SIMPLY CLEVER

ŠkodaFabia
OWNER'S MANUAL

Introduction

You have opted for a Škoda – our sincere thanks for your confidence in us.

Your new Škoda offers you a vehicle featuring the most modern engineering and a wide range of equipment which you will undoubtedly wish to use to the full during your daily motoring. That is why, we recommend that you read this Owner's Manual attentively to enable you to become familiar with your car and all that it offers as quickly as possible.

Please do not hesitate to contact your Škoda Service Partner or importer should you have any further questions regarding any problems which may arise or your vehicle. He will be ready at any time to receive your questions, suggestions and criticisms.

Any national legal provisions which vary from the information contained in this Owner's Manual take precedence over the information contained herein.

We wish you much pleasure with your Škoda and pleasant motoring at all times.

Your **Škoda** Auto

On-board literature

The on-board literature for your vehicle consists of this "**Owner's Manual**" as well as the brochures "**Quick Reference Guide**", "**Service Schedule**" and "**Help on the road**". There can also be a variety of other additional operating manuals and instructions on-board (e.g. an operating manual for the radio) depending on the vehicle model and equipment.

If one of the publications listed above is missing, please contact a Škoda Service Partner immediately, where one will be glad to assist you in such matters.

One should note that the details given in the vehicle's papers always take precedence over those in the Owner's Manual.

Owner's Manual

This Owner's Manual describes the **current scope of equipment**. Certain items of equipment listed are only installed later on and only envisaged for particular markets. The **illustrations** can differ in minor details from your vehicle; they are only intended for general information.

In addition to information regarding all the controls and equipment, the Owner's Manual also contains important information regarding care and operation for your safety and also to retain the value of your vehicle. To provide you with valuable tips and aids. You can learn how how you can operate your vehicle **safely**, **economically** and in an **environmentally** conscious way.

For safety reasons, please also pay attention to the information on accessories, modifications and replacement of parts ⇒ page 171.

The other chapters of the Owner's Manual are also important, however, for proper treatment of your car - in addition to regular care and maintenance - helps to retain its value and in many cases is also one of the conditions for possible warranty claims.

The Brief instruction

includes an overview of the most important controls of your vehicle.

The Service schedule

contains:

- Vehicle data,
- Service intervals,
- Overview of the service work,
- Service proof,
- Confirmation of mobility warranty,
- important information on the warranty.

The confirmations of the carried out service work are one of the conditions for possible warranty claims.

Please always present the Service schedule when you take your car to a Škoda Service Partner.

If the Service schedule is missing or worn, please contact your Škoda Service Partner, where your car is serviced regularly. You will receive a duplicate, in which the previously carried out service work are confirmed.

Help on the road

contains the addresses and telephone numbers of Škoda Importers.

Contents

Layout of this Owner's Manual (explanations)

The Owner's Manual has been systematically designed, in order to make it easy for you to find and absorb the information you require.

Chapters, table of contents and subject index

The text of the manual are divided into relatively short sections which are combined into easy-to-read **chapters**. The chapter you are reading at any particular moment is highlighted at the bottom right of the page.

The **Table of contents** is arranged according to the chapters and the detailed **Subject index** at the end of the Owner's Manual helps you to rapidly find the information you are looking for.

Sections

The majority of **Sections** apply to all models.

Since there is a wide range of different equipment and options available it is clearly unavoidable, despite dividing the contents into sections, that mention may be made of equipment which is not fitted to your vehicle.

Equipment which is marked * is only standard on certain vehicle model versions or only suppliable as optional equipment for certain models.

Brief information and instructions

Each section has a **Heading**.

This is followed by **Brief information** (in large italic lettering), which tells you the subject which is dealt with in this section.

Most of the illustrations are accompanied by an **Instruction** (in relatively large letters) which explains to you in a straightforward way the action you have to take. **Work steps** which have to be carried out are illustrated with a hyphen.

Notes

All four kinds of notes, which are used in the text, are always stated at the end of the respective section.

WARNING

The most important notes are marked with the heading Warning. These Warning notes draw your attention to a serious risk of accident or injury. While reading the text you will frequently encounter a double arrow followed by a small warning symbol. This symbol is intended to draw your attention to a Warning note at the end of the section to which you must pay careful attention.

Caution

A **Caution** note draws your attention to the possibility of damage to your vehicle (e.g. damage to gearbox), or points out general risks of an accident.

For the sake of the environment

An **Environmental** note draws your attention to environmental protection aspects. This is where you will, for example, find tips aimed at reducing your fuel consumption.

Note

A normal **Note** draws your attention in a general way to important information.

Direction indications

All direction indications such as “left”, “right”, “front”, “rear” relate to the direction of travel of the vehicle. ■

Using the system

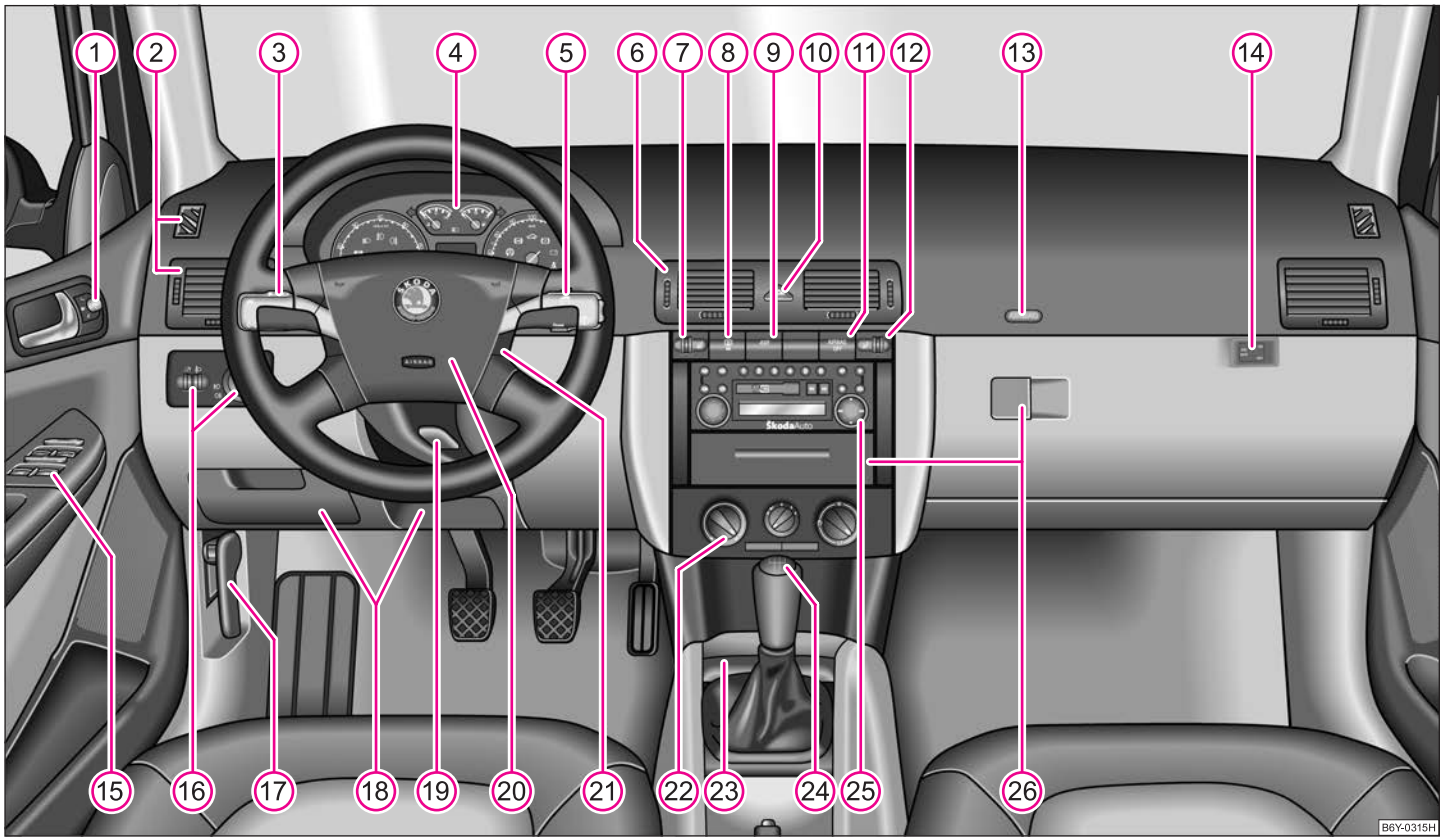

Fig. 1 Certain items of equipment shown in the illustration are only fitted to particular model versions or are optional items of equipment.

Cockpit

General view

This general view is designed to help you to quickly become familiar with the instruments, gauges and controls.

Note

- Equipment which is marked * is only standard on certain vehicle model versions or only suppliable as optional equipment for certain models.
- Vehicles with factory-fitted radio, mobile phone, navigation system, CD player etc. are supplied with separate instructions for operating such equipment.
- The arrangement of the controls and switches and the location of some items on right-hand drive models may differ from that shown in ⇒ page 7, fig. 1. The symbols on the controls and switches are the same as for left-hand drive models. ■

Instruments and Indicator/Warning Lights

General view of the instrument cluster

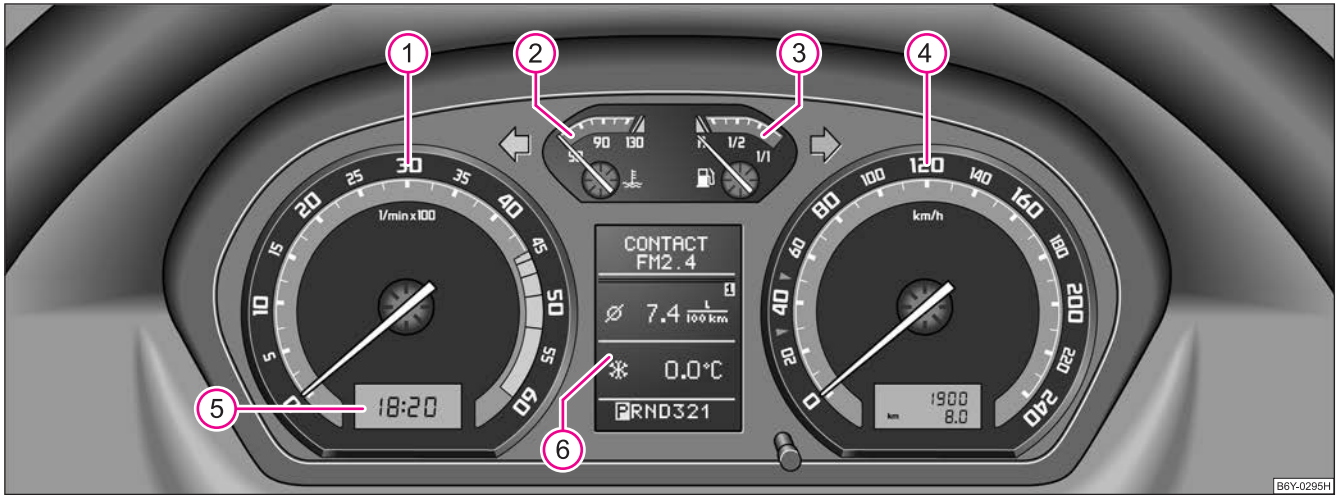

Fig. 2 Instrument cluster

1. Engine revolutions counter ⇒ page 10
2. Coolant temperature gauge ⇒ page 10
3. Fuel gauge ⇒ page 10
4. Speedometer
   - with counter for distance driven ⇒ page 11
   - with trip counter for distance driven ⇒ page 11
   - with Service Interval Display ⇒ page 11
5. Digital clock ⇒ page 12 and multi-functional indicator* ⇒ page 13
6. Information display* ⇒ page 16

When the lights are switched on, the instrument cluster is illuminated. ■

Engine revolutions counter

The start of the red zone in the revolutions counter (1) ⇒ page 9, fig. 2 indicates the maximum permissible engine speed for all gears for an engine which has been run in and operating at a normal temperature. You should shift into the next higher gear before this red zone is reached, or move the selector lever into position **D** if your car is fitted with an automatic gearbox.

One should shift to the next lower gear at the latest when the engine is no longer running "smoothly".

Avoid high engine speeds during the running-in period ⇒ page 131.

Caution

The needle of the revolutions counter must on no account move into the red zone of the scale - risk of engine damage!

For the sake of the environment

Shifting up early helps you save fuel and reduce the operating noise of your vehicle. ■

Coolant temperature gauge

The coolant temperature gauge (2) ⇒ page 9, fig. 2 operates only when the ignition is switched on.

In order to avoid any damage to the engine, please pay attention to the following notes regarding the temperature ranges:

Cold range

If the pointer is in the left-hand area of the scale it means that the engine has not yet reached its operating temperature. Avoid running at high engine speeds, at full throttle and at severe engine loads.

The operating range

The engine has reached its operating temperature as soon as the pointer moves into the mid-range of the scale. The pointer may also move further to the right at high engine loads and high outside temperatures. This is not critical provided the warning symbol in the instrument cluster does not flash.

If the symbol in the instrument cluster flashes it means that either the coolant **temperature** is too high or the coolant **level** is too low. Please refer to the guidelines ⇒ page 23, "Coolant temperature/coolant level".

WARNING

Pay attention to the warning notes ⇒ page 152, "Working in the engine compartment" before opening the bonnet and inspecting the coolant level.

Caution

Additional headlights and other attached components in front of the fresh air inlet impair the cooling efficiency of the coolant. There is then a risk of the engine overheating at high outside temperatures and high engine loads! ■

Fuel gauge

The fuel gauge (3) ⇒ page 9, fig. 2 only operates when the ignition is switched on.

The fuel tank has a capacity of about 45 litres. The warning symbol in the instrument cluster lights up when the pointer reaches the reserve marking. There are now about 7 litres of fuel remaining in the tank. This symbol is a reminder for you, **that you must refuel**.

The following will be displayed in the information display*:

PLEASE REFUEL

A peep sounds as an additional warning signal.

Caution

Never run the fuel tank completely empty! An irregular fuel supply can result in poor ignition or misfiring. Unburnt fuel may get into the exhaust system and damage the catalytic converter. ■

Speedometer with counter for distance driven

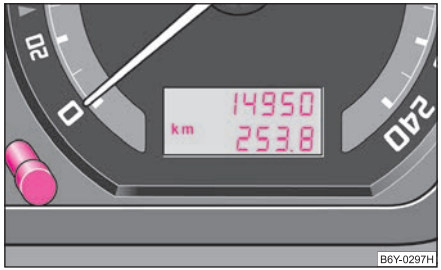

Fig. 3 Instrument cluster: Counter for distance driven

The distance which you have driven with your vehicle is shown in kilometres (km). On certain model versions, the readout is shown in "miles".

Bottom counter (trip counter) for distance driven

The bottom counter indicates the distance which you have driven since this counter was last reset - in steps of 100 metres or 1/10 of a mile. It can be reset to zero by pressing the reset button next to the trip counter ⇒ fig. 3.

Top counter for distance driven

The top counter for distance driven indicates the total distance in kilometres or miles which the vehicle has been driven.

Fault display

dEF will appear as a constant text in the display field of the counter for distance driven if there is a fault in the instrument cluster. Have the fault rectified as soon as possible by a specialist workshop.

Warning against excessive speeds*

An acoustic warning signal will sound when the vehicle speed exceeds 120 kilometres per hour. The acoustic warning signal will switch off again when the vehicle speed goes below this speed limit.

This function is only valid for some countries.

WARNING

Never seek to adjust the trip counter for distance driven while driving for safety reasons! ■

Service Interval Display

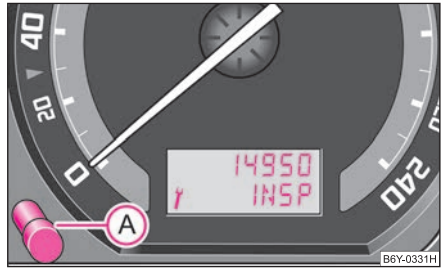

Fig. 4 Service Interval Display: Reset button

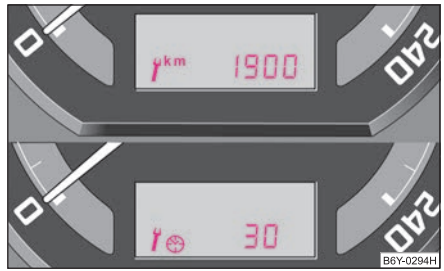

Fig. 5 Service Interval Display

Service Interval Display

A key symbol ⇒ page 11, fig. 5 appears in the counter display for distance driven about 30 days before reaching the due date for the service. The remaining distance to be driven will be indicated for 10 seconds next to the key symbol and then the remaining number of days to the due date for the service inspection.

The following will be displayed in the information display*:

SERVICE DUE IN ... KM OR ... DAYS

The kilometre indicator or the days indicator reduces in steps of 100 km. or days until the service due date is reached.

The text **INSP** appears as a flashing key symbol and as soon as the due date for the service is reached.

The following will be displayed in the information display*:

SERVICE NOW

The display disappears within 20 seconds after switching on the ignition. The trip counter is also displayed after pressing the reset button of the trip counter for distance driven (for more than 1 second).

Resetting Service Interval Display

We recommend having this resetting performed by a specialist garage.

The specialist garage:

- resets the memory of the display after the appropriate inspection,
- makes an entry in the Service schedule,
- affix the sticker with the entry of the following service interval to the side of the dash panel on the driver's side.

It is also possible for you to reset the Service Interval Display with the reset button (A) ⇒ page 11, fig. 4 as follows:

- Press the reset button (A) ⇒ page 11, fig. 4 with the ignition switched off and and hold it down.
- Switch the ignition on, release the reset button (A) and and turn the reset button to the right. All counters will be reset to 0.

It is only possible to reset the Service Interval Display, if a service message or at least a pre-warning is shown on the display of the instrument cluster.

Caution

We recommend that you do not reset the Service Interval Display yourself otherwise this can result in the service interval display being incorrectly set, which may also result in problems with operation of your vehicle.

Note

- Never reset the display between service intervals otherwise this may result in incorrect readouts.
- information is retained in the Service Interval Display also after the battery of the vehicle is disconnected.
- it is necessary to re-code the Service Interval Display if a new instrument cluster is installed during repair work. This work is carried out by a specialist garage.
- Please refer to the brochure Service schedule for extensive information about the service intervals. ■

Digital clock

A reset button is installed on the left below beside the speedometer for adjusting the clock ⇒ page 9, fig. 2.

Set hours

– Turn the reset button to the left.

Setting minutes

– Turn the reset button to the right. ▶

WARNING

The clock should not be adjusted while driving for safety reasons but only when the vehicle is stationary. ■

Multi-functional indicator* (onboard computer)

Introduction

The multi-functional indicator appears in the display of the revolutions counter ⇒ fig. 6 or in the information display ⇒ page 16, fig. 9 depending on the equipment fitted to your vehicle.

The multi-functional indicator offers you a range of useful information.

The outside temperature	⇒ page 14
Range	⇒ page 15
Current fuel consumption	⇒ page 15
Average fuel consumption	⇒ page 15
Driving time	⇒ page 15
Distance driven	⇒ page 15
Average speed	⇒ page 16

Note

In certain national versions the displays appear in the Imperial system of measures. ■

Memory

Fig. 6 Display in engine revolutions counter: Multi-functional indicator

The multi-functional indicator is equipped with two automatic memories. You can see the memory which is currently being shown in the display from the negatively displayed number ⇒ fig. 6.

The data of the single-trip memory (memory 1) is shown if a **1** appears in the display. A **2** shown in the display means that data relates to the total distance memory (memory 2).

Switching of the memory takes place when the button (B) ⇒ page 14, fig. 7.

Single-trip memory (memory 1)

The single-trip memory collates the driving information from the moment the ignition is switched on until it is switched off. New data will also flow into the calculation of the current driving information if the trip is continued **within 2 hours** after switching off the ignition. The memory will be is automatically erased, on the other hand, if the trip is interrupted for **more than 2 hours**.

Total-trip memory (memory 2)

The total distance driven memory gathers data from any number of indvidual journeys up to a total of 100 hours driving or 10 000 kilometres driven. The memory is deleted when either of these limits is reached and the calculation starts from anew.

The total-trip memory will not, contrary to the single-trip memory, be deleted after a period of interruption of driving of 2 hours.

Note

All information in the memory is erased if the battery of the vehicle is disconnected. ■

Using the system

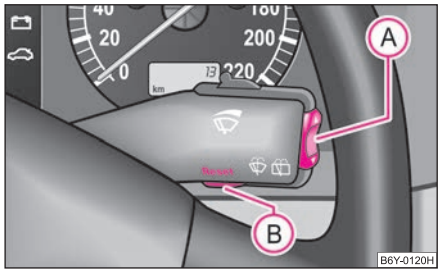

Fig. 7 Multi-functional indicator: Control elements

The rocker switch (A) and the button (B) are located in the grip of the window wiper lever ⇒ fig. 7.

Selecting the memory

– Repeated short-term pressing of the button (B) allows one to select the individual memories.

Selecting the functions

– Press the rocker switch (A) up or down. This will cause the individual functions of the multi-functional indicator to appear in the display one after the other.

Setting function to zero

– Select the memory you want.

– Press button (B) for more than 1 second.

The following readouts of the selected memory will be set to zero by button (B):

- average fuel consumption,
- distance driven,
- average speed,
- Driving time.

You can only operate the multi-functional indicator when the ignition is switched on. After the ignition is switched on, the function displayed is the one which you last selected before switching off the ignition.

The outside temperature indicator will appear with a snowflake symbol and a warning signal sounds* when the outside temperature lies between +5°C and -5°C. The symbol warns the driver of the possible danger of ice on the road. After the rocker switch (A) is pressed, the function displays the one which you last selected before switching off the ignition. ■

Outside temperature

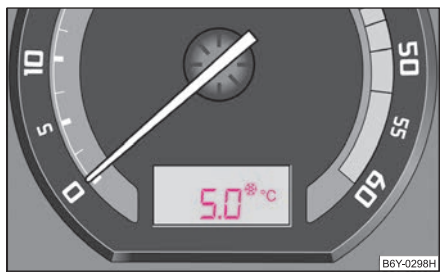

Fig. 8 Multi-functional indicator: the outside temperature

The outside temperature appears in the display when the ignition is switched on.

The correct outside temperature will be indicated with a delay of 5 minutes. If the vehicle is stationary (or driven at a very low speed) the temperature indicated may be slightly higher than the actual outside temperature because of heat radiated by the engine.

The outside temperature indicator will appear with a snowflake symbol (warning signal for ice on the road) ⇒ page 14, fig. 8 and a warning signal sounds* when the outside temperature lies between +5°C and -5°C.

WARNING

Do not only rely upon the information given on the outside temperature display that there is no ice on the road. Please note that black ice may also be present on the road surface even at temperatures around +5°C – warning, drive with care!

Note

The outside temperature is not indicating when showing navigation data (guidance to the destination). It must be called up over the menu (valid for vehicles which have a navigation and information display). ■

Range

The estimated range in kilometres is shown on the display. It indicates the distance you can still drive with your vehicle based on the present level of fuel in the tank for the same style of driving. The readout is shown in steps of 5 km.

The fuel consumption for the last 50 km is taken as a basis for calculating the range. If you drive in a more economical manner from this moment on, the range will be increased accordingly.

You first drive 50 km if the readout is reset (after disconnecting the battery) before a new readout for the range is displayed. ■

Current fuel consumption

The current fuel consumption level is shown in the display in litres/100 km. This information can help you to adapt your style of driving to the fuel consumption you wish to achieve.

The display appears in litres/hour if the vehicle is stationary or driving at a low speed. ■

Average fuel consumption

The average fuel consumption since the memory was last erased is shown in the display in litres/100 km ⇒ page 13. This information can help you to adapt your style of driving to the fuel consumption you wish to achieve.

If you wish to determine the average fuel consumption over a certain period of time you must first erase the memory at the start of the new measurement using the button (B) ⇒ page 14, fig. 7. A zero appears in the display for the first 300 m you drive after erasing the memory.

The indicated value will be updated every 5 seconds while you are driving.

Note

The amount of fuel consumed will not be indicated. ■

Driving time

The driving time which has elapsed since the memory was last erased, appears in the display ⇒ page 13. If you wish to calculate the driving time from a particular time of day you must first erase the memory at this moment in time by pressing the button (B) ⇒ page 14, fig. 7.

The maximum time indicated in both switch positions is 99 hours and 59 minutes. The indicator is set back to null if this period is exceeded. ■

Distance driven

The distance driven since the memory was last erased appears in the display ⇒ page 13. If you wish to calculate the distance driven from a particular time of day you must first erase the memory at this moment in time by pressing the button (B) ⇒ page 14, fig. 7.

The maximum distance indicated in both switch positions is 9999 km. The indicator is set back to null if this period is exceeded. ■

Average speed

The average speed since the memory was last erased is shown in the display in km/hour ⇒ page 13. If you wish to determine the average speed over a certain period of time you must first erase the memory at the start of the new measurement using the button (B) ⇒ page 14, fig. 7.

A zero appears in the display for the first 100 m you drive after erasing the memory. ■

Information display*

Introduction

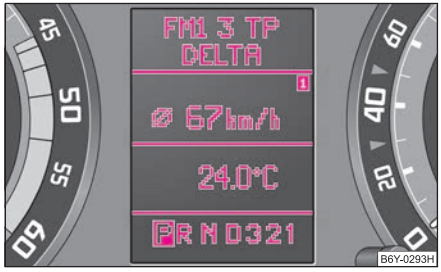

Fig. 9 Instrument cluster: Information display

The information display provides you with information in a convenient way concerning the **current operating state of your vehicle**. The information system also provides you with data (depending on the equipment installed in the vehicle) relating to the radio, multi-functional indicator, navigation system and automatic gearbox.

Certain functions and operating conditions are always being checked on the vehicle when the ignition is switched on and also while driving.

Functional faults, if required repair work and other information are indicated by red symbols ⇒ page 19 and yellow symbols ⇒ page 19.

Lighting up of these symbols is combined with an acoustic warning signal.

Information and texts giving warnings are also shown in the display ⇒ page 20.

The display of text is possible in the following languages:

Czech, English, German, French, Italian, Spanish, Portuguese.

You can have the relevant language set by a specialist garage.

The following information can be shown in the display (depending on the equipment installed on the vehicle):

Menu	⇒ page 17
Door, tailgate and bonnet ajar warning	⇒ page 17
Radio display	⇒ page 18
Service Interval Display	⇒ page 11
Selector lever position for an automatic gearbox	⇒ page 90

■

Menu

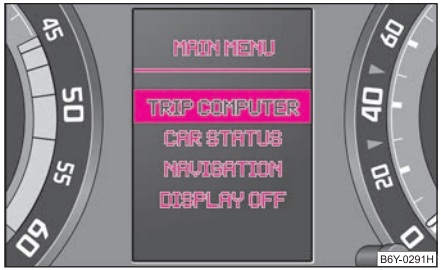

Fig. 10 Information display: Menu

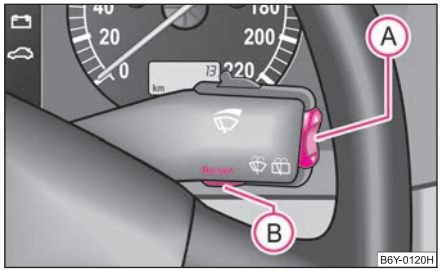

Fig. 11 Information display: Control elements

– You can activate the menu by pressing the rocker switch (A) ⇒ fig. 11 for more than 1 second.

– You can select the menu through the rocker switch (A). The selected information is displayed after pressing the button (B) for a short time or after releasing the rocker switch (A) (after about 4 seconds).

You can select the following information (depending on the equipment installed on the vehicle):

TRIP COMPUTER (AUTO COMPUTER)	⇒ page 13
CAR STATUS	⇒ page 18
NAVIGATION	⇒ page 20
DISPLAY OFF	

After selecting the menu **DISPLAY OFF** the display is switched off. Press rocker switch (A) for at least 1 second to switch the display on again.

The Information **CAR STATUS**flashes in the menu if there is something which is not in proper order on the vehicle (e.g. warning of a low fuel level). The first warning will be displayed after switching over to **CAR STATUS**. You can then display other operating conditions afterwards using the switch-over function (such as water level low). ■

Door, tailgate and bonnet ajar warning

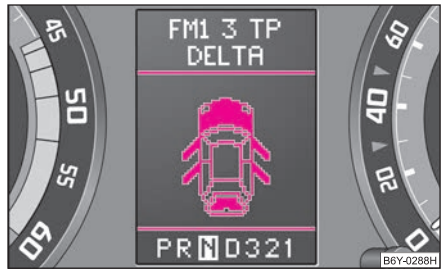

Fig. 12 Information display: Door warning

The door, tailgate compartment door and bonnet ajar warning lights up when at least one of the three items door, tailgate or bonnet are not closed when the ignition is turned on. The symbol indicates which door is still open or whether the tailgate or bonnet is **not closed** ⇒ fig. 12.

The symbol goes out as soon as the doors, tailgate and bonnet are completely closed.

As an additional warning signal, a 3 time peep sounds if the car is driven at a speed of more than 6km/hour and if the door or the luggage compartment door is open. ■

Radio display

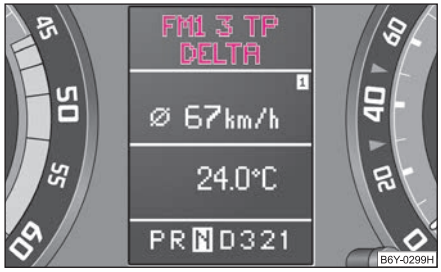

Fig. 13 Information display: Radio display

These displays **appear in addition** to the normal information in the radio display. ■

Auto Check Control

Car state

The Auto Check Control carries out a check of certain functions and vehicle components. The check is performed constantly when the ignition is switched on, both when the vehicle is stationary, as well as when driving.

Operational faults, urgent repairs, service work or other information appear in the display of the instrument cluster. The displays are shown with a red or yellow light symbol depending on the priority of the message.

The red symbols indicate **danger** (priority 1) while the yellow symbols indicate a **warning** (priortity 2). Information for the driver may also appear in addition to the symbols ⇒ page 20.

Investigate the displayed faults as soon as possible. If several operational faults exist at the same time, the symbols will appear one after the other and are each visible for about 2 seconds.

The error messages are faded out after 10 seconds or by actuating the rocker switch Ⓐ ⇒ page 17, fig. 11 and are stored under the information **CAR STATUS**.

There is at least one error message to be read when the term **CAR STATUS** is flashing in the main menu. The display will show **STATUS 1/2** (for example) if a number of error messages are present. This display indicates that the first of a total of two error messages should be displayed.

Actuate the rocker switch Ⓐ, to call up the individual error messages.

If a fault occurs, a warning signal will also sound in addition to the symbol and text in the display:

- Priority 1 - three warning signals,
- Priority 2 - one warning signal. ■

Operational check of the automatic gearbox

When the ignition is switched on, the Auto Check Control automatically carries out an operational check. The following text will appear first in the display if the selector lever is the position **P** or **N**:

P LOCKED (P locked)

or

N LOCKED (N locked)

You must depress the brake pedal first and press the Shiftlock button at the same time in order to move the selector lever out of these positions.

The text will disappear once you select a drive position (**R**, **D** etc.), and the Auto Check Control function is displayed.

If the Auto Check Control detects faults, these will be displayed about 15 seconds after starting the engine in place of the text shown above. A warning signal sounds at the same time. ■

Red symbols

A red symbol signals danger.

Fig. 14 Information display: Oil pressure is low

Proceed as follows if a red symbol is displayed:

- Stop the vehicle.
- Switch the engine off.
- Investigate the function indicated.
- Obtain professional assistance.

Meaning of the red symbols:

	Faults in the brake surface	⇒ page 27
	Coolant level too low/coolant temperature too high	⇒ page 23
	Engine oil pressure too low	⇒ page 24

Three successive warning signals will sound if a red symbol appears. The symbol continues flashing until the fault is rectified.

If several operational faults of priority 1 exist, the symbols appear one after the other and are each illuminated for about 2 seconds. ■

Yellow symbols

A yellow symbol signals a warning.

Fig. 15 Information display: Fuel level low

The meaning of the yellow symbols:

	Fuel level low	⇒ page 24
	Check engine oil level, engine oil sensor faulty	⇒ page 24
	Brake pad worn	⇒ page 25
	Washer fluid level low	⇒ page 25
	Light bulb defect	⇒ page 25
	Light bulb in the brake light defect	⇒ page 25

One warning signal will sound if a yellow symbol appears.

If several operational faults of priority 2 exist, the symbols appear one after the other and are each illuminated for about 2 seconds.

Check the relevant function as soon as possible. ■

Navigation system*

The controls for the navigation system, radio, CD player are located in the centre console on both sides of the monitor screen. Navigation data is also shown in the information display of the instrument cluster.

Information and warning texts are displayed preferentially when the navigation system is switched on.

Operation of the navigation system is described in separate operating instructions to be found in the on-board literature. ■

Warning lights

Overview

The warning lights indicate certain functions or faults.

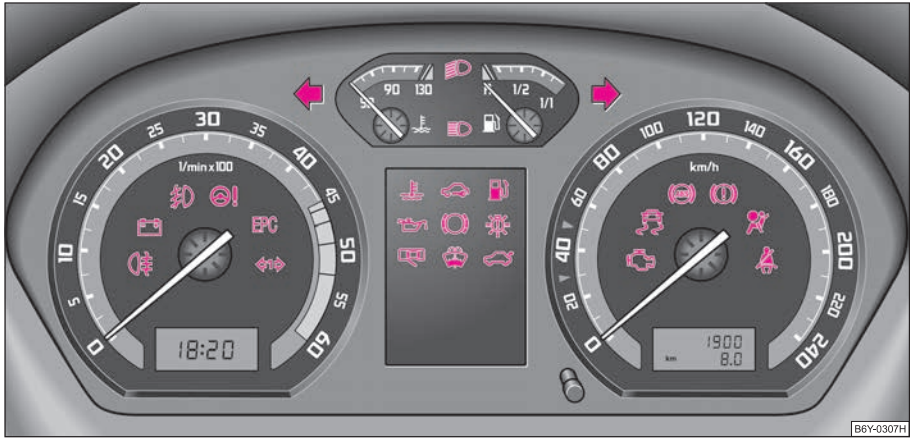

Fig. 16 Instrument cluster with warning lights

	Turn signal lights (to the left)	⇒ page 22
	Turn signal lights (to the right)	⇒ page 22
	Main beam	⇒ page 22
	Low beam	⇒ page 22
	Rear fog light	⇒ page 22
	Dynamo	⇒ page 22
	Fog lights*	⇒ page 22
	Power steering*	⇒ page 22
EPC	EPC fault light (petrol engine)	⇒ page 23
	Glow plug system (diesel engine)	⇒ page 23
	Turn signal system for vehicles towing a trailer*	⇒ page 23
	Coolant temperature/coolant level	⇒ page 23
	Electronic immobiliser	⇒ page 24
	Fuel reserve	⇒ page 24
	Engine oil	⇒ page 24
	Brake pad wear*	⇒ page 25

	Bulbs*	⇒ page 25
	Open door*	⇒ page 25
	Fluid level in windshield washer system*	⇒ page 25
	Boot lid*	⇒ page 25
	Control system for exhaust	⇒ page 26
	Traction control system (TCS)*	⇒ page 26
	Electronic stability programme (ESP)*	⇒ page 26
	Antilock brake system (ABS)*	⇒ page 26
	Brake system	⇒ page 27
	Airbag system	⇒ page 27
	Seat belt warning light*	⇒ page 28

WARNING

- **If you do not pay attention to the warning lights coming on and the corresponding descriptions and warning notes, this may result in severe body injuries or major vehicle damage.**
- **The engine compartment of your car is a hazardous area. There is a risk of injuries, scalding, accidents and fire when working in the engine compartment, e.g. inspecting and replenishing oil and other fluids. It is also essential to observe all warnings ⇒ page 152.**

Note

- Arrangement of the indicator lights depends on the model and model version. The symbols shown in the following functional description are to be found as indicator lights in the instrument cluster.
- Operational faults are shown in the instrument cluster as red symbols (priority 1 - danger) or yellow symbols (priority 2 - warning). ■

Turn signal system

Either the left or right indicator light flashes depending on the position of the turn signal lever.

The indicator light flashes at twice its normal rate if a turn signal light fails. This does not apply when towing a trailer.

Switching off the hazard warning light system is switched on will cause all of the turn signal lights as well as both indicator lights to flash.

Further information about the turn signal system ⇒ page 45. ■

Main beam

The indicator light comes on when the main beam is selected or also when the headlight flasher is operated.

Further information about the main beam ⇒ page 45. ■

Low beam

The indicator light comes on when low beam is selected ⇒ page 43. ■

Rear fog light

The warning light comes on when the rear fog lights are operating ⇒ page 44. ■

Alternator

The warning light comes on after the ignition has been switched on. It should go out after the engine has started.

If the warning light does not come on after the ignition is switched on, drive to the nearest specialist garage.

If the warning light does not go out after the engine has started, or comes on when driving, drive to the nearest specialist garage. The vehicle battery will be discharged in this case so switch off all non-essential electrical components.

The following text will be displayed in the information display*:

ALTERNATOR WORKSHOP! (ALTERNATOR WORKSHOP!)

Caution

If the warning light comes on when driving and in addition the warning light (cooling system fault) also comes on in display, you must then stop the car immediately and switch the engine off - risk of engine damage! ■

Fog lights*

The warning light comes on when the fog lights are operating ⇒ page 44. ■

Power steering*

The warning light comes on for approx. 2 seconds after the ignition is switched on. There is a fault in the electronics for the power-assisted steering if the warning light lights up while driving or does not go out 2 seconds after switching on the ignition. Contact a specialist garage to obtain assistance.

The warning light does not come on when there is a lack of oil.

Further information ⇒ page 130, “Power steering*”.

Note

There is no power-assisted steering support when the vehicle is being towed without the engine running or when the power-assisted steering is defect. The vehicle is fully steerable however. There is simply increased force required to turn the steering wheel. ■

EPC fault light EPC (petrol engine)

The **EPC** (Electronic Power Control) warning light comes on for a few seconds when the ignition is switched on.

There is a system fault in the engine control system if the warning light **EPC** does not go out or comes on or flashes while driving. The engine management system selects an emergency programme which enables you to drive to the nearest specialist garage by adopting a gentle style of driving.

The following text will be displayed in the information display*:

ENGINE WORKSHOP! (ENGINE FAULT – WORKSHOP!) ■

Glow plug system (diesel engine)

The indicator light lights up for a **cold** engine when switching on the ignition (pre-heat position) **2** ⇒ page 82. Start the engine just as soon as the indicator light goes out.

The glow plug indicator light will come on for about 1 second if the engine is at a **normal operating temperature** or if the outside temperature is above +5°C. This means that you can start the engine **right away**.

There is a fault in the glow plug system if the indicator light does not come on at all or lights up continuously. Contact a specialist garage as soon as possible to obtain professional assistance.

There is a system fault in the engine control system if the warning light has started to flash while driving. The engine management system selects an emergency programme which enables you to drive to the nearest specialist garage by adopting a gentle style of driving.

The following text will be displayed in the information display*:

ENGINE WORKSHOP! (ENGINE FAULT – WORKSHOP!) ■

Turn signal system for vehicles towing a trailer*

The indicator light on vehicles towing a trailer flashes together with the respective indicator light for the turn signal system.

The indicator light does not flash if a turn signal light on the trailer or on the vehicle is not operating. ■

Coolant temperature/coolant level

The warning light comes on for a few seconds [1] when the ignition is switched on.

The coolant temperature is too high or the coolant level too low if the warning light does not go out after the engine is started or flashes while driving.

3 peeps sound as an additional warning signal.

In this case stop and switch the engine off and check the coolant level; top up the coolant as necessary.

Do not continue your journey if for some reason it is not possible under the conditions prevailing to top up with coolant. **Keep the engine switched off** and obtain professional assistance from a specialist garage, otherwise it could lead to severe engine damage.

If the coolant is within the specified range, the increased temperature may be caused by an operating problem at the coolant fan. Check the fuse for the coolant fan, replace it if necessary ⇒ page 188, "Fuse assignment at battery".

Do not continue driving if the warning light does not go off although the fluid is at the correct level and also the fuse of the fan is in proper order. Contact a specialist garage to obtain assistance.

[1] The warning light on vehicles fitted with information display does not come on after switching the ignition on, but only if the coolant temperature is too high or the coolant level is too low.

Please also refer to the additional instructions ⇒ page 156, "Cooling system".

The following text will be displayed in the information display*:

STOP CHECK COOLANT SERVICE MANUAL (STOP! CHECK COOLANT OWNER'S MANUAL)

WARNING

- **If you must stop for technical reasons, then park the vehicle at a safe distance from the traffic and switch off the engine and switch on the hazard warning light system ⇒ page 45.**
- **Take care when opening the coolant expansion bottle. If the engine is hot, the cooling system is pressurized – risk of scalding. It is best to allow the engine to cool down before removing the cap.**
- **Do not touch the coolant fan! The coolant fan may switch on automatically even if the ignition is off.** ■

Electronic immobiliser

Data is compared between the ignition key and the control unit when switching on the ignition. The indicator light will light up for a few seconds when ignition key authorisation is confirmed.

The warning light will start flashing continuously if a non-authorised ignition key (for example the wrong ignition key) has been used. The engine cannot be started ⇒ page 30.

It is only possible to start the engine of the vehicle with a Genuine Škoda key with the matching code. ■

Fuel reserve

The warning light comes on, if the fuel level is still about 7 litres.

A peep sounds as an additional warning signal.

The following text will be displayed in the information display*:

PLEASE REFUEL ■

Engine oil

The warning light lights up red (low oil pressure)

The warning light comes on for a few seconds [2] when the ignition is switched on.

