value[25)]	0,5	0,5	0,5	0,5
Probe no.	1	1	1	1
Measurement mode	B	B	B	B
Measurement time slice	0.5 s	0.5 s	0.5 s	0.5 s

24) The PR numbers indicated on the vehicle data sticker and in the electronic information system ⇒ Elsa/erWin .

25) 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 the actual values differ from the specified values: Carry out the repair measure and perform an exhaust emission analysis again.

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9 Miscellaneous

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.*

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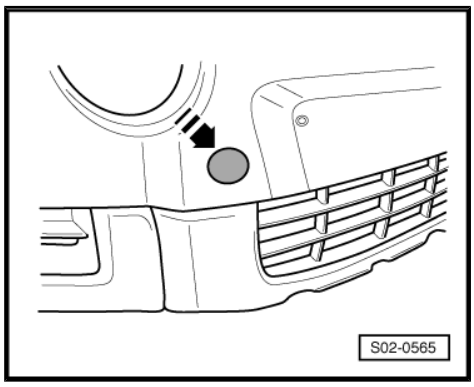
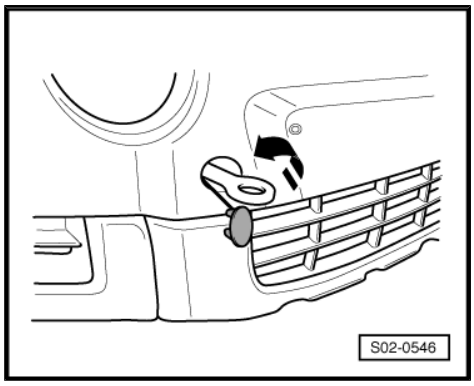
Front:

– Lever off the cap in the front bumper by pressing the upper area of the cap -arrow-.

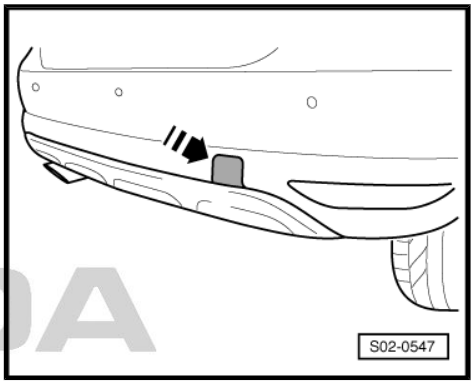


– Screw in the towing lug by turning to the left -arrow- with the hand up to the stop.
– Tighten the towing lug with the wheel bolt key (push the key through the lug).

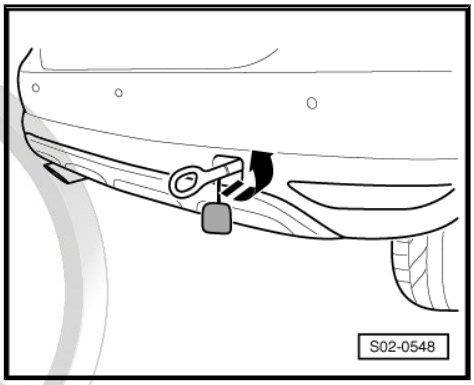


Rear:

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



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



Note

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

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

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

Note

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

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9.2 Road test

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

- Inspect engine for performance, misfiring, idling behaviour, acceleration and starting behaviour.
- Foot and hand brake: Check function, (rubbing, squealing, pulling to one side) check ABS function. Brake pedal idle travel: max. $^1/_3$ of the pedal travel.
- Inspect the lever position and smooth operation of the gearshifts.
- 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 propshafts.
- Check functions: Heating, air-conditioning system, ventilation, instruments and indicator lights, mirror adjustment.
- Inspect engine, gearbox, axles, steering, brakes, clutch, bodywork 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 at the height of the marking -arrow- , on the bottom area of the plastic cover of the sill.

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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.***