Stop the vehicle and switch the engine off if the warning light does not go off after the engine has started or flashes while driving. Check the oil level and top up with oil as necessary ⇒ page 155.

3 peeps sound as an additional warning signal.

Do not continue your journey if for some reason it is not possible under the conditions prevailing to top up with oil. **Keep the engine switched off** and obtain professional assistance from a specialist garage, otherwise it could lead to severe engine damage.

Do not drive any further if the warning light flashes even if the oil is at the correct level. Do not run the engine not at idling speed either. Contact the nearest specialist garage to obtain professional assistance.

The following text will be displayed in the information display*:

STOP! OIL PRESS. STOP MOTOR! SERVICE MANUAL (STOP! OIL PRESSURE STOP ENGINE! OWNER'S MANUAL)

The warning light lights up yellow* (oil quantity too low)

If the warning light lights up yellow, the quantity of oil in the engine is probably too low. Check as soon as possible the oil level or top up ⇒ page 155 with engine oil.

A peep sounds as an additional warning signal.

The following text will be displayed in the information display*:

CHECK OIL LEVEL

[2] The warning light on vehicles fitted with information display does not come on after switching the ignition on, but only if a fault exists or the engine oil level is too low.

The warning light will go out if the bonnet is left open for more than 30 seconds. If no engine oil has been replenished, the warning light will come on again after driving about 100 km.

The warning light flashes yellow* (engine oil level sensor faulty)

A fault on the engine oil level sensor is indicated additionally by an audible signal and the warning light coming on several times after the ignition has been switched on.

In this case have the engine inspected without delay by a specialist garage.

The following text will be displayed in the information display*:

OIL SENSOR WORKSHOP! (OIL SENSOR WORKSHOP)

WARNING

- **If you must stop for technical reasons, then park the vehicle at a safe distance from the traffic and switch off the engine and switch on the hazard warning light system ⇒ page 45.**
- **The red oil pressure light is not an oil level indicator! One should therefore check the oil level at regular intervals, preferably after every refueling stop.** ■

Thickness of the brake pads*

If the warning light comes on, contact a specialist garage immediately and have the brake pads on **all of the wheels** inspected.

A peep sounds as an additional warning signal.

The following text will be displayed in the information display*:

CHECK BRAKE PADS ■

Light bulbs*

The warning light comes on if a light bulb is damaged:

- brakes applied (brake light),
- in lighting (low beam and/or rear light).

A peep sounds as an additional warning signal.

The following text will be displayed in the information display*:

LIGHTS FAILURE

or

BRAKE LIGHTS FAILURE ■

Open door*

The warning light comes on, if one or several doors are opened.

The warning light on vehicles fitted with information display comes on when switching the ignition off. The warning light goes out about 15 seconds after locking the vehicle.

The warning light on vehicles fitted with information display goes out after switching the ignition off. ■

Windshield washer fluid level*

The warning light comes on when the ignition is switched on if there is insufficient fluid in the windshield washer system. Top up with liquid ⇒ page 164.

A peep sounds as an additional warning signal.

The following text will be displayed in the information display*:

TOP UP WASH FLUID ■

Luggage compartment door*

The warning light comes on when the ignition is switched on if the luggage compartment door is open.

3 peeps sound as an additional warning signal. ■

Control system for exhaust

The warning light comes on after the ignition has been switched on.

If the warning light does not go out after starting the engine or it lights up or flashes when driving, a fault exists in an exhaust relevant component. The engine management system selects an emergency programme which enables you to drive to the nearest specialist garage by adopting a gentle style of driving.

The following text will be displayed in the information display*:

EMISSIONS WORKSHOP! (EMISSIONS WORKSHOP)! ■

Traction control system (TCS) *

The warning light comes on for a few seconds when the ignition is switched on.

The warning light comes on when driving when a control cycle is activated.

The warning light will come on and remains on if the TCS is switched off or if there is a fault in the system.

The fact that the TCS system operates together with the ABS means that the TCS warning light will also come on if the ABS system is not operating properly.

Further information about the TCS ⇒ page 126, “Traction control system (TCS)*”. ■

Electronic stability programme (ESP)*

The warning light comes on for a few seconds when the ignition is switched on.

Components of the ESP system also include the Traction Control System (TCS), Electronic Differential Lock (EDL), and the Antilock Brake System ABS (ABS).

The warning light comes on when driving when a control cycle is activated.

The warning light will come on and remains on if the ESP is switched off or if there is a fault in the system.

The fact that the ESP system operates together with the ABS means that the ESP warning light will also come on if the ABS system is not operating properly.

Further information on the ESP ⇒ page 125, “Electronic stability programme (ESP)*”.

Electronic Differential Lock (EDL)*

The EDL is a part of the ESP. A fault in the EDL is indicated by the ESP warning light in the instrument cluster. Have the vehicle inspected immediately by your specialist garage. Further information on the EDL ⇒ page 127. ■

Antilock brake system (ABS)*

The warning light shows the functionality of the ABS.

The warning light comes on for a few seconds after the ignition has been switched on or when starting the engine. The warning light goes out after an automatic check sequence has been completed.

A fault in the ABS

The system is not functioning properly if the ABS warning light does not go out within a few seconds after switching on the ignition, does not light up at all or lights up while driving. The vehicle will only be braked by the normal brake system. Visit a specialist garage as quickly as possible and adjust your style of driving in the meantime since you will not know how great the damage is.

Three additional warning tones will sound if there is a major fault in the ABS.

Further information about ABS ⇒ page 129, “Antilock brake system (ABS)*”.

A fault in the entire brake system

If the ABS warning light comes on together with the brake system warning light (handbrake must be released), there is a fault not only in the ABS but also in another part of the brake system ⇒ .

The following text will be displayed in the information display*:

STOP BRAKE FAULT SERVICE MANUAL (STOP! BRAKE FAULT OWNER'S MANUAL)

WARNING

- **If the brake system warning light comes on together with the ABS warning light stop the vehicle immediately and check the brake fluid level in the reservoir ⇒ page 159, "Brake fluid". If the fluid level has dropped below the MIN marking, do not drive any further – risk of accident! Contact a Škoda dealer to obtain professional assistance.**
- **Pay attention to the following instructions ⇒ page 152, "Working in the engine compartment" before checking the brake fluid level and opening the bonnet.**
- **If the brake fluid is at the correct level, the ABS control function has failed. The rear wheels may then block very rapidly when braking. In certain circumstances, this can result in the rear end of the car breaking away – risk of skidding! Drive carefully to the nearest specialist garage and have the fault rectified.** ■

Brake system

The warning light flashes or comes on if the brake fluid level is too low, if there is a fault in the ABS or if the handbrake is applied.

If the warning light flashes (handbrake is not applied), **stop** and check the brake fluid level ⇒ .

The following text will be displayed in the information display*:

STOP BRAKE FLUID OWNER'S MANUAL

If there is a fault in the ABS which also influences the function of the normal brake system (e.g. distribution of brake pressure), the ABS warning light comes on together with the brake system warning light . Be aware that not only the ABS but also another part of th brake system is defective ⇒ .

3 peeps sound as an additional warning signal.

One should get used to high pedal forces, long braking distances and long free play of the brake pedal when driving to the next specialist garage.

The following text will be displayed in the information display*:

STOP BRAKE FAULT OWNER'S MANUAL

For further information on the brake system ⇒ page 128, "Brakes".

Handbrake applied

The warning light also comes on if the handbrake is applied. An audible warning is also given if you drive the vehicle for at least 3 seconds at a speed of more than 6 km/h.

The following text will be displayed in the information display*:

HANDBRAKE ON

WARNING

- **Pay attention to the following instructions ⇒ page 152, "Working in the engine compartment" before checking the brake fluid level and opening the bonnet.**
- **If the brake system warning light does not go out a few seconds after switching on the ignition or comes on when driving, stop immediately and check the brake fluid in the reservoir ⇒ page 159, "Brake fluid". If the fluid level has dropped below the MIN marking, do not drive any further – risk of accident! Contact a Škoda dealer to obtain professional assistance.** ■

Airbag system

Monitoring the airbag system

The warning light comes on for a few seconds when the ignition is switched on.

There is a fault in the system if the warning light does not go out or comes on or flashes while driving ⇒ . This also applies if the warning light does not come on when the ignition is switched on.

The following text will be displayed in the information display*:

AIRBAG FAULT

The functionality of the airbag system is also monitored electronically, when one airbag has been switched off

The passenger front airbag and also possibly the passenger side airbag which have been switched off using the vehicle system tester:

- The warning light lights up for 3 seconds after switching on the ignition and then flashes for 12 seconds afterwards in 2 second intervals.

Front or side airbags for passenger which have been switched off using the switch (for switching off airbags)* in the storage compartment on the front passenger side:

- The warning light comes on for 3 seconds after the ignition has been switched on.
- Switching off airbags is indicated in the middle of the dash panel by the lighting up of the indicator light **AIRBAG OFF (airbag switched off)** ⇒ page 115.

WARNING

Have the airbag system checked immediately by a specialist garage if a fault exists. Otherwise, there is a risk of the airbag not being activated in the event of an accident.

Note

Further information about switching off airbags ⇒ page 114, “Deactivating an airbag”. ■

Seat belt warning light*

The warning light comes on for a few seconds after the ignition is switched on as a reminder to fasten the seat belt.

If you do not fasten the seat belt, a long warning signal sounds for 6 seconds.

The following text will be displayed in the information display*:

FASTEN SEATBELT

For further information on the seat belts ⇒ page 103, “Why seat belts?”. ■

Unlocking and locking

Key

Description

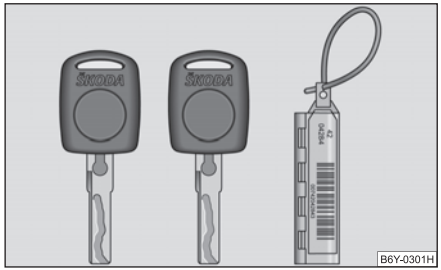

Fig. 17 Set of keys without remote control

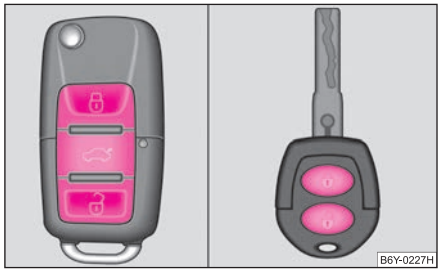

Fig. 18 Radio-operated key

The vehicle is supplied with two keys without remote control ⇒ fig. 17 or with two keys with remote control*. Depending on the equipment, the keys with remote control can differ ⇒ fig. 18. The keys fit in all vehicle locks.

Key ring

The key ring only has the key number on it which is essential for producing other keys. This number can be used to order replacement keys from the Škoda Service Partners.

The **key ring** with the number should be separately and securely **kept in safe keeping** since keys can only be replaced if they are lost or damaged by giving this number. You should also therefore give this key ring to the purchaser when selling the vehicle.

WARNING

- **Always withdraw the key whenever you leave the vehicle – even if it is only for a short time. This is particularly important if children are left in the vehicle. The children might otherwise start the engine or operate electrical equipment (e.g. power windows) – risk of injury!**
- **Do not withdraw the ignition key from the ignition lock until the vehicle has come to a stop. The steering lock might otherwise engage unintentionally – risk of accident!**

Caution

- Each key contains electronic components; therefore protect them against moisture and severe shocks.
- Keep the groove of the keys absolutely clean as impurities (textile fibres, dust etc.) have a negative effect on proper operation of the keys and the ignition lock.

Note

Please approach a Škoda Service Partner if you lose a key since he can obtain a new one for you. ■

Changing the key battery

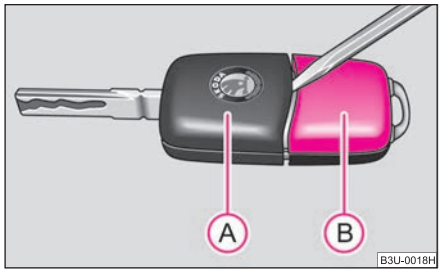

Fig. 19 Disconnect key with radio remote control

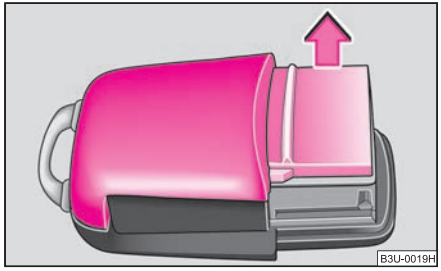

Fig. 20 Cover of the transmitter housing

Each radio-operated key contains a battery which is housed in the cover (B) of the transmitter housing ⇒ fig. 19. We recommend that you have the batteries of the key replaced by a Škoda Service Partner. You should, however, proceed as follows if you wish to replace the battery yourself:

- Fold open the key.
- Use a screwdriver to carefully lever off the front part of the key (A) ⇒ fig. 19 from the transmitter housing (B).
- Take off the cover of the transmitter housing ⇒ fig. 20 in direction of arrow.
- Take the used battery out of the housing cover.
- Insert the new battery. Ensure that the "+" symbol on the battery is facing downwards. The correct polarity is also shown on the cover of the transmitter housing.
- Insert cover with battery in place at the rear of the transmitter housing and press both parts together.
- Insert the transmitter housing into the front part of the key so that the two parts lock into each other.

For the sake of the environment

Dispose of an old battery in accordance with environmental regulations.

Note

- The replacement battery must have the same specification as the original battery.
- If it is still not be possible to unlock or lock the vehicle with the remote control even after replacing the battery this means that the system has to be synchronised ⇒ page 37. ■

Electronic immobiliser

The electronic immobiliser prevents the vehicle being operated by an unauthorised person.

An electronic chip is integrated in the head of the key. The immobiliser is deactivated with the aid of this chip when the key is inserted in the ignition lock. The electronic immobiliser is automatically activated when you withdraw the ignition key from the lock.

Note

It is only possible to start the engine of your car with a Genuine Škoda key with the matching code ⇒ page 24. ■

Locking

Valid for vehicles without a central locking system:

Locking from outside

The securing head Ⓐ will move upwards or downwards in the door when unlocking or locking ⇒ page 34, fig. 23.

Locking from inside

All closed vehicle doors are locked by pressing in the securing knobs from the inside. The doors cannot be opened from the outside when the securing knobs have been pressed in. The vehicle doors can be opened from the inside as follows:

- The door is unlocked by actuating the door-opening lever.
- The door opens upon actuating the door-opening lever again.

Note

- The opened door cannot be locked with the securing knob. This prevents the possibility of forgetting the key in the locked vehicle.
- The opened side doors at the rear and the front passenger door are locked by pressing in the securing knob and slamming the door closed.
- Please refer to the safety guidelines ⇒ ⚠ in "Description" on page 32. ■

Child safety lock

The child safety lock prevents the rear door from being opened from the inside.

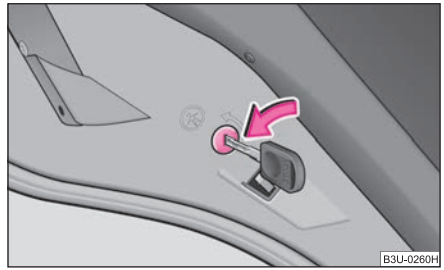

Fig. 21 Child safety locks on the rear doors

The rear doors are equipped with a child safety lock. You can switch the child safety lock on and off using the vehicle key.

Switching child safety lock on

– Use the vehicle key to turn the slit in the rear door to the left in the direction of the arrow ⇒ fig. 21.

Switching child safety lock off

– Use the vehicle key to turn the slit to the right against the direction of the arrow.

So long as the child safety lock is switched on it is not possible to open the door from the inside with the door opening lever. In this case the door can be opened only from the outside. ■

Central locking system*

Description

Unlocking or locking the vehicle causes **all** doors to be unlocked or locked at the same time by the central locking system. The boot lid is unlocked when opening. It can be opened by pressing the hand grip above the licence plate.

Operation of the central locking system is possible:

- from the outside using the vehicle key ⇒ page 33,
- using the buttons for the central locking system ⇒ page 34,
- with the securing knobs in the front doors Ⓐ ⇒ page 34, fig. 23 (only for locking),
- by using the remote control ⇒ page 36.

Convenience operation of windows

One can open and close the electrically powered windows when opening and closing the vehicle ⇒ page 39, “Window convenience operation”.

Opening a single door*

This function allows one to just unlock the driver's door. The other doors remain locked and are only unlocked when the command is repeated. The single door opening function can be first activated by recoding the control unit of the central locking system. This work is undertaken by a Škoda Service Partner can give you more information.

Automatic locking*

All the doors and the boot lid are locked automatically once the car reaches a speed of about 15 km/h.

If the ignition key is withdrawn, the car is then automatically unlocked again. In addition, it is possible for the driver to unlock the car by pressing the central locking button or by pulling the door opening lever.

If you wish, your Škoda Service Partner can convert the central locking system of your car to the automatic locking mode.

WARNING

- **Locking the doors prevents involuntary opening in an exceptional situation (an accident). Locked doors prevent unwanted entry into the vehicle from outside, for example at road crossings. Locked doors do, however, make it more difficult for rescuers to get into the vehicle in an emergency – danger to life!**

Note

- After locking the vehicle see, if the securing knobs located on the front doors are pushed down. On vehicles with central locking the rear doors have no securing knobs.
- In the event of an accident in which the airbags are deployed, the locked doors are automatically unlocked in order to enable rescuers to gain access to the vehicle.
- Only the front doors can be unlocked and locked using the key if the central locking system fails. You can operate the rear door manually.
  - Emergency locking of the door ⇒ page 34. ■

Safe securing

The central locking system is equipped with a **safe securing** system. Locking the vehicle from the outside causes the door locks to be automatically blocked. It is not possible to pull out the locking buttons. The indicator light in the driver's door flashes. It is not possible to open the doors with the door handle either from the inside or from the outside. This acts as an effective deterrent for attempts to break into your vehicle.

You can deactivate the safe securing system. This is done by locking the vehicle with the key or radio-operated key twice within 2 seconds.

Deactivating the safe securing system means that the warning light next to the securing knob Ⓐ in the driver's door ⇒ page 34, fig. 23 will not flash. This is not the case, however, for an activated anti-theft alarm system* since the indicator light is showing that the system is active.

The safe securing system is again activated the next time the vehicle is unlocked and locked again.

The doors can be opened from the inside if the vehicle is locked and the safe securing system is deactivated:

- The door is unlocked by actuating the door-opening lever.
- The door opens upon actuating the door-opening lever again.

WARNING

If the vehicle is locked from the outside and the safe securing system is activated, there must not be any person and animals in the vehicle as it is then not possible to open either a door or a window from the inside. The locked doors make it more difficult for rescuers to get into the vehicle in an emergency – hazard! ■

Unlocking the vehicle using the key

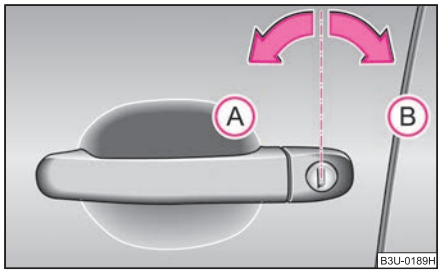

Fig. 22 Turning the key for unlocking and locking the vehicle

– Turn the key in the lock of the driver's door to the left into the opening position (A) ⇒ fig. 22.

– Pull on the door handle and open the door.

- All doors are unlocked (the securing knobs in the front doors must move upwards).
- The boot lid is then unlocked.
- The switched on interior lights come on over the door contact.
- The safe securing system is deactivated.
- The windows **are opened** provided the key is held in the opening position.
- The indicator light in the driver's door stops flashing if the vehicle is not fitted with an anti-theft alarm system* ⇒ page 38.

Note

If the vehicle is equipped with an anti-theft alarm system*, you must unlock the vehicle by inserting the key into the driver door you then have to insert the key into the ignition lock and switch the ignition on within 15 seconds after opening the door. The **alarm will be triggered** if you do **not switch on** the ignition within 15 seconds. ■

Closing the vehicle with the key

– Turn the key in the lock of the driver door to the right into the closing position (B) ⇒ fig. 22.

- All doors and the boot lid are locked (the securing knobs in the front doors must move downwards).
- The switched on interior lights go out over the door contact.
- The windows and the electric sliding/tilting roof* are closed provided the key is **held** in the locking position.
- The safe securing system is activated immediately.
- The indicator light in the driver door begins flashing.

Note

The opened driver door cannot be locked. It must be locked separately after closing it. ■

Buttons for the central locking system

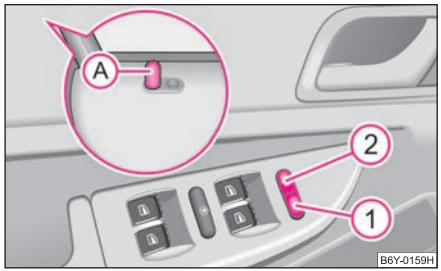

Fig. 23 Buttons for central locking

If the vehicle was not locked from outside, it can be unlocked or locked with the buttons (1) and (2), also if the ignition is switched off.

Locking all doors and the boot lid

– Press button (1) ⇒ fig. 23 or the securing knob (A) in the front door downwards.

Unlocking all doors and the boot lid

– Press button (2) ⇒ fig. 23.

The following applies if you have locked your vehicle using the button (1):

- It is not possible to open the doors or the boot lid from the outside (safety feature, e.g. when stopping at traffic lights etc.).
- You can unlock the doors individually from the inside and open them by pulling the door opening lever.
- Once the driver door is opened it cannot be locked again (after operating the lock function in the button for the central locking switch) in order to avoid inadvertently being locked out of the vehicle. You then have to lock a door separately after closing it.
- In the event of an accident in which the airbags are deployed, the locked doors are automatically unlocked from the inside in order to enable rescuers to gain access to the vehicle.

WARNING

The central locking system also operates if the ignition is switched off. All the doors and the boot lid are locked. Children should never be left unattended in the vehicle since it is difficult to provide assistance from the outside when the doors are locked. Locked doors make it difficult for rescuers to get into the vehicle in an emergency – hazard!

Note

- The door opening lever and the buttons for the central locking system do not operate if the safe securing system is activated.
- Figure ⇒ fig. 23 shows operation of vehicles which are fitted ⇒ page 38 with the window convenience operation*. ■

Emergency locking of the rear doors

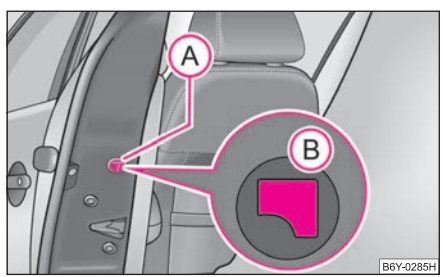

Fig. 24 Rear door: Emergency locking of the door

An emergency locking mechanism which is visible after opening the door is located on the face end of the rear doors. (Applies only for vehicles with central locking.)

Locking

– Remove the panel (A) ⇒ page 34, fig. 24.

– Insert the key into the opening under the panel and press the stopping lever (B) as far as the stop toward the inside.

– Re-insert the panel.

After closing the door, you can no longer open it from outside. If the child safety lock is not switched on, it is possible to open the door from the inside by pulling twice on the door handle. If the child safety lock is switched on, it is necesary to also open the door from outside besides pulling twice on the inner door handle. ■

Luggage compartment door

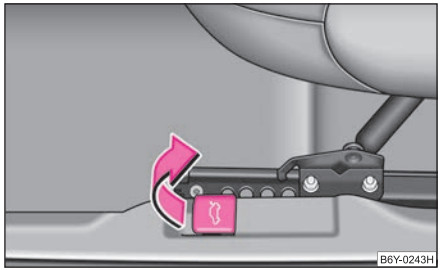

Fig. 25 Lever for unlocking the boot lid

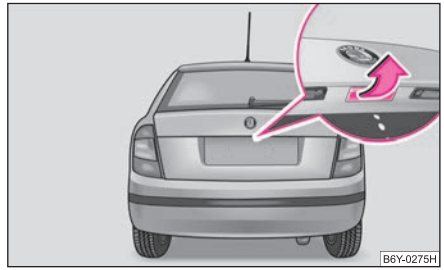

Fig. 26 Handle of boot lid

Opening the boot lid for vehicles without central locking

Opening of the boot lid is achieved by pulling on the actuation lever next to the driver's seat ⇒ fig. 25 and raising the boot lid.

The boot lid is closed by slamming it closed.

Open the boot lid by pulling on the actuating lever if it is not completely closed and lift the boot lid up. Slam the boot lid slightly closed.

Opening the boot lid for vehicles with a central locking system

Open the boot lid by pressing the hand grip above the licence plate after unlocking the vehicle using the key or the radio remote control* ⇒ fig. 26.

The boot lid can also be opened by pressing on the button on the remote control with the ignition switched off. Here one should press on the button for the remote control for over one second. The boot lid springs open and the anti-theft alarm system* is deactivated. The anti-theft alarm system is reactivated after the boot lid is closed.

The boot lid is closed by slamming it closed.

Open the boot lid by pushing on the hand grip if it is not completely closed and lift the boot lid up. Slam the boot lid slightly closed.

WARNING

- **Ensure that the lock is properly engaged after closing the boot lid. Otherwise the boot lid could open while driving – risk of accident!**

WARNING (continued)

- **Never drive with the boot lid fully opened or slightly ajar otherwise exhaust gases may get into the interior of the vehicle – risk of poisoning!**
- **Do not press on the rear window when closing the boot lid, it could crack – risk of injury!**

Note

- **After closing the boot lid, it is automatically locked within 5 seconds and the anti-theft alarm system* is activated.** This applies only if the vehicle was locked before closing the boot lid.
- The function of the hand grip above the licence plate is deactivated when starting off or as of a speed of more than 5 km/hour for vehicles with central locking. The function of the hand grip is activated again when the vehicle has stopped and a door is opened. ■

Remote control*

Description

You can use the remote control:

- to unlock and lock the car,
- unlocking boot lid.

The transmitter with the battery is housed in the handle of the master key. The receiver is located in the interior of the car. The operating range of the remote control is 10 metres but this range can be reduced if the batteries are weak.

The master key has a fold-open key bit which can be used for unlocking and locking the car manually and also for starting the engine.

If a lost key is replaced or if the receiver unit has been repaired or a new unit installed, it is then necessary for a Škoda Service Partner to initialise the system. Only after this is it possible to again use the remote control.

Note

- The remote control is automatically deactivated when the ignition is switched on.
- The operation of the remote control may temporarily be affected by interference from transmitters close to the car and which operate in the same frequency range (e.g. mobile phone, TV transmitter).
- The battery must be replaced if the central locking or anti-theft alarm system does react to the remote control at less than 3 metres away. We recommend having the battery replaced by a Škoda Service Partner. ■

Unlocking and locking car

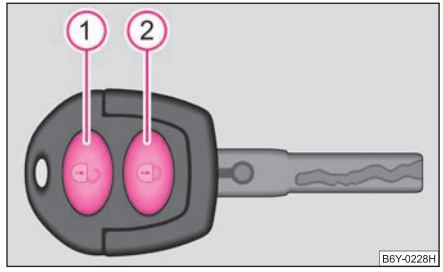

Fig. 27 Radio-operated key

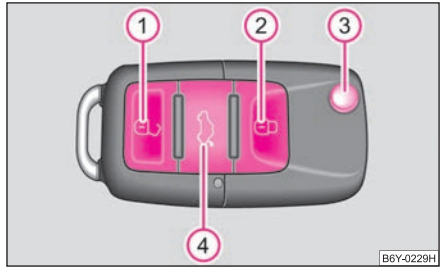

Fig. 28 Radio-operated key

The radio-operated key differs according to the equipment installed on the vehicle.

Unlocking the vehicle

– Press button (1) for about 1 second.

Locking the vehicle

– Press button (2) for about 1 second.

Deactivating safe securing system

– Press button (2) twice in 2 seconds. Further information ⇒ page 32.

Boot lid remote release

– Press button (4) for about 1 second ⇒ page 36, fig. 28.

Folding out of the key

– Press button (3).

Folding up of the key

– Press button (3) and collapse the key bit in the housing.

The turn signal lights flash twice as confirmation that the vehicle has been unlocked. The vehicle will lock again automatically if you unlock the vehicle using button (1) but do not open a door or the boot lid within the next 30 seconds. This function is intended to prevent the car being unlocked unintentionally.

The safe securing system along with the anti-theft alarm system* are, however, deactivated during these 30 seconds.

If the **single door opening function** has been activated on your car, you unlock only the driver door by pressing button (1) once and the complete vehicle by pressing the button twice ⇒ page 32.

When the vehicle is unlocked or locked, the interior lights in the door contact are automatically switched on or off.

The turn signal lights flash once to confirm that the vehicle has been correctly locked.

If the turn signal lights do not flash, check the doors, bonnet and boot lid again to ensure that they are closed. If the doors, the bonnet or the boot lid remain open when the anti-theft alarm system* is activated, the turn signal lights do not flash until after they have been closed.

WARNING

If the vehicle is locked from the outside and the safe securing system is activated, there must not be any person in the vehicle as it is then not possible to open either a door or a window from the inside. The locked doors make it more difficult for rescuers to get into the vehicle in an emergency – hazard!

Note

- Operate the radio remote control only when the doors and boot lid are closed and you have visual contact with the vehicle.
- Once in the car, you must not press the lock button of the master key before inserting the key into the ignition lock in order to avoid the car being inadvertently locked and, in addition, the anti-theft alarm system* being switched on. Should this happen, press the unlock button of the master key. ■

Synchonisation of the remote control

If the vehicle cannot be unlocked by actuating the remote control system then it is possible that the code in the key and the control unit in the vehicle are no longer synchronised. This can occur when the buttons on the radio-operated key are actuated a number of times outside of the operative range of the equipment or the battery on the remote control was replaced.

This means it is necessary to synchronise the code as follows:

- Press any button on the remote control.
- pressing of the button means that the door will unlock with the key within 1 minute. ■

Anti-theft alarm system*

The anti-theft alarm system increases the level of protection against people seeking to break into the vehicle. The system triggers audible and visual warning signals if an attempt is made to break into the vehicle.

How is the alarm system switched on?

The anti-theft alarm system is activated automatically when the vehicle is locked with the key on the closed driver's door or by using the remote control. It is activated 30 seconds after closing the door.

How is the alarm system switched off?

The anti-theft alarm system is switched off if the vehicle is unlocked by only using the remote control. The vehicle is automatically locked again if the vehicle is not opened within 30 seconds after reactivating the anti-theft alarm system.

Once you unlock the vehicle by inserting the key into the driver door you then have to insert the key into the ignition lock and switch the ignition on within 15 seconds after unlocking the door in order to deactivate the anti-theft alarm system. The **alarm will be triggered** if you do **not switch on** the ignition within 15 seconds.

When is the alarm triggered?

The following security areas of the locked vehicle are monitored:

- Bonnet,
- Boot lid,
- Doors,
- Ignition lock,
- Vehicle interior*[3)],
- A drop in voltage of the on-board power supply.

An alarm is immediately triggered if either of the two battery terminals is disconnected while the anti-theft alarm system is activated.

3) The alarm will be triggered through movement within the interior of the vehicle or an attempt to steal the radio. The rear part of the interior of the vehicle is not fully monitored under certain circumstances.

How is the alarm switched off?

You switch the alarm off if you unlock the car with the radio remote control in the key or if you switch the ignition on.

Deactivation of interior monitor

The process of switching off and switching on the interior monitoring system is the same as for switching off and switching on the safe securing system ⇒ page 32.

This function allows one to leave animals in the vehicle, for example.

Note

- The working life of the alarm siren is 5 years. More detailed information is available from your Škoda Service Partner.
- Before leaving the car, check that all the doors, windows and the electric sliding/tilting roof* are properly closed in order to ensure that the anti-theft alarm system is fully operational.
- Coding of the radio remote control and the receptor part precludes the use of the radio remote control from other vehicles. ■

Power windows*

Switch

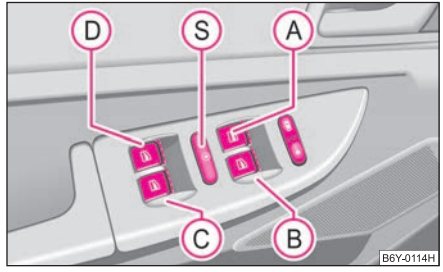

Fig. 29 Buttons on the driver's door

The power windows operate only when ignition is switched on.

Opening a window

– A window is opened by pressing lightly on the respective button in the door. The process stops when one releases the button.

– Pressing of the button in the driver's door down to the stop will cause the window to be opened completely, automatically. Renewed pressing of the button causes the window to stop immediately.

Closing a window

– A window is closed through pulling lightly on the respective button in the door. The closing process stops when one releases the button.

– Pulling of the button in the driver's door to the stop will cause the window to be closed completey, automatically. Renewed pulling of the button causes the window to stop immediately.

The switch for the individual windows is located in the armrest of the driver's door ⇒ page 38, fig. 29, front passenger door and in the rear doors*.

Buttons for the power window in the armrest of the driver's door

Ⓐ Button for the power window in the driver's door

Ⓑ Button for the power window in the front passenger's door

Ⓒ Button for the power window in the rear door on the right*

Ⓓ Button for the power window in the rear door on the left*

Ⓢ Safety pushbutton*

Safety pushbutton*

You can deactivate the switches for power windows at rear doors by pressing the safety pushbutton Ⓢ ⇒ page 38, fig. 29. The buttons for power windows at rear doors are activated again by pressing the safety pushbutton Ⓢ again.

WARNING

- **If you lock the vehicle from the outside, do not leave any person in the vehicle since it is no longer possible to open the windows from the inside in an emergency.**
- **The system is fitted with a force limiter. The closing process will be stop if an obstruction is detected and the window will open again. You should then take particular care when closing the windows! You may otherwise suffer severe injuries as a result of getting an arm, for example, jammed in the window!**
- **It is recommended to deactivate the electrically operated power windows in the rear doors (safety pushbutton) Ⓢ ⇒ page 38, fig. 29 when children are being transported on the rear seats.**

Note

- After switching the ignition off, it is still possible to open or close the windows for a further 10 minutes. The automatic closing and opening functions will not operate during this time. The power windows are switched off completely once you open the driver or front passenger door.
- When driving always use the existing heating, air conditioning and ventilation system for ventilating the interior of the vehicle. If the windows are opened, dust as well as other dirt can get into the vehicle and in addition the wind noise is more at certain speeds. ■

Window convenience operation

You can open and close the electrically powered windows as follows when unlocking and locking the vehicle (just closing of the sliding roof).

Opening windows with the key

– Turn the key in the lock of the driver door into the opening position and hold it until all the windows are open.

Closing windows with the key

– Turn the key in the lock of the driver door into the closing position and hold it there until all of the windows are closed.

You can interrupt the opening or closing operation of the windows immediately by releasing the key.

WARNING

- **Obstruction protection is not active during the convenience operating feature ⇒ ⚠ in "Switch" on page 38.**
- **You should take particular care when closing the windows! You may otherwise suffer severe injuries as a result of getting an arm, for example, jammed in the window!** ■

Operational faults

Electrically operated power windows do not operate

If the battery of the car has been disconnected and then reconnected, the electrically operated power windows do not operate. The system must be activated. Proceed as follows in order to re-establish the function:

- turn the key in the lock of the driver door into the closing position and hold it there until all of the windows are closed,
- release the key,
- Once again insert the key and turn it into the closing position for about 3 seconds.

Operation in winter

Ice accumulating on the surface of the windows during the winter may result in a greater resistance when closing the windows and the window may stop and move back several centimetres

Proceed as follows to close the window fully:

- turn the key in the lock of the driver door into the closing position and hold it there until all of the windows are closed,
- repeat this operation until the window stops.

WARNING

- **Obstruction protection is not active during the closing of the windows ⇒ ⚠ in "Switch" on page 38.**
- **You should take particular care when closing the windows! You may otherwise suffer severe injuries as a result of getting an arm, for example, jammed in the window!** ■

Electric sliding/tilting roof*

Description

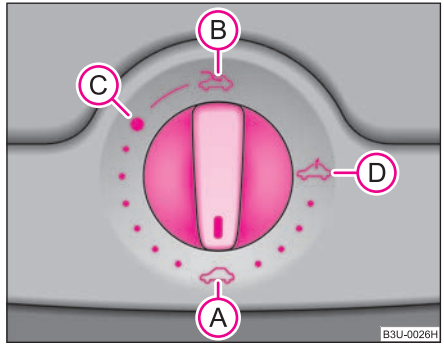

Fig. 30 Control dial for the power sliding/tilting roof

The sliding/tilting roof is operated by means of the control dial ⇒ fig. 30 and only functions when the ignition is switched on. The control dial has a number of fixed positions.

After switching the ignition off, it is still possible to open or close the sliding/tilting roof for a further 10 minutes. It is no longer possible to operate the sliding/tilting roof after opening or closing one of the front doors, however.

Note

- If the battery has been disconnected and reconnected, it is possible that the sliding/tilting roof does not close fully. Here you have to set the control dial to the switch position (A) and press it forward for about 10 seconds.
- It is necessary after each emergency operation (using crank handle) to move the sliding/tilting roof into the basic position. Here you have to set the control dial to the switch position (A) and press it forward for about 10 seconds. ■

Opening and tilting

Comfort position

– Turn the switch to position (C) ⇒ page 40, fig. 30.

Opening roof fully

– Turn the switch to position (B) and hold it in this position (spring-tensioned position).

Tilting roof

– Turn the switch to position (D).

The wind noise in the comfort position is less than when the roof is fully opened.

The sun screen is also opened automatically when the roof slides open. You can slide the sun screen into the opened or closed position by hand when the sliding/tilting roof is closed.

Caution

It may be necessary during winter to remove any ice and snow in the area of the sliding/tilting roof before opening it in order to prevent damaging the opening mechanism and the seal. ■

Closing

Sliding closed/closing the sliding/tilting roof

– Turn the switch to position (A) ⇒ page 40, fig. 30.

Safety closing

The sliding/tilting roof is equipped with an overload protection system. The sliding/tilting roof stops and moves back several centimetres when it cannot be closed because there is something in the way (e.g. ice). You can close the sliding/tilting roof completely without overload protection by pressing the switch to the (A) position ⇒ page 40, fig. 30 at the front or rear for as long as it takes for the sliding/tilting roof to shut completely ⇒ ⚠.

⚠ WARNING

Close the sliding/tilting roof carefully – risk of injury! ■

Convenience operation

You can also close an open sliding/tilting roof from the outside.

– Turn the key in the lock of the driver door into the closing position and hold until the sliding/tilting roof is closed ⇒ ⚠.

The closing process stops when one releases the key.

⚠ WARNING

Close the sliding/tilting roof carefully – risk of injury! The overload protection system does not function with the convenience closing. ■

Emergency operation

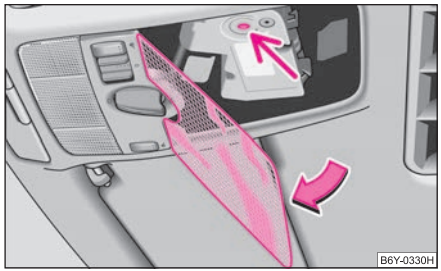

Fig. 31 Detail of the headliner: Emergency operation

You can close and/or open the sliding/tilting roof by hand if the system is defect.

- Carefully remove the plastic cover with a screwdriver.
- Insert an Allen key, Group 4, up to the stop into the opening and close and/or open the sliding/tilting roof.
- Re-insert the plastic cover.
- Have the fault rectified by a specialist workshop.

Note

It is necessary after each emergency operation (using Allen key) to move the sliding/tilting roof into the basic position. Here you have to press the control dial forward to switch position Ⓐ ⇒ page 40, fig. 30 for about 10 seconds. ■

Lights and Visibility

Lights

Switching lights on and off

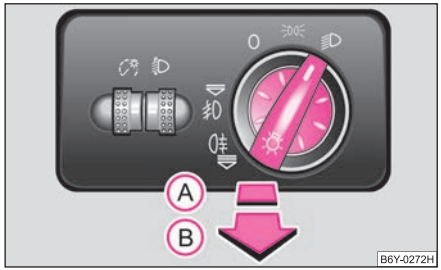

Fig. 32 Dash panel: Light switch

Switching on side lights

– Turn the light switch ⇒ fig. 32 into position ≡D.

Switching on the low beam and main beam

– Turn the light switch into position ≡D.

– Press the main beam lever forward in order to switch on the main beam ⇒ page 45, fig. 36.

Switching off all lights

– Turn the light switch into position 0.

Low beam comes on only if the ignition is switched on. The low beam is switched off automatically when the engine is started and after switching the ignition off; only the side lights come on.

On models fitted with **right-hand steering*** the position of certain switches differs from that shown in ⇒ fig. 32. The symbols which mark the switch positions are identical, however.

In certain countries, the low beam is on a reduced brightness as well as the side lights, when the ignition is switched on.

WARNING

Never drive with side lights on – risk of accident! The side lights are not bright enough to light up the road sufficiently in front of you or to be seen by other oncoming traffic. In this case, always switch on the low beam when it is dark or if visibility is poor.

Note

- An audible warning will sound if you withdraw the ignition key and open the driver's door when the vehicle lights are still on.
- The acoustic warning signal is switched off over the door contact when the driver's door is closed (ignition off). The vehicle can be parked with the side lights on.
- If you park the car for a lengthy period, we recommend switching off all lights, or leaving only the side lights switched on.
- The switching on of the described lights should only be undertaken in accordance with the legal requirements.
- In the event of cool or humid weather conditions, the headlights can be misted up from inside.
  - The temperature difference between interior and external area of the headlight lenses is decisive.
  - When the driving lights are switched on, the light outlet surfaces are free from mist after a short period. The headlight lenses can possibly mist up at the border areas.
  - It also concerns reverse light and turn signal lights.

– This mist has no influence on the life of the lighting system. ■

Fog lights*

Switching on the fog lights

– First of all turn the light switch into position or ⇒ page 43, fig. 32.

– Pull the light switch out to the **first** notch (A).

The rear fog light warning light ⇒ page 20 lights up in the instrument cluster when the fog light is switched off. ■

Rear fog light

Switching on the rear fog light

– First of all turn the light switch into position or ⇒ page 43, fig. 32.

– Pull the light switch out to the **second** notch (B). The fog lights* light up at the same time.

If the vehicle is not fitted with fog lights*, the rear fog light is switched on by turning the light switch to the position or and is pulled out directly to the position (B). This switch does not have two positions, but only one position.

The rear fog light warning light ⇒ page 20 lights up in the instrument cluster when the fog light is switched off.

Only the rear fog light of the trailer lights up automatically when you are towing a trailer **using a factory-fitted towing device** which is fitted with the rear fog light .

Caution

The rear fog light should only be switched on if visibility is particularly poor (conform with any varying legal provisions) to avoid dazzling vehicles behind your vehicle. ■

Instrument lighting*

You can adjust the brightness of the instrument lighting.

Fig. 33 Dash panel: Instrument lighting

Switch on the light.

– Turn the control dial ⇒ fig. 33 to the desired intensity of the instrument lighting. ■

Headlamp range adjustment

Once the low beam is switched on you can then adapt the range of the headlights to the load of the vehicle.

Fig. 34 Dash panel: Lights and Visibility

– Turn the control dial ⇒ page 44, fig. 34 until you have adjusted the low beam so that oncoming traffic is not dazzled.

Settings

The positions correspond approximately to the following vehicle loads:

- (-) Front seats occupied, luggage compartment empty.
- (1) All seats occupied, luggage compartment empty.
- (2) All seats occupied, luggage compartment laden.
- (3) Driver seat occupied, luggage compartment laden.

Caution

Set the headlight beam adjustment in such a way as to avoid dazzling oncoming traffic.

Note

Headlights fitted with Xenon bulbs* adapt automatically to the load and driving state of the vehicle (e.g. accelerating, braking) when the ignition is switched on and when driving. ■

Switch for hazard warning lights ⚠

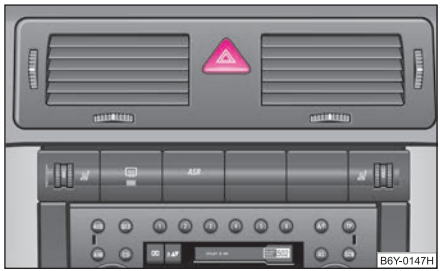

Fig. 35 Dash panel: Switch for hazard warning lights

– Press switch ⚠ ⇒ fig. 35 to switch the hazard warning light system on or off.

All the turn signal lights on the vehicle flash at the same time when the hazard warning light system is switched on. The indicator light for the turn signals and the indicator light in the switch also flash at the same time. You can also switch on the hazard warning light system if the ignition is switched off.

Please comply with any legal requirements when using the hazard warning light system.

Note

Switch on the hazard warning light system if, for example:

- you encounter traffic congestion,
- your vehicle breaks down or an emergency situation occurs. ■

The turn signal ⇦⇨ and main beam lever ≡D

The parking lights and headlight flasher are also switched on and off using the turn signal and main beam lever.

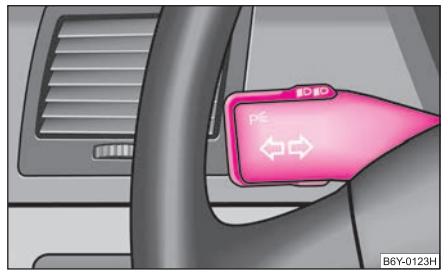

Fig. 36 Turn signal and main beam lever

The turn signal and main beam lever perform the following functions: ▶

Right ⇨ and left ⇦ turn signal light

- Push the lever upwards or downwards ⇒ page 45, fig. 36.
- If you only wish to flash three times (the so-called convenience turn signal*), push the lever briefly up to the upper or lower pressure point and release it.
- Turn signal for changing lanes - in order to only flash briefly, move the lever up or down to the pressure point and hold it in this position.

Main beam

- Switch on the low beam.
- Push the lever forwards.
- Pull the lever back into the initial position in order to switch the main beam off again.

Headlight flasher

- Pull on the lever of the steering wheel (sprung position) - the main beam and warning light in the instrument cluster come on.

Parking light

- Switch off the ignition.
- Push the lever up or down - the right-hand or left-hand parking light is switched on.

Information concerning the function of the lights.

- The **turn signal system** only operates when the ignition is switched on. The corresponding indicator light ⇦ or ⇨ in the instrument cluster also flashes.
- The turn signal is automatically cancelled after negotiating a curve.
- The side light and rear light on the appropriate side of the vehicle are switched on when the **parking light** is selected. The parking light function only operates if the ignition is switched off.
- An acoustic warning signal will sound when the driver's door is opened if the lever is not in the middle position after removing the ignition key. The acoustic warning signal will stop just as soon as the driver's door is closed.

Caution

Use main beam or the headlight flasher only if this does not risk dazzling other road users.

Note

Use only in accordance with the legal requirements the described lighting and signal systems. ■

Interior lighting

Front interior lighting and storage compartment on front passenger side

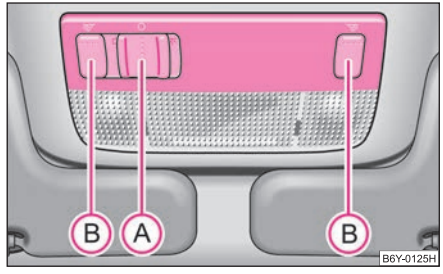

Fig. 37 Detail of the headliner: front interior lighting

Door contact switching mechanism (on the front and rear* door)

- Press the switch (A) to the right into position ⇒ fig. 37. ▶

– On the version without reading lights press the switch (A) into the middle position.

Switching the interior light on

– Press the switch (A) to the left into position.

Switching the interior light off

– Press the switch (A) into the middle position **O**.

– On the version without reading lights press the switch (A) to the right, the symbol **O** appears.

Reading lights*

– Press on one of the switches (B) ⇒ page 46, fig. 37 in order to switch the right or left reading light on or off.

Lighting of storage compartment on the front passenger side*

– Open the flap of the storage compartment on the front passenger side.

– The light switches on automatically when the parking light is switched on and goes out when the flap is closed.

The interior light is switched on for about 20 seconds when a vehicle with a central locking system is unlocked, when a door is opened or when the ignition key is removed. The requirement for this is that the switch is in the door contact position. The inner light goes out out immediately after the ignition is switched on.

A time delay switch* causes the inner lighting on vehicles without a central locking system stays on for a few seconds after the doors have been closed. The inner light goes out out immediately after the ignition is switched on.

The interior lighting is switched off after about 30 minutes when a door has been left open in order to avoid discharging the battery of the vehicle. ■

Rear interior lighting* (Combi, Sedan)

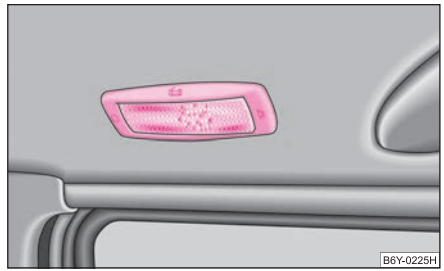

Fig. 38 Roof liner light at the rear

The lights ⇒ fig. 38 are actuated by pressing the glass on the symbol, **O** or by switching to the middle position.

The same principles apply for the interior lighting at the rear as for the for the interior lighting at the front ⇒ page 46.

Note

We recommend having the light bulbs replaced by a Škoda Service Partner. ■

Front door warning light*

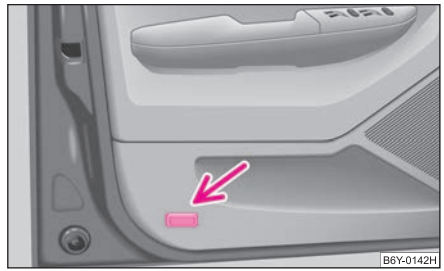

Fig. 39 Front door: Warning light

The warning light is located in the door trim panel below ⇒ page 47, fig. 39.

The warning light goes on every time the door is opened.

If a door remains open, the battery will discharge.

There is a reflector installed on some vehicles instead of the warning light. ■

Luggage compartment light*

The lighting comes on automatically when the boot lid is opened. The luggage compartment lighting will switch off again automatically if the boot lid remains open for more than about 30 minutes. ■

Visibility

Rear window heater

Fig. 40 Switch for rear window heater

– Press switch ⇒ fig. 40 to switch on the rear window heater.

The rear window heater only operates when the engine is running. An indicator light in the switch is illuminated when the rear window heater is switched on.

The rear window heater **switches off** automatically after 20 minutes. If you press the switch once again, the rear window heater is **switched on permanently** - the automatic deactivation is thus deactivated.

For the sake of the environment

You should switch off the rear window heater as soon as the rear window is clear. The reduced current consumption will have a favourable effect on fuel economy ⇒ page 135, "Saving electricity". ■

Sun visors

Using the sun visors can contribute to increasing road safety.

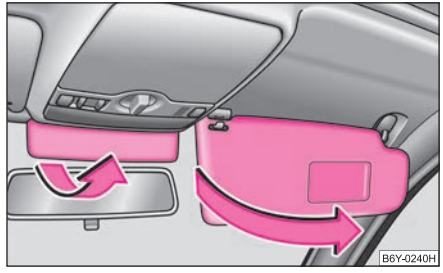

Fig. 41 Sun visor: swivelling out

You can pull the sun visors for the driver and front passenger out of their fixture and swivel them toward the doors in the direction of the arrow ⇒ fig. 41. The visor above the interior mirror* can only be folded down.

The vanity mirrors* in the sun visors are provided with covers. ■

Windshield wiper and wash system

Windshield wiper

You can operate the windscreen wipers and automatic wipe/wash using the windscreen wiper lever.

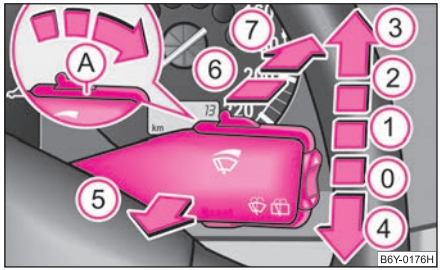

Fig. 42 Windscreen wiper lever

The windscreen wiper lever ⇒ fig. 42 has the following positions:

Finger-operated wiping

– Position the lever down into position (4) if you wish to wipe the windscreen only for a **single wipe** - spring-tensioned position.

Intermittent wiping

– Position the lever up into position (1).

– Set with the switch (A) the desired break between the individual wiper strokes

Slow wipe

– Position the lever up into position (2).

Fast wipe

– Position the lever up into position (3).

Automatic wipe/wash for windscreen

– Pull the lever towards the steering wheel into position (5) and the widescreen wiper and wash system will operate - in the sprung position.

– Release the lever. The windscreen wash system stops and the wiper continues for another 1 - 3 wiper strokes (depending on the period of spraying of the windscreen).

Wiping the rear window pane*

– Push the lever away from the steering wheel into position (6) ⇒ fig. 42, the widescreen wiper will operate every 6 seconds.

Automatic wipe/wash for the rear window pane*

– Push the lever away from the steering wheel into position (7) - the widescreen wiper and wash system will operate - in the sprung position.

– Letting go of the lever will cause the windscreen wash system to stop and the wiper to continue for another 1 - 3 wiper strokes (depending on the period of spraying of the windscreen). **The lever will stay in position after releasing it** (6).

Switching windscreen wipers off

– Move the lever back into its home position (0).

The windscreen wipers and the windscreen washer system only operate if the ignition is switched on.

The rear window will be wiped again if the front window wipers are on when reverse gear is selected.

The windscreen washer nozzles are heated* when the ignition is switched on.

Top up with wash liquid ⇒ page 164.

WARNING

- **Properly maintained windscreen wiper blades are essential for clear visibility and safe driving ⇒ page 50, "Replacing wiper blades for the windscreen wipers".**
- **Do not use the windscreen washer system at low temperatures, without heating the windscreen beforehand. Otherwise the window cleaner could freeze on the windscreen and restrict the view to the front.**

Caution

In frosty weather, please first of all check whether the windscreen wiper blades are not frozen to the windscreen before switching them on. Switching on windscreen wipers when the blades are frozen to the windscreen may result in damage both to the blades and the motor of the windscreen wipers!

Note

The post-wipe function of the windscreen can be activated by a specialist garage. The post-wipe function enables 5 seconds after the last wiper stroke another wiper stroke, in order to wipe the last drops off the windscreen. ■

Headlight cleaning system*

The headlights are being cleaned after the windscreen washer system has been operated for the fifth time, the low beam or main beam are switched on as well as the windscreen wiper lever is held in the position (5) ⇒ page 49, fig. 42 for about 1 second.

You should remove stubborn dirt (such as insect residues) from the headlight lenses at regular intervals, for example when refuelling. Please refer to the following guidelines ⇒ page 144, "The headlight lenses".

You should remove any snow from the fixtures of the washer nozzles and clear ice in winter with a de-icing spray in order to ensure proper operation of the cleaning system. ■

Replacing wiper blades for the windscreen wipers

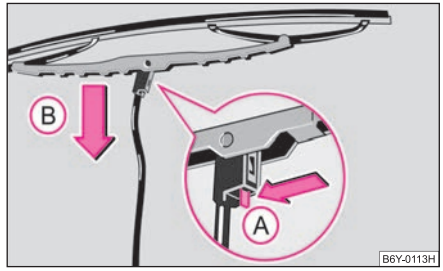

Fig. 43 Wiper blade for the windscreen wiper

Taking off the wiper blade

– Fold windscreen wiper arm out from the windscreen and position the wiper blade at right angles to the wiper arm ⇒ fig. 43.

– Press the securing spring in the direction of arrow (A) and press the wiper blade to the windscreen at the same time in the direction of arrow (B) ⇒ ⚠.

Attaching a wiper blade

– Push the wiper blade onto the wiper arm. The securing spring must click into place audibly.

Wiper blades in proper condition are essential to obtain good visibility. Wiper blades should not be allowed to become dirtied by dust, insect remains and preserving wax.

Juddering or smearing of the wiper blades could then be due to wax residues left on the windscreen by vehicle washing in automatic vehicle wash systems. It is ▶

therefore important to **degrease** the lips of the wiper blades after every pass through an **automatic vehicle wash system**.

WARNING

- **If the windscreen wipers are handled carelessly, there is a risk of damage to the windscreen.**
- **You should clean the wiper blades regularly with a windscreen cleaner in order to avoid any smears. Clean a wiper blade with a sponge or cloth if it is very dirty, for example from insect residues.**
- **Replace the wiper blades once or twice a year for safety reasons. We recommend having the windscreen wiper blades purchased at a Škoda Service Partner.** ■

Replacing the wiper blade on the rear window wiper

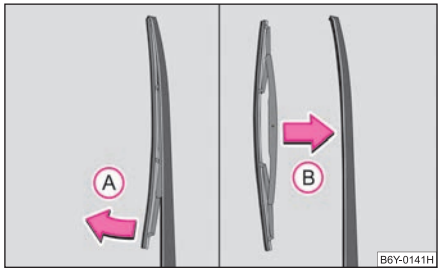

Fig. 44 Wiper blade for rear window

Taking off the wiper blade

- Fold the window wiper arm away ⇒ fig. 44.
- Hold the window wiper arm at the top end with one hand.
- Take hold of the wiper blade with the other hand and pull the wiper blade in the direction of arrow (A).

Attaching a wiper blade

- Interlock the wiper blade into the window wiper arm - see arrow (B).

The same remarks apply here as for ⇒ page 50, "Replacing wiper blades for the windscreen wipers". ■

Rear mirror

You can adjust the exterior mirrors electrically.*

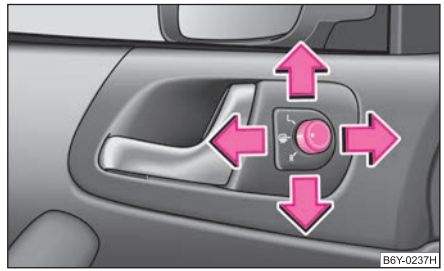

Fig. 45 Inner part of door: Rotary knob

Adjust the rear mirror before commencing to drive so that there is a clear view to the rear.

Heating of the external mirror*

- Turn the rotary knob to position ⇒ fig. 45.

Adjusting the left-hand exterior mirror*

- Turn the rotary knob to position L. The movement of the mirror surface is identical to the movement of the rotary knob.

Adjusting the right-hand exterior mirror*

– Turn the rotary knob to position **R**. The movement of the mirror surface is identical to the movement of the rotary knob.

Dimming the interior mirror

– Pull the lever on the bottom edge of the mirror toward rear (the lever on the interior mirror must point forwards in it home position).

The exterior mirror heater only operates when the engine is running.

WARNING

- **Convex (curved outward) or a spherical exterior mirrors increase the vision field. They do, however, make objects appear smaller in the mirror. These mirrors are only of limited use, therefore, for estimating distances to the following vehicles.**
- **Use whenever possible the interior rear mirror, for estimating the distances to the following vehicles.**

Note

- Do not touch the surfaces of the exterior mirrors if the exterior mirror heater is switched on.
- You can set the exterior mirrors by hand, if the power setting function fails at any time, by pressing on the edge of the mirror surface.
- Contact your specialist garage if a fault exists with the power setting of the exterior mirrors. ■

Seats and Stowage

Front seats

Basic information

The front seats have a wide range of different settings and can thus be matched to the physical characteristics of the driver and front passenger. Correct adjustment of the seats is particularly important for

- safely and quickly reaching the controls,
- a relaxed, fatigue-free body position,
- **achieving the maximum protection offered by the seat belts and the airbag system.**

The chapters which follow describe the procedure which you should adopt for adjusting the seats.

⚠ WARNING

- **Never transport more occupants than the maximum seating in the vehicle.**
- **Each occupant must correctly fasten the seat belt belonging to the seat. Children must be fastened ⇒ page 117, "Transporting children safely" with a suitable restraint system.**
- **The front seats and the head restraints must always be adjusted to match the body size of the seat occupant as well as the seat belts must always be correctly fastened in order to provide an optimal protection for you and your occupants.**
- **Always keep your feet in the footwell when the car is being driven – never place your feet on the instrument panel, out of the window or on the surfaces of the seats. This is particularly important for the front seat passenger. You will be exposed to increased risk of injury if it becomes necessary to apply the brake or in the event of an accident. If an airbag is deployed, you may suffer fatal injuries when adopting an incorrect seated position!**

⚠ WARNING (continued)

- **It is important for the driver and front passenger to maintain a distance of at least 25 cm from the steering wheel or dash panel. Not maintaining this minimum distance will mean that the airbag system will not be able to properly protect you – hazard! The front seats and the head restraints must always also be correctly adjusted to match the body size of the occupant.**
- **Ensure that there are no objects in the footwell as any objects may get behind the pedals during a driving or braking manoeuvre. You would then no longer be able to operate the clutch, to brake or accelerate.** ■

Adjusting the front seats

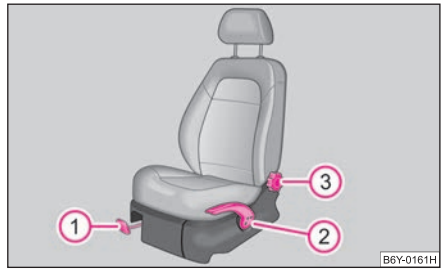

Fig. 46 Controls at seat

Adjusting a seat in a forward/back direction

– Pull the lever (1) ⇒ fig. 46 up and push the seat into the desired position.

– Release the lever (1) and push the seat further until the lock is heard to engage.

Adjusting height of seat*

– Lift the seat if required by pulling or pumping lever (2) upwards.

– Lower the seat if required by pushing or pumping lever (2) downwards.

Adjust the angle of the seat backrest

– Relieve any pressure on the backrest (do not lean on it) and turn the handwheel (3) to adjust the angle of the backrest.

The driver's seat should be adjusted in such a way that the pedals can be pressed to the floor with slightly bent legs.

The backrest on the driver's seat should be adjusted in such a way that the upper point of the steering wheel can be easily reached with slightly bent arms.

WARNING

- **Only adjust the driver seat when the vehicle is stationary – risk of injury!**
- **Take care when adjusting the seat! Adjusting the seat without care can lead to bruises or injuries.**
- **The backrests must not be angled too far back when driving otherwise this will affect proper operation of the seat belts and of the airbag system – risk of injury!** ■

Head restraints

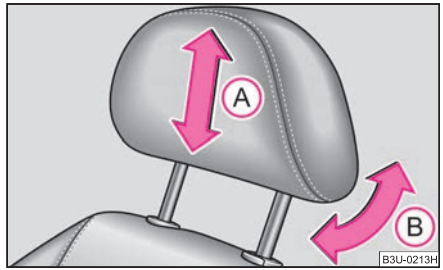

Fig. 47 Adjusting head restraint

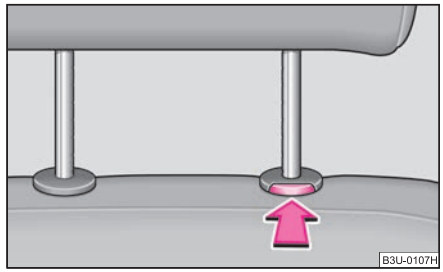

Fig. 48 Removing a head restraint

Adjusting the height of a head restraint

– Grasp the side of the head restraint with both hands and push it up or down in direction of arrow (A) ⇒ fig. 47. Best protection is achieved if the top edge of the head restraint is at the same level as the upper part of your head ⇒ page 100, fig. 103.

Adjusting the angle of a head restraint*

– The head restraint can be matched to the head of the occupant by adjusting the angle in the direction of the arrow (B) ⇒ fig. 47. Adjusting the angle of the head restraint provides enhanced comfort for the user.

Removing and installing a head restraint

– Pull the head restraint up out of the backrest of the seat as far as the stop (on the rear head restraints fold forward the seat backrest).

– Press the locking button in the direction of arrow ⇒ fig. 48 and pull the head restraint out.

– To re-insert the head restraint, push it down into the backrest of the seat far enough until you hear the locking button engage.

The head restraints of the front seats can be adjusted for height and angle*. The outer head restraints are adjustable for height. The middle rear head restraint* is adjustable in two positions ⇒ page 55.

The head restraints must be adjusted to match the size of the seat occupant. Correctly adjusted head restraints together with the seat belts offer effective protection for the occupants ⇒ page 100.

You must always press the securing button ⇒ page 54, fig. 48 when pushing the tilting head restraints* out of the upper setting into the lower setting.

WARNING

- **The head restraints must be correctly adjusted in order to offer effective protection for the occupants in the event of an accident.**
- **Do not drive under any circumstance with removed head restraints – risk of injury!** ■

Middle rear head restraint*

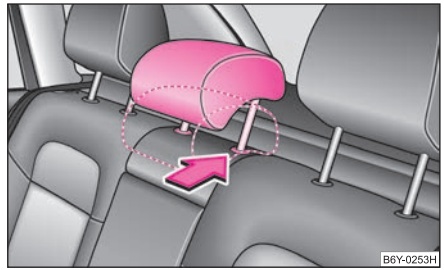

Fig. 49 Rear seats: the position of the middle head restraints

The middle head restraints can be adjusted to two settings, the upper one and the lower one. The upper setting is interlocked into place.

You must always press the securing button ⇒ fig. 49 when removing the head restraint and when pushing it out of the upper setting into the lower setting.

WARNING

The head restraint on the middle rear seat must always be in the upper locked position when someone is sitting there. ■

Heating the front seats*

Fig. 50 Dash panel: Control dial for heating the front seats

The seating and leaning surfaces of the front seats can be heated when the ignition is switched on.

Front seats

– Heating on the driver's ⇒ fig. 50 and front pasenger's seat can be switched on and regulated by turning the control dial as required.

– The system is switched off by turning the control dial to the home position “0”.

Caution

- You should not kneel on the seats or otherwise apply pressure at specific points in order to avoid damaging the heating elements of the seat heaters.
- Do not clean the seats moist ⇒ page 146.
- If you have a subdued pain and/or temperature sensitivity, e.g. through medication, paralysis or because of chronic illness (e.g. diabetes), we recommend not to use the seat heating of the driver or front passenger seat. This can lead to burns on the back, the posterior and the legs which are difficult to heal. If the seat heating is used, we recommend to make regular breaks in your journey when driving long distances, so that in specific cases as mentioned above the body can recuperate from the stress of the journey. Please consult your doctor, who can evaluate your specific condition.

Note

The seat heating should only be switched on when the engine is running. This has a significant effect of saving on the battery capacity. ■

Rear seats

Folding the rear seats forwards

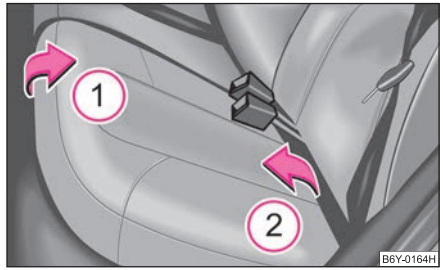

Fig. 51 Folding the rear seat forwards

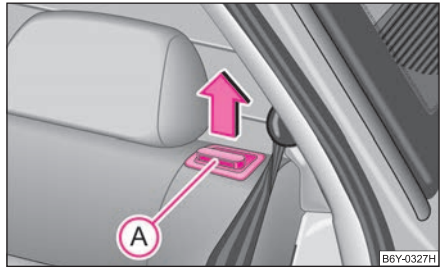

Fig. 52 Unlock the seat backrest

To enlarge the luggage compartment, the rear seats can be folded forwards or the rear seats can be removed ⇒ page 58. The rear seats can be folded forward individually on vehicles with divided rear seats*.

Folding the rear seats forwards

- Before folding the rear seats forward adjust the front seats in such a way that they are not damaged when folding forward the rear seats.
- Pull up the rear seat in the direction of arrow (1) ⇒ fig. 51 and fold forwards in direction of arrow (2).
- Unlock the rear seat backrest by pulling the securing knob (A) and fold it forward ⇒ fig. 52.
- Pull the head restraints out of the seat backrest.
- The head restraints can be inserted into the relevant holes of the folded forwards rear seats ⇒ page 57, fig. 53.
- Fold the seat backrests forwards completely.

Folding the rear seats back into position

- Install the head restraint in the slightly lifted rear seat backrest.
- Then push the seat backrest back into the upright position until the securing knob clicks into place - check by pulling on the rear seat backrest.
- Make sure that the red part of the securing knob (A) is not visible ⇒ page 56, fig. 52.
- Fold the rear seat back into its original position.

The rear seat is equipped with an audible signaling of the rear seat backrest securing system. If you unlock the rear seat backrest, the securing knob (A) ⇒ page 56, fig. 52 pushes out from it with a red surface. If you have correctly interlocked the rear seat backrest, the securing knob slides back into the rear seat backrest and is no longer visible.

⚠ WARNING

- **The belt lock and pelvic belt must be in their original position after folding back the rear seats and seat backrest - they must be ready to use.**
- **The seat backrests must be securely interlocked in position so that no objects in the luggage compartment can slide into the passenger compartment if there is sudden braking - risk of injury!**
- **Ensure that the seat backrest on the rear seats is securely interlocked in position when the vehicle is fitted with three-point safety belts for the middle rear seat. It is only then that the three-point seat belt can reliably fulfil its function.** ■

Inserting head restraints in the rear seats

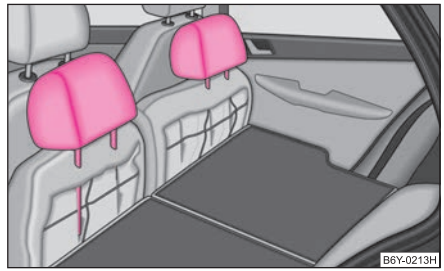

Fig. 53 Rear seats: Head restraints in rear seats

- The rear head restraints can be inserted into the relevant holes of the folded forwards rear seats. ■

Remove the rear seat

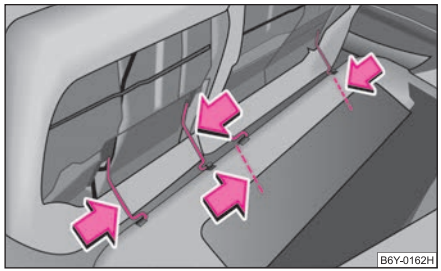

Fig. 54 Remove the rear seats

The luggage compartment can be increased in size by removing the rear seat.

Removing

– Fold the rear seat forwards.

– Press the wire clamps in the direction of the arrow ⇒ page 58, fig. 54 and remove the rear seat from its holder.

Installing

– Press the wire clamp in the direction of the arrow and place the seat upholstery in its holder.

– Fold the rear seat back into its original position. ■

Pedals

You should use only footmats which do not obstruct the movement of the pedals and have an anti-slip protection.

We recommend only to use footmats from Škoda genuine accessories offered by your Škoda dealer.

Operation of the pedals must not be hindered!

WARNING

- **Greater pedal distances may be needed when there is a fault in the brake system.**
- **Do not place any footmats or other additional floor coverings in the area of the pedals in order to ensure that all the pedals can be fully depressed and are able to return unobstructed to their initial position – risk of accident!**
- **There must be no objects on the floor which could roll under the pedals. You would then no longer be able to apply the brakes, operate the clutch or accelerator – risk of accident!** ■

luggage compartment

Loading the luggage compartment

Please observe the following in the interest of having good handling characteristics of your vehicle:

– Distribute the items of luggage as evenly as possible.

– Place heavy objects as far forward as possible.

– Attach the items of luggage to the lashing eyes or the safety net* ⇒ page 59.

In the event of an accident, there is such a high kinetic energy which is produced by small and light objects that they can cause severe injuries. The magnitude of the kinetic energy depends on the speed at which the vehicle is travelling and on the weight of the object. The speed at which the vehicle is travelling is in this case the more significant factor.

Example: In the event of a frontal collision at a speed of 50 km/h, an unsecured object with a weight of 4.5 kg produces an energy, which corresponds to 20 times its own weight. This means that it results in a weight of approx. 90 kg. You can ▶

imagine the injuries that can occur, if this "bullet" is flying through the interior compartment and hits an occupant.

WARNING

- **Store the objects in the luggage compartment and attach them to the lashing eyes.**
- **Loose objects in the passenger compartment can be thrown forward during a sudden manoeuvre or in case of an accident and can injure the occupants or other oncoming traffic. This risk is still increased, if the objects which are flying around are hit by a deployed airbag. In this case, the objects which are thrown back can injure the occupants – hazard.**
- **Please note that the handling properties of your vehicle may be affected when transporting heavy objects as a result of the displacement of the centre of gravity. The speed and style of driving must be adjusted accordingly.**
- **The items carried in the luggage compartment should be stored in such a way that no objects are able to slip forward if there are any sudden driving or braking manoeuvres undertaken – risk of injury!**
- **Never drive with the boot lid fully opened or slightly ajar otherwise exhaust gases may get into the interior of the vehicle – risk of poisoning!**
- **On no account exceed the permissible axle loads and the permissible gross weight of the vehicle – risk of accident!**
- **Never transport occupants in the luggage compartment.**

Caution

Please ensure that the heating elements of the rear window heater are not damaged as a result of objects sliding in this area.

Note

- Tyre pressure must be adjusted to the load ⇒ page 165, fig. 148.
- The air circulation in the interior of the car helps to prevent the windows from misting up. Stale air is diverted via the outlet nozzles into the lateral trim panels of the luggage compartment. Check for yourself that the outlet nozzles are not covered. ■

Lashing eyes

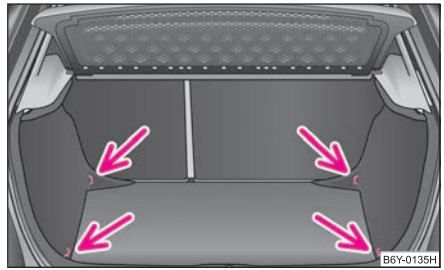

Fig. 55 Luggage compartment: Lashing eyes

Eyes are located on the sides of the loading area for lashing the goods to be loaded ⇒ fig. 55.

You can also attach a securing net* to these eyes for lashing small objects.

The securing net* and the fixing instruction is located in the well under the floor covering of the lugagge compartment behind the spare wheel.

WARNING

- **The load to be transported must be fixed in place in such a way that it cannot move during the journey and when braking.**
- **If the items of luggage or objects are attached to the lashing eyes with unsuitable or damaged lashing straps, injuries can occur in the event of braking manoeuvres or accidents. In order to prevent the items of luggage being thrown forward, always use suitable lashing straps which are firmly attached to the lashing eyes. Never attach a child seat to the lashing eyes!** ■

Folding double hooks* (Sedan)

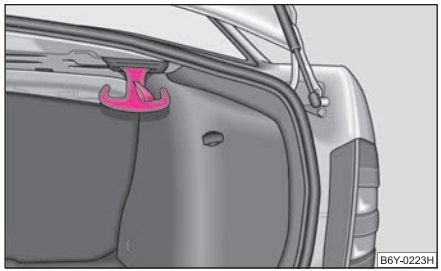

Fig. 56 Luggage compartment: Folding double hooks

Folding double hooks for attaching small items of luggage, such as bags etc., are provided on both sides of the luggage compartment ⇒ fig. 56.

An item of luggage weighing up to 5 kg can be attached to each side of the double hook. ■

Fixing floor covering of the luggage compartment

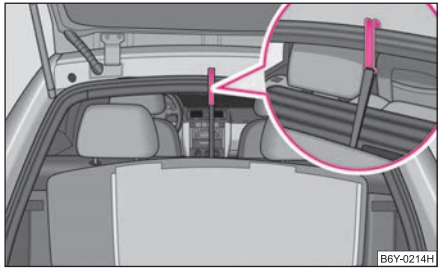

Fig. 57 Luggage compartment: Fixing of the floor covering

A loop* (Fabia), a hook (estate car) or a folding handle with a hook (Sedan) is located on the floor covering of the luggage compartment.

If, for example, it is necessary to have access to the spare wheel, it is possible to fix the raised floor cover with the loop at the hook* (Fabia), with the hook at the boot lid cutout ⇒ fig. 57 (estate car), or with the folding handle with a hook at the boot lid cutout (sedan). ■

Luggage net*

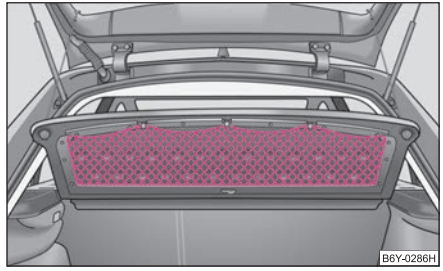

Fig. 58 Luggage compartment: Luggage net

The luggage net is designed for the tranportation of lighter objects.

WARNING

- **In the luggage net you must only store objects (up to a weight of 1.5 kg). Heavy objects are not secured sufficiently – risk of injury!**
- **No objects with sharp edges should be stored in the luggage net, because they can damage the luggage net.** ■

The luggage compartment cover*

You can use the luggage compartment cover behind the head restraints for storing light and soft items.

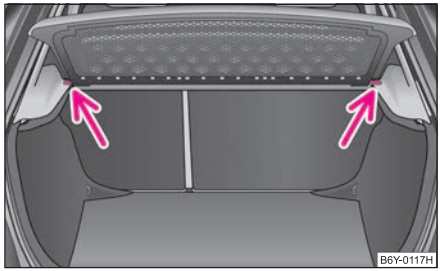

Fig. 59 Removing the luggage compartment cover

The luggage compartment cover can be removed as required if one must transport bulky goods.

- Unhook the support straps on the tailgate.
- Place the cover on the side supports.
- Pull the cover horizontally to the rear out of the front holders ⇒ fig. 59.
- Install again by pushing it forwards into the holders and hanging the support straps on the tailgate.

WARNING

No objects should be placed on the luggage compartment cover, the vehicle occupants could be endangered if there is sudden braking or the vehicle collides with something.

Caution

Please ensure that the heating elements of the rear window heater are not damaged as a result of objects placed in this area.

Note

When opening the boot lid, lift the luggage compartment cover - risk that objects placed in this area can slip forward! ■

Luggage compartment cover (estate car)

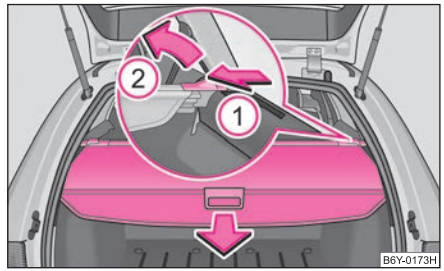

Fig. 60 Luggage compartment: The luggage compartment cover

- Pull the luggage compartment cover in direction of arrow ⇒ fig. 60.
- Hang the luggage compartment cover in the recesses on the side of the luggage compartment.
- Have the luggage compartment cover removed to transport bulky goods. Press the slider from the side in the direction of arrow (1) and remove the luggage compartment cover in the direction of arrow (2). ▶

WARNING

No objects should be placed on the luggage compartment cover, the vehicle occupants could be endangered if there is sudden braking or the vehicle collides with something.

Caution

Please ensure that the heating elements of the rear window heater and luggage compartment cover are not damaged as a result of objects placed in this area. ■

Net partition (Estate)*

Use behind the rear seats

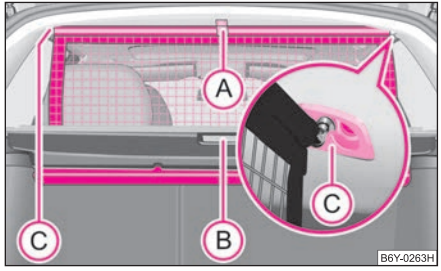

Fig. 61 Unrolling net partition

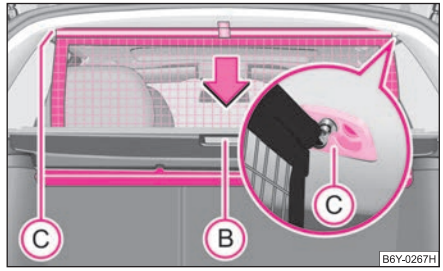

Fig. 62 Rolling up net partition

Unrolling

- Fold down the rear seat backrests slightly forwards ⇒ page 56, which makes it possible to clear the access for unrolling the net partition.
- Pull the net partition at the bracket (A) out of the housing (B) in direction of the holders (C) ⇒ fig. 61.
- Insert the cross rod into one of the mounts (C) and push the cross rod forward.
- In the same way, fix the cross rod to the other side of the vehicle, mount (C).
- Then push the seat backrest back into the upright position until the locking button clicks into place - check by pulling on the rear seat backrest ⇒ ⚠.

Rolling up

- Pull the cross rod back slightly, first on the one side then on the other side and take the cross rod out of the mount (C) ⇒ fig. 62.
- **Hold** the cross rod in such a way that the net partition can roll up slowly and without damage into housing (B).

If you wish to use the entire luggage compartment, you can remove the luggage compartment cover ⇒ page 61, fig. 60.

WARNING

- **Ensure that the seat backrest on the rear seats is securely interlocked in position when the vehicle is fitted with three-point safety belts for the middle rear seat. It is only then that the three-point seat belt can reliably fulfil its function.**
- **First check for yourself that the cross road is inserted into the mounts (C) in the front position!** ■

Use behind the front seats

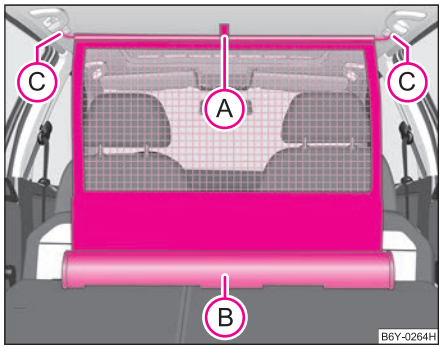

Fig. 63 Unrolling net partition

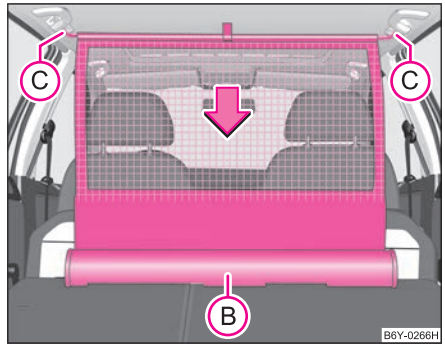

Fig. 64 Rolling up net partition

Unrolling

- Fold the rear seats forwards ⇒ page 56
- Pull the net partiton net at the plate (A) out of the housing (B) ⇒ fig. 63.
- Insert the cross rod into the mount (C) first on the one side and push the cross rod forward.
- In the same way, fix the cross rod to the other side of the vehicle, mount (C).

Rolling up

- Pull the cross rod back slightly, first on the one side then on the other side and take the cross rod out of the mount (C) ⇒ fig. 64.
- **Hold** the cross rod in such a way that the net partition can roll up slowly and without damage into housing (B).
- Fold the rear seats back into its original position.

WARNING

First check for yourself that the cross road is inserted into the mounts Ⓒ in the front position! ■

Removing and installing net partition housing

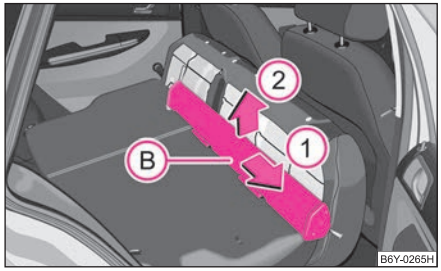

Fig. 65 Rear seats: Net partition housing

Removing

– Fold the rear seats forwards ⇒ page 56

– Open the right rear door.

– Push the net partition housing Ⓑ ⇒ fig. 65 in the direction of arrow ① and take it out of the mounts of the rear seat backrests in the direction of the arrow ②.

Installing

– Position the net partition housing into the mounts of the seat backrest.

– Push the net partition housing in the opposite direction of arrow ① as far as the stop.

– Fold the rear seats back into its original position. ■

The roof luggage rack system*

Description

Pay attention to the following points if you wish to transport luggage or other items on the roof of your vehicle:

- A special roof luggage rack system was developed for the vehicle, that is why you should only use a roof luggage rack which has been released for use by Škoda Auto a.s.
- The base carrier is the basis for a complete roof luggage rack system. Separate additional holders are required for safety reasons for transporting luggage, bikes, surfboards, skis and boats.
- The basic version of the roof luggage rack system and further components are obtainable as accessories from Škoda Service Partners.
- The base carrier is fixed to the roof of the vehicle using special fixtures which are located under the roof strip.

Caution

- If you use other roof rack systems or if the roof bars are not properly fitted, then any damage which may result to your car is not covered by the warranty agreements. It is therefore essential to pay attention to the fitting instructions supplied with the roof luggage rack system.
- On models fitted with a power sliding/tilting roof, ensure that the opened sliding/tilting roof does not strike any items of luggage transported on the roof.
- Ensure that the opened tailgate does not collide with the roof load.

For the sake of the environment

The increased aerodynamic drag results in a higher fuel consumption. One should therefore take off the roof bar system after use.

Note

A roof rail is obtainable from a Skoda Service Partner if hasn't been fitted onto an estate car at the works. ■

Attachment points

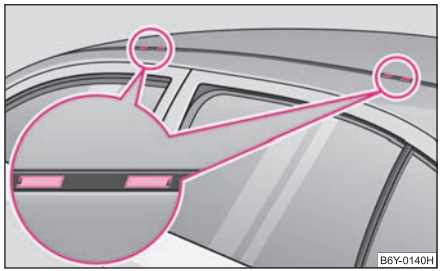

Fig. 66 Attachment points for roof bars

Fitting

– Remove the plastic caps ⇒ fig. 66 carefully using a thin screwdriver and while doing so do not damage the paintwork.

– The feet are inserted into the openings of the roof bars. Assembly is described by the manufacturer of the roof luggage rack system.

Note

- The figure is not valid for an estate car.
- If you have any questions, please contact a Škoda dealer. ■

Roof load

Distribute weight evenly over the roof luggage rack system. The maximum permissible roof load (including roof rack system) of **75 kg** and the maximum permissible total weight of the vehicle should not be exceeded.

You cannot make full use of the permissible roof load if you use a roof luggage rack system with a lower load carrying capacity. The load transported on the roof luggage rack system must not exceed the weight limit which is stated in the fitting instructions.

WARNING

- **The items which you transport on the roof bar system must be reliably attached – risk of accident!**
- **You must on no account exceed the permissible roof load, the permissible axle loads and the permissible gross weight of your vehicle – risk of accident!**
- **Please note that the handling properties of your vehicle change when you transport heavy or bulky items on the roof bar system as a result of the displacement of the centre of gravity and the increased wind attack area – risk of accident! You must absolutely adapt your style of driving and the speed of the vehicle to the specific circumstances.** ■

Drinks can holder*

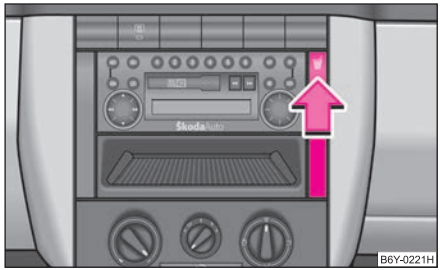

Fig. 67 Dash panel: Cup holder

The drinks can holder is designed to place 0.33 litre drinks cans in.

– Press on the symbol in the direction of ⇒ fig. 67, the drinks can holder slides out and opens up.

WARNING

- **For reasons of occupant safety the drinks can holder drawer should always be closed when driving.**
- **Do not place any hot beverages into the cup holder. If the vehicle moves, the hot beverages may spill – risk of scalding!**
- **Do not use any cups or beakers which are made of brittle material (e.g. glass, porcelain). You might be injured by them in the event of an accident.** ■

Rear cup holder*

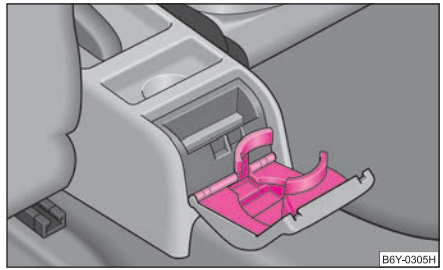

Fig. 68 Centre console: Cup holder

The drinks can holder is designed to place 0.33 litre drinks cans in.

WARNING

- **Do not place any hot beverages into the cup holder. If the vehicle moves, the hot beverages may spill – risk of scalding!**
- **Do not use any cups or beakers which are made of brittle material (e.g. glass, porcelain). You might be injured by them in the event of an accident.** ■

Note holder

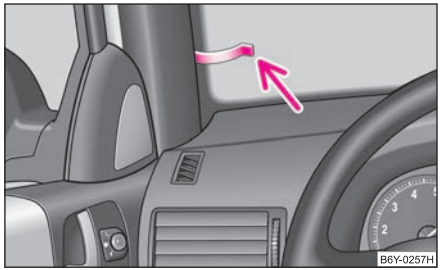

Fig. 69 Windscreen: Note holder

The note holder is designed e.g. for attaching a car park ticket in parking areas.

The attached note has to always be **removed** before starting off in order not to restrict the driver's vision. ■

Front ashtray*

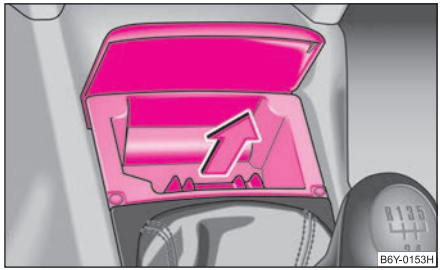

Fig. 70 Centre console: Front ashtray

Removing ashtray insert

– Fold out the ashtray cover and pull out the ashtray insert in the direction of arrow ⇒ fig. 70.

Insert ashtray insert

– Insert the ashtray insert in the guide, insert and slide in and fold down the ashtray cover.

⚠ WARNING

Never lay flammable objects in the ashtray basin – risk of fire! ■

Rear ashtray*

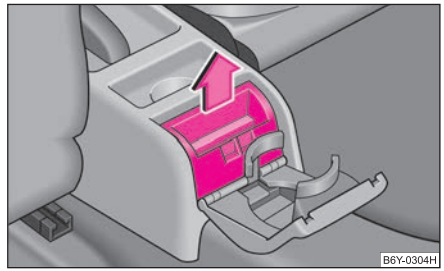

Fig. 71 Centre console: Rear ashtray

Removing ashtray insert

– Fold out the ashtray cover and pull out the ashtray insert in the direction of arrow ⇒ fig. 71.

Insert ashtray insert

– Insert the ashtray insert in the guide, insert and slide in and fold down the ashtray cover.

WARNING

Never lay flammable objects in the ashtray basin – risk of fire! ■

Cigarette lighter* and power socket*

Cigarette lighter

You can also use the socket on the cigarette lighter for other electrical appliances.

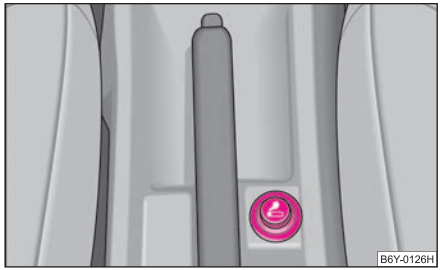

Fig. 72 Centre console: Cigarette lighter

Using the cigarette lighter

– Press in the button of the cigarette lighter ⇒ fig. 72.

– Wait until the button jumps forward.

– Remove the cigarette lighter immediately and use it.

– Insert the cigarette lighter again into the socket.

Using the power socket

– Take out the cigarette lighter.

– Insert the plug of the electrical appliance into the socket of the cigarette lighter.

The 12 volt power socket can also be used to supply power to electrical accessories with a power uptake up to 180 watts.

WARNING

- **Take care when using the cigarette lighter! Not paying proper attention or incorrect use the cigarette lighter in an uncontrolled manner may result in burns.**
- **The cigarette lighter and the power socket also operates when the ignition is switched off or the ignition key withdrawn. This is why you should never leave children unattended in the vehicle!**

Caution

Only use matching plugs, which fulfils the DIN - ISO Standard 4165, to avoid damaging the power sockets.

Note

Connecting electrical components when the engine is not running will drain the battery of the vehicle – risk of battery draining! ■

Power socket in the luggage compartment (Combi*, Sedan*)

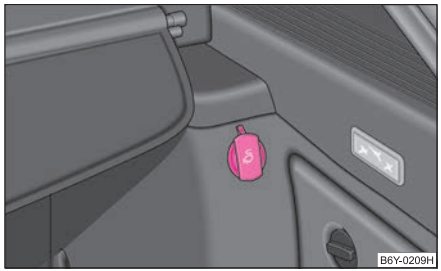

Fig. 73 Luggage compartment: Power socket

– Open the cover of the power socket ⇒ fig. 73.

– Connect the plug of the electrical appliance to the socket.

It fulfils the requirements of DIN standard ISO 4165 and must only be used for connecting approved electrical accessories with a power uptake of up to 240 watts. The vehicle battery will be discharged in the process if the engine is stationary.

The same remarks apply here as for ⇒ page 68.

Further information ⇒ page 171, "Accessories, changes and replacement of parts". ■

Storage compartments

Overview

You will find the following storage facilities in your vehicle:

Storage compartment on the front passenger side*	⇒ page 70
Storage compartments on the driver's side	⇒ page 71
Storage drawer*	⇒ page 71
Storage compartment in the front seat*	⇒ page 72
Storage compartment in the front doors	⇒ page 72
Storage compartment in the luggage compartment (estate car, sedan)*	⇒ page 72
Rear armrest with stowage compartment*	⇒ page 73
Clothes hooks*	⇒ page 73

WARNING

- **Please do not place anything on top of the dash panel. Such objects might slide or fall down when driving (when accelerating or cornering) and may distract you from concentrating on the traffic situation – risk of accident!**
- **Ensure that when driving no objects from the centre console of from other storage possibilities may get into the footwell of the driver. You would then no longer be able to apply the brakes, operate the clutch or accelerator – risk of accident!** ■

Storage compartment on the front passenger side*

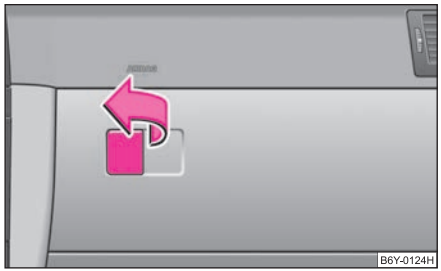

Fig. 74 Dash panel: Storage compartment on the front passenger side

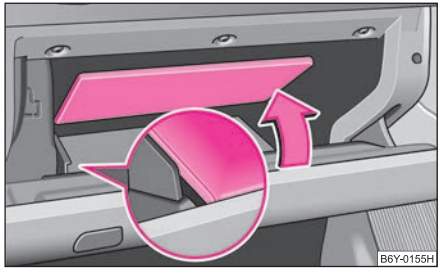

Fig. 75 Storage compartment: tiltable partition wall

There a further storage compartment in the inner room of the storage compartment located under the tiltable partition wall* ⇒ fig. 75.

Opening and closing the storage compartment on the front passenger side

– Pull the handle in the lid in direction of arrow ⇒ fig. 74 and pull the lid down.

– Raise the lid and press it until the catch is heard to engage.

Folding up the partition wall

– Take hold of the partition wall at the edge or in the recess and folds it open in the direction ⇒ fig. 75.

– Press the partition wall until it clicks into place.

Folding down the partition wall

– Take hold of the partition wall at the edge (near the driver) and fold it down into its original position.

There is a depression on the inside of the flap for placing a drinks can in and also a holder for writing implements*.

WARNING

- **The storage compartment must always be closed when driving for safety reasons.**
- **The drinks can holder should not be used while driving.** ■

Cooling of storage compartment on front passenger side*

The storage compartment is for vehicles fitted with an air-conditioning system with a closable inlet for cooled air.

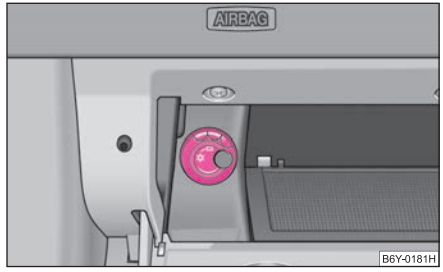

Fig. 76 Storage compartment: Using cooling system

– You can switch the cooling system on or off using the control dial ⇒ page 70, fig. 76.

Opening the air inlet when the air conditioning system is on causes fresh or interior air to flow into the storage compartment.

The storage compartment is only cooled in the cooling mode. We recommend that you switch off the cooling (opening concealed) if it is operating in the heating mode or if you are not using the cooling system for the storage compartment. ■

Storage compartments on the driver's side

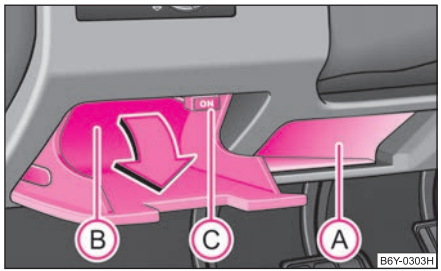

Fig. 77 Dash panel: Storage compartments on the driver's side

Ⓐ – storage compartment below steering wheel

The lockable storage compartment Ⓑ is opened by folding down the cover in the direction of arrow ⇒ fig. 77.

Storage compartment Ⓑ is for vehicles fitted with an air conditioning system with a closable inlet for thermally prepared air.

The air supply in the storage compartment is regulated through the pull out cap Ⓒ. Pulling out the end cover in the direction of travel causes the air inlet to open while pushing it in causes the air inlet to close.

At open air supply, air flows into the storage with a temperature which is as high as the one out of the air outlet nozzles, depending on temperature setting.

The air inlet in the storage compartment is connected to position through adjustment of the control dial for air distribution. This position causes the maximum amount of air to flow into the storage compartment (depending on the rotary regulator position for the fan).

You can use the storage compartment, for example, to temper drinks cans, etc.

If you do not use the air inlet in the storage compartment, the end cover should always be kept closed.

There is a holder for a pen on the outside of the storage compartment Ⓑ. ■

Storage drawer*

Fig. 78 Dash panel: Storage drawer

– Press in the middle of the storage compartment ⇒ fig. 78 and the storage compartment will come out.

WARNING

- **The storage compartment is not a substitute for the ashtray and must also not be used for such purposes – risk of fire!**
- **The pull-out storage compartment must always be kept closed when driving for safety reasons.** ■

Storage compartment in the front seat*

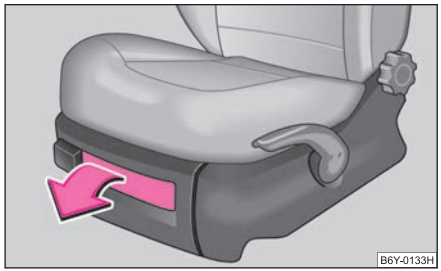

Fig. 79 Front seat: Storage compartment

The storage compartment is foreseen for storing small objects of up to 1 kg. in weight.

– Tilt the lock to open the flap and pull out the flap ⇒ fig. 79.

– Tilt the lock to close the flap and press flap close. ■

Storage compartment in the front doors

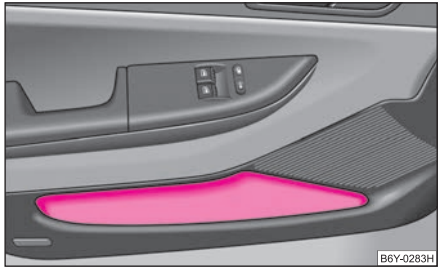

Fig. 80 Stowage compartment in door panel

WARNING

Use the stowage compartments in the door panels only for small items which do not project out of the compartment in order to avoid any interference with the proper operation of the side airbags. ■

Storage compartment in the luggage compartment (estate car, sedan)*

Fig. 81 Luggage compartment: Storage compartments

There are storage compartments situated on the right and the left in the luggage compartment.

– You can open the compartment by turning the locks in the direction of arrow ⇒ fig. 81. ■

Rear seat armrest with storage compartment*

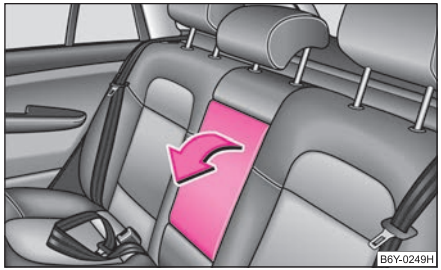

Fig. 82 Rear seats: Armrest

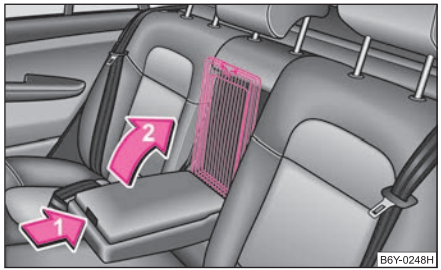

Fig. 83 Armrest: Compartment for stowing

– You can fold down the armrest to enhance occupant comfort ⇒ fig. 82.

The armrest includes a stowage compartment. You open the compartment by pressing the button on the front side of the armrest and raising the cover ⇒ fig. 83. ■

Clothes hooks*

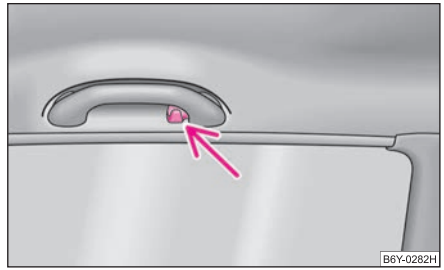

Fig. 84 Area above rear doors: Clothes hooks

A clothes hook is located above the rear doors ⇒ fig. 84.

WARNING

- **Ensure that any clothes hanging from the hooks do not impair your vision to the rear.**
- **Use the hooks for hanging only light items of clothing and ensure that there are no heavy or sharp-edged objects in the pockets.** ■

Heating and air conditioning system

Heating

Using the system

The heating system delivers air into the interior of the vehicle and warms it as required.

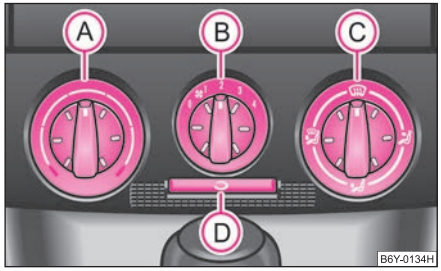

Fig. 85 Heating: Control elements

Setting temperature

- Turn the control dial (A) ⇒ fig. 85 to the right in order to increase the temperature.
- Turn the control dial (A) to the left in order to increase the temperature.

Controlling blower

- Turn the blower switch (B) into one of the positions, 1 to 4, in order to switch the blower on.
- Turn the blower switch (B) into position 0 in order to switch the blower off.
- Pressing switch (D) causes the recirculating air system to be switched on - recirculated air mode ⇒ ⚠.

Control for air distribution

- You can adjust the direction of the inlet air flow ⇒ page 76 using air distribution regulator (C).

The air inlet in front of the windscreen must be free of ice, snow or leaves in order to ensure that the heating and ventilation systems operate properly.

All controls apart from the control dial (B) can be set to any desired intermediate position.

The heating effect is dependent upon the coolant temperature, thus full heat output only occurs when the engine has reached its operating temperature.

The blower should aways be on to prevent the windows from misting up.

⚠ WARNING

You should not leave recirculated air mode on over a longer period of time, as "stale" air may result in fatigue in the driver and occupants, divert your attention and also cause the windows to mist up. The risk of having an accident increases. Switch recirculated air mode off as soon as the windows begin misting up.

Note

- The whole heat output will be needed to unfrost the windscreen and side windows. No warm air will be fed to the footwell. This can lead to restriction of the heating comfort.
- The used air streams out through the air removal openings in the luggage compartment. ■

Set heating

Recommended settings of heating controls for:

Defrosting the windscreen and side windows

- Turn control dial (A) ⇒ page 74, fig. 85 to the right up to the stop,
- Blower switch (B) in position **4**,
- Turn the air distribution control (C) into the position ,
- Close the air outlet vents **3**,
- Open air outlet vents **4** ⇒ page 76, fig. 86 and point towards the side window.

Keeping windscreen and side windows demisted

We recommend that you use the following setting in cases where the windows are misted up more than usual (e.g. when it is raining):

- Control dial (A) where necessary to the heating range,
- Blower switch (B) in position **2** or **3**,
- Control dial (C) to or as required or to any desired position between these symbols,
- Close the air outlet vents **3**,
- Open air outlet vents **4** and point towards the side window.

Warming up the inside of the vehicle as rapidly as possible

- Turn control dial (A) to the right up to the stop,
- Blower switch (B) in position **4**,
- Turn the air distribution control (C) into the position ,
- Open the air outlet vents **3** and **4**,
- We recommend that you briefly switch on the recirculated air mode with the pushbutton (D). The windows can steam up in this position however.

Heating the vehicle to a comfortable temperature

We recommend the following setting once the windows are no longer misted up and the desired temperature has been reached:

- Control dial (A) at the desired heat output,
- Blower switch (B) in position **2** or **3**,
- Turn the air distribution control (C) into the position ,
- Close the air outlet vents **3**,
- Open the air outlet vents **4**,
- Set the air distribution regulator (C) as required between positions and , if the windscreen gets misted up again.

Fresh air mode – ventilation

Non pre-warmed fresh air streams through the air inlet nozzles **3** and **4** for the following settings.

Recirculated air mode must not be switched on.

- Turn the control dial (A) ⇒ page 74, fig. 85 to the left up to the stop,
- Blower switch (B) in the desired position,
- Turn the air distribution control (C) into the position ,
- Open air outlet vents **3** and **4** ⇒ page 76, fig. 86

The control dial (C) can be set to other positions as required. ■

Recirculated air mode

In recirculated air mode air is sucked out of the interior of the vehicle and then fed back into the interior.

Recirculated air mode prevents polluted air outside the vehicle from getting into the vehicle, for example when driving through a tunnel or when standing in a traffic jam.

Switching recirculated air mode on

– Press button , the button symbol lights up ⇒ page 74, fig. 85.

Switching recirculated air mode off

– Press button again, the button symbol goes out.

The recirculated air mode is switched off automatically if the air distribution control Ⓒ is in position ⇒ page 74, fig. 85. You can also switch recirculated air mode on again from this setting by repeatedly pressing button ⮌.

WARNING

You should not leave recirculated air mode on over a longer period of time, as "stale" air may result in fatigue in the driver and occupants, divert your attention and also cause the windows to mist up. The risk of having an accident increases. Switch recirculated air mode off as soon as the windows begin misting up. ■

Air outlet vents

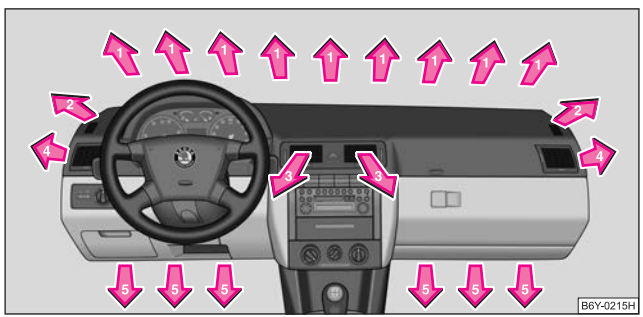

Fig. 86 Air outlet vents

Open air outlet vents

– Turn the vertical thumbwheel (not when in the end position).

Close air outlet vents

– Turn the vertical thumbwheel into the end position.

Redirecting air flow

– Swivel upward or downward the grille of the vents in order to change the direction of the air flow using the vertically arranged thumbwheel.

– Turn the horizontal thumbwheel on the vent to the right or left in order to change the air flow to the appropriate side.

You can set the air supply to the individual vents with the air distribution control Ⓒ ⇒ page 74, fig. 85. Air outlet vents **3** and **4** can also be opened or closed individually.

Unwarmed or cooled air will flow out of the opened air outlet vents according to the setting of the control dial Ⓐ ⇒ page 74, fig. 85 and according to atmospheric conditions. ■

Air conditioning system*

Description

The air conditioning system is a combined cooling and heating system. It makes it possible to optimally control the air temperature at any season of the year.

Description of the air conditioning system

It is important for your safety and for your driving comfort that the air conditioning system is operating properly.

The air conditioning system operates when switch AC ⇒ page 77, fig. 87 Ⓔ is pressed and the following conditions are met:

- engine running,
- outside temperature above +5 °C,
- blower switch switched on (positions 1 to 4).

If the cooling system is switched on, the temperature and air humidity drops in the vehicle. The wellbeing of the occupants of the car is enhanced as a result of this particularly at high outside temperatures and a high air humidity. The system prevents the windows misting up during the cold season of the year.

The heating effect is dependent upon the coolant temperature, thus full heat output only occurs when the engine has reached its operating temperature.

It is possible to briefly activate recirculated air mode in order to enhance the cooling effect ⇒ ⚠.

Air at a temperature of about 5°C may flow out of the vents under certain circumstances when the cooling system is operating. Lengthy and uneven distribution of the air flow out of the vents (in particular at the leg area) and large differences in temperature, for example when getting out of the vehicle, can result in chills in sensitive persons.

The air inlet in front of the windscreen must be free of ice, snow or leaves in order to ensure that the heating and ventilation systems operate properly.

After switching on the cooling **Condensation** from the evaporator of the air conditioning may drip down and form a puddle below the vehicle. This is quite normal and not an indication of a leak!

⚠ WARNING

- **For your own safety and that of other road users, ensure that all the windows are free of ice, snow and misting. Please familiarize yourself about how to correctly operate the heating and ventilation systems, how to demist and defrost the windows, as well as with the cooling mode.**
- **You should not leave recirculated air mode on over a longer period of time, as "stale" air may result in fatigue in the driver and occupants, divert your attention and also cause the windows to mist up. The risk of having an accident increases. Switch recirculated air mode off as soon as the windows begin misting up.**

Note

We recommend that you do not smoke in the vehicle when the recirculating air mode is operating since the smoke which is drawn at the evaporator from the interior of the vehicle forms deposits in the evaporator of the air conditioning system. This produces a permanent odour when the air conditioning system is operating which can only be eliminated through considerable effort and expense (replacement of compressor). ■

Using the system

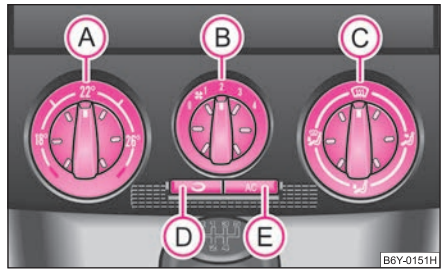

Fig. 87 The air conditioning system: Control elements

Setting temperature

- Turn the control dial (A) ⇒ fig. 87 to the right in order to increase the temperature.
- Turn the control dial (A) to the left in order to increase the temperature.

Controlling blower

- Turn the blower switch (B) into one of the positions, 1 to 4, in order to switch the blower on.
- Turn the blower switch (B) into position 0 in order to switch the blower off.
- Pressing switch (D) causes the recirculating air system ⇒ page 79 to be switched on.

Control for air distribution

- You can adjust the direction of the inlet air flow ⇒ page 80 using air distribution regulator (C).

switching cooling on and off

– Press the switch AC (E). The symbol **AC** in the switch comes on.

– When you again press the switch AC, the cooling system is switched off. The symbol **AC** in the button is no longer illuminated.

The set temperature will be automatically maintained other than when the control dial is on the extreme right or extreme left position:

Extreme right position - full heating.

Extreme left position - full cooling.

The controls (A) and (C) can be set to any desired intermediate position.

The blower should aways be on to prevent the windows from misting up.

Note

- The whole heat output will be needed to unfrost the windscreen and side windows. No warm air will be fed to the footwell. This can lead to restriction of the heating comfort.
- The used air streams out through the air removal openings in the luggage compartment.
- If the cooling system has not been switched on for a lengthy period, odours may be produced at the evaporator because of deposits. Switch the air conditioning system on at least once a month for approximately 5 minutes at the highest blower stage - also during the cold season of the year - in order to remove such odours. Also open a window for a short time.
- Please refer to the information regarding recirculated air mode ⇒ page 79. ■

Setting air conditioning system

Recommended settings of air conditioning controls:

Defrosting the windscreen and side windows

- Turn control dial (A) ⇒ page 77, fig. 87 to the right up to the stop
- Blower switch (B) in position **4**
- Turn the air distribution control (C) into the position
- Close the air outlet vents **3**
- Open air outlet vents **4** ⇒ page 80, fig. 88 and point towards the side window.

Keeping windscreen and side windows demisted

We recommend that you use the following setting in cases where the windows are misted up more than usual (e.g. when it is raining):

- Blower switch (B) in position **2**
- Turn the air distribution control (C) into the position
- Close the air outlet vents **3**
- Open air outlet vents **4**⇒ page 80, fig. 88 and point towards the side window
- Switch on the cooling system by pressing button (E).

Warming up the inside of the vehicle as rapidly as possible

- Turn control dial (A) to the right up to the stop
- Blower switch (B) in position **4**
- Turn the air distribution control (C) into the position
- Open the air outlet vents **4**
- We recommend that you briefly switch on the recirculated air mode with the pushbutton (D). The windows can steam up in this position however.

Heating the vehicle to a comfortable temperature

We recommend the following setting once the windows are no longer misted up and the desired temperature has been reached:

- Control dial (A) at the desired heat temperature
- Blower switch (B) in position **2** or **3**
- Turn the air distribution control (C) into the position
- Open the air outlet vents **4**
- Set the air distribution regulator (C) as required between positions and , if the windscreen gets misted up again.

Cooling down the inside of the vehicle as rapidly as possible

- close all windows and the sliding/tilting roof

- Turn the control dial (A) to the left up to the stop
- Blower switch (B) in position **4**
- Turn the air distribution control (C) into the position
- Open the air outlet vents **3** and **4**
- Switch on the cooling system by pressing button (E).
- We recommend that you briefly switch on the recirculated air mode with the pushbutton (D).

Optimum cooling

- Control dial (A) at the desired heat temperature. This temperature will be maintained automatically.
- Blower switch (B) in position **1**, **2** or **3**
- Turn the air distribution control (C) into the position
- Open the air outlet vents **3** and **4**
- Switch on the cooling system by pressing button (E).
- We recommend setting the air outlet vents **3** and **4** in such a way that the air flows to the rear over the heads of the occupants. Do not switch to recirculated air mode.

Fresh air mode - ventilation

Non pre-warmed fresh air streams through the air inlet nozzles **3** and **4** for the following settings.

- Turn the control dial (A) ⇒ page 77, fig. 87 to the left up to the stop
- Blower switch (B) in the desired position
- Turn the air distribution control (C) into the position
- Open air outlet vents **3** and **4** ⇒ page 80, fig. 88
- Switch off the recirculated air mode by pressing button (D).
- Switch off the cooling by pressing button (E)

The control dial (C) can be set to other positions as required. ■

Recirculated air mode

In recirculated air mode air is sucked out of the interior of the vehicle and then fed back into the interior.

Recirculated air mode prevents polluted air outside the vehicle from getting into the vehicle, for example when driving through a tunnel or when standing in a traffic jam.

Switching recirculated air mode on

– Press button ⇒ page 77, fig. 87, the button symbol lights up.

Switching recirculated air mode off

– Press button again, the button symbol goes out.

The recirculated air mode is switched off automatically if the air distribution control (C) is in position ⇒ page 77, fig. 87. You can also switch recirculated air mode on again from this setting by repeatedly pressing button (D).

WARNING

You should not leave recirculated air mode on over a longer period of time, as "stale" air may result in fatigue in the driver and occupants, divert your attention and also cause the windows to mist up. The risk of having an accident increases. Switch recirculated air mode off as soon as the windows begin misting up. ■

Air outlet vents

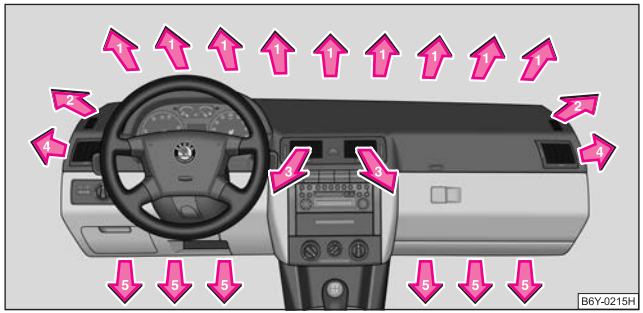

Fig. 88 Air outlet vents

Open air outlet vents

– Turn the vertical thumbwheel (not when in the end position).

Close air outlet vents

– Turn the vertical thumbwheel into the end position.

Redirecting air flow

– Swivel upward or downward the grille of the vents in order to change the direction of the air flow using the vertically arranged thumbwheel.

– Turn the horizontal thumbwheel on the vent to the right or left in order to change the air flow to the appropriate side.

You can set the air supply to the individual vents with the air distribution control Ⓒ ⇒ page 77, fig. 87. Air outlet vents **3** and **4** can also be opened or closed individually.

Unwarmed or cooled air will flow out of the air outlet vents according to the setting of control dial Ⓐ ⇒ page 77, fig. 87 and the atmospheric conditions. ■

Using the air conditioning system economically

The compressor on the air conditioning system uses power from the engine when in cooling mode which will effect the fuel consumption.

It recommended to open the windows or the doors of a vehicle for which the interior has been strongly heated through the effect of direct sunlight in order to allow the heated air to escape.

The cooling system should not be switched on while travelling when the window is open.

The desired interior temperature can also be achieved without switching in the cooling system just by switching to fresh air mode.

For the sake of the environment

When you economize on fuel, you also reduce pollutant emissions. ■

Operational problems

If the cooling system does not operate at outside temperatures higher than +5 °C, there is a problem in the system. The reasons for this may be:

- The fuse on the air conditioning system has blown. Check the fuse, replace it if necessary ⇒ page 185.
- The cooling system has switched off automatically for a short time because the coolant temperature of the engine is too hot ⇒ page 10.

If you are not able to rectify the operational problem yourself, or if the cooling capacity decreases, switch the cooling system off. Contact a specialist garage. ■

Starting-off and Driving

Setting steering wheel position*

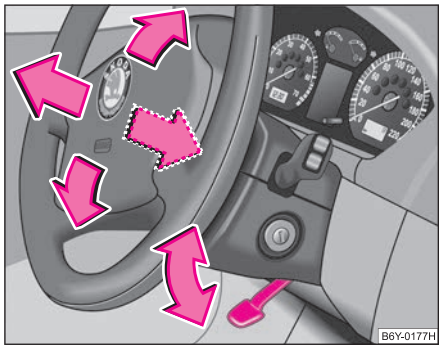

Fig. 89 Adjustable steering wheel: Lever below steering column

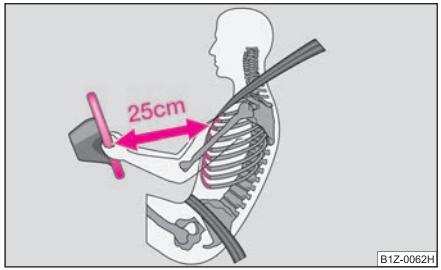

Fig. 90 Safe distance to steering wheel

You can set the height and the forward/back position of the steering wheel to the desired position.

– Adjust the driver seat ⇒ page 53.

– Pull the lever below the steering column ⇒ fig. 89 down ⇒ ⚠.

– Set the steering wheel to the desired position (concerning height and forward/back position).

– Then push the lever up against the steering column until it locks into place.

⚠ WARNING

- **You must not adjust the steering wheel when the vehicle is moving!**
- **The driver must maintain a distance of at least 25 cm to the steering wheel ⇒ fig. 90. Not maintaining this minimum distance will mean that the airbag system will not be able to properly protect you – hazard!**
- **For safety reasons the lever must always be firmly pushed up to avoid the steering wheel altering its position unintentionally when driving – risk of accident!**
- **If you adjust the steering wheel further towards the head, you will reduce the protection offered by the driver airbag in the event of an accident. Check that the steering wheel is aligned to the chest.**
- **When driving, hold the steering wheel with both hands firmly on the outer edge in the 9 o'clock and 3 o'clock position. Never hold the steering wheel firmly in the 12 o'clock position or in another way (e.g. in the middle of the steering wheel or at the inner steering wheel edge). In such cases, injuries to the arms, the hands and the head can occur when the driver airbag is deployed. ■**

Ignition lock

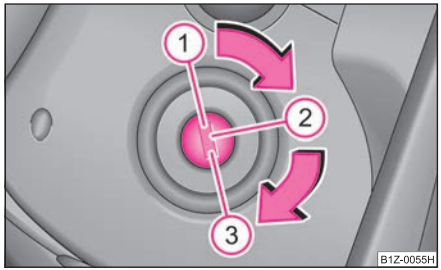

Fig. 91 Ignition lock positions

Petrol engines

(1) - ignition switched off, engine off

(2) - ignition switched on

(3) - start engine

Diesel engines

(1) - fuel supply interrupted, ignition switched off, engine off

(2) - heating glow plugs on, ignition switched on

- You should not switch on any major electrical components during the heating period otherwise the vehicle battery will be drained unnecessarily.

(3) - start engine

Applies to all models:

Position (1)

To **lock the steering**, with the ignition key withdrawn, turn the steering wheel until the steering locking pin is heard to engage. You should always lock the steering as a general rule if you leave your vehicle. This acts as a deterrent against possible theft of your vehicle ⇒ ⚠.

Position (2)

Move the steering wheel back and forward a little if the ignition key cannot, or cannot easily be turned into this position, in order to release the steering lock.

Position (3)

The engine is started in this position. At the same time switched on low beam or main beam or other electrical components with major power consumption are briefly switched off. The ignition key moves back into position (2) when one releases the key.

The ignition key must be turned back into position (1) each time before starting the engine again. The starter repeat lock in the ignition lock prevents the starter being engaged when the engine is running and thus getting damaged.

⚠ WARNING

- **When driving, the ignition key must always be in the position (2) (ignition switched on) without the engine running. This position is indicated by the warning lights coming on. If this is not the case, it could result in unexpected locking of the steering wheel – risk of accident!**
- **Do not withdraw the ignition key from the lock until the car has come to a stop. The steering lock can engage immediately – risk of accident!**
- **Always withdraw the ignition key if you are going to leave the vehicle, even for a short time. This is particularly important if children are left in the vehicle. The children might otherwise start the engine or operate electrical equipment (e.g. power windows) – risk of injury!** ■

Starting the engine

General

You can only start the engine only using an original ignition key.

- Place the gearshift lever into neutral (or place the selector lever to the position **P** or **N** in the case of an automatic gearbox) and put on the handbrake firmly before starting the engine. ▶

- The clutch pedal should be fully depressed when starting the engine which means that the starter only has to crank the engine.
- Let go of the key as soon as the engine starts otherwise there may be damage to the starter.

The engine running noises may louder at first be louder for a short time after starting the cold engine until oil pressure can be built up in the hydraulic valve clearance compensation. This is quite normal and is not an operating problem.

If the engine does not start ...

You can use the battery of another vehicle as a jump-start aid ⇒ page 180.

It is only possible to tow-start vehicles fitted with a manual gearbox. The tow-starting distance must not be more than 50 metres ⇒ page 183.

WARNING

- **Never run the engine in non ventilated or enclosed areas. The exhaust gases of the engine contain besides the odorless and colourless carbon monoxide a poisonous gas – hazard! Carbon monoxide can cause unconsciousness and death.**
- **Never leave your vehicle unattended with the engine running.**

Caution

- The starter may only be operated (ignition key position (3)), if the engine is not running. If the starter is immediately operated after switching off the engine, the starter or the engine can be damaged.
- Avoid high engine revolutions, full throttle and high engine loads as long as the engine has not yet reached its normal operating temperature - risk of damaging the engine!
- Vehicles which are fitted with an exhaust gas catalytic converter should not be tow-started over a distance of more than 50 metres.

For the sake of the environment

Never warm up the engine when the vehicle is standing. Drive off right away. Through this the engine reaches its operating temperature more rapidly and the pollutant emissions are lower. ■

Petrol engines

These engines are fitted with a starter system which selects the correct fuel/air mixture for every external air temperature.

- Do not operate accelerator before and when starting engine.
- Interrupt the attempt at starting after 10 seconds if the engine does not start right awayand wait for about 30 seconds before repeating the attempt.
- It is possible that the fuse on the electrical fuel pump is defect if the engine still does not start. Check the fuse and replace it if necessary ⇒ page 185.
- If the engine does not start, contact the nearest specialist garage to obtain professional assistance.

It may be necessary, if the engine is **very hot**, to slightly depress the accelerator after the engine has started. ■

Diesel engines

Glow plug system

Diesel engines are equipped with a glow plug system, the preglow period being controlled automatically in line with the coolant temperature and outside temperature.

The preglow indicator light comes on after the ignition has been switched on.

You should not switch on any major electrical components during the heating period otherwise the vehicle battery will be drained unnecessarily.

- You should start the engine immediately after the glow plug warning light has gone out.

- The glow plug warning light will come on for about one second if the engine is at a normal operating temperature or if the outside temperature is above +5°C. This means that you can start the engine **right away**.
- Interrupt the attempt at starting after 10 seconds if the engine does not start right awayand wait for about 30 seconds before repeating the attempt.
- It is possible that the fuse on the diesel preglow system is defect if the engine still does not start. Check the fuse and replace it if necessary ⇒ page 185.
- Contact the nearest specialist garage to obtain professional assistance.

Starting the engine after fuel tank has run dry

It may take longer than normal to start the engine after refuelling if the fuel tank has run completely dry - up to one minute. This is because the fuel system must first of all be filled while the attempting to start the engine. ■

Switching off the engine

– The engine can be switched off by turning the ignition key from position ⇒ page 82, fig. 91 into position (1).

WARNING

- **Never switch off the engine before the vehicle is stationary – risk of accident!**
- **The brake booster only operates when the engine is running. Greater physical effort for braking is required when engine is switched off. Because if you do not stop as normal, this can cause an accident and severe injuries.**

Caution

you should not switch the engine off right away at the end of your journey after the engine has been operated for a lengthy period at high loads but should be allowed it to run at idling speed for about 2 minutes. This prevents any accumulation of heat when the engine is switched off.

Note

- The radiator fan may continue running for a further 10 minutes or so after the engine and the ignition have been switched off. The coolant fan may, however, also switch on again after some time if the coolant temperature rises because of an accumulation of heat in the engine or if the engine is warm and the engine compartment is additionally heated by strong sunlight.
- This is why particular care is required when carrying out any work in the engine compartment ⇒ page 152, “Working in the engine compartment”. ■

Shifting (manual gearbox)

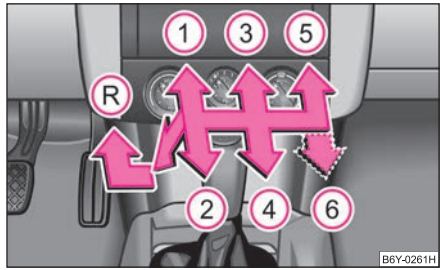

Fig. 92 The shift pattern: 5-speed or 6-speed manual gearbox

Shift into reverse only when the car is stationary. Depress the clutch pedal and hold it fully depressed. Wait a moment before engaging reverse gear in order to avoid any shift noises.

The reversing lights will come on once reverse gear is engaged, provided the ignition is on.

WARNING

Never engage the reverse gear when driving – risk of accident!

Note

- One should not lay the hand on the shift lever while driving the vehicle. The pressure of the hand will be transferred to the gearshift forks in the gearbox. This can, over a period of time, lead to early wear of the gearshift forks.
- Depress the clutch pedal fully when changing gears, in order to avoid unnecessary wear and damage. ■

Handbrake

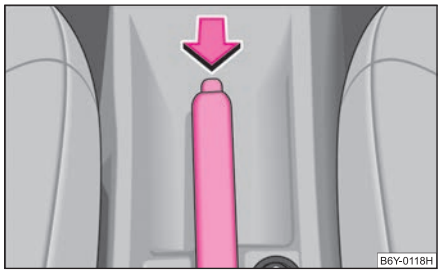

Fig. 93 Centre console: Handbrake

Applying the handbrake

– Pull the handbrake lever up fully.

Releasing the handbrake

– Pull the handbrake lever up slightly **and at the same time** press in the locking button ⇒ fig. 93.

– Hold the button pressed and push the handbrake lever down fully ⇒ ⚠.

The handbrake warning light (!) lights up when the handbrake is applied, provided the ignition is on.

A warning signal sounds and the following text appears in the display* if you have inadvertently driven off with the handbrake applied:

"Handbrake on"

The handbrake warning is activated if you drive at a speed of more than 6 km/h for more than 3 seconds.

⚠ WARNING

- **Please note that the handbrake must be fully released. A handbrake which is only partially released can result in the rear brakes overheating which will have a negative effect on the operation of the brake system – risk of accident! In addition this can result in premature wear of the rear brake pads.**
- **Never leave children unattended in the vehicle. The children might, for example, release the handbrake or take the vehicle out of gear. The vehicle might then move off – risk of accident!**

Caution

After the car has come to a stop, always first of all apply the handbrake firmly before then additionally engaging a gear (manual gearbox) or moving the selector lever into position **P** (automatic gearbox). ■

Parking aid*

The parking aid provides a warning of obstacles behind the vehicle.

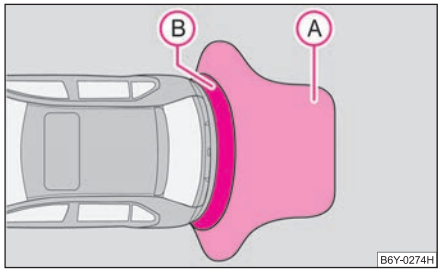

Fig. 94 Parking aid: Range of sensors

The audible parking aid determines the distance between the rear bumper and an obstacle located behind the vehicle with the aid of ultrasound sensors. The sensors are integrated in the rear bumper.

Range of sensors

The clearance warning begins at a distance of about 160 cm from the obstacle (area Ⓐ ⇒ fig. 94). The interval between the warning signals becomes shorter as the clearance is reduced.

A continuous tone sounds from a clearance of just 30 cm (Bereich Ⓑ) - danger area. **You should not reverse any further after this signal sounds!**

Activating

The parking aid is activated automatically when **reverse gear** is engaged and the ignition is turned on. This is confirmed by a brief acknowledgement signal.

Deactivating

The parking aid is deactivated by removing the reverse gear.

WARNING

- **The parking aid is not a substitute for the driver paying proper attention and it is always the driver's responsibility to take care when parking the vehicle or carrying out similar manoeuvres.**
- **You should therefore satisfy yourself, before reversing, that there is no small obstacle, such as a rock, thin post, trailer drawbar etc., behind your vehicle. Such an obstacle might not be within the range detected by the sensors.**

Note

- The parking aid does not operate if you are towing a trailer (applies to models which feature a factory-fitted towing device*).
- A system fault is indicated if a warning signal sounds for about 5 seconds after switching the ignition on and engaging reverse gear and there is no obstacle close to your vehicle. Have the fault rectified by a specialist workshop.
- The sensors must be kept clean and free of ice to enable the parking aid to operate properly. ■

Cruise control system (CCS)*

Introduction

The cruise control system (CCS) maintains a constant speed, more than 30 km/h (20 mph), once it has been set, without you having to depress the accelerator pedal. This is only possible within the range which is permitted by the power output and braking power of the engine. The cruise control system makes it possible - particularly on long journeys - for you to rest your "accelerator foot".

WARNING

- **The cruise control system must not, for safety reasons, be used in dense traffic or on unfavourable road surfaces (such as icy roads, slippery roads or loose chippings) - risk of accident!**

WARNING (continued)

- **In order to prevent unintentional use of the cruise control system, always switch off the system after use.**

Note

- Models fitted with a manual gearbox: Always depress the clutch pedal if you switch on the cruise control system when the gearbox is in Neutral. Otherwise the engine can rev up unintentionally.
- The cruise control system is not able to maintain a constant speed when driving on steep downhill sections. The weight of the vehicle increases the speed at which it travels. One should shift down in good time to a lower gear or slow the vehicle down by applying the foot brake.
- It is not possible on vehicles fitted with an automatic gearbox to switch on the cruise control system if the selector lever is in the position **P**, **N**, **R** or **1**. ■

Storing a speed

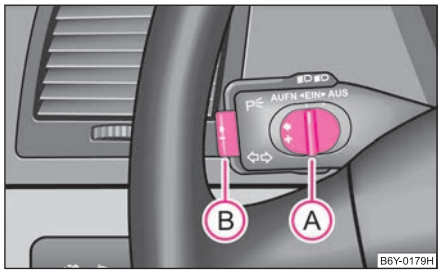

Fig. 95 Operating lever: Pushbutton and slide switch on the cruise control system

The cruise control system is operated by means of the slide switch (A) and pushbutton (B) in the left lever of the multi-functional switch.

– Move the slide switch (A) ⇒ fig. 95 into the **ON** position.

– Press pushbutton (B) once the required speed has been achieved.

After you have pressed press button (B), the speed you have just selected is maintained at a constant speed without having to depress the accelerator.

You can **increase** the speed by depressing the accelerator. Releasing the accelerator will cause the speed to **drop** again to the set speed.

This does not apply, however, if you drive at a speed which is more than 10 km/h higher than the set speed for a period of more than 5 minutes. The stored speed will be cancelled in the memory. You then have to re-store the desired speed.

One can **reduce** the speed in the usual manner. The system is switched off temporarily by actuating the brake or clutch pedal ⇒ page 88.

WARNING

First ensure that it is not too high for the traffic conditions which exist at that moment before resuming the stored speed. ■

Changing a stored speed

You can also change the speed of the vehicle without depressing the accelerator.

Faster

– You can **increase** the stored speed without depressing the accelerator by shifting the slide switch (A) ⇒ fig. 95 to the left into the **RES** position.

– If you hold the button pressed in the RES position, the speed of the car will increase continuously. Release the slide switch once the vehicle has reached the desired speed. The set speed is then stored in the memory.

Slower

– You can **reduce** the stored speed by pressing button (B).

– Pressing and holding down the slide switch in this postion will cause the speed of the vehicle to be decreased continuously. Once the car has reached the desired speed, release the button. The set speed is then stored in the memory.

– If you release the button when the car is travelling at a speed of less than 30 km/h, the speed is not stored, the memory is erased. It is then necessary to increase the speed of the car to more than 30 km/h and to once again store the speed with the pushbutton (B) ⇒ page 87, fig. 95. ■

Switching off the cruise control system temporarily

– You can **switch off** the cruise control system temporarily by **depressing** the brake pedal or clutch pedal, on models with automatic gearbox and only with brake pedal.

– You can likewise switch off the cruise control system by pushing the switch (A) ⇒ page 87, fig. 95 to the right into the intermediate position before the position **OFF**. The slide switch then moves back automatically into the **ON** position.

The set speed remains stored in the memory.

The **Resumption** of the stored speed is achieved by releasing the brake or clutch pedal, on vehicles fitted with automatic gearbox only after releasing the brake pedal and after shortly shifting the slide switch (A) ⇒ page 87, fig. 95 to the left up to the stop into the position **RES**.

WARNING

First ensure that it is not too high for the traffic conditions which exist at that moment before resuming the stored speed. ■

Switching off the cruise control system completely

– Move the slide switch (A) ⇒ page 87, fig. 95 up to the stop into the **OFF** position. ■

Automatic gearbox*

4-speed automatic gearbox

Information for driving with an automatic gearbox

Shifting up and down through the gears is performed automatically.

Starting-off and Driving

- Depress the brake pedal and hold it depressed.
- Press the Shiftlock button (button in handle of the selector lever), move the selector lever into the desired position, e.g. **D** ⇒ page 90, fig. 96, and then release the Shiftlock button.
- Wait a moment until the gearbox has shifted (a slight engagement nudge can be felt).
- Release the brake pedal and depress the accelerator ⇒ ⚠.

Stopping for a short time

- The selector lever position **N** does not have to be selected when stopping just for a short time, such as at a cross roads. It is sufficient to hold the vehicle stationary using the foot brake. The engine can, however, be allowed just to idle.

Parking

- Depress the brake pedal and hold it depressed.
- Apply the handbrake firmly.
- Press and Shiftlock button in the selector lever, move the selector lever to **P** and then release the Shiftlock button.

The engine can only be **started** when the selector lever is in position **P** or **N** ⇒ page 82.

It is sufficient to engage selector lever position **P** when parking on a flat surface. When parking on a slope you should first apply the handbrake firmly and then move the selector lever into position **P**. This is to ensure that there is no excessive pressure acting on the lock mechanism and that it is easier to subsequently move the selector lever out of position **P**.

If the selector lever position **N** is selected by accident while driving it is first necessary to release pressure on the accelerator pedal and wait for idling speed of the engine to be reached before engaging a drive position in the selector lever.

⚠ WARNING

- **Do not depress the accelerator when changing the position of the selector lever if the car is stationary and the engine is running – risk of accident!**
- **Never move the selector lever into position R or P when driving – risk of an accident!**
- **When the engine is running and the vehicle is stationary, it is necessary to hold the car with the brake pedal in all the positions of the selector lever (except P and N) since the power transmission is never completely interrupted, also not when the engine is idling – the vehicle "creeps".** ■

Selector lever positions

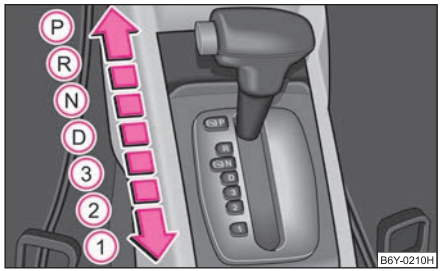

Fig. 96 Selector lever

Fig. 97 Information display in the instrument cluster Selector lever positions

The selector lever position you have engaged is shown in the information display of the instrument cluster with the corresponding gear symbol highlighted ⇒ fig. 97.

P – Parklock

The driven wheels are locked mechanically in this position.

The Parklock must only be engaged when the vehicle is stationary ⇒ ⚠.

If you wish to move the selector lever into or out of this position, you must press the Shiftlock button in the handle of the selector lever and at the same time depress the brake pedal.

R – Reverse

Reverse gear must only be engaged when the vehicle is stationary and the engine idling ⇒ ⚠.

The brake pedal must be depressed and at the same time the Shiftlock must be pressed, if you wish to obtain the selector lever positions **R**, **P** or **N**.

The reversing lights come on when the selector lever is moved into position **R** when the ignition is also on.

N – Neutral

The transmission is in Neutral in this position.

The brake pedal must be depressed (if the lever is in its position for longer than 2 seconds) in order to move the selector lever out of the position **N** into another position, with the ignition switched on, on a vehicle travelling at less than 5 km/hour or on a stationary vehicle.

D – Drive, position for driving forward

When the selector lever is in this position, the forward gears are shifted up and down automatically in line with engine load, vehicle speed and the dynamic shift programme (DSP).

You must depress the brake pedal ⇒ ⚠ if you wish to move the selector lever into position **D** from **N** when the vehicle is travelling at less than 5 km/hour or is stationary.

3 – Position when driving in hilly areas

We recommend this position if driving with the selector lever in position **D** would, in certain circumstances, result in the gearbox frequently shifting between the gears.

The gearbox shifts up and down automatically into first, second and third gear in line with engine load, driving style and vehicle speed. Fourth gear remains locked out in this case. This makes it possible to exploit greater engine braking power when the accelerator is released ⇒ ⚠.

The Shiftlock on the selector lever grip must be pressed when moving out of position **3** into position **D**.

2 – Position when driving in mountainous regions

This position of the selector lever is suitable for long sloping sections.

The gearbox shifts up and down automatically into first and second gear in line with engine load, driving style and vehicle speed. The third and fourth gears remain locked out in order to avoid unnecessary gear changes. Enhanced engine braking power is thus available.

The Shiftlock on the selector lever grip must not be pressed when moving out of position **2** into position **3**.

1 – Position for extreme mountainous sections

This position of the selector lever is suitable for very steep sections of road.

The vehicle will only drive first gear. The second, third and fourth gears remain locked out. This position offers you the maximum possible engine braking power.

The Shiftlock on the selector lever grip must be pressed when moving out of position **2** into position **1**.

The cruise control system is locked in position **1**.

WARNING

- **Never move the selector lever into position R or P when driving – risk of an accident!**
- **When the engine is running and the vehicle is stationary, it is necessary to hold the car with the brake pedal in all the positions of the selector lever (except P and N) since the power transmission is never completely interrupted, also not when the engine is idling – the vehicle "creeps".**
- **You must on no account unintentionally operate the throttle (e.g. by hand from the engine compartment) if a drive position is engaged when the car is stationary. The vehicle would otherwise immediately start off – also when the handbrake is firmly applied – risk of an accident!**
- **You must move the selector lever into position P and firmly apply the handbrake first before you or any other person opens the bonnet and starts working on the engine when it is running – risk of accident! It is also essential to observe all warnings ⇒ page 152, "Working in the engine compartment".**

Note

- Take your foot off the accelerator if you inadvertently shift into **N** when driving and wait until the engine speed has dropped to the idling speed range before shifting into **D**.
- If you shift gear manually it is possible to select positions **3**, **2** and **1**, but the automatic gearbox will not shift down until there is no risk of the engine overrevving. ■

Selector lever lock

Automatic selector lever lock

With the ignition on, the selector lever is locked when it is in the positions **P** and **N**. You must depress the brake pedal first and press the Shiftlock button at the same time in order to move the selector lever out of these positions. The following will be displayed in the information display*:

P LOCKED (P locked)

or

N LOCKED (N locked)

Symbol also lights up in the selector lever cover until the brake pedal is actuated.

A time delay element ensures that the selector lever is not blocked when rapidly switching over the position **N** (e.g. from **R** to **D**). This does, for example, allow one to seesaw out a stuck vehicle. The selector lever lock will click into place if the lever is in the **N** position for more than 2 seconds without the brake pedal being pressed.

The selector lever lock is only active if the vehicle is stationary or moving at speed of less than 5 km/hour. The lock is switched off automatically into position **N** when the car is travelling at a higher speed.

Shiftlock button

The Shiftlock button in the handle of selector lever prevents certain selector lever positions being engaged inadvertently. The selector lever lock is cancelled when you press the Shiftlock button. ■

Kickdown function

The kickdown function provides you with maximum acceleration power.

Depressing the accelerator pedal beyond the pressure point casues the automatic gearbox to shift down into a lower gear (in line with vehicle speed and engine speed). The gearbox shifts up into the next higher gear when the engine has reached its maximum revolutions.

⚠ WARNING

Please note that using the kickdown function can result in the driven wheels spinning on a smooth or slippery road surface – risk of skidding! ■

Dynamic shift programme

The automatic gearbox of your vehicle is controlled electronically. Shifting up and down through the gears is performed automatically on the basis of pre-defined driving programmes.

Adopting a **moderate style of driving** will cause the gearbox to select the most economical driving programme. Shifting up into a higher gear as soon as possible and shifting down as late as possible will have a favourable effect on your fuel consumption.

Adopting a **faster style of driving** with rapid movements of the accelerator pedal combined with sharp acceleration and frequent changes in speed, exploiting the top speed of the car or operating the kickdown function, will cause the gearbox to switch over to the sporty driving programme. Shifting up later into a higher gear makes it possible to fully exploit the power reserves of the engine. The gearbox also then shifts down at higher engine speeds than is the case for the economy-oriented programmes.

Selecting the most appropriate driving programme for the particular style of driving is a continuous process. Irrespective of this it is, however, possible to switch into a sporty driving programme by depressing the accelerator rapidly. The gearbox shifts down into a lower gear matching the speed of the car and this allows you to accelerate rapidly (e.g. when overtaking) without having to depress the accelerator pedal fully into the kickdown range. The original programme will be reactivated to match your particular style of driving once the gearbox has shifted up again.

When driving in hilly regions, the gears are selected to match uphill and downhill sections. This avoids the gearbox frequently shifting up and down when negotiating an uphill stretch. Depressing the brake pedal while driving downhill causes the gearbox to shift down into the next lower gear. This makes it possible for you to exploit the engine braking power without the need for shifting gears manually. ■

Emergency programme

An emergency programme exists in the event of a fault in the system.

The gearbox operates in a corresponding emergency programme if there are functional faults in the gearbox electronics. This is indicated by all of the segments in the display lighting up or going out.

- The gearbox still switches automaticallly but stronger switching shocks are noticeable.
- The gearbox does not switch anymore automatically. The gearbox can now only be switched manually but there are only 3 gears available over the selector lever positions namely **D**, **3** and **2**. The 1st gear and reverse are available as before over the selector lever positions **1** and **R**.

If the gearbox has switched over to emergency mode, drive to the nearest specialist garage in order to have the fault rectified. ■

Tow-starting and towing vehicle

Tow-starting a vehicle

It is not possible to tow-start vehicles fitted with automatic gearbox ⇒ page 182.

you can use jump-start cables connected to the battery of another vehicle for starting your car if the vehicle battery is flat ⇒ page 180.

Towing a vehicle

Please pay attention to the following information if it comes necessary to tow-in your car ⇒ page 182. ■

Communication

Universal telephone connection*

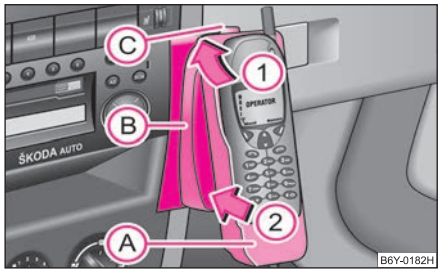

Fig. 98 Universal preparation for the mobile phone

A telephone mount is factory-fitted. The mount is attached to the centre console. Adapter and mobile phone are not factory-fitted by Škoda Auto.

Initialisation

– Withdraw the ignition key.

– First insert the adapter without the mobile phone into the mount (B) in the direction of arrow (1) ⇒ fig. 98 until the adapter is touching the stop. Press the adapter slightly in the direction of arrow (2) until it locks into position.

– Plug the adapter cable into the mobile phone socket. The mobile phone socket is located below the middle of the dash panel.

– Switch on the ignition.

– Wait for approximately 15 seconds, switch off ignition.

– Insert the mobile phone into the adapter (A) (as specified in manufacturer's instructions) and switch on the ignition.

Removing the mobile phone and adapter

– Press the button (C) and remove the mobile telephone.

An initialisation must be carried out:

- after the first connection of the adapter,
- after reconnecting the battery,
- after pulling out the adapter cable from the power socket for the mobile phone.

This enables you to make full use of the advantages of a normal carphone ("hands-free system" using a microphone integrated in the vehicle, optimal transmission of signals using an external aerial etc.). The battery of the mobile phone is also constantly charged.

Please contact your specialist garage if there are any points which are not clear.

Please also refer to the additional instructions ⇒ page 94, "Mobile phones and two-way radio systems". ■

Mobile phones and two-way radio systems

We recommend that you have the installation of a mobile phone and two-way radio system in a vehicle carried out by a Škoda Service Partner.

Škoda Auto a.s. permits the operation of mobile phones and two-way radio systems with a professionally installed external aerial and a maximum transmission power of up to 10 watts.

Our Škoda Service Partners are also happy to inform you about the possibilities available for installing and operating mobile telephones and radio transmitters which have an output greater than 10 watts. The Škoda Service Partners can provide you with details about the technical possibilities for retrofitting of mobile telephones and radio transmitters.

Operation of mobile phones or two-way radio systems may interfere with functioning of the electronic systems of your vehicle. The reasons for this may be: ▶

- no external aerial,
- external aerial incorrectly installed,
- transmission power greater than 10 watts.

You should therefore **not operate a mobile phone or two-way radio system inside the vehicle** without the use of an external aerial, or with an external aerial which has been incorrectly installed.

You should also be aware of the fact that only an **external** aerial makes it possible to achieve the optimal range of such equipment.

WARNING

- **If a mobile phone or two-way radio system is operated inside the vehicle without using an external aerial, or with an external aerial which has been incorrectly installed, the result can be excessive electromagnetic fields which may cause harm to your health.**
- **Please always pay full attention to the traffic situation around you!**
- **You must not install two-way radio systems, mobile phones or mounts on the covers of the airbags or within the immediate deployment range of airbags. This might result in injuries to the occupants in the event of an accident!**

Note

Please also refer to the operating instructions of the mobile phones and two-way radio systems. ■

CD changer*

Take out and insert CD magazine

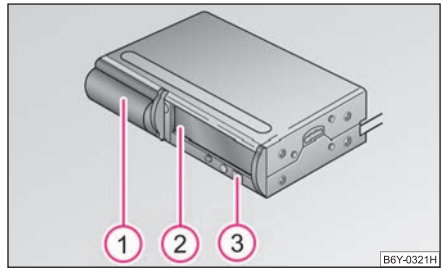

Fig. 99 The CD changer

The CD changer for the radio and navigation system is located under the front passenger seat.

Take magazine out of the changer

– Open safety stop (1) ⇒ fig. 99 fully.

– Press button (3). The magazine (2) is automatically ejected.

– Take out the magazine.

Insert magazine into the changer

– Insert the magazine with the arrow of the illustration upwards up to the stop ⇒ page 96, fig. 100. The tip of the arrow on the magazine must point at the same time to the magazine box.

– Slide safety stop closed.

After inserting the magazine, it is analysed how many CDs are in the magazine.

If there is no magazine in the changer, **NO CD MAGAZINE** is displayed in the CD-mode on the display of the radio.

You can also take out the magazine when the radio is switched off.

Caution

Always close the safety cover after inserting the magazine. The safety cover protects the CD-changer from dirt and dust particles penetrating into the CD-changer, in order to avoid operational faults.

Note

- Described in this Owner's Manual are only the steps required for the operation of the CD-changer.
- You will find further information for this setting menu in the Radio Owner's Manual.
- Only Use CD-magazines from Škoda Original Accessories. ■

Loading magazine with CDs

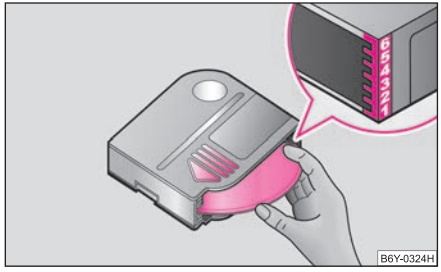

Fig. 100 Loading magazine with CD

– Grasp **CD with the playback side to the bottom** at the middle hole and at the outer edge.

– Hold magazine with arrow illustration upwards ⇒ fig. 100.

– Insert individually **CDs with the playback side to the bottom** into the magazine, until they lock in place with a locking noise. Pay attention to the CD-order on the right side of the magazine ⇒ fig. 100.

Caution

- The magazine can take up to six standard CDs (diameter 12 cm). Please do not use 8 cm “single CDs”!
- In order to avoid malfunctions of the changer, please never use a CD protective foil or stabilizer (obtainable on the market as CD-accessory). ■

Take CDs out of the magazine

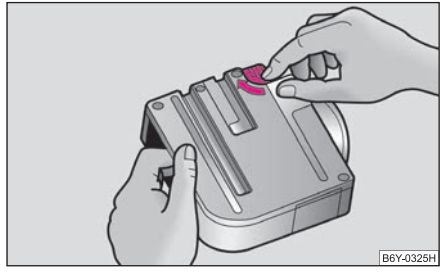

Fig. 101 Take out CDs

– Turn the release lever in direction of arrow ⇒ fig. 101.

– Slightly press out CDs through the opening on the reverse side of the magazine. **Please make sure that the CDs do not fall down!**

– Take CDs out of the magazine ■

Replay CD

On the radio display the following information can be displayed:

- **SHFL** (Shuffleplay).
- **CD1 ... CD6** - compartment of CD magazine.
- **NO CD** - no CD in the magazine.
- **TR01, TR02** etc. - title of the selected CD.

Note

For more details see Radio Owners Manual. ■

Fault displays

On the radio display the following fault displays can be displayed:

- **NO CD CHANGER** - CD-changer is not connected to the magazine.
- **NO CD MAGAZINE** - no magazine in the CD-changer.
- **NO CD** - the selected compartment in the magazine of the CD-changer is empty.
- **SURFACE** - in the selected compartment the CD with playback side is inserted upwards. ■

Tips for operating the CD-changer

Please pay attention to the following notes for operating the CD-changer.

- Only clean CDs without scratches and damages should be used, in order to guarantee a proper, high-quality CD-playback.
- Affix no labels to the CDs.
- Always store non-used CDs in the CD-storage from the Škoda genuine accessories provided for this as well as in the original folding box.
- Never expose CDs to direct sun rays.
- Use a soft, non-fluffy cloth to clean the CDs. Wipe the CD straight-lined from the middle to the outside. Strong dirt must be eliminated with usual CD-cleaner.
- Please never use liquids such as gasoline, paint thinner or disk cleaner, otherwise the surface of the CD could get damaged. ■

Precaution measures for laser equipment

Laser equipment is classified according to DIN IEC 76 (CO) 6/VDE 0837 in the safety categories 1 - 4.

The Škoda CD-changer corresponds to the safety category 1.

The laser used for equipment of category 1 is to such an extent energy-poor and/or shielded that there is no risk of danger when used in accordance with the regulation.

WARNING

Please always pay full attention to the traffic situation around you!

Note

Do not remove the equipment cover. The equipment does not contain any parts, which can be serviced by the user. ■

Warranty

The same guarantee conditions apply for our factory-fitted radio system as for new vehicles.

Note

A damage in the sense of the warranty must not be the result from improper handling of the system or from unprofessional repair attempts. In addition, no external damage must be present. ■

Technical data of car radio

Note

The loudspeakers in the vehicle are matched to a power output of 20 W. ■

Safety

Passive Safety

Basic information

Driving the safe way

Passive safety measures reduce the risk of injury in accident situations.

In this section you will find important information, tips and notes on the subject of passive safety in your vehicle. We have combined everything here which you should be familiar with, for example, regarding seat belts, airbags, child seats and safety of children. It is therefore important, in particular, to comply with the notes and warnings in this section for your own interest and in the interest of those travelling with you.

WARNING

- **This chapter contains important information on how to use the vehicle for the driver and his occupants. You will find further information on safety, which concerns you and those travelling with you, in the following chapters of this Owner's Manual.**
- **The complete on-board literature should always be in the vehicle. This applies in particular, if you rent out or sell the vehicle.** ■

Safety equipment

The safety equipment is part of the occupant protection and it can reduce the risk of injuries in accident situations.

"Do not put at risk" your safety and the safety of those travelling with you . In the event of an accident, the safety equipment can reduce the risk of injuries. The following list contains part of the safety equipment in your vehicle:

- Three-point seat belts for all the seats*,
- belt force limiter for front seats*,
- belt tensioner for front seats,
- seat belt height adjuster for front seats,
- front airbags*,
- Side airbags*,
- anchoring points for child seat using the "ISOFIX" system,
- head restraint adjustable for height,
- adjustable steering column.

The specified safety equipment works together, in order to optimally protect you and those travelling with you in accident situations. The safety equipment does not protect you or the people travelling with you, if you or your occupants adopt an incorrect seated position or the equipment is not correctly adjusted or used.

For this reason you will be provided with information on why this equipment is very important, how it protects you and the occupants, what should be observed when using the equipment and how you and the people travelling with you can make full use of the existing safety equipment. This Owner's Manual contains important warning notes, which you and those travelling with you should pay attention to in order to reduce a risk of injury.

Safety concerns everybody! ■

Before setting off

The driver is always fully responsible for his occupants and for the operating safety of the vehicle.

For your own safety and the safety of the people travelling with you, please pay attention to the following points before setting off.

- Ensure that the lighting and the turn signal system are functioning properly.
- Inspect the tyre inflation pressure.
- Ensure that all the windows offer a good visibility to the outside.
- Safely attach the items of luggage ⇒ page 58, “Loading the luggage compartment”.
- Ensure that no objects can obstruct the pedal.
- Adjust the mirror, the front seat and the head restraint to match your body size.
- Point out to your occupants that the head restraints must be adjusted to match their body size.
- Protect the children in suitable child seats with correctly fastened seat belts ⇒ page 117, “Transporting children safely”.
- Adopt the correct seated position. Also inform your occupants to adopt the correct seated position.
- Fasten the seat belt correctly. Also inform your occupants to properly fasten the seat belts ⇒ page 105, “How are seat belts correctly fastened?”. ■

What influences the driving safety?

The driving safety is primarily determined by the style of driving and the personal behaviour of all the occupants.

The driver is fully responsible for himself and his occupants. If your driving safety is effected, you place yourself and the oncoming traffic at risk. Please refer to the following guidelines.

- Do not get distracted from concentrating on the traffic situation, e.g. by your occupants or mobile phone calls.
- Never drive when your driving ability is impaired, e.g. through medication, alcohol, drugs.
- Keep to the traffic regulations and the permissible speed limit.
- Adjust the driving speed at all times to the road condition as well as to the traffic and weather conditions.
- Take regular breaks on long journeys - at the latest every two hours. ■

Correct seated position

Correct seated position for the driver

Correct seated position for the driver is important for safe and relaxed driving.

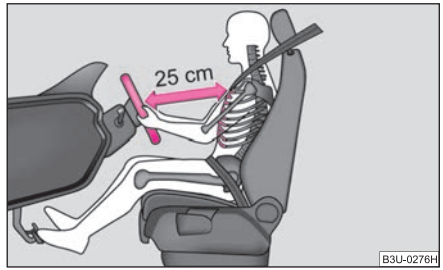

Fig. 102 The correct distance of the driver from the steering wheel

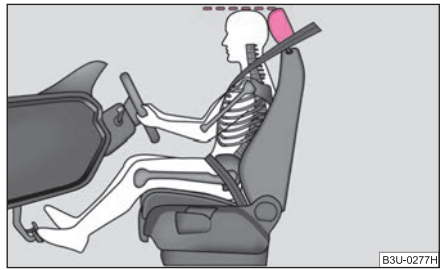

Fig. 103 The correct head restraint adjustment for the driver

For your own safety and to reduce the risk of injury in the event of an accident, we recommend the following setting.

- Adjust the steering wheel so that the distance between the steering wheel and your chest is at least 25 cm ⇒ fig. 102.
- Position the driver seat in the forward/back direction so that you are able to press the pedals with your legs at a slight angle .

- Adjust the backrest so that you are able to reach the highest point of the steering wheel with your arms at a slight angle.
- Adjust the head restraint so that the top edge of the head restraint is at the same level as the upper part of your head ⇒ page 100, fig. 103.
- Fasten the seat belt correctly ⇒ page 105, “How are seat belts correctly fastened?”.

Driver seat adjustment ⇒ page 53, “Adjusting the front seats”.

WARNING

- **The front seats and the head restraints must always be adjusted to match the body size of the seat occupant as well as the seat belts must always be correctly fastened in order to provide an optimal protection for you and your occupants.**
- **The driver must maintain a distance of at least 25 cm to the steering wheel ⇒ page 100, fig. 102. Not maintaining this minimum distance will mean that the airbag system will not be able to properly protect you – hazard!**
- **When driving, hold the steering wheel with both hands firmly on the outer edge in the 9 o'clock and 3 o'clock position. Never hold the steering wheel firmly in the 12 o'clock position or in another way (e.g. in the middle of the steering wheel or at the inner steering wheel edge). In such cases, injuries to the arms, the hands and the head can occur when the driver airbag is deployed.**
- **The backrests must not be angled too far back when driving otherwise this will affect proper operation of the seat belts and of the airbag system – risk of injury!**
- **Ensure that there are no objects in the footwell as any objects may get behind the pedals during a driving or braking manoeuvre. You would then no longer be able to operate the clutch, to brake or accelerate.** ■

Correct seated position for the front passenger

The front passenger must maintain a distance of at least 25 cm from the dash panel so that the airbag offers the greatest possible safety when an airbag is deployed.

For the safety of the front passenger and to reduce the risk of injury in the event of an accident, we recommend the following setting.

- Adjust the front passenger seat as far as possible to the rear.
- Adjust the head restraint so that the top edge of the head restraint is at the same level as the upper part of your head ⇒ page 100, fig. 103.
- Fasten the seat belt correctly ⇒ page 105, “How are seat belts correctly fastened?”.

In exceptional cases the front passenger airbag can be deactivated ⇒ page 114, “Deactivating an airbag”.

Adjusting the passenger seat ⇒ page 53, “Adjusting the front seats”.

WARNING

- **The front seats and the head restraints must always be adjusted to match the body size of the seat occupant as well as the seat belts must always be correctly fastened in order to provide an optimal protection for you and your occupants.**
- **The front passenger must maintain a distance of at least 25 cm to the dash panel. Not maintaining this minimum distance will mean that the airbag system will not be able to properly protect you – hazard!**
- **Always keep your feet in the footwell when the car is being driven – never place your feet on the instrument panel, out of the window or on the surfaces of the seats. You will be exposed to increased risk of injury if it becomes necessary to apply the brake or in the event of an accident. If an airbag is deployed, you may suffer fatal injuries when adopting an incorrect seated position!**
- **The backrests must not be angled too far back when driving otherwise this will affect proper operation of the seat belts and of the airbag system – risk of injury!** ■

Correct seated position for the occupants on the rear seats

Occupants on the rear seats must sit upright, keep the feet in the footwell and must have their seat belts correctly fastened.

To reduce the risk of injury in the event of a sudden braking manoeuvre or an accident, the occupants on the rear seats must observe the following.

- Adjust the head restraints so that the top edge of the head restraints are at the same level as the upper part of your head ⇒ page 100, fig. 103.
- Fasten the seat belt correctly ⇒ page 105, "How are seat belts correctly fastened?".
- If you are transporting ⇒ page 117, "Transporting children safely" children in the vehicle, please use a suitable child restraint system.

WARNING

- **The head restraints must always be adjusted to match the body size, in order to offer an optimal protection for you and your occupants.**
- **Always keep your feet in the footwell when the car is being driven – never put your feet out of the window or on the surfaces of the seats. You will be exposed to increased risk of injury if it becomes necessary to apply the brake or in the event of an accident. If an airbag is deployed, you may suffer fatal injuries when adopting an incorrect seated position!**
- **If the occupants on the rear seats are not sitting upright, the risk of injury is increased due to incorrect routing of the seat belt.** ■

Examples of an incorrect seated position

An incorrect seated position can lead to severe injuries or death for the occupants.

Seat belts offer their optimum protection only if the webbing of the seat belts is properly routed. Incorrect seated positions considerably reduce the protective functions of the seat belts and therefore increase the risk of injury due to an incorrect routing of the seat belt. The driver is fully responsible for himself and his occupants, in particular for the children. Do not permit an occupant to adopt an incorrect seated position when the car is moving.

The following list contains the examples of seated positions which are dangerous for the occupants. This list is not complete, however we would like you to get interested in this subject.

Therefore, while the car is moving never:

- stand up in the vehicle,
- stand up on the seats,
- kneel onto the seats,
- tilt the backrest fully to the back,
- lean against the dash panel,
- lie on the rear seats,
- only sit on the front area of the seat,
- sit to the side,
- lean out of the window,
- put the feet out of the window,
- put the feet on the dash panel,
- put the feet on the seat upholstery,
- occupy the footwell,
- have the seat belt not fastened,
- occupy the luggage compartment.

WARNING

- **If the occupant adopts an incorrect seated position, he is exposed to life-threatening injuries, in case he is hit by a deployed airbag.**
- **Before setting off, please adopt the correct seated position and do not change this seated position while the car is moving. Also advise your occupants to adopt the correct seated position and not to change this seated position while the car is moving.** ■

Seat belts

Why seat belts?

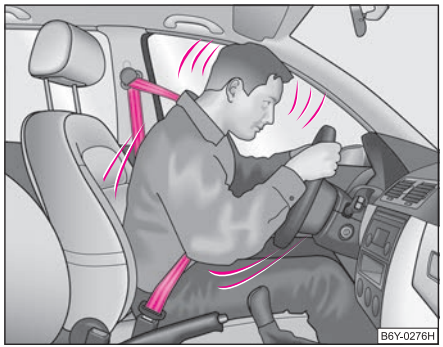

Fig. 104 Driver wearing seat belt

It is a proven fact that seat belts offer good protection in accidents ⇒ fig. 104. Thus wearing a seat belt is a legal requirement in most countries.

Seat belts which have been correctly fastened and adjusted hold the occupants of the car in the correct seated position ⇒ fig. 104. The belts reduce the kinetic energy (energy of motion) to a considerable extent. They also prevent uncontrolled movements which, in turn, may well result in severe injuries.

The occupants of a vehicle who have fastened and correctly adjusted their seat belt, profit to a major extent from the fact that the kinetic energy is optimally absorbed by the belts. The structure of the front end of the vehicle and other passive safety measures, such as the airbag system, also contribute to reducing the kinetic energy. The energy produced is thus absorbed and there is less risk of injury.

Accident statistics prove that seat belts which are fastened and properly adjusted reduce the risk of an injury and enhance the chance of survival in a major accident ⇒ page 104.

It is important that you pay attention to safety measures, particularly when transporting children in the vehicle ⇒ page 117, “Transporting children safely”.

WARNING

- **Fasten your seat belt each time before setting off, also when driving in town! This also applies to the people seated at the rear – risk of injury!**
- **Expectant women must also always wear a seat belt. This is the only way of ensuring optimal protection for the unborn child ⇒ page 105, “Fastening three-point seat belts”.**
- **It is important for the belt webbing to be properly routed if the seat belts are to offer the maximum protection. You can see a description of how safety belts should be fitted properly on the next pages.**

Note

Please comply with any differing legal requirements when using the seat belts. ■

The physical principle of a frontal collision

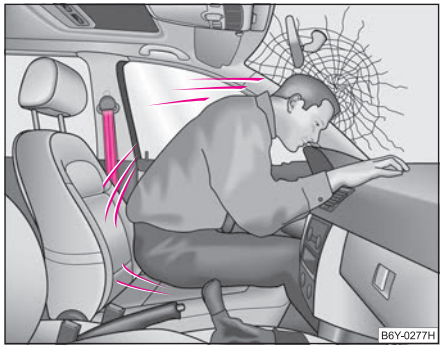

Fig. 105 The driver is thrown forward if not wearing a belt

Fig. 106 The rear seat occupant is thrown forward if not wearing a belt

The physical principle of a frontal accident can be explained quite simply:

Motion energy, so-called kinetic energy, is produced as soon as the vehicle is moving, both for the vehicle and its occupants. The magnitude of this kinetic energy depends essentially on the speed at which the vehicle is travelling and on the weight of the vehicle and the occupants. The greater the speed and weight increase, the greater the amount of energy which has to be absorbed in the event of an accident.

The speed of the vehicle is, nevertheless, the most important factor. Doubling the speed of the vehicle from 25 km/h up to 50 km/hour increases the kinetic energy four times.

The common opinion that it is possible to support your body in a minor accident with your hands, is incorrect. Even in a collision at only a low speed, the forces acting on the body are such that it is no longer possible to support your body.

Even if you only drive at a speed within the range from 30 km/hour to 50 km/hour, the forces which are produced on your body in the event of an accident can easily exceed 10.000 N (Newton). This equals a weight of one tonne (1 000 kg).

In the event of a frontal collision, occupants of the car not wearing a seat belt, are thrown forward and strike in an uncontrolled way parts of the interior of the car, such as steering wheel, dash panel, windscreen,⇒ fig. 105. The occupants of a vehicle who have not fastened their seat belts may even be thrown out of the vehicle. This can result in fatal injuries.

It is also important that rear seat occupants fasten their seat belts as they will otherwise be thrown through the vehicle in an uncontrolled manner in the event of an accident A rear seat passenger who has not fastened the seat belt is a danger not only to himself but also for those seated at the front ⇒ fig. 106. ■

Important safety information regarding the use of seat belts

The correct use of the seat belts considerably reduces the risk of injury!

WARNING

- **The belt webbing must not be jammed in-between at any point or twisted, or chafe against any sharp edges.**
- **It is important that the belt webbing is properly routed if the seat belts are to offer their maximum protection ⇒ page 105, "How are seat belts correctly fastened?".**

WARNING (continued)

- No two persons (also not children) should ever use a single seat belt together.
- The maximum protection which seat belts can offer is only achieved if you are correctly seated ⇒ page 100, “Correct seated position”.
- The belt webbing must not run across solid or fragile objects (e.g. spectacles, ball-point pens, keys etc.) as this may be a cause of injuries.
- Bulky, loose clothing (e.g. a winter coat over a jacket) does not allow you to be correctly seated and impairs proper operation of the seat belts.
- It is prohibited to use clamps or other objects to adjust seat belts (e.g. for shortening the belts for smaller persons).
- The lock tongue should only be inserted into the lock which is the correct one for your seat. Wrong use of the safety belt will reduce its capacity to protect and the risk of injury increases.
- The backrests of the front seats must not be tilted too far to the rear otherwise the seatbelts can lose their effectiveness.
- The belt webbing must always be kept clean. Soiled belt webbing may impair proper operation of the inertia reel ⇒ page 147, “Seat belts”.
- The slot of the belt tongue must not be blocked by paper or similar objects otherwise the belt tongue will not lock in place properly.
- Inspect the seat belts regularly to ensure they are in good condition. If you find seat belts which have damage to the seat belt webbing, seat belt connections, to the inertia reels or to the lock, the relevant safety belt must be replaced by a specialist garage.
- The seat belts must not be removed or changed in any way. Do not make an attempt to repair the seat belts yourself.
- Damaged seat belts which have been subjected to stress in an accident and were therefore stretched, must be replaced – this is best done by a specialist garage. The anchorage points of the belts must also be inspected. The anchorage points for the belts should also be checked.
- In certain countries it is possible to use seat belts which differ in terms of their operation from the seat belts which are described on the pages which follow. ■

How are seat belts correctly fastened?

Fastening three-point seat belts

Fasten your seat belt before starting!

Fig. 107 Routing of webbing over the shoulders and the lap belt

Fig. 108 Routing of belt webbing for an expectant mother

– Correctly adjust the front seat and the head restraint before fastening your seat belt ⇒ page 100, “Correct seated position”.

– Slowly pull the belt webbing at the tongue of the lock over your chest and pelvis ⇒ ⚠.

– Insert the tongue of the lock into the seat belt buckle belonging to the seat until it is heard to lock in place.

– Pull on the belt to check that it has also reliably engaged in the lock.

Each three-point seat belt is equipped with an inertia reel. This inertia reel offers you complete freedom of movement if the belt is unreeled slowly. If the brakes are applied suddenly, the inertia reel will block. It also blocks the belts when the car accelerates, when driving downhill and when cornering.

Expectant mothers must also wear the seat belt ⇒ ⚠.

⚠ WARNING

- **The shoulder part of the seat belt must never run across your neck but must run approximately over the middle of the shoulder and fit snugly against the chest. The lap part of the belt must run across the hip and must never be routed across the stomach. It must always fit snugly ⇒ page 105, fig. 107. Adjust the belt webbing as required.**
- **The lap part of the belt should be positioned as low as possible at the pelvis of an expectant mother in order to avoid exerting any pressure on the lower abdomen.**
- **Always ensure that the webbing of the seat belts is properly routed. Seat belts which are not correctly adjusted can themselves cause injuries even in minor accidents.**
- **A seat belt which is hanging too loose can result in injuries as your body is moved forward by the kinetic energy produced in an accident and is then suddenly held firm by the belt.**
- **Only insert the lock tongue into the lock which is the correct one for your seat. This will affect the protection which the belt offers and increase the risk of an injury.** ■

Seat belt height adjuster

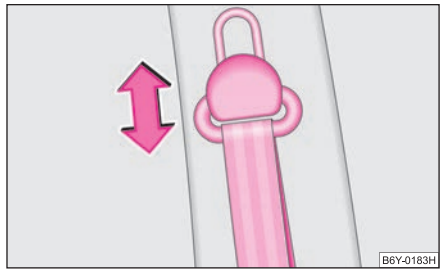

Fig. 109 Front seat: Seat belt height adjuster

The seat belt height adjuster makes it possible for you to adapt the routing of the three-point seat belt in the area of the shoulder to match your body size.

– To adjust the belt height press the height adjuster and move it up or down ⇒ fig. 109.

– Then pull firmly on the belt to ensure that the seat belt height adjuster has correctly locked in place.

⚠ WARNING

Adjust the height of the belt in such a way that the shoulder part of the belt is positioned approximately across the middle of your shoulder – on no account across your neck.

Note

It is also possible to adapt the routing of the belt webbing on the front seats by adjusting the height of the seat*. ■

Taking seat belts off

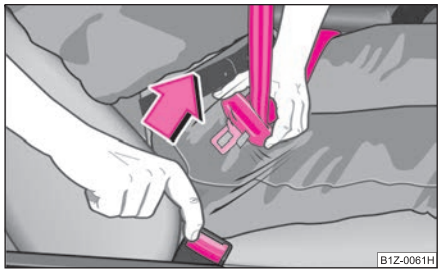

Fig. 110 Releasing lock tongue from belt lock

– Press the red button in the belt lock ⇒ fig. 110. The spring force causes the tongue of the lock to jump out.
– Guide the belt back with your hand to enable the inertia reel to wind up the belt webbing more easily.

A plastic knob in the belt webbing holds the belt tongue in a position which is easy to get hold of. ■

The pelvic belt

The middle rear seat is fitted with a two-point pelvic belt.

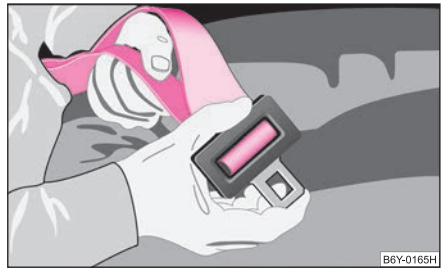

Fig. 111 Extending the pelvic belt

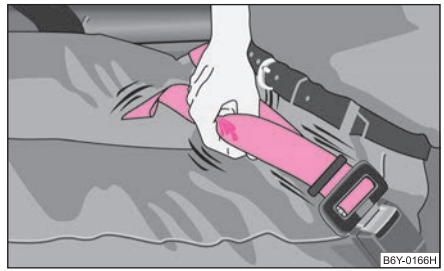

Fig. 112 Shortening the pelvic belt

The lock part of the two-point pelvic belt is operated in the same way as for a three-point safety belt.

Extending the pelvic belt

– Hold the lock tongue at right angles to the belt webbing and pull through the desired amount of belt webbing ⇒ fig. 111.

Shortening the pelvic belt

– Pull on the free end of the belt ⇒ fig. 112.

– Slide the excess belt length through the plastic slider.

A classic three-point safety belt is used on some vehicles instead of a pelvic belt ⇒ page 108.

WARNING

- **The pelvic belt must always sit firmly across the pelvis; tighten the belt webbing if necessary.**
- **An unused pelvic belt should be stowed away together with the lock for safety reasons.**

Note

The vehicles of the group N1 are not equipped with the third seat belt on the rear seats. The vehicle is only approved for four persons! ■

Three-point safety belt for the middle rear seat*

It is used in the same way as the normal three-point seat belts on the left and right (at front and rear). The three-point seat belt for the rear middle seat must be put on first to allow the pelvic part of the belt to run between the belt lock for the right three-point seat belt and the backrest, while avoiding crossing the belt webbing of the right and middle seat belts.

WARNING

The three-point safety belt for the rear middle seat can only fulfil its function reliably when the backrests are correctly locked into position ⇒ page 56.

Note

The vehicles of the group N1 are not equipped with the third seat belt on the rear seats. The vehicle is only approved for four persons! ■

Belt tensioner

Safety for the driver and front passenger **wearing their seat belts** is enhanced by the belt tensioners fitted to the inertia reels of the front three-point seat belts.

The fastened three-point seat belts are automatically tensioned in the event of a frontal collision of a certain severity. On vehicles fitted with side airbags, a seat belt which is not fastened is also tensioned.

The belt tensioner is deployed in the event of a frontal collision of major severity. A powder charge is ignited in the inertia reels during deployment. The belt webbing is pulled into the inertia reels by a mechanical system and the belt is tensioned.

Belt tensioners are not activated in the event of minor frontal collisions, side and rear-end collisions, in the case of a rollover and also not in accidents in which no major forces are produced from the front.

WARNING

- **Any work on the belt tightener system, including removal and installation of system components because of other repair work, must only be carried out by a specialist garage.**
- **The protective function of the system is only adequate for a single accident. If the belt tensioners have been deployed, it is then necessary to replace the entire system.**
- **The Owner's Manual must also be handed over to the new owner if the vehicle is sold.**

Note

- Smoke is generated when the belt tensioners are deployed. This is not an indication of a fire in the vehicle.
- It is essential to pay attention to relevant safety regulations if the vehicle or individual parts of the system are scrapped. Škoda Service Partners are familiar with these regulations and will be able to provide you with detailed information in this respect.
- When disposing of vehicle or parts of the system, it is important to comply with the national legal requirements. ■

Airbag system

Description of the airbag system

General information on the airbag system

The front airbag system is complementary to the three-point seat belts and offers additional protection for the head and chest area of the driver and passenger in the event of a frontal collision.

In the event of a side collision, the side airbags reduce the risk of injury to the occupants to the part of their body facing the side of the accident.

The airbag system is only functional after the ignition has been switched on.

The operational readiness of the airbag system is monitored electronically. The airbag warning light comes on for a few seconds each time the ignition is switched on.

The airbag system (according to vehicle equipment) essentially consists of:

- an electronic control unit,
- the front airbags for the driver and front passenger ⇒ page 111,
- the side airbags ⇒ page 113,
- an airbag warning light in the instrument cluster ⇒ page 27,
- a front passenger airbag switch* ⇒ page 115,
- an indicator light for a switched off front seat passenger airbag* in the middle of the dash panel ⇒ page 115.

A fault in the airbag system exists if:

- the airbag indicator light does not light up when the ignition is switched on,
- the airbag indicator light does not go out after about 3 seconds after the ignition is switched on,
- the airbag indicator light goes out and comes on again after the ignition is switched on,
- the airbag indicator light comes on or flickers when driving,
- an airbag indicator light showing a switched-off front passenger airbag* in the middle of the dash panel flashes.

WARNING

- **To enable the occupants of a car to be protected with the greatest possible effect when the airbag is deployed, the front seats must be ⇒ page 100, “Correct seated position” correctly adjusted to match the body size of the occupant.**
- **If you do not fasten the seat belts when driving, lean too far forward or adopt an incorrect seated position, you are exposing yourself to increased risk of injury in the event of an accident.**
- **Have the airbag system checked immediately by a specialist garage if a fault exists. Otherwise, there is a risk of the airbag not being activated in the event of an accident.**
- **No modifications of any kind may be made to parts of the airbag system.**
- **It is prohibited to manipulate individual parts of the airbag system as this might result in the airbag being deployed.**
- **The protective function of the airbag system is sufficient for only one accident. The airbag system must then be replaced if the airbag has been deployed.**
- **The airbag system needs no maintenance during its working life.**
- **If you sell your car, please hand over the complete vehicle documentation to the new owener. Please note that the documents relating to the possibility of deactivating the front passenger airbag are also part of the vehicle documents!**
- **If the vehicle or individual parts of the airbag system are scrapped, it is essential to observe the relevant safety precautions. Škoda Service Partners are familiar with these regulations.**
- **When disposing of vehicle or parts of the airbag system, it is important to comply with the national legal requirements.** ■

When are the airbags deployed?

The airbag system is designed in such a way that the driver and the front passenger airbag* are deployed in the event of a **frontal collision of major severity**.

In the case of a **violent side crash** the side airbags* on the front seat of the vehicle on the side on which the collision occurs are deployed.

It is also possible under certain special accident situations that the front as well as the side airbags are deployed.

The airbags **are not deployed** in the case of **minor** frontal and side collisions, in the case of rear-end collisions and vehicle rollover.

Deployment factors

It is not possible to state globally which deployment conditions apply to the airbag system in every situation as the circumstances which exist in the case of accidents vary greatly. An important role in this case, for example, is played by factors such as the type of object against which the vehicle impacts (hard, soft), the angle of impact, the vehicle speed etc.

A decisive factor for the deployment of the airbags is the deceleration which occurs during a collision. The control unit analyses the nature of the collision and activates the relevant restraint system. If the vehicle deceleration which occurs and is measured during the collision remains below the prescribed reference values specified in the control unit, the airbags are not deployed although the vehicle may well suffer severe damage to the bodywork as a consequence of the accident.

The airbags are not deployed if:

- ignition off,
- a minor frontal collision,
- a minor side collision,
- a rear-end collision,
- rollover.

Note

- A grey white, non harmful gas is released when airbag is inflated. This is perfectly normal and is not an indication of a fire in the vehicle.
- The dash panel must be replaced after the front passenger airbag has been deployed.
- In the event of an accident in which the airbags are deployed:
  - The interior lighting comes on (if the switch for the interior light is in the door contact position),
  - The hazard warning light is switched on,
  - All the doors are unlocked. ■

Front airbag

Description

The airbag system is not a substitute for the seat belt!

Fig. 113 Driver airbag in the steering wheel

Fig. 114 Front passenger airbag in the dash panel

Vehicles with an airbag system for the driver and front passenger* are recognisable by the lettering "AIRBAG" on the padded centre of the steering wheel ⇒ fig. 113 and on the right hand side of the dash panel ⇒ fig. 114.

The front airbag system, in combination with three-point safety belts, offers additional protection for the head and chest area of the driver and front passenger in the event of a frontal collision of major severity ⇒ ⚠ in "Important safety information regarding the front airbag system" on page 112.

The airbag is not a substitute for the seat belt, but is part of the complete passive vehicle safety concept. **Please note that an airbag can only offer you optimal protection in combination with a seat belt which is fastened**.

Apart from their normal protective function, a further task of the **seat belts** is to also hold the driver and front passenger in a correct seated position in the event of a frontal collision so as to enable the front airbags to offer the maximum protection.

You should therefore always fasten the seat belts, not only because this is required by law, but also for safety reasons and for your own protection ⇒ page 103, "Why seat belts?".

Note

The dash panel must be replaced after the front passenger airbag has been deployed. ■

Function of the front airbags

Risk of injury to the head and chest area is reduced by fully inflated airbags.

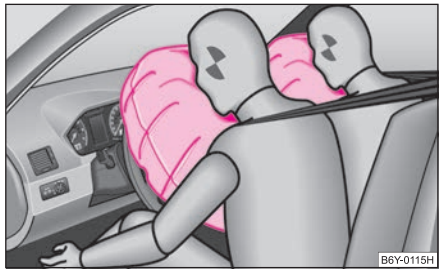

Fig. 115 Inflated airbags

The airbag system is designed in such a way that the driver and front passenger airbag* are deployed in the event of a frontal collision of major severity.

It is also possible under certain special accident situations that the front as well as the side airbags are deployed.

If the airbags are deployed, the airbags are filled with a propellant gas and inflated in front of the driver and front passenger ⇒ page 111, fig. 115. The airbags inflate in fractions of a second and at a high speed in order to be able to offer that additional protection in the event of an accident. The forward movement of the driver and of the front passenger is cushioned when they make contact with the fully inflated airbag and the risk of injury to head and chest is thus reduced.

The specially developed airbag allows the gas to flow out of the inflated airbag in a controlled manner (depending on the load of the particular car occupant) in order to cushion head and chest areas. The airbag then deflates subsequently to such an extent, after an accident, to again provide a clear view forward.

A grey white, non harmful gas is released when airbag is inflated. This is perfectly normal and is not an indication of a fire in the vehicle.

The airbag develops enormous forces when triggered, which can lead to injuries if the sitting position or seated position is not correct ⇒ ⚠ in "Important safety information regarding the front airbag system" on page 112. ■

Important safety information regarding the front airbag system

Correct use of the airbag system considerably reduces the risk of injury!

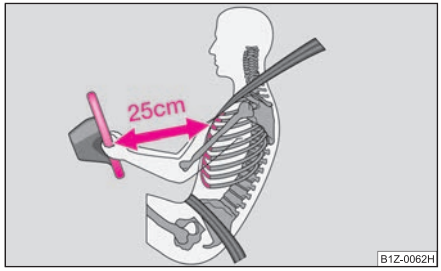

Fig. 116 Safe distance to steering wheel

⚠ WARNING

- **Never transport children on the front seat of a vehicle without using a proper restraint system. If airbags are deployed in the event of an accident, the child might suffer severe or even fatal injuries!**
- **For the driver and front passenger it is important to maintain a distance of at least 25 cm from the steering wheel or dash panel ⇒ fig. 116. Not maintaining this minimum distance will mean that the airbag system will not be able to properly protect you – hazard! The front seats and the head restraints must always also be correctly adjusted to match the body size of the occupant.**
- **It is essential to always switch off ⇒ page 114, "Deactivating an airbag" the front passenger airbag when attaching a child safety seat on the front passenger seat where the child is seated with its back facing in direction of travel (in some countries also when the child is facing the direction of travel). If this is not done, there is a risk of the child suffering severe or even fatal injuries if the front passenger airbag is deployed. In certain countries national legal provisions also require that the side passenger airbags be deactivated. When transporting a child on the front passenger seat, please comply with the appropriate national regulations regarding the use of child safety seats.**
- **There must not by any further persons, animals or objects positioned between the front seated occupants and the deployment area of the airbag.**
- **The steering wheel and the surface of the airbag module in the dash panel on the passenger side must not be stuck onto, covered or modified in any other way. These parts should only be cleaned with a dry cloth or a cloth moistened with water. No objects such as cup holders, mobile phone mounts, etc. may be attached to the covers of the airbag modules or be located within the immediate area.**
- **No modifications of any kind may be made to parts of the airbag system. Any work on the airbag system including installing and removing system components because of other repair work (e.g. removing the steering wheel) must only be carried out by a specialist garage.**
- **Never carry out changes on the front bumper or on the body.**

WARNING (continued)

- **Never place any objects on the surface of the front passenger airbag in the dash panel.** ■

Side airbags*

Description of side airbags

The side airbag increases protection of the passenger concerned in the case of a side impact.

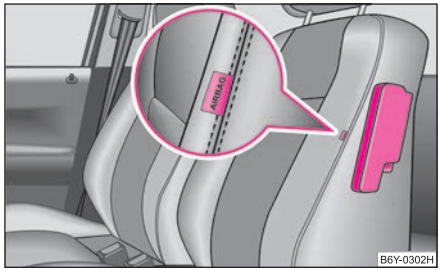

Fig. 117 Driver seat: Installation position of airbag

The side airbags are housed in the upholstery of the backrests of the front seats and are marked ⇒ fig. 117 with the lettering "AIRBAG" on the middle part.

The side airbag system in combination with the three-point seat belts, offers additional protection for the upper area of the body (chest, stomach and pelvis) in the event of severe side collisions ⇒ ⚠ in "Important safety information on the side airbag" on page 114.

Apart from their normal protective function, a further task of the **seat belts** is to also hold the driver and front passenger in a correct seated position in the event of a side collision so as to enable the side airbags to offer the maximum protection.

You should therefore always fasten the seat belts, not only because this is required by law, but also for safety reasons and for your own protection ⇒ page 103, "Why seat belts?". ■

Function of the side airbags

Risk of injury to the upper part of the body is reduced by fully inflated side airbags.

Fig. 118 Side airbags deployed

In the case of a **violent side crash** the side airbag on the front seat on the side on which the collision occurs is deployed ⇒ fig. 118.

It is also possible under certain special accident situations that the front as well as the side airbags are deployed.

If an airbag is deployed, the airbag is filled with propellant gas. The airbags inflate in fractions of a second and at a high speed in order to be able to offer that additional protection in the event of an accident.

A grey white, non harmful gas is released when airbag is inflated. This is perfectly normal and is not an indication of a fire in the vehicle.

The load of the occupants is cushioned when plunging into the fully inflated airbag and the risk of injury to the entire upper body (chest, stomach and pelvis) is reduced on the side facing the door. ■

Important safety information on the side airbag

Correct use of the airbag system considerably reduces the risk of injury!

WARNING

- **It is essential to always switch off ⇒ page 114, "Deactivating an airbag" the front passenger airbag when attaching a child safety seat on the front passenger seat where the child is seated with its back facing in direction of travel (in some countries also when the child is facing the direction of travel). If this is not done, there is a risk of the child suffering severe or even fatal injuries if the front passenger airbag is deployed. In certain countries national legal provisions also require that the side passenger airbags be deactivated. When transporting a child on the front passenger seat, please comply with the appropriate national regulations regarding the use of child safety seats.**
- **Your head should never be positioned in the deployment area of the side airbag. You might suffer severe injuries in the event of an accident. This applies in particular to children who are transported without using a suitable child safety seat ⇒ page 119, "Child safety and side airbag*".**
- **If children adopt an incorrect seated position when travelling, they may be exposed to an increased risk of injury in the event of an accident. This can result in serious injuries ⇒ page 117, "What you should know about transporting children!".**
- **There must not be any further persons, animals as well as objects positioned between the occupants and the deployment area of the airbag. There must also be no accessories such as cup holders, attached to the doors to enable the side airbags to activate properly.**
- **Only hang light items of clothing on the clothes hooks to the vehicle. Never leave any heavy or sharp-edged objects in the pockets of the items of clothing.**
- **Ensure that there are no excessive forces, such as violent knocks, kicks etc., impact on the backrests of the seats otherwise the system may be damaged. The side airbags would not be deployed in such a case!**

WARNING (continued)

- **Any seat or protective covers which you fit to the driver or front passenger seats must only be of the type expressly authorized by Škoda Auto. In view of the fact that the airbag inflates out of the backrest of the seat, use of non-approved seat or protective covers would considerably impair the protective function of the side airbag.**
- **Any damage to the original seat covers in the area of the side airbag module must be repaired without delay by your specialist garage.**
- **The airbag modules in the front seats must not display any damage, cracks or deep scratches. It is not permissible to use force in order to open the modules.**
- **Any work on the side airbag system including removing and installing system components because of other repair work (e.g. removing seats) must only be carried out by a specialist garage.** ■

Deactivating an airbag

Deactivating airbags

If any airbags have been deactivated, switch them on again as soon as possible so that they are able to again provide their proper protection.

There is the technical means installed within your vehicle to switch off the front passenger airbag or side airbag (take out of commission).

This is why you should have the deactivation of the airbags carried out by a specialist garage.

On vehicles equipped with the switch for deactivation of the airbags, you can deactivate the front passenger airbag or passenger side airbag by means of this switch ⇒ page 115.

Deactivation of airbags is envisaged only for particular instances, such as if:

- you must **in exceptional cases** use a child seat on the front passenger seat where the child has its back to the direction of travel of the vehicle (in some coun- ▶

tries this must be in the direction of travel due to other legal regulations applying) ⇒ page 117, “Important safety information regarding the use of child safety seats”

- you are not able to maintain the distance of at least 25 cm between middle of steering wheel and chest, despite the driver seat being correctly adjusted,
- special attachments are required in the area of the steering wheel because of a physical disability,
- you have installed other seats (e.g. orthopaedic seats without side airbags).

Monitoring the airbag system

The functionality of the airbag system is also monitored electronically, when one airbag has been switched off

If the airbag was switched off using diagnostic equipment:

- The airbag indicator light in the instrument cluster lights up for about 3 seconds after switching on the ignition and then flashes after that for about 12 seconds.

Front passenger airbags switched off using the switch for front passenger airbags* in stowage compartment on the front passenger side:

- The airbag warning light comes on in the instrument cluster for about 3 seconds each time the ignition is switched on.
- Switching off airbags is indicated in the middle of the dash panel by the lighting up of the indicator light **AIRBAG OFF** ⇒ fig. 120.

Note

Your Škoda Service Partner will be able to advise you whether national legislation in your country allows airbags in your vehicle to be deactivated, and which ones. ■

Switch for the front seat passenger airbag(s)*

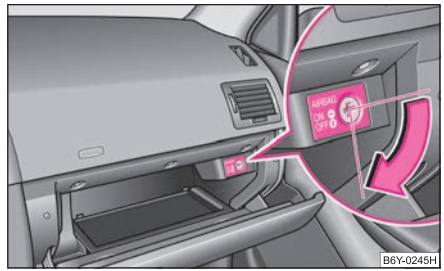

Fig. 119 Storage compartment: Switch for the front seat passenger airbags

Fig. 120 Indicator light for a switched off front seat passenger airbag

The front passenger front as well as side airbag (if the vehicle is fitted with side airbags) are switched off using the switch.

Deactivating an airbag

– Switch off the ignition.

– Turn the slot of the airbag switch using the ignition key in the direction of the arrow to the position **OFF** ⇒ fig. 119. The slot of the airbag switch must be located in the vertical position.

– Check whether the airbag indicator light **AIRBAG OFF** in the middle of the dash panel lights up ⇒ page 115, fig. 120 when the ignition is turned on.

Switching on an airbag

– Switch off the ignition.

– Turn the slot of the airbag switch using the ignition key in the direction of the arrow to the position **ON** ⇒ page 115, fig. 119. The slot of the airbag switch must be located in the horizontal position.

– Check whether the airbag indicator light **AIRBAG OFF** in the middle of the dash panel lights up ⇒ page 115, fig. 120 when the ignition is turned on.

The airbags should only be switched off under exceptional circumstances ⇒ page 114.

Indicator light AIRBAG OFF (airbag switched off)

The airbag indicator light is located in the middle of the dash panel ⇒ page 115, fig. 120.

If the front passenger airbag is **switched on**, the airbag warning light comes on for a few seconds each time the ignition is switched on.

In cases where the front passenger front airbag or side airbag is **switched off** the airbag indicator light comes on for a few seconds after switching on the ignition, goes out for about a second and then comes on again.

There is a system fault present in the airbag switch off ⇒ ⚠ if the indicator light flashes.

⚠ WARNING

- **The driver is responsible for whether the airbags are switched on or switched off.**
- **Only switch off the airbag when the ignition is switched off! Otherwise a fault can occur in the system for the airbag deactivation.**

⚠ WARNING (continued)

- **If the warning light AIRBAG OFF (airbag switched off) flashes:**
  - **Front passenger airbag is not deployed in the event of an accident!**
  - **It is also important to have the system inspected without delay by a specialist garage.** ■

Transporting children safely

What you should know about transporting children!

An introduction to the subject

Accident statistics have revealed that children are generally more safely transported on the rear seats than on the front passenger seat.

Children younger than 12 years of age should normally travel on the rear seat of the vehicle (take note of any national legal provisions which differ from this). They should be secured there by means of a child restraint system or by using the existing seat belts depending on their age, body size and weight. The child seat should be mounted behind the front passenger seat for safety reasons.

The physical principle of an accident does, of course, also apply to children ⇒ page 104, "The physical principle of a frontal collision". They differ from adults in that their muscles and bone structure of children are not yet fully developed. Thus children are exposed to increased risk of injury.

Children should be transported by using special child safety seats in order to reduce this risk of injury.

Only use child safety seats which are officially approved, suitable for children and which comply with the ECE-R 44 standard, which classifies child safety seats into 5 groups ⇒ page 120, "Classification of child seats into groups". Child restraint systems which have been tested for conformity with ECE-R 44 have a non-detachable test seal (a large E within a circle and below this the test number) attached to the seat.

We recommend that you use child safety seats from the Škoda genuine accessories. These child seats were developed and also tested for use in Škoda vehicles. They fulfil the standard ECE-R 44.

WARNING

Always comply with national legal provisions and instructions from the relevant child safety seat manufacturer when installing and using a child seat ⇒ ⚠ in "Important safety information regarding the use of child safety seats".

Note

Any national legal provisions which vary from the information contained in this Owner's Manual take precedence over the information contained herein. ■

Important safety information regarding the use of child safety seats

Correct use of child safety seats considerably reduces the risk of injury!

WARNING

- **All the occupants of the car – in particular children – must wear a seat belt when the car is moving!**
- **Children less than 1.50 m in height or younger than 12 years must not use a normal seat belt without a child restraint system otherwise this may result in injuries to the stomach and neck areas. Comply with the national legal requirements.**
- **One should never carry children, and also not babies! – on one's lap.**
- **You can transport a child safely in a suitable child safety seat ⇒ page 120, "Child seat"!**
- **Only one child may be fastened with a seat belt into a child safety seat.**
- **Never leave the child sitting unattended in the seat.**

WARNING (continued)

- **Certain outside climatic conditions can cause life-threatening temperatures in the vehicle.**
- **Never allow your child to be transported in a vehicle without the use of a suitable restraint system.**
- **Children should also never stand up in a vehicle or kneel on the seats when the vehicle is moving. In the event of an accident the child will be thrown through the vehicle and may as a result suffer fatal injuries, and also injure other occupants.**
- **Children are exposed to an increased risk of injury in the event of an accident if they lean forward or adopt an incorrect seated position when the vehicle is moving. This particularly applies to children who are transported on the front passenger seat if the airbag system deploys in the event of an accident. This can result in severe or even fatal injuries.**
- **It is important that the belt webbing is properly routed if the seat belts are to offer their maximum protection ⇒ page 105, "How are seat belts correctly fastened?". Pay particular attention to the information provided by the manufacturer of the child safety seat regarding correct routing of the belt. Seat belts which are not correctly adjusted can themselves cause injuries even in minor accidents.**
- **Safety belts must be checked to ensure that they are running properly. One should also ensure that the belt is not damaged by sharp-edged fittings.**
- **It is essential to always switch off ⇒ page 114 the front passenger airbag when attaching a child safety seat on the front passenger seat where the child is seated with its back facing in direction of travel (in some countries also when the child is facing the direction of travel). If this is not done, there is a risk of the child suffering severe or even fatal injuries if the front passenger airbag is deployed. In certain countries national legal provisions also require that the side passenger airbags be deactivated. When transporting a child on the front passenger seat, please comply with the appropriate national regulations regarding the use of child safety seats.** ■

Use of child safety seats on the front passenger seat

Child safety seats should always be attached to the rear seats.

Fig. 121 Sticker on the centre column of the body on the front passenger side.

We recommend, for safety reasons, that you always mount a child restraint systems on the rear seats whenever possible. If you still decide, however, to use a child safety seat on the front passenger seat then you must pay attention to the following warnings in connection with the use of the airbag system on the front passenger seat.

WARNING

- **Warning - particular hazard! Never use a child safety seat on the front passenger seat in which the child is seated with its back facing the direction of travel. This child safety seat is positioned in the deployment area of the front passenger airbag. The airbag may cause the child severe, or even fatal injuries, in the event of it being deployed.**
- **This is also clearly stated on the sticker which is located on the centre column of the body on the front passenger side ⇒ fig. 121. The sticker is visible upon opening the front passenger door. The next warning sticker is located on the windscreen near the front passenger seat.**

WARNING (continued)

- **It is essential to always switch off ⇒ page 114, "Deactivating an airbag" the front passenger airbag when attaching a child safety seat on the front passenger seat where the child is seated with its back facing in direction of travel (in some countries also when the child is facing the direction of travel). If this is not done, there is a risk of the child suffering severe or even fatal injuries if the front passenger airbag is deployed. In certain countries national legal provisions also require that the side passenger airbags be deactivated. When transporting a child on the front passenger seat, please comply with the appropriate national regulations regarding the use of child safety seats.**
- **If the front passenger airbag has been switched off by a specialist garage using the vehicle system tester, the side passenger airbag* remains switched on. The national legal provisions in certain countries require that both the front and side airbags be deactivated. Please comply with any differing national legal regulations regarding the use of child safety seats.**
- **If a child safety seat in which the child faces in the direction of travel is used on the front passenger seat, the front passenger seat must be moved back fully.**
- **As soon as you no longer use the child safety seat on the front passenger seat, you should again have the front or the side passenger airbag activated.** ■

Child safety and side airbag*

Children must never be seated in the deployment area of side airbags.

Fig. 122 Seated position of an unprotected child at risk from side airbag

Fig. 123 Child properly protected by safety seat

Side airbags* offer the vehicle occupants enhanced protection in the event of a collision from the side.

The side airbags are inflated in fractions of a second in order to be able to provide this protection ⇒ page 113, "Function of the side airbags".

An airbag inflating develops such a strong force that an occupant who has not adopted a correct seated position may suffer injuries. Also exposed objects which are located within the area of the side airbag can cause injuries.

This applies particularly to children if they are not transported in accordance with legal requirements.

The child is protected when seated in a child safety seat matching its age. Adequate room is available between the child and the deployment area of the side airbag and head airbag. The airbag offers optimal protection.

WARNING

- **It is essential to always switch off ⇒ page 114 the front passenger airbag when attaching a child safety seat on the front passenger seat where the child is seated with its back facing in direction of travel (in some countries also when the child is facing the direction of travel). If this is not done, there is a risk of the child suffering severe or even fatal injuries if the front passenger airbag is deployed. In certain countries national legal provisions also require that the side passenger airbags be deactivated. When transporting a child on the front passenger seat, please comply with the appropriate national regulations regarding the use of child safety seats.**
- **When transporting a child on the front passenger seat, please comply with the appropriate national regulations regarding the use of child safety seats.**
- **Children must never be seated with their head in the deployment area of the side airbag – risk of injury!**
- **Do not place any objects within the deployment area of the side airbag – risk of injury!** ■

Child seat

Classification of child seats into groups

Only child safety seats which have an official approval and are suitable for the child, may be used.

ECE-R 44 standard applies to child safety seats. ECE-R means: Economic Commission of Europe – Regulation.

Child safety seats which have been tested for conformity with ECE-R 44 have a non-detachable test seal (a large E within a circle and below this the test number) attached to the seat.

Child safety seats are classified in 5 groups:

Group	Weight	
0	0 - 10 kg	⇒ page 121
0+	up to 13 kg	⇒ page 121
1	9 - 18 kg	⇒ page 121
2	15 - 25 kg	⇒ page 122
3	22 - 36 kg	⇒ page 122

Children of more than 150 cm in height may use the seat belts fitted to the vehicle without a seat bolster. ■

Use of child seats

An overview of the usefulness of child seats on each of the seats according to the EG guidelines 77/541 and ECE 44 standard:

Child seat groups	Front passenger seat	Rear seat outside	Rear seat middle
0	U	U +	U
0+	U	U +	U
1	U	U +	U
2 and 3	U	U	U

(U) Universal category – seat is suitable for all approved types of child safety seats.
(+) The seat can be fitted with fixing eyes for the "**ISOFIX***" system. ■

Child seats of group 0/0+

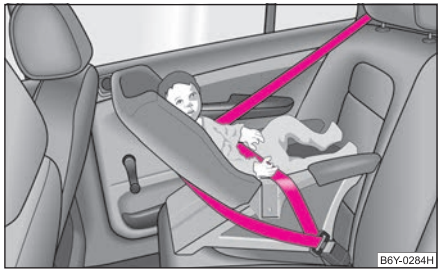

Fig. 124 Child seats of group 0/0+

The optimal solution for babies of up to about 9 months old weighing up to 10 kg or babies up to about 18 months old weighing up to 13 kg is a child safety seat which can be adjusted into the reclining position ⇒ fig. 124.

Child seats in which the child is facing with its back towards the direction of travel should not be used on the front passenger seat when the vehicle is fitted with a front passenger airbag ⇒ page 118, "Use of child safety seats on the front passenger seat".

WARNING

- **It is essential to always switch off the front passenger airbag (airbags) at a specialist garage or with the switch for front passenger airbag(s)* when attaching in exceptional circumstances a child safety seat on the front passenger seat where the child is seated with its back facing in direction of travel (in some countries also when the child is facing the direction of travel) ⇒ page 115.**
- **The national legal provisions in certain countries require that both the front and side passenger airbags be deactivated. Please comply with any differing national legal regulations regarding the use of child safety seats.**
- **If this is not done, a child seated on the front passenger seat may suffer severe or even fatal injuries if the front passenger airbag or airbags are deployed.**

WARNING (continued)

- **You should have the front passenger airbag (or airbags) reactivated just as soon as you no longer use a child safety seat on the front passenger seat.** ■

Child safety seats in Group 1

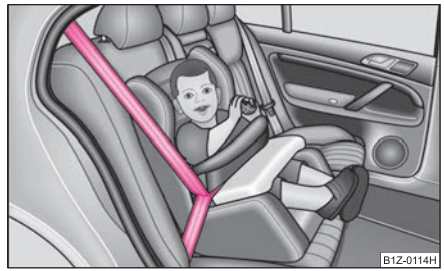

Fig. 125 Child seat with padded table in Group 1 installed on rear seat bench facing the direction of travel

Child seats in Group 1 are for babies and small children up to 4 years of age with a weight of between 9 and 18 kilograms. It is best for children in the lower range of this group, to use a child seat which allows the child to sit with its back to the direction of travel. It is best for children in the upper range of the Group 0+, to use a child seat which allows the child to sit ⇒ fig. 125 in the direction of travel.

Child seats in which the child is facing with its back towards the direction of travel should not be used on the front passenger seat when the vehicle is fitted with a front passenger airbag ⇒ page 118, "Use of child safety seats on the front passenger seat".

WARNING

- **It is essential to always switch off the front passenger airbag (airbags) at a specialist garage or with the switch for front passenger airbag(s)* when attaching in exceptional circumstances a child safety seat on the front passenger seat where the child is seated with its back facing in direction of**

WARNING (continued)

travel (in some countries also when the child is facing the direction of travel) ⇒ page 115.

- **The national legal provisions in certain countries require that both the front and side passenger airbags be deactivated. Please comply with any differing national legal regulations regarding the use of child safety seats.**
- **If this is not done, a child seated on the front passenger seat may suffer severe or even fatal injuries if the front passenger airbag or airbags are deployed.**
- **You should have the front passenger airbag (or airbags) reactivated just as soon as you no longer use a child safety seat on the front passenger seat.** ■

Child safety seats in Group 2

Fig. 126 Child seat in Group 2 installed on the rear seat facing the direction of travel

For children up to about 7 years of age weighing between 15 and 25 kg the optimal solution is a child safety seat in combination with the three-point seat belt ⇒ fig. 126.

WARNING

- **When transporting a child on the front passenger seat, please comply with the appropriate national regulations regarding the use of child safety**

WARNING (continued)

seats. Switch off the front passenger airbag if necessary at a specialist garage or switch it off with the switch for front passenger airbag* ⇒ page 115.

- **The shoulder part of the seat belt must run approximately across the middle of the shoulder and fit snugly against the chest. It must on no account run across the neck. The lap part of the seat belt must run across the pelvis and fits snugly; it must not run over the belly. Tighten the belt webbing over your hip if necessary.**
- **Please comply with any differing national legal regulations regarding the use of child safety seats.** ■

Child safety seats in Group 3

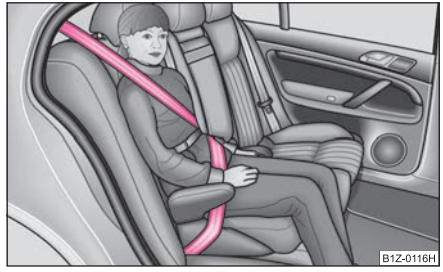

Fig. 127 Child seat in Group 3 installed on the rear seat facing the direction of travel

For children of about 7 years of age weighing between 22 and 36 kg and of a height of less than 150 cm, the optimal solution is a child safety seat (seat bolster) in combination with the three-point seat belt ⇒ fig. 127.

Children of more than 150 cm in height may use the seat belts fitted to the vehicle without a seat bolster.

WARNING

- **When transporting a child on the front passenger seat, please comply with the appropriate national regulations regarding the use of child safety seats. Switch off the front passenger airbag if necessary at a specialist garage or switch it off with the switch for front passenger airbag* ⇒ page 115.**
- **The shoulder part of the seat belt must run approximately across the middle of the shoulder and fit snugly against the chest. It must on no account run across the neck. The lap part of the seat belt must run across the pelvis and fits snugly; it must not run over the belly. Tighten the belt webbing over your hip if necessary.**
- **Please comply with any differing national legal regulations regarding the use of child safety seats.** ■

Attaching a child seat using the “ISOFIX”* system

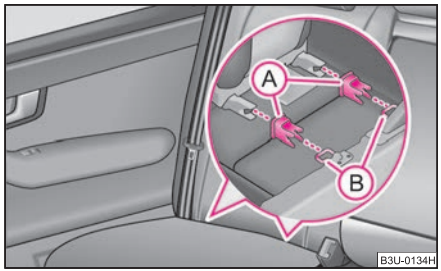

Fig. 128 Locking eyes (ISOFIX system)

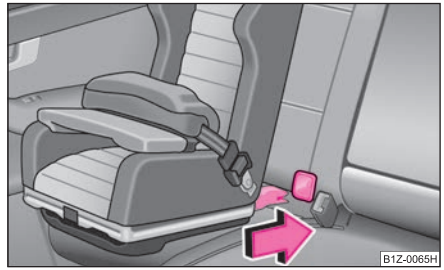

Fig. 129 The ISOFIX child seat is pushed into the mounting funnels

There are two fixing eyes between the backrest and the seat itself on both of the outer rear seats for fixing the “ISOFIX” system child seat in place.

– Insert the mounting funnels (A) onto the locking eyes (B) between the backrest and seat cushion ⇒ fig. 128.

– Push the notched arms of the child seat over the mounting funnels into the locking eyes, until it is heard to lock ⇒ fig. 129.

– **Pull on both sides of the child seat!**

One can mount a child safety seat using the “ISOFIX” system quickly, easily and reliably. Please pay close attention to instructions from the manufacturer of the child safety seat when installing and removing the seat.

Child seats fitted with the “ISOFIX” clamping system can only be mounted and fixed in a vehicle fitted with an “ISOFIX system” when these child seats have been released for your type of vehicle according to the ECE-R 44 standard.

You can obtain child seats with the “ISOFIX” attachment system from Škoda Service Partners who will also installed it as well.

Complete installation instructions are enclosed with the child safety seat.

WARNING

- **The locking eyes have just been developed for child safety seats which use the “ISOFIX” system. You should therefore never attach other child safety seats, seat belts or objects to the locking eyes – hazard!**
- **Ask a Škoda Service Partner whether a child seat which you bought for another vehicle is recommended for use in a Škoda before using an “ISOFIX” system.**
- **Certain child seats which use the “ISOFIX” system can be attached with standard three-point seat belts. Please pay close attention to instructions from the manufacturer of the child safety seat when installing and removing the seat.**

Note

- Child seats which use the “ISOFIX” system are currently available for children weighing from 9 up to 18 kg. This corresponds to an age range of from 9 months to 4 years. ■

Driving Tips

Intelligent Technology

Electronic stability programme (ESP)*

General

Fig. 130 ESP switch

General

The ESP aids you maintain control of your vehicle in situations in borderline driving situations such as when negotiating a curve too fast. The risk of skidding is reduced and your car thus offers greater driving stability depending on the conditions of the road surface. This occurs at all speeds.

The following systems are integrated into the electronic stability programme:

- Electronic Differential Lock (EDL),
- Traction control system (TCS),
- Antilock brake system (ABS),
- Brake Assist.

Operating principle

The ESP switches on automatically when the engine is started and then conducts a self-test. The ESP control unit processes data from the individual systems. It also processes additional measurement data which are supplied by highly sensitive sensors: the rotational velocity of the vehicle about its vertical axis, the lateral acceleration of the vehicle, the braking pressure and the steering angle.

The direction which the driver wishes to take is determined based on the steering angle and the speed of the vehicle and is constantly compared with the actual behaviour of the vehicle. If differences exist, such as the car beginning to skid, the ESP will automatically brake the appropriate wheel.

The car is stabilised again by the forces which take effect when the wheel is braked. Intervention into the brake system takes place primarily on the outer front wheel of a vehicle which tends to oversteer (tendency for the rear of the vehicle to break away) while occurs this is on the inner rear wheel of a vehicle which tends to understeer (tendency to shift out of the curve). This braking control cycle is accompanied by noises.

The ESP operates in combination with the ABS ⇒ page 129, “Antilock brake system (ABS)*”. If there is a fault in the ABS system, the ESP also does not operate.

The ESP warning light ⇒ page 26 lights up in the instrument cluster when there is a fault on the ESP.

Switching off

You can switch the ESP off and on again as you wish, by pressing the button ⇒ fig. 130. The ESP warning light ⇒ page 26 lights up in the instrument cluster when the ESP is switched off.

The ESP should normally always be switched on. It may be good practice in certain exceptional cases, such as when you wish to have wheel slip, to switch off the system.

Examples:

- when driving with snow chains,
- when driving in deep snow or on a loose surface,
- when it is necessary to rock a car free when it has become stuck.

then you should switch on the ESP again.

WARNING

It is also not possible for the ESP to overcome the physical limits of the vehicle. Even if a vehicle fitted with ESP you should still always adapt your style of driving to the condition of the road surface and the traffic situation. This particularly applies when driving on slippery and wet roads. The increased safety offered must not tempt you to take greater risks than otherwise – risk of an accident!

Note

- All four wheels must be fitted with the same tyres in order to achieve problem-free operation of the ESP. Differing rolling circumferences of the tyres can lead to an undesirable reduction in the engine output.
- Changes to vehicle (e.g. on engine, on the brakes, on chassis or other assignment of tyres and wheels) can influence the function of the ESP ⇒ page 171. ■

Traction control system (TCS)*

The traction control system prevents the driven wheels from spinning when accelerating.

Fig. 131 TCS switch

General

The TCS makes it much easier, and sometimes at all possible, to start off, accelerate and climb a steep hill when the conditions of the road surface are unfavourable.

Operating principle

The TCS switches on automatically when the engine is started and then conducts a self-test. The system monitors the speeds of the driven wheels with the aid of the ABS sensors. If the wheels are spinning, the force transmitted to the road surface is automatically adapted by reducing the engine speed. This occurs at all speeds.

The TCS operates in combination with the ABS ⇒ page 129, "Antilock brake system (ABS)*". The TCS will not function if a fault exists in the ABS system.

The TCS warning light ⇒ page 26 lights up in the instrument cluster when there is a fault on the TCS.

Switching off

You can switch the TCS off and on again as you wish by pressing the button ⇒ fig. 131. The TCS warning light ⇒ page 26 lights up in the instrument cluster when the TCS is switched off.

The TCS should normally always be switched on. It may be good practice in certain exceptional cases, such as when you wish to have wheel slip, to switch off the system.

Examples:

- when driving with snow chains,
- when driving in deep snow or on a loose surface,
- when it is necessary to rock a car free when it has become stuck.

then you should switch on the TCS again.

WARNING

You should always adjust your style of driving to the conditions of the road surface and the traffic situation. The increased safety offered must not tempt you to take greater risks than otherwise – risk of an accident!

Note

- All four wheels must be fitted with the same tyres in order to achieve problem-free operation of the TCS. Differing rolling circumferences of the tyres can lead to an undesirable reduction in the engine output.
- Changes to vehicle (e.g. on engine, on the brakes, on chassis or other assignment of tyres and wheels) can influence the function of the TCS ⇒ page 171, "Accessories, changes and replacement of parts". ■

Electronic Differential Lock (EDL)*

The electronic differential lock prevents an individual wheel from slipping.

Models fitted with ESP are equipped with electronic differential lock (EDL).

General

The EDL makes it much easier, and sometimes at all possible, to start off, accelerate and climb a steep hill when the conditions of the road surface are unfavourable.

Operating principle

The EDL is activated automatically, that is without any action on the part of the driver. It monitors the speeds of the driven wheels with the aid of the ABS sensors. Should only **one** drive wheel begin spinning on a slippery surface there will be an appreciable difference in the speed of the driven wheels. The EDL function brakes the slipping wheel and the differential transmits a greater driving force to the other driven wheel. This control process is also accompanied by noises.

Overheating of the brakes

The EDL switches off automatically if unusually severe stresses exist in order to avoid excessive heat generation in the disc brake on the wheel which is being braked. The vehicle can continue to be driven and has the same characteristics as a vehicle not fitted with EDL.

The EDL switches on again automatically as soon as the brake has cooled down.

WARNING

- **Depress the accelerator carefully when accelerating on uniformly slippery road surfaces, such as ice and snow. The driven wheels might still spin despite the EDL and affect the stability of the vehicle – risk of an accident!**
- **You should always adapt your style of driving to the condition of road surface and to the traffic situation even when your vehicle is fitted with EDL. The increased safety offered must not tempt you to take greater risks than otherwise – risk of an accident!**

Note

- If the ABS or TCS or ESP warning light comes on, this may also indicate a fault in the EDL. Please have the car inspected as soon as possible by a specialist garage.
- Changes to vehicle (e.g. on engine, on the brakes, on chassis or other assignment of tyres and wheels) can influence the function of the EDL ⇒ page 171, "Accessories, changes and replacement of parts". ■

Brakes

What has a negative effect on braking efficiency?

Wear-and-tear

Wear-and-tear to the brake pads is greatly dependent on the operating conditions of the vehicle and your style of driving. Particularly if you drive a great deal in towns and over short distances or if you adopt a sporty style of driving, it may be necessary to have the thickness of the brake pads inspected at a specialist garage between the service inspections.

Wet roads or road salt

There may be a certain delay before the brakes take full effect under certain conditions such as when driving through water, during heavy rain showers or after the vehicle has been washed in an automatic vehicle wash, since the brake discs and brake pads may be moist or even have a coating of ice on them in winter. You should dry the brakes as soon as possible (by applying and releasing the brakes several times, if the road conditions and the traffic situation allows it).

There also may be a certain delay before the full braking efficiency is available when driving on roads which have been treated with road salt if you have not used the brakes for some considerable time beforehand. The layer of salt on the brake discs and brake pads must first be rubbed off when you apply the brakes.

Corrosion

Corrosion on the brake discs and dirt on the bake pads occur if the vehicle has been parked for a long period and if you do not make much use of the braking system.

We recommend cleaning the brake discs by firmly applying the brakes at a fairly high speed if you do not make much use of the braking system or if surface corrosion is present ⇒ ⚠.

Faults in the brake surface

If you notice that the braking distance has suddenly become longer and that the brake pedal can be depressed further, it is possible that a brake circuit of the dual-circuit brake system has failed. Drive, in such cases, to the nearest specialist garage without delay in order to have the problem rectified. Drive at a reduced speed while on your way to the dealer and adapt your style of driving to the higher brake pedal pressure required.

Low brake fluid level

An insufficient level of brake fluid may result in problems in the brake system. The level of the brake fluid is monitored electronically ⇒ page 27, “Brake system ⓘ”.

⚠ WARNING

- **Only apply the brakes for the purpose of drying and cleaning the brake discs if the traffic conditions permit this. Do not place any other road users in jeopardy.**
- **When retrospectively mounting a front spoiler, solid wheel hubs etc. one must ensure that the air supply to the front wheel brakes is not reduced otherwise the braking system could run too hot.**
- **Allow for the fact that new brake pads do not achieve their full braking efficiency until approximately 200 kilometres. New brake pads must be first “run in” before they develop their optimal friction force. You can, however, compensate for this slightly reduced braking force by increasing the pressure on the brake pedal. This guideline also applies to any new brake pads installed at a future date.**

Caution

- Never allow the brakes to rub by applying slight pressure if you do not wish to brake the vehicle. This causes the brakes to overheat and can also result in a longer braking distance and excessive wear.
- Before negotiating a steep downhill section, please reduce your speed, shift down into the next lower gear (manual gearbox) or select a lower driving stage (automatic gearbox). This enables you to make full use of the braking power of the vehicle and reduces the strain on the brakes. Any additional braking should be done intermittently, not continuously. ■

Brake booster

The brake booster boosts the pressure which you generate with the brake pedal. The necessary pressure is only generated when the engine is running.

WARNING

- **Never switch off the engine before the vehicle is stationary.**
- **The brake booster only operates when the engine is running. Greater physical effort for braking is required when engine is switched off. Because if you do not stop as normal, this can cause an accident and severe injuries.** ■

Antilock brake system (ABS)*

ABS prevents the wheels locking when braking.

General

The ABS contributes significantly to enhancing the active safety of your vehicle. Compared to a car not fitted with the ABS brake system, you are able to retain optimal steering ability even during a full brake application on a slippery road surface because the wheels do not lock up.

You must not expect, however, that the braking distance will be shorter under all circumstances as a result of the ABS. The braking distance for example on gravel and fresh snow, when you should anyway be driving slowly and cautiously, will be longer.

Operating principle

As soon as the vehicle speed has increased to about 20 km/hour an automatic test procedure is conducted during which you will be able to hear a pumping noise for about 1 second.

The brake pressure will be reduced on a wheel which is rotating at a speed which is too low for the speed of the vehicle and tending to lock. This control cycle is noticeable from a **pulsating movement of the brake pedal** which is accompanied by noises. This is consciously intended to provide the driver with the information that the wheels are tending to lock (ABS control range). You must always keep the brake pedal depressed to enable the ABS to optimally control the brake application in this braking range. Never interrupt the application of the brakes!

WARNING

- **The ABS can also not overcome the physical limits of your vehicle. Please do not forget this, particularly when driving on icy or wet road surfaces. If the ABS is operating within the control range, adapt your speed immediately to the conditions of the road surface and the traffic situation. The increased safety offered by the ABS must not tempt you to take greater risks than otherwise – risk of an accident!**
- **The normal braking system is still fully functional if there is an ABS fault. Visit a specialist garage as quickly as possible and adjust your style of driving to take account of the ABS fault in the meantime since you will not know how great the damage is.**

Note

- A warning light comes on if a fault occurs in the ABS system ⇒ page 26.
- Changes to vehicle (e.g. on engine, on the brakes, on chassis or other assignment of tyres and wheels) can influence the function of the ABS ⇒ page 171, “Accessories, changes and replacement of parts”. ■

Brake Assist*

During a severe brake application (e.g. if a hazard exists), the Brake Assist increases the braking force and thus makes it possible to rapidly produce the pressure required in the brake system.

The majority of drivers do apply the brakes in good time in dangerous situations, but do not depress the brake pedal with sufficient pressure. Consequently, it is not possible for the car to achieve its maximum deceleration and the car covers a greater distance than necessary.

The Brake Assist is activated by the very quick operation of the brake pedal. In such cases, a much greater braking pressure exists than during a normal brake application. This makes it possible, even with a relatively low resistance of the brake pedal, to produce an adequate pressure in the brake system in the shortest possible time, which is required for maximum deceleration of the car. You must apply the brake ▶

pedal firmly and hold it in this position in order to achieve the shortest possible braking distance.

The Brake Assist is able to help you achieve a shorter braking distance in emergency situations by rapidly producing the pressure required in the brake system. It fully exploits the attributes of the ABS. After you release the brake pedal, the function of the Brake Assist is automatically switched off and the brakes operate in the normal way.

The Brake Assist is part of the ESP system. If a fault occurs in the ESP, the Brake Assist function is also not available. Further information on the ESP ⇒ page 125.

WARNING

- **The Brake Assist is also not able to overcome the physical limits of your car in terms of the braking distance required.**
- **Adapt your speed to the conditions of the road surface and to the traffic situation.**
- **The increased safety offered by the Brake Assist must not tempt you to take a greater safety risk than otherwise.** ■

Power steering*

The power steering enables you to steer the vehicle with less physical force.

The steering characteristics can be changed by a specialist garage.

You will place great stresses on the power steering system if the steering is turned to full lock when the vehicle is stationary. Turning the steering to full lock in such a situation will be accompanied by noises.

It is still possible to fully steer the vehicle if the power steering fails or if the engine is not running (vehicle being towed in). The only difference is that greater physical effort is required.

It is possible that the hydraulic pump of the power steering will not run due to the low vehicle network voltage if the battery has gone flat and the engine must started with the help off jump leads. This condition will be indicated by lighting up of the warning light.

The power steering operates again if the battery is charged to a specific range when engine is running. It also operates again, if the engine can be started with its own battery.

Caution

Do not leave the steering at full lock for more than 15 seconds when the engine is running - risk of damaging the power steering!

Note

Have the steering inspected as soon as possible by a specialist garage if there is a leak or fault in the system. ■

Driving and the Environment

The first 1 500 kilometres and then afterwards

A new engine

The engine has to be run in during the first 1 500 kilometres.

Up to 1 000 kilometres

- Do not drive faster than 3/4 of the mamimum speed of the gear in use, that is 3/4 of the maximum permissible engine speed.
- Do not use full throttle.
- Avoid high engine revolutions.
- Do not tow a trailer.

From 1 000 up to 1 500 kilometres

- Increase the power output of the engine **gradually** up to the full speed of the gear engaged, that is up to the maximum permissible engine revolutions.

During the first operating hours the engine has higher internal friction than later until all of the moving parts have harmonized. The driving style which you adopt during the first approx.1 500 kilometres plays a decisive part in the success of running in your car.

You should not drive at unnecessarily **high engine revolutions** even after the running-in period is complete. The maximum permissible engine speed is marked by the beginning of the red zone on the scale of the revolutions counter. Shift up into the next higher gear on a vehicle fitted with manual gearbox before the red zone is reached. **Extremely** high engine revolutions are automatically governed, by the way.

For a vehicle fitted with a manual gearbox the converse situation also applies: Do not drive at engine revolutions which are **too low**. Shift down as soon as the engine is no longer running smoothly.

Caution

All the speed and engine revolution figures apply only when the engine is at its normal operating temperature. Never rev up an engine which is cold, neither when the vehicle is stationary nor when driving in individual gears.

For the sake of the environment

Not driving at unnecessarily high engine revolutions and shifting to a higher gear as early as possible are ways to minimise fuel consumption and operating noise levels and protects the environment. ■

New tyres

New tyres have to be "run in" since they do not offer optimal grip at first. You should take account of this fact for the first 500 kilometres and drive particularly carefully. ■

New brake pads

Allow for the fact that new brake pads do not achieve their full braking efficiency until approximately 200 kilometres. New brake pads must be first "run in" before they develop their optimal friction force. You can, however, compensate for this slightly reduced braking force by increasing the pressure on the brake pedal.

This guideline also applies to any new brake pads installed at a future date.

During the running-in period, you should avoid excessive stresses on the brakes. This includes, for example, violent braking, particularly from very high speeds, and also when crossing mountain passes. ■

Catalytic converter

Proper operation of the emission control system (catalytic converter) is of major significance for driving your vehicle in an environmentally conscious way.

Please refer to the following guidelines:

- For vehicles with petrol engine only refuel with unleaded petrol ⇒ page 148, “Grades of petrol”.
- Never run the fuel tank completely empty.
- Do not switch off the ignition while you are driving the vehicle.
- Do not pour too much oil into the engine ⇒ page 156, “Replenishing engine oil”.
- Do not tow-start the vehicle over a distance of more than 50 metres ⇒ page 183, “Tow-starting a vehicle”.

If you drive your vehicle in a country in which unleaded petrol is not available, you must have the catalytic converter replaced later when driving the vehicle into a country in which use of a catalytic converter is mandatory.

WARNING

- **In view of the high temperatures which may be produced in the catalytic converter, one should always park a vehicle in such a way that the catalytic converter cannot come into contact with easily flammable materials below the vehicle – a risk of fire!**
- **Never use additional underbody protection or corrosion-protection agents for the exhaust pipes, catalytic converters or heat shields. Such substances might ignite when driving – risk of fire!**

Caution

- Vehicles fitted with catalytic converter should never be allowed to let the fuel tank to run completely empty. An irregular fuel supply can result in poor ignition or misfiring. Unburnt fuel may get into the exhaust system and damage the catalytic converter.
- Filling the tank even only once with leaded petrol will result in the catalytic converter being destroyed.
- If you detect misfiring, a drop in performance or irregular engine running when driving, reduce your speed immediately and have the vehicle inspected by the nearest specialist garage. The symptoms described may be caused by a fault in the ignition system. Unburnt fuel may get into the exhaust system and damage the catalytic converter.

For the sake of the environment

Even if the exhaust system is operating properly, a sulphur-like exhaust odour may be produced under certain operating conditions of the engine. This depends on the sulphur content of the fuel. It is often sufficient to refuel with unleaded premium-grade petrol of a different brand or at a different filling station. ■

Driving in an economical and environmentally conscious manner

General

Your personal style of driving is a major factor.

Your fuel consumption, any pollution of the environmental and the wear-and-tear to the engine, brakes and tyres, depend essentially on three factors:

- your personal style of driving,
- the conditions under which your vehicle is operated,
- technical aspects.

You can easily improve your fuel economy by 10 - 15 percent by driving in an economical way with foresight. This section is intended to provide you with a number of tips on how to protect the environment and at the same time save money.

The fuel consumption can naturally also be influenced by factors which are beyond the driver's control. It is, for example, normal for the fuel consumption to increase in winter and under worsened conditions such as poor road conditions, towing a trailer, etc.

The technical requirements for low fuel usage and economic efficiency of the vehicle have already been built into the vehicle at the works. Special attention has been given to minimising negative effects on the environment. It is necessary to take note of the guidelines given in this chapter in order to make best use of these characteristics and to maintain their effectiveness. ■

Looking ahead when driving

A vehicle's highest fuel consumption occurs it accelerates.

Avoid accelerating and braking unnecessarily. If you drive with forsight you will not need to brake so often and will also then not have to accelerate so much. Let your vehicle coast to a stop, for example, if this is possible, when you see that the next set of traffic lights is at red. ■

Shifting gears and saving energy

Shifting up early saves on fuel.

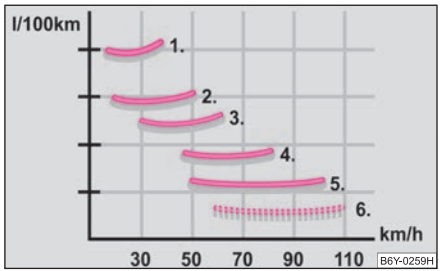

Fig. 132 Fuel consumption in litres/100 km. and speed in km/h.

Manual gearbox

– Drive no more than about one length of your vehicle in first gear. Always shift up into the next higher gear at approx. 2 000 to 2 500 revs.

Automatic gearbox

– Depress the accelerator pedal **slowly**. Do not depress it beyond the kickdown position, however.

An effective way of achieving good fuel economy is to shift up **early**. You will consume more fuel if you drive at unnecessarily high revolutions in any given gear.

The ⇒ fig. 132 shows the ratio of fuel consumption to the speed of your vehicle in the relevant gears. Fuel consumption in 1st gear is the highest, while that in 5th or the 6th gear is the lowest.

Only depress the accelerator pedal slowly if your vehicle is fitted with an automatic gearbox in order to automatically select an economic driving programme. You will achieve good fuel economy by shifting up early and shifting down late.

Note

Also use the information supplied by the multi-functional indicator* ⇒ page 13. ■

Avoiding full throttle

Driving more slowly means saving fuel.

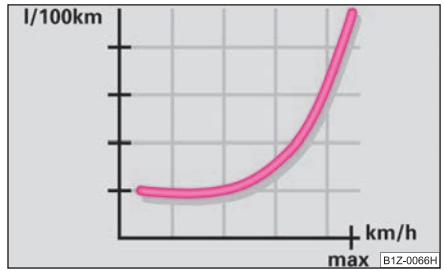

Fig. 133 Fuel consumption in litres/100 km. and speed in km/h.

Sensitive use of the accelerator will not only significantly reduce fuel consumption but also positively influence environmental pollution and wear of your vehicle.

You should avoid fully exploiting the top speed of your vehicle wherever possible. Fuel consumption, pollutant emissions and vehicle noises increase disproportionally at high speeds.

The ⇒ page 133, fig. 133 shows the ratio of fuel consumption to the speed of your vehicle. You will cut your fuel consumption by half if you only make use three-quarters of the possible top speed of your vehicle. ■

Reducing idling

Idling also costs fuel.

It is worthwhile switching off the engine in a traffic jam or when waiting at a level crossing or at traffic lights with a lengthy red phase. Even after just 30 - 40 seconds you will have saved more fuel than that is needed when you start the engine up again.

If an engine is only idling it takes much longer for it to reach its normal operating temperature. Wear-and-tear and pollutant emissions, though, are particularly high in the warming-up phase. This is why you should drive off right after starting the engine. Do avoid high engine revolutions at this time, however. ■

Regular servicing

A poorly tuned engine consumes an unnecessarily high amount of fuel.

Having your vehicle serviced regularly at a specialist garge enables you to satisfy **one** of the requirements for economical motoring even before you set off on your journey. Keeping your vehicle properly serviced not only has a positive effect on the safety of your vehicle and maintaining its value, but also saves on **fuel**.

A poorly tuned engine can result in a fuel consumption which is 10% higher than normal.

The foreseen maintenance work should be undertaken exactly according to the Service schedule by a specialist garage.

Also check the **oil level** after refueling. **Oil consumption** is dependent to a considerable extent on the load and speed of the engine. Oil consumption could be as high as 0.5 litres/1 000 km depending on your style of driving.

It is quite normal that a new engine has a higher oil consumption at first, and reaches its lowest level only after a certain running in time. It is therefore not possible to correctly assess the oil consumption of a new vehicle until after you have driven about 5 000 km.

For the sake of the environment

- You can achieve additional improvements in your fuel economy by using high-lubricity oils.
- Check the ground below your car at regular intervals to detect any leakages in good time. Please have your vehicle inspected by a specialist garge if you find any stains caused by oil or other fluids on the floor. ■

Avoid driving short distances

Short distances result in an above-average high fuel consumption.

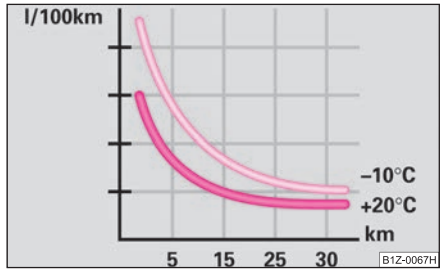

Fig. 134 Fuel consumption in litres/100 km at different temperatures

– Avoid driving a distance of no more than 4 km if the engine is cold.

The engine and catalytic converter must first have reached their optimal **operating temperature** in order to effectively reduce fuel consumption and pollutant emissions. ▶

The cold engine vehicle consumes approx. 15 - 20 litres/100 km of fuel immediately after starting. Fuel consumption drops to 10 litres/100 km after just 1 kilometre. The engine reaches its operating temperature (outside temperature and engine dependent) only after about **4 to 10** kilometres and the fuel consumption then stabilizes. You should therefore avoid driving short distances whenever possible.

An important factor in this connection is also the **ambient temperature**. The ⇒ page 134, fig. 134 shows the different fuel consumptions for the same distance, on the one hand at +20°C and on the other hand at -10°C. Your vehicle has a higher fuel consumption in winter than in summer. ■

Checking tyre inflation pressures

Tyres which are correctly inflated save fuel.

Always ensure that your tyres are inflated to the correct pressure at all times. The rolling resistance will be increased if the tyre filling pressure is too low. This will not only increase fuel consumption but also tyre wear and the driving behaviour will worsen.

Always check the inflation pressure of the tyres when **cold**.

Do not drive with **winter tyres** all year round for this costs about 10 % more fuel. Winter tyres are also louder. ■

No unnecessary ballast

Transporting ballast costs fuel.

The fact that every kilogram of extra **weight** increases your fuel consumption means that it is worth taking a look in the luggage compartment to avoid transporting any unnecessary ballast.

It is particularly in town traffic, when one is accelerating quite often, that the vehicle weight will have a significant effect upon the fuel consumption. A rule of thumb here is that an increase in weight of 100 kilograms will cause an increase in fuel consumption of about 1 litre/100 kilometres.

You may frequently also leave a **roof rack fitted** on just out of convenience, although you no longer need it. The increased aerodynamic drag of your vehicle causes it to use about 1 l more fuel than normal at a speed of 100 - 120 km/h, even when you are not carrying a load on the roof. ■

Saving electricity

Generating electricity costs fuel.

– Switch off electrical components as soon as you no longer need them.

When the engine is running, the alternator generates and supplies electrical power. The greater the load on the alternator as a result of having a large number of electrical components switched on, the more fuel will be consumed for operating the alternator. ■

Keeping a log of your fuel consumption

If you really wish to keep a close check on your **fuel consumption**, it is best to enter the figures in a logbook. This does not take much time but is a very worthwhile exercise. It enables you to detect any change (positive and negative) at an early stage and to take any appropriate action.

If you find that your fuel consumption is too high, you should reflect on how, where and in what conditions you have driven the vehicle since you last refuelled. ■

Environmental compatibility

Environmental protection has played a major role in the design, selection of materials and manufacture of your new Škoda. Particular emphasis has been paid to a number of aspects, including:

Design measures

- joints designed to be easily detached
- simplified disassembly due to the modular structure system
- improved purity of different classes of materials
- Identification of all plastic parts in accordance with VDA Recommendation 260 ▶

- Reduced fuel consumption and exhaust emission CO_2
- Minimum fuel leakage during accidents
- Reduced noise

Choice of materials

- extensive use of recyclable material
- Air conditioning filled with CFC-free refrigerant
- no cadmium
- no asbestos
- Reduction in the “vaporisation” of plastics

Manufacture

- solvent-free cavity protection
- solvent-free protection of the vehicle for transportation from the production plant to the customer
- The use of solvent-free adhesives
- No CFCs used in the production process
- without use of mercury
- Use of water-soluble paints

Trade-in and recycling of old cars

Škoda Auto meets the requirements of the brand and its products regarding environment and ressource protection. All new Škoda vehicles can be utilized up to 95 % and always [4] be returned. In a lot of countries sufficient trade-in networks have been created, where you can trade-in your vehicle. After you trade-in your vehicle, you will receive a confirmation stating the recycling in accordance with environmental regulations.

Vehicles with special built-on types

Technical documents regarding changes carried out on the vehicle must be kept by the vehicle user, in order to hand over later to the old car user. This ensures the recycling in accordance with environmental regulations.

[4] subject to fulfilment of the national legal regulations

Note

Detailed information about the trade-in and recycling of old cars is available from your Škoda Service Partner. ■

Motoring abroad

General

Other circumstances may exist abroad.

It is also possible, in certain countries, that the Škoda Service Partner network is limited or has not been established yet. This is the reason why obtaining certain spare parts may be somewhat complicated and specialist garage personnel may only be able to make limited repairs. Škoda Auto a.s. in the Czech Republic and relevant importers are happy to provide information about technical aspects of the vehicle, required maintenance work and possibilities for getting repairs done. ■

Unleaded petrol

A vehicle fitted with a petrol engine must always be refuelled with unleaded petrol ⇒ page 132. The automobile associations can provide you with information regarding the locations of filling stations which offer unleaded petrol. ■

Headlights

The low beam of your headlights is set asymmetrically. It illuminates the side of the road on which you are driving to a greater extent. If you drive abroad on the other side of the road, you will dazzle oncoming traffic.

It is necessary in order to avoid dazzling oncoming traffic to stick a sticker over a certain part of the headlights.

Headlight stickers can be obtained as a spare part from the Skoda Service Partners.

Headlights with Xenon lamps are designed for driving in countries with traffic on the right or on the left. Have this done always at a Škoda Service Partner.

Note

You can obtain further information regarding masking over or converting the headlights from your Škoda Service Partner. ■

Avoiding damage to your vehicle

When driving on poor roads and lanes or when driving over kerbstones, steep ramps etc., you must pay particular attention to ensuring that any low-slung parts of the vehicle, such as spoiler and exhaust, do not touch the ground and get damaged.

This particularly applies to models with a lowered suspension (sport suspension) and also when your vehicle is fully laden. ■

Towing a trailer

Towing a trailer

Technical requirements

The towing device must satisfy certain technical requirements.

Your vehicle is designed primarily for transporting persons and luggage. It can, however, also be used for towing a trailer - provided certain technical equipment is fitted.

If your vehicle has already been supplied with a **factory-fitted** towing device then everything that is necessary for towing a trailer in technical terms, and in terms of the law, has already been taken into account.

Your vehicle is fitted with a 13-pin power socket for the electrical connection between the vehicle and trailer. If the trailer which you wish to tow has a **7-pin connector**, you can use a suitable adapter [5] from Škoda original accessories.

This work must be carried out in accordance with the manufacturer's specifications if a towing device is retrofitted.

Škoda Service Partners are familiar with details relating to retrofitting a towing device and for any necessary modifications to the cooling system.

WARNING

We recommend that you have the towing device from Škoda original accessories installed by a Škoda Service Partner. He is familiar with all the relevant details relating to retrofitting such equipment. There is a risk of an accident if the towing device is not properly fitted! ■

[5] In some countries the adapter is supplied with the towing device.

General Maintenance

There are a number of points to pay attention to when towing a trailer.

Trailer load

The permissible trailer load must on no account be exceeded.

You can negotiate appropriately steeper inclines and descents if you do not make full use of the permissible trailer load.

The trailer loads specified only apply for **altitudes** up to 1 000 metres above mean sea level. The fact that the engine power output drops with increasing height due to a lowering of air pressure and thus the ability to climb, means that the towed weight must be reduced by 10% for every further increase of 1 000 metres in height above sea level. The towed weight is the weight of the (laden) vehicle and the (laden) trailer together. One should take this into account before driving up to higher altitudes.

The trailer and drawbar load information on the type plate of the towing device are merely test data for the towing device The data relating to your vehicle, which is often less than this test data, can be found in your vehicle registration documents.

Distribution of the load

Distribute the load in the trailer in such a way that any heavy items are located as close as possible to the axle. Secure the items to prevent them slipping.

Tyre pressure

Correct the tyre inflation pressure on your vehicle for that of “fully laden”, ⇒ page 165. The inflation pressure of the tyres fitted to the trailer adjust in accordance with the manufacturer's recommendation.

Exterior mirrors

You have to have additional exterior mirrors fitted if you are not able to see the traffic behind the trailer with the standard rear-view mirrors. Both exterior mirrors ▶

should be attached to folding arms. Adjust the mirrors so that they provide you with an adequate field of view to the rear.

Headlights

Before starting off with a hitched trailer, also check the setting of the headlights. Alter the setting as necessary with the aid of the headlight beam adjuster ⇒ page 44.

Detachable ball head

The ball rod is detachable on vehicles which feature a factory-fitted towing device. It is stowed together with separate fitting instructions in the spare wheel well in the luggage compartment of the vehicle.

Further information on the towing device ⇒ page 140.

Note

- We recommend that you also have your vehicle inspected between service intervals if you tow a trailer frequently.
- The handbrake on the towing vehicle must be put on when coupling and decoupling the trailer. ■

Driving Tips

Particular caution is required when towing a trailer.

- Do not, as far as possible, drive with your vehicle unladen and the trailer laden.
- Do not make full use of the legal maximum speeds. This applies in particular to downhill sections.
- Apply the brakes in good time.
- Keep a check on the coolant temperature gauge if the outside temperature is high.

Distribution of weight

The distribution of the weight is very poor if your vehicle is unladen and the trailer is laden. Maintain a particularly low speed if you cannot avoid driving with this combination.

Driving speed

Do not drive faster than 80 km/hour for safety reasons. This also applies for countries in which higher speeds are allowed.

The fact that the driving stability of the vehicle + trailer combination reduces with increasing speed means that the legally allowed speed should not be used when there are unfavourable road, weather or wind conditions, particularly near accident black spots.

You must always reduce your speed immediately as soon as you detect even just the **slightest swaying** of the trailer. On no account attempt to stop the trailer from "swaying" by accelerating.

Apply the brakes in good time! If the trailer is fitted with a **trailer brake**, apply the brakes gently at first and then brake firmly. This will avoid brake jolts resulting from the trailer wheels locking. Shift down gears in good time before negotiating a downhill section to allow the engine to also act as a brake.

Engine overheating

Please keep a check on the coolant temperature gauge if you have to negotiate a lengthy slope in a low gear at a high engine speed when the outside temperature is very high ⇒ page 10.

If the needle of the coolant temperature gauge moves into the right-hand area or even the red area of the scale, reduce your speed immediately. Stop and switch off the engine if the warning light in the instrument cluster begins flashing. Wait a few minutes and check the level of coolant in the coolant expansion bottle ⇒ page 157, "Inspecting the coolant level".

Please refer to the following guidelines ⇒ page 23, "Coolant temperature/coolant level ".

The coolant temperature can be reduced by switching on the heating.

Any increase in the cooling effect of the coolant fan through shifting down a gear and increasing the engine speed is not possible since the fan speed is independent ▶

of the engine speed. One should also not drop a gear for this reason when towing a trailer as long as the engine can manage the slope without any drop in speed. ■

Detachable towing device*

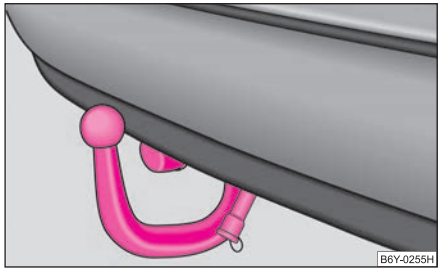

Fig. 135 Detachable ball head

The detachable ball head of the towing device is stowed in the spare wheel well in the luggage compartment.

An instruction for correct installation and removal of the ball head of the towing device is supplied with the ball head

Inspect the ball head to ensure that it is properly locked each time before setting off. The inspection is performed by turning the closed locking lever downwards. If the locking lever can only be turned around a small angle (approx. 5°), the locking mechanism is O.K. After the inspection pull the locking lever back again to its stop. The towing device must not be used, if it does not wish to close or the locking lever turns slightly in the closed position.

WARNING

Do not use any aids or tools for installing or removing the ball head. This might result in damage to the locking mechanism to the extent that the safety of the towing device is no longer assured – risk of an accident.

Note

- Do not carry out any modifications or repairs to the ball head or to any other components on the towing device.
- Contact a specialist garage if you encounter any problems using the device.
- Never unlock the ball head with a trailer coupled to it.
- You should take off the ball head if you drive without towing a trailer. Inspect whether the end cover properly seals off the mounting shaft.
- Remove the ball head beforehand if you wish to clean your vehicle using a steam jet. Ensure that the end cover properly seals the mounting shaft.
- It is recommended to wear gloves when installing and removing. ■

General Maintenance

Taking care of your vehicle and cleaning the vehicle

General

Proper care retains the value of your vehicle.

Regular and proper care retains **the value** of your vehicle. It may also be one of the requirements for the acceptance of warranty claims relating to corrosion damage and paint defects on the bodywork.

We recommend using a preservative from Škoda genuine accessories offered by your Škoda dealer. Please follow the instructions for use on the package.

WARNING

- **Care products may be harmful to your health if not used according to the instructions.**
- **Always store care products in a safe place, out of the reach of children – risk of poisoning!**

For the sake of the environment

- Always select environmentally-friendly products when purchasing vehicle care products.
- Do not dispose of residues of care products in domestic waste. ■

Care of the exterior of vehicle

Washing the vehicle

Frequent washing protects your vehicle.

The best protection for your vehicle against harmful environmental influences is **frequent** washing and wax treatment. How often you should wash your vehicle depends on a wide range of factors, such as:

- Frequency of use,
- The parking situation (garage, below trees etc.),
- Season of the year,
- Weather conditions,
- Environmental influences.

The longer insect residues, bird droppings, tree sap, road and industrial dust, tar, soot particles, road salt and other aggressive deposits remain adhering to the paintwork of your vehicle, the more detrimental their destructive effect can be. High temperatures, such as those caused by intensive sun's rays, accentuate this caustic effect.

It may therefore be necessary, in certain circumstances, to wash the car **once a week**. It may also be sufficient, however, to wash the car **once a month** followed by appropriate wax treatment.

It is essential to also thoroughly wash the **underside of your vehicle** at the end of the winter road salting and gritting period.

WARNING

When washing your vehicle in the winter: Water and ice in the brake system can affect the braking efficiency – risk of accident! ■

Automatic vehicle wash systems

The paintwork of the vehicle is sufficiently resistant that the vehicle can be washed normally in automatic vehicle wash plants without any problem. The actual stress to which the paintwork is subjected, however, depends greatly on the design of the vehicle wash system, the filtering of the water and the type of washing and care products used. If the paintwork of your vehicle appears mat after being washed or even has scratches, point this out to the operator of the vehicle wash plant. Use a different vehicle wash plant, if necessary.

There are no particular points to note before washing your vehicle in such a plant other than the usual precautionary measures (closing windows and sliding/tilting roof, moving any factory-fitted aerials down flat against the bodywork, etc.).

If you have any particular attached parts fitted to your car – such as spoiler, roof rack system, two-way radio aerial – it is best to first of all consult the operator of the car wash plant.

It is important to degrease the lips of the windscreen wiper rubbers after passing through the automatic vehicle wash system.

Caution

Do not screw the swivelling down roof aerial tight before washing the vehicle in an automatic vehicle wash system – risk of damage! ■

Washing vehicle by hand

It is important to first soften the dirt with plenty of water and rinse it off as thoroughly as possible before washing your vehicle by hand.

One should then clean the vehicle using a soft **washing sponge**, **washing glove** or a **washing brush** and only slight pressure. Work from the top to the bottom – beginning with the roof. Only place slight pressure on the vehicle paintwork during cleaning Only use a **car shampoo** for stubborn dirt.

Wash out the sponge or washing glove thoroughly at short intervals.

Clean wheels, door sills and similar parts last. Use a second sponge for such areas.

Rinse off the vehicle well after giving it a wash and dry it off using a chamois leather.

WARNING

- **The ignition should always be switched off when you wash your vehicle – risk of accident!**
- **Protect your hands and arms from sharp-edged metal parts when you are cleaning the underfloor, the inside of the wheel housings or the wheel trims – risk of cuts.**

Caution

- Do not wash your vehicle in bright sunlight – risk of paint damage.
- Ensure that the jet of water is not aimed directly at the locks or at the door and panel joints if you spray your vehicle in winter down with a hose – risk of freezing.
- Do not use any insect sponges, rough kitchen sponges or similar cleaning products – risk of damage to the surface of paintwork.

For the sake of the environment

Only wash your vehicle at washing bays specifically reserved for this purpose. This ensures that no water which may be contaminated by oil flows into the sewage system. It is not even permitted to wash your vehicle in certain areas except at such specific washing bays. ■

Washing with a high-pressure cleaner

When you wash your vehicle with a high-pressure cleaner, it is essential to comply with the instructions for use of the cleaning equipment. This applies in particular to the **pressure** used and to the **spraying distance**. Maintain a sufficiently large distance to soft materials such as rubber hoses or insulation material.

On no account use **circular spray nozzles** or **so-called dirt cutters**!

WARNING

It is particularly important that you do not clean tyres with circular spray jets. Damage may occur even at a relatively large spraying distance and if sprayed only for a short time.

Caution

The water containing wax must be no hotter than 60°C, otherwise the vehicle can be damaged. ■

Wax treatment

Good wax treatment is an effective way of protecting the paintwork from harmful environmental influences and minor mechanical damage.

The vehicle must be treated with a high-quality hard wax polish at the latest, when no more drops form on the clean paintwork.

A new layer of a high-quality hard wax polish can be applied to the clean bodywork after it has dried thoroughly. Even if you use a wax preserver regularly we still recommend that you treat the paintwork of the vehicle at least twice a year with hard wax.

Caution

Never apply wax to the windows. ■

Polishing

Polishing is only necessary if the paintwork of your vehicle has become unattractive and if it is no longer possible to achieve a gloss with wax preservers.

You must treat the paintwork with a wax preserver if the polish you use does not contain any preserving elements ⇒ page 143, “Wax treatment”.

We recommend using a preservative from Škoda genuine accessories offered by your Škoda dealer.

Caution

- You must not treat mat painted parts or plastic with polishing products or hard wax.
- Do not polish the paintwork of the vehicle in a dusty environment, otherwise the paintwork can be scratched. ■

Chrome parts

First clean the chrome parts with a damp clotch and then polish them with a soft, dry cloth. If it does not prove to be adequate, use a chrome care product from Škoda original accessories.

Caution

Do not polish the chrome parts in a dusty environment, otherwise they can be scratched. ■

Paint damage

Slight damage to paintwork such as scratches, scuffs or traces of chip damage must be treated immediately **before** any corrosion can result. You can of course have this work carried out by a Škoda Service Partner.

Škoda Service Partners have a range of matching **touch-up pens** or **spray cans** available in the colour of your vehicle.

The paint number of the original paintwork of your vehicle is indicated on the vehicle data sticker ⇒ page 197, fig. 184.

Any corrosion which has already have formed must be removed thoroughly. Apply a **corrosion protection primer** and then the paint to the affected point. You can of course have this work carried out by a Škoda Service Partner. ■

Plastic parts

External plastic parts are cleaned by normal washing. Plastic parts and synthetic leather can also be treated with **special solvent-free plastic cleaning agents** if a damp cloth is not sufficient. Paint care products are not suitable for plastic parts.

Caution

Solvent-free cleaners attack the material and can damage it. ■

Windows

Only use a plastic ice scraper for removing snow and ice from the windows and mirrors. You should not move the ice scraper forward and backward but in one direction on the window which you are cleaning in order to avoid any damage to the surface of the glass.

You can best remove residues of rubber, oil, grease, wax or silicone by using a special window cleaner or a special silicone remover.

You should also clean the windows regularly from the inside.

Do not use window leathers which you have used to polish the vehicle body to dry off the windows. Residues of preservatives in the window leather can dirty the window and reduce visibility.

Do not affix any stickers over the inside of the rear window to avoid damage to the **heating elements of the rear window heater**.

We recommend using a preservative from Škoda genuine accessories offered by your Škoda dealer.

Caution

Never remove snow or ice from the glass parts with warm or hot water - risk of formation of cracks in the glass! ■

The headlight lenses

Please do not use any aggressive cleaning or chemical solvent products - risk of damage to the plastic lenses **Please use** soap and clean warm water.

Caution

Never wipe the headlights dry and do not use any sharp objects for cleaning the plastic lenses, this may result in damage to the protective paintwork and consequently in formation of cracks on the headlight lenses, e.g through effect of chemical products. ■

Door and window seals

The rubber seals on the doors, boot lid, bonnet and windows remain supple and last longer if you treat them from time to time with a rubber care product (e.g. with a spray with silicone-free oil). You also avoid premature wear of the seals and prevent leakages in this way. It is also easier to open the doors. Rubber seals which are well cared for also do not stick together in cold winter weather. ■

Locks

We recommend that you use the spray from Škoda original accessories with regreasing and anticorrosive effect for de-icing locks.

Note

When washing your vehicle, ensure that as little water as possible gets into the locks. ■

Wheels

Steel wheels

You should also thoroughly wash the wheels and wheel trims when giving your vehicle its regular wash. This prevents any brake dust, dirt and road salt from sticking to the wheel hubs. You can remove stubborn brake abrasion adhering to the wheels with an industrial cleaner. Touch up any damage to the paintwork on the wheels before rust is able to form.

Light alloy wheels

Regular care of light alloy wheels is necessary in order to retain their decorative appearance over long periods. It is particularly important to remove any road salt and brake abrasion from light alloy wheels every two weeks, otherwise the surface will suffer. Wash thoroughly and then treat the wheels with a protective product for light alloy wheels which does not contain any acidic components. You should provide the wheel hubs with a hard wax layer every three months. You must not use any products which cause abrasion when treating the wheel hubs. Any damage to the paint layer on the wheel hubs must be touched up immediately.

We recommend using a preservative from Škoda genuine accessories offered by your Škoda dealer.

WARNING

One should remember when cleaning the wheels that moisture, ice and road salt may adversely affect braking efficiency – risk of an accident!

Note

Severe layers of dirt on the wheels can also result in wheel imbalance. This may show itself in the form of a wheel vibration which is transmitted to the steering wheel which, in certain circumstances, can cause premature wear of the steering. This means it is necessary to remove the dirt. ■

Underbody protection

The underside of your vehicle is protected for life against chemical and mechanical influences.

One cannot, however, completely rule out damage to the **protective layer** when driving so we recommend that you inspect the protective layer on the underside of your vehicle and on the chassis at certain intervals - this is best done at the beginning and end of the winter - and to touch up any damaged areas.

Škoda Service Partners have suitable **spray products** available as well as the necessary equipment and are familiar with the instructions for use. We therefore recommend to have repairs and additional corrosion protection measures preferably carried out by a Škoda Service Partner.

WARNING

Never use additional underbody protection or corrosion-protection agents for the exhaust pipes, catalytic converters or heat shields. When the engine reaches its operating temperature, these substances might ignite – risk of fire! ■

Protection of hollow spaces

All the cavities of your vehicle which are at risk from corrosion are protected for life by a layer of **protective wax** applied in the factory.

This wax protection does not require to be inspected or re-treated. Please remove any small amount of wax which flows out of the cavities at high temperatures with a plastic scraper and clean the spot using petroleum cleaner.

WARNING

Safety and environmental protection regulations should observed when using petroleum cleaner to remove wax – a risk of fire! ■

Engine compartment

Good corrosion protection is very important, particularly in winter when one often drives over its salt-strewn roads. One should therefore clean the entire engine compartment before and after the salt spreading period, in order to prevent the salt from being destructive.

Škoda Service Partners have the cleaning agents recommended by the manufacturer and also the required equipment.

WARNING

- **It is necessary to observe the guidelines given in the chapter before working on the engine compartment ⇒ page 152.**
- **Let the engine cool down before cleaning the engine compartment.**

Caution

- Engine cleaning may be only be undertaken when the ignition is off.
- It is recommended to cover the generator before washing the engine compartment.

For the sake of the environment

The dirty water produced by washing the engine has washed away petrol, and residues of grease and oil and should therefore be cleaned by an oil separator. This is why engine washing should only be undertaken in a garage or at a fueling station (when these are fitted with the required equipment). ■

Care of the interior of vehicle

Plastic parts, artificial leather and cloths

You can clean plastic parts and artificial leather with a moist cloth. You should only treat such parts with special **solvent-free plastic cleaning and care products** it does prove to be adequate.

Upholstery cloth and cloth trim on the doors, luggage compartment cover, headliner etc. are best treated with special cleaning products, using if necessary a **dry foam** and a soft sponge or brush.

We recommend using a cleaning product from Škoda genuine accessories offered by your Škoda dealer.

Caution

Solvent-free cleaners attack the material and can damage it. ■

Fabric covers of electrically heated seats

Do **not clean** the seat covers moist as this may result in damage to the seat heating system.

Clean such covers using special agents, for example dry foam. ■

Natural leather

Natural leather requires quite particular care and attention.

Leather should be treated from time to time according the following guidelines depending on how much it is used.

Normal cleaning

– Clean soiled areas of the leather with slightly moistened cotton or woollen cloth.

Severe soiling

– Clean severely soiled areas with a cloth dipped in a mild soapy solution (2 spoonfuls of natural soap to 1 litre of water).

– Ensure that the leather is not soaked through at any point and that no water gets into the stitching of the seams.

– Dry off the leather with a soft, dry cloth.

Removing stains

- Remove fresh stains which are **water-based** (e.g. coffee, tea, juices, blood etc.) with an absorbent cloth or household paper or use the cleaner from the care set for a stain which has already dried in.
- Remove fresh stains on a **fat base** (e.g. butter, mayonnaise, chocolate etc.) with an absorbent cloth or household cleaning paper or with the cleaner from the care set if the stain has not yet penetrated into the surface.
- Use a grease dissolver for **grease stains which have dried in**.
- Eliminate **special stains** (e.g. ball-point pens, felt pen, nail varnish, dispersion paint, shoe cream etc.) with a special stain remover suitable for leather.

Leather care

- Treat the leather every six months with the leather care product available from Škoda Service Partners.
- Apply only a small amount of the care product.
- Dry the leather off with a soft cloth

We recommend that you consult your Škoda Service Partner, if you have any questions regarding cleaning and care of the leather interior.

Caution

- You must on no account treat the leather with solvents (e.g. gasoline, turpentine), floor wax, shoe cream or such like.
- Avoid leaving your vehicle for lengthy periods in bright sunlight in order to avoid bleaching the leather. If you leave your vehicle parked in the open for lengthy periods, protect the leather from the direct rays of the sun by covering it over.
- Sharp-edged objects on items of clothing such as zip fasteners, rivets, sharp-edged belts may leave permanent scratches or signs of rubbing on the surface.

Note

- Use a care cream with light blocker and impregnation effect regularly and each time after cleaning the leather. The cream nourishes the leather, allows it to breathe and keeps it supple and also provides moisture. It also creates surface protection.
- Clean the leather every 2 to 3 months, remove fresh soiling each time this occurs.
- Remove fresh stains such as those from ball-point pens, ink, lipstick, shoe cream etc., as quickly as possible.
- Care also for the leather dye. Refreshen areas which have lost their colour with a special coloured leather cream as required. ■

Seat belts

- Keep the seat belts clean!
- Wash seat belts which have become soiled using a mild soapy solution.
- Inspect the seat belts regularly to ensure they are in good condition.

Belt webbing which has become severely soiled may prevent the inertia reel from reeling up the belt properly.

WARNING

- **The seat belts must not be removed for cleaning.**
- **Never clean the seat belts chemically as dry cleaning may destroy the fabric. The seat belts must also not be allowed to come into contact with corrosive liquids (such as acids etc.).**
- **We recommend that seat belts which have damage to the webbing, the connections, the inertia reel or the lock should be replaced by a Škoda Service Partner.**
- **Inertia reel belts must be completely dried before being reeled up.** ■

Fuel

Petrol

Grades of petrol

There are various grades of petrol. Please read ⇒ page 197, “Technical Data” in order to know which grade of petrol your vehicle requires. You will also find the same information affixed to the inside of the fuel filler flap of your vehicle ⇒ page 149, fig. 137.

A distinction is made between unleaded and leaded petrol. All Škoda vehicles with petrol engines are equipped with a catalytic converter and must therefore be only driven with **unleaded petrol**. Unleaded petrol complies with the **standard DIN EN 228**.

The individual grades of petrol are distinguished by their **octane number** (RON). Please adopt the following procedure if the grade of petrol which you normally use is not be available in exceptional circumstances:

- Engines which need **unleaded premium petrol 95 RON** can also be run on unleaded regular petrol 91 RON. This does, however, result in a slight loss in performance.
- Engines which need **unleaded premium plus petrol 98 RON** can also be run on unleaded regular petrol 95 RON. This does, however, result in a slight loss in performance. You can **in exceptional circumstances** also use unleaded regular petrol of 91 RON in the event that neither unleaded premium petrol of 98 RON nor 95 RON is available. Refuel as soon as possible with unleaded premium plus of 98 RON or unleaded premium petrol of 95 RON.

If, in an emergency, the only fuel available is one which has a lower octane number than that required by the engine then only drive at medium engine speeds and lower engine loadings.

You can make unlimited use of fuel which has a higher octane number than that required by the engine. There will, however, be no advantages gained by this in terms of engine performance and fuel consumption!

The handling, performance and life of your engine are determined to a significant extent by the quality of the fuel. Do not use any petrol additives. **Use a fuel complying with the standard.**

You can find further information on refuelling ⇒ page 149.

Caution

- Filling the tank even only once with leaded petrol will result in the catalytic converter being destroyed.
- Operating the engine with petrol of a low octane number than that required can result in engine damage at high revolutions or severe engine loading. ■

Diesel

Grades of diesel

Grades of diesel fuel

Your vehicle can be driven with the following grades of diesel fuel:

- **Diesel fuel** must comply with the **DIN EN 590**.

Fuel additives

You must not use fuel additives, so-called “flow improvers” (petrol and similar products) in diesel fuel.

If the quality of the diesel fuel is poor, it is then necessary to drain the **fuel filter** more often than stated in the Service schedule.

You can find information on refuelling ⇒ page 149, “Refuelling”.

Caution

- Use a fuel complying with the standard. Filling the tank even only once, which does not comply with the standard, can result in damage to the fuel system.

- Water which has collected in the fuel filter can result in engine problems. ■

Operation in winter

Winter-grade diesel fuel

A different grade of diesel fuel is available at filling stations in winter than during the summer. Using "summer-grade diesel fuel" at temperatures below 0°C can result in operational problems because the diesel becomes viscous as a result of paraffin separation.

It is therefore the case that DIN EN 590 prescribes diesel fuel class for certain periods of the year which can also be purchased at the corresponding time during the year. "Winter-grade diesel fuel" will still operate properly even at a temperature of -20°C.

It is often the case in countries with different climatic conditions that diesel fuels available have a different temperature characteristic. Škoda Service Partners and filling stations in the country concerned will be able to provide you with information regarding the diesel fuels available.

Prewarming fuel

The vehicle is fitted with a fuel filter prewarming system. This secures operation of a vehicle using diesel fuel down to an environmental temperature of -25°C.

Caution

It is not permitted to add the various fuel additives on the market, including petrol, to diesel fuel in order to improve its flow properties. ■

Refuelling

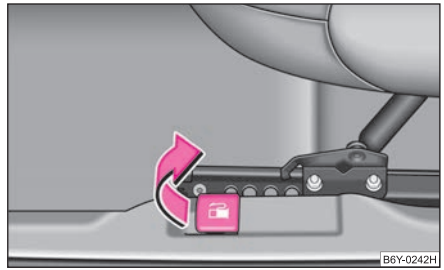

Fig. 136 Opening lever for the fuel tank flap

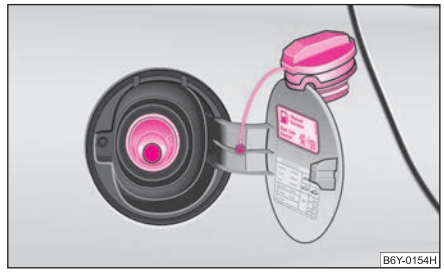

Fig. 137 Fuel filler flap

Opening the fuel filler cap

– The fuel filler flap opens when you pull on the actuation lever* next to the driver's seat ⇒ fig. 136 or open at fuel filler tube.

– The fuel filler cap on the fuel filler tube must be unlocked to the left using the vehicle key (only valid for vehicles which do not have remote unlocking of the fuel filler flap next to the driver's seat).

– Unscrew the fuel filler cap anti-clockwise and place the fuel filler cap from above on the fuel filler flap ⇒ fig. 137.

Closing fuel filler cap

– Screw on the cap by turning it to the right until it is heard to lock.

– The fuel filler cap on the fuel filler tube must be locked to the right using the vehicle key and the key then removed (only valid for vehicles which do not have remote unlocking of the fuel filler flap next to the driver's seat).

– Press the fuel tank flap closed.

The correct grades of fuel for your vehicle are stated on a sticker affixed to the inside of the fuel filler flap. Further information on fuel ⇒ page 148.

The fuel tank has a capacity of about 45 litres.

WARNING

Pay attention to any legal requirements if you do carry a spare canister in the vehicle. We do not recommend carrying any fuel canisters in your vehicle for safety reasons. The canister can be damaged in the event of an accident and fuel may leak out.

Caution

- Remove any fuel which has spilled onto the paintwork of your vehicle immediately. This particularly applies to biodiesel - risk of paint damage!
- Vehicles fitted with catalytic converter should never be allowed to let the fuel tank to run completely empty. An irregular supply of fuel to the engine can result in misfiring and unburnt fuel may get into the exhaust system, which may result in overheating and damage to the catalytic converter.
- Make sure that the valve is not pressed into the filler tube when inserting the pump nozzle into the filler tube. Otherwise you are unintentionally filling up the volume, which in case of heat can cause an expansion of the fuel. This can lead to an overflow of fuel or damage to parts of the fuel reservoir.
- The fuel tank is full just as soon as the pump nozzle switches off for the first time, provided the nozzle has been operated properly - otherwise the expansion volume is filled up. ■

Inspecting and Replenishing

Engine compartment

Bonnet remote release

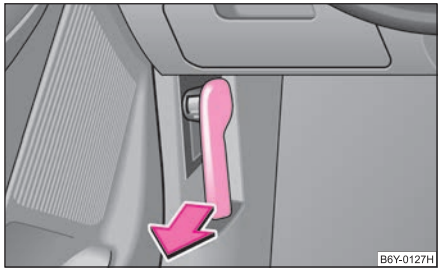

Fig. 138 Bonnet release lever

Bonnet remote release

– Pull the unlocking lever below the dash panel on the driver's side ⇒ fig. 138.

The bonnet jumps out of its lock as a result of the spring force. A handle appears at the same time in the radiator grille. ■

Opening and closing the bonnet.

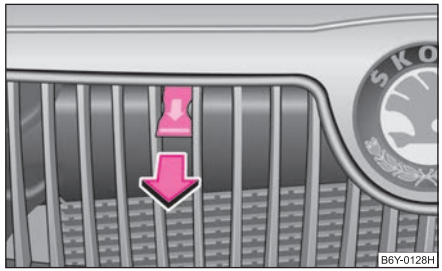

Fig. 139 Radiator grille: handle

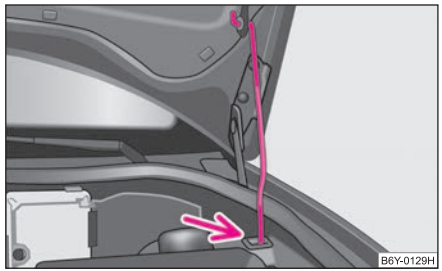

Fig. 140 Securing the bonnet with the bonnet support

Opening the bonnet

– Unlock the bonnet ⇒ fig. 138.

– Ensure that the arms of the windscreen wipers are correctly in place against the windscreen **before opening** the bonnet otherwise damage could occur to the paintwork.

– Pulling on the handle ⇒ fig. 139 will lock the bonnet fully.

– Grip with the hand under the radiator grille and lift up the bonnet.

– Take the bonnet support out of its holder and set it in the opening designed for it ⇒ page 151, fig. 140.

Closing the bonnet

– Lift the bonnet slightly and unhook the bonnet support. Press the bonnet support into the holder designed to hold it.

– Allow the bonnet to drop from a height of about 30 cm into the lock - bonnet **do not press down on it!**

WARNING

- **Never open the bonnet if you see that steam or coolant is flowing out of the engine compartment – risk of scalding! Wait long enough until the steam or coolant has stopped escaping.**
- **For safety reasons, the bonnet must always be properly closed when driving. One should therefore check that the lock has in fact engaged properly after closing the bonnet.**
- **Stop your vehicle immediately while driving if you notice that the lock is not properly engaged and close the bonnet properly – risk of an accident!**

Caution

- Never open the bonnet using the handle - danger of causing damage.
- Before opening the bonnet, ensure that the arms of the windscreen wipers are correctly in place against the windscreen. Otherwise, there is a risk of damage to the paintwork. ■

Working in the engine compartment

Particular care is required when carrying out any work in the engine compartment!

There is a risk of injuries, scalding, accidents and fire when working in the engine compartment, e.g. inspecting and replenishing oil and other fluids. For this reason, it is essential to comply with the warning instructions stated below and with the general applicable rules of safety. The engine compartment of your car is a hazardous area ⇒ ⚠.

WARNING

- **Never open the bonnet if you see that steam or coolant is flowing out of the engine compartment – risk of scalding! Wait long enough until the steam or coolant has stopped escaping.**
- **Switch off the engine and pull out the ignition key.**
- **Apply the handbrake firmly.**
- **If your vehicle is fitted with a manual gearbox, move the gearshift lever into Neutral, or if it is fitted with automatic gearbox, move the selector lever into position P.**
- **Allow the engine to cool down.**
- **Keep children clear of the engine compartment.**
- **Do not touch any hot engine parts – risk of burns!**
- **Never spill oil and other fluids over the hot engine. Such fluids (e.g. the antifreeze contained in the coolant) may ignite!**
- **Avoid short circuits in the electrical system – particularly on the battery.**
- **Never place your hand into the radiator fan as long as the engine is still warm. The fan might suddenly start running!**
- **Never open the cap of the coolant expansion bottle as long as the engine is still warm. The cooling system is pressurized!**
- **Cover over the cap of the coolant expansion reservoir with a large cloth when opening it as protection for your face, hands and arms from hot steam or hot coolant.**

WARNING (continued)

- **Do not let objects, such as e.g cleaning cloth or tools lie in the engine compartment.**
- **If you wish to work under the vehicle, you must secure the vehicle from rolling away and support it with suitable supporting blocks: the car jack is not sufficient for this – risk of injury!**
- **In cases where it be necessary to carry out inspection work when the engine is running there is an additional risk from rotating parts (e.g. the V-ribbed belt, alternator, radiator fan) and from the high-voltage ignition system. Please observe in addition the following:**
  - **Never touch the electrical cables of the ignition system.**
  - **Absolutely avoid any jewellery, loose items of clothing or long hair from getting into the rotating parts of the engine – Hazard! Therefore remove any jewellery beforehand, tie up your hair and wear tight fitting clothing.**
- **Please also comply with the warning instructions stated below when carrying out any essential work on the fuel system or on the electrical system:**
  - **Always separate the car battery from the electrical system.**
  - **Do not smoke.**
  - **Never carry out any work close to naked flames.**
  - **Always keep a working fire extinguisher at hand.**

Caution

When replenishing fluids in the engine, always ensure that the fluids are on no account mixed up. This may result in major operating problems and also vehicle damage! ■

Overview of the engine compartment

The main inspection points

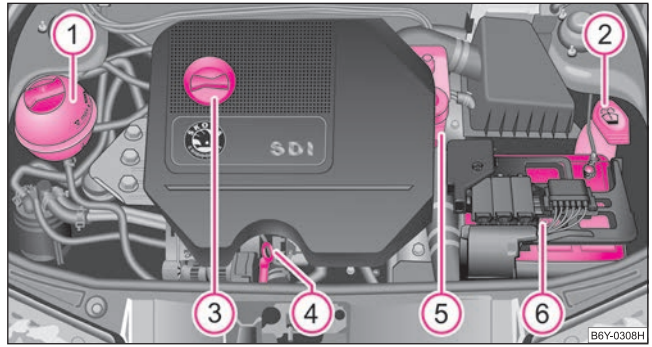

Fig. 141 Diesel engine 1.9 litre/74 kW

Note

The location of the inspection points in the engine compartment of petrol and diesel engines is practically identical. ■

Engine oil

Engine oil specifications

The grade of engine oil should be selected in accordance with precise specifications.

The engine of your vehicle has been factory-filled with a high-grade oil which you can use throughout the year - except in extreme climatic regions.

You can mix various oils together with each other when refilling with oil. This does not, however, apply for models with flexible service intervals (QG1).

Engine oils are, of course, undergoing continuous further development. Thus the information stated in this Owner's Manual is only correct at the time of publication.

Škoda Service Partners are informed by Škoda Auto a.s. about current changes. We recommend having this oil change undertaken by a Škoda Service Partner.

Engine oil specifications for vehicles with fixed service intervals (QG0, QG2)

	Engine oil specifications
Petrol engines	VW 501 01 VW 502 00 VW 504 00 ACEA A2 [a] or A3 [a]
Diesel engines	VW 505 01 VW 505 00 [b] VW 507 00 [b] ACEA B3 [a] or ACEA B4 [a]

a) Only to be used in exceptional cases if the oils specified above are not available.

b) This does not apply for PDi engines (a unit injection engine). Further information in the chapter ⇒ page 197, “Technical Data”.

Engine oil specifications for models with flexible service intervals (QG1)

	Engine oil specifications
Petrol engines	VW 504 00 alternative VW 503 00
Diesel engines	VW 507 00 alternative VW 506 01

Caution

We recommend always refilling with oil of the same specification since this will maintain the properties of the oil. In exceptional cases, you must top up only once engine oil complying with Specification VW 502 00 (only for petrol engines) or Specification VW 505 01 (only for diesel engines) to maximum 0.5 litres. You must not use other engine oils - risk of engine damage!

Note

- Before a long drive we recommend that you purchase and carry with you engine oil which complies with the specification for your vehicle. Consequently, you will always have the correct engine oil for refilling.
- We recommend using a preservative from the Škoda original accessories offered by your Škoda dealer.
- For further information - see Service shedule. ■

Check engine oil level

The dipstick indicates the level of oil in the engine.

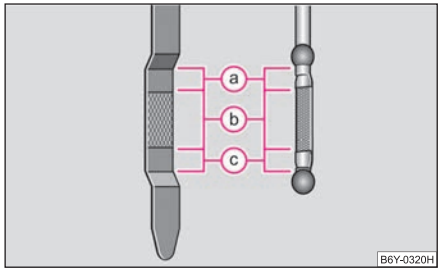

Fig. 142 Dipstick

Checking the oil level

- Park the vehicle on a horizontal surface.
- Switch the engine off.
- Open the bonnet ⇒ ⚠ in "Working in the engine compartment" on page 152.
- Wait a few minutes and pull out the oil dipstick Ⓐ ⇒ ⓘ.
- Wipe off the dipstick with a clean cloth and insert it again fully.
- Then withdraw the dipstick again and read off the oil level.

Oil level within range Ⓐ

- You must **not** top up the oil.

Oil level within range Ⓑ

- You **may** top up the oil. It is possible that the oil level may then be within range Ⓐ after doing this.

Oil level within range Ⓒ

- You **must** top up the oil. It is sufficient, once this is done, to keep the oil level is within range Ⓑ.

It is normal for the engine to consume oil. The oil consumption may be as much as 0.5 l/1 000 km depending on your style of driving and the conditions under which you operate your vehicle. The oil consumption may be slightly higher than this during the first 5 000 kilometres.

One should therefore check the oil level at regular intervals, preferably every time after the fuel tank is filled or after driving for long stretches.

We recommend maintaining the oil level within the range Ⓑ if the engine has been operating at high loads, for example during a lengthy motorway trip during the summer months, towing a trailer or negotiating a high mountain pass, **but not above this**.

The warning light in the instrument cluster* will indicate ⇒ page 24 whether the oil level is too low. In this case, check the oil level as soon as possible. Top up with an appropriate quantity of oil.

⚠ WARNING

Read and observe the warning notes ⇒ page 152, "Working in the engine compartment" before working in the engine compartment.

ⓘ Caution

- Always check the oil level on vehicles with engine 1.2 l/47 kW when the engine is warm. Otherwise the measuring result is incorrect und oil could be incorrectly replenished - risk of engine damage!
- The oil level must on no account extend beyond the range Ⓐ. Danger of damaging the catalytic converter.
- **Do not continue your journey** if for some reason it is not possible under the conditions prevailing to top up with oil. **Switch the engine off** and obtain professional assistance from a specialist garage, otherwise it could lead to severe engine damage. ■

Replenishing engine oil

– Inspect the oil level ⇒ page 155.
– Unscrew the cap of the engine oil filler opening.
– Pour in a suitable grade of oil in portions of 0.5 litres ⇒ page 154, “Engine oil specifications”.
– Inspect the oil level ⇒ page 155.
– Carefully screw on the cap of the filler opening and push the dipstick in fully.

WARNING

- **Avoid dripping oil onto hot parts of the engine when topping up will oil – a risk of fire!**
- **Read and observe the warning notes ⇒ page 152, “Working in the engine compartment” before working in the engine compartment.**

For the sake of the environment

The oil level must on no account be above the range (a) ⇒ page 155. Oil will otherwise be drawn in through the crankcase ventilation and may pass through the exhaust system to atmosphere. The oil may combust in the catalytic converter and damage it. ■

Changing engine oil

The engine oil must be changed at the intervals stated in the Service schedule or according to the service interval indicator ⇒ page 11.

WARNING

- **Only carry out the engine oil change, if you have the required professional knowledge!**

WARNING (continued)

- **Read and observe the warning notes ⇒ page 152, “Working in the engine compartment” before working in the engine compartment.**
- **Let the engine cool down – risk of burning from hot oil.**
- **Wear an eye protection – risk of caustic burns due to oil splashes.**
- **Oil is toxic! Store old oil in a safe place out of the reach of children and unauthorized persons until you dispose of it properly.**

Caution

You must not pour any additives into the engine oil - risk of engine damage! Damage, which results from such product, are excluded from the warranty.

For the sake of the environment

- You must on no account pour oil into the ground or into the sewage system.
- In view of the problems involved in properly disposing of old oil, the material, equipment and the knowledge required for such work, we recommend that you have the oil and oil filter change carried out by your Škoda Service Partner.

Note

After your skin has come in contact with the oil, you must thoroughly wash your skin. ■

Cooling system

Coolant

The job of the coolant is to cool the engine.

The cooling system does not require any maintenance under normal operating conditions. The coolant consists of water with a concentration of coolant additive of 40 %. This mixture not only provides antifreeze protection down to -25°C but ▶

also protects the cooling and heating system from corrosion. It also prevents the formation of scale and significantly increases the boiling point of the coolant.

You must therefore not reduce the concentration of antifreeze agent in the coolant by adding water, also not during the summer months or in countries with a warm climate. **The concentration of coolant additive in the coolant must be at least 40%.**

You can increase the amount of antifreeze in the coolant if a higher concentration of antifreeze is necessary for climatic reasons but only up to 60% (antifreeze protection down to approx. -40°C). The antifreeze protection tails off above that concentration.

Vehicles exported to countries with a cold climate (e.g. Sweden, Norway, Finland) are already factory-filled with a coolant which offers antifreeze protection down to about -35°C. In these countries the concentration of coolant additive should be at least 50 %.

Coolant

The cooling system is filled at the works with coolant (purple in colour), which complies with the specification TL-VW 774 F.

We recommend that you use the antifreeze agent - G12 PLUS (purple in colour).

We recommend that you contact your Škoda Service Partner if you have any questions regarding the coolant or if you wish to fill up with a different coolant.

Your Škoda Service Partner can also supply you with the correct coolant additives.

Caution

- **Other coolant additives may cause operational problems which, in particular, involves significantly reducing the anticorrosion effect.**
- **Any faults or problems resulting from corrosion may cause a loss of coolant and, as a consequence of this, result in major engine damage.** ■

Inspecting the coolant level

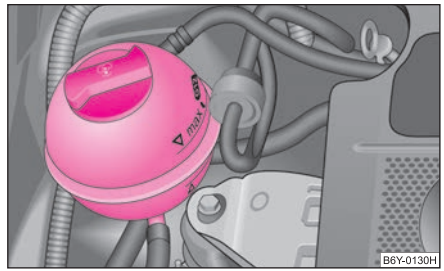

Fig. 143 Engine compartment: Coolant expansion bottle

The coolant expansion bottle is located in the engine compartment on the right.

- Switch the engine off.
- Open the bonnet ⇒ ⚠ in “Working in the engine compartment” on page 152.
- Check the level of coolant in the coolant expansion bottle ⇒ fig. 143. The coolant level when the engine is cold must lie between the “MIN” and “MAX” markings. The level may also rise slightly above the “MAX” marking when the engine is warm.

If the coolant level in the reservoir is too low, this is indicated by the warning light in the instrument cluster ⇒ page 23. We nevertheless recommend inspecting the coolant level directly at the reservoir from time to time.

Loss of coolant

A loss of coolant is first and foremost an **indication of a leak** in the system. You should not merely top up the coolant in the reservoir. It is also important to have the cooling system inspected without delay by a specialist garage.

Losses can only occur through the pressure relief in the cap of the coolant expansion bottle which is completely free of leaks if the coolant boils as a result of overheating and is forced out of the cooling system.

WARNING

Read and observe the warning notes ⇒ page 152, "Working in the engine compartment" before working in the engine compartment.

Caution

One should contact a specialist garage as soon as possible if the source of overheating itself cannot be determined and removed, since there may be grave damage to the engine. ■

Replenishing the coolant

- Switch the engine off.
- Allow the engine to cool down.
- Place a cloth over the cap of the coolant expansion reservoir ⇒ page 157, fig. 143 and unscrew the cap **carefully** by turning it to the left ⇒ ⚠.
- Top up the coolant.
- Screw the cap tight until it is heard to lock.

The coolant which you use for replenishing the system, must comply with one specific specification ⇒ page 156, "Coolant". Do not use an alternative additive if the coolant additive G12 PLUS is not available in exceptional cases. Just top up the system with water and as soon as possible arrange adjustment to correct the mixing ratio of water and coolant additive again by a specialist garage.

Only use fresh coolant for topping up the system.

Do not fill up over the "MAX" marking! Excess coolant which is heated up is forced out of the cooling system through the pressure relief valve in the cap of the coolant compensation bottle.

Wait until the engine has cooled down for a system which has suffered a major loss of coolant before pouring in coolant. This is necessary to avoid engine damage.

WARNING

- **The cooling system is pressurized! Do not open the cap of the coolant expansion bottle if the engine is still hot – risk of scalding!**
- **The coolant additive and thus all of the coolant is harmful to your health. Avoid contact with the coolant. Coolant vapours are also harmful to the health. It is important, therefore, to always safely store any coolant additive in its original container out of the reach of children – risk of poisoning!**
- **If any splashes of coolant get into your eyes, rinse out your eyes immediately with clear water and contact a doctor as soon as possible.**
- **You should also consult a doctor without delay if you have inadvertently swallowed coolant.**

Caution

Do not continue your journey if for some reason it is not possible under the conditions prevailing to top up with coolant. Switch the engine off and obtain professional assistance from a specialist garage, otherwise it could lead to severe engine damage.

For the sake of the environment

Do not re-use coolant if it is necessary to drain the coolant in the system. It should be collected and disposed of in compliance with environmental protection regulations. ■

Radiator fan

The radiator fan may switch on suddenly.

The radiator fan is driven by an electric motor and controlled by a thermostat according to the coolant temperature.

The radiator fan may continue running for up to 10 minutes after the engine has been switched off - even if the ignition is also off. It may also switch on suddenly after a certain time, if

- the coolant temperature has risen because of an accumulation of heat or
- the warm engine compartment is heated up additionally by strong sunlight.

WARNING

You must therefore be aware when working in the engine compartment that the fan may switch on suddenly – risk of injury! ■

Brake fluid

Inspecting the brake fluid level

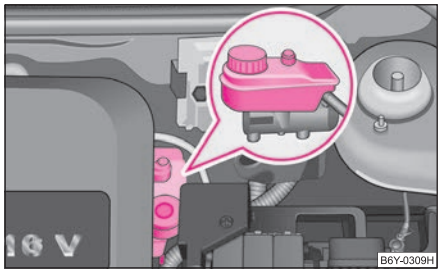

Fig. 144 Engine compartment: Brake fluid reservoir

The brake fluid reservoir is located on the left of the engine compartment. The brake fluid reservoir on right-hand steering models is positioned on the other side of the engine compartment.

- Switch the engine off.
- Open the bonnet ⇒ ⚠ in “Working in the engine compartment” on page 152.
- Inspect the brake fluid level in the reservoir ⇒ fig. 144. The level must be between the “MIN” and “MAX” markings.

A slight drop in the fluid level results when driving due to normal wear-and-tear and automatic adjustment of the brake pads, and is perfectly normal.

There may be an indication of a leak in the brake system, however, if the fluid level drops significantly within a short time or if it drops below the “MIN” marking. A situation where the brake fluid level is too low is indicated by the warning light (!) lighting up in the instrument cluster ⇒ page 27. In this case **stop the car immediately and do not drive any further! Contact a Škoda Dealer to obtain professional assistance.**

WARNING

- **Read and observe the warning notes ⇒ page 152, “Working in the engine compartment” before working in the engine compartment.**
- **If the fluid level has dropped below the MIN marking, do not drive any further – risk of accident! Contact a Škoda dealer to obtain professional assistance.** ■

Replacing brake fluid

Brake fluid absorbs moisture. This causes the fluid to absorb moisture from the surrounding air over a period of time. Excessive water in the brake fluid may be the cause of corrosion in the brake system. The water content also lowers the boiling point of the brake fluid. **This is why brake fluid must be replaced every two years.**

One may only use new genuine brake fluid from Škoda Auto a.s. The specification for the brake fluid is "FMVSS 116 DOT 4".

We recommend that you have the brake fluid replaced by a **Škoda Service Partner** as part of an Inspection Service.

WARNING

- **Using old brake fluid can result in severe stress on the brakes because of the formation of vapour bubbles in the brake system. This greatly impairs the braking efficiency and thus also the safety of your vehicle.**
- **Brake fluid is toxic! It must therefore be kept safely in closed original containers and well away from children and unauthorized persons.**

Caution

Brake fluid damages the paintwork of the vehicle.

For the sake of the environment

In view of the problems involved with proper disposal of brake fluid, the special tools and the professional knowledge required, we recommend you have the brake fluid replaced by a Škoda Service Partner. ■

Battery

Working on the battery

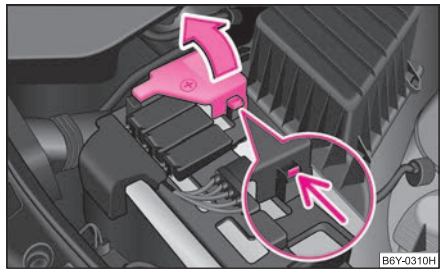

Fig. 145 The battery: Open up the cover

The battery is located in the engine compartment below a plastic box.

– Unlock the interlock on the positive terminal side of the battery ⇒ fig. 145.

– Open the cover in direction of arrow.

– The installation of the battery cover on the positive terminal side takes place in the reverse order.

Removal and installation of the battery is not recommended since it can, under certain circumstances, lead to major damage to the battery and fuse boxes. Contact a specialist garage.

There is a risk of injuries, scalding, accidents and burns when carrying out any work on the battery and on the electrical system. For this reason, it is essential to comply with the warning instructions ⇒ ⚠ stated below and with the general applicable rules of safety.

WARNING

- **The battery acid is strongly corrosive and must, therefore, be handled with the greatest of care. Always wear protective gloves, eye and skin protection when handling batteries. Corrosive fumes in the air irritate the air passages and lead to conjunctivitis and inflammation of the air passages in the lungs. Battery acid corrodes dental enamel and creates deep wounds after contact with the skin which take a long time to heal. Repeated contact with diluted acids causes skin diseases (inflammations, ulcers, slin cracks). Acids coming into contact with water are diluted accompanied by significant development of heat.**
- **Do not tilt the battery otherwise battery electrolyte may flow out of the battery vent openings. Protect the eyes with safety glasses or a shield! There is the danger of suffering blindness! If any battery electrolyte gets into your eye, rinse out your eye immediately with clear water for several minutes. Contact a doctor without delay.**
- **Splashes of acid on your skin or clothes should be neutralised as soon as possible using soap suds and then rinsed with plenty of water. Contact a doctor immediately if you swallow battery electrolyte.**
- **Keep batteries out of the reach of children.**
- **Hydrogen is released when you charge a battery and a highly explosive gas mixture is produced. An explosion can be caused through sparkling over during unclamping or loosening of the cable plug while the ignition is on.**
- **Bridging of the poles will create a short circuit (e.g. through metal objects, cables). Possible consequences of a short circuit: Melting of lead struts, explosion and burning of the battery, jets of acid spurting out.**
- **It is prohibited to work with a naked flame and light, to smoke or to carry out any activities which produce sparks. Avoid creating sparks when working with cables and electrical devices. Strong sparking represents a risk of injury.**
- **Before carrying out any work on the electrical system, switch off the engine, the ignition as well as all electrical components and disconnect the negative cable (–) on the battery. If you wish to replace a bulb it is sufficient to switch off the appropriate light.**

WARNING (continued)

- **Never charge a frozen or thawed battery – risk of explosion and caustic burns! Replace a frozen battery.**
- **Never use a battery which is damaged – risk of explosion! Immediately replace a damaged battery.**

Caution

- You must only disconnect the battery if the ignition is switched off, otherwise the electrical system (electronic components) of the vehicle may be damaged. When disconnecting the battery from the electrical system of the vehicle, first disconnect the negative terminal (-) of the battery. Then disconnect the positive terminal (+).
- When reconnecting the battery, first connect the positive terminal (+) and only then the negative terminal (-) of the battery. You must on no account connect the cables wrongly - risk of a cable fire.
- Ensure that battery acid does not come into contact with the vehicle body otherwise damage could occur to the paintwork.
- Do not place the battery in direct daylight in order to protect the battery housing from the effects of ultra-violet light.

For the sake of the environment

A removed battery is a special type of waste which is harmful to the environment - we recommend that you contact your Škoda Service Partner regarding disposing of the battery.

Note

- Please also refer to the guidelines ⇒ page 163, “Disconnecting and reconnecting the battery”, also after connecting the battery. ■

Battery with a charge level indicator, the so-called magic eye*

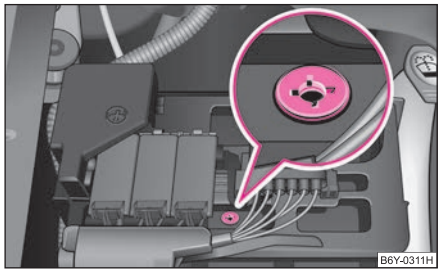

Fig. 146 Battery with a charge level indicator

There is a so-called magic eye ⇒ fig. 146 located on the top of the battery. The "magic eye" changes its colour in line with the charge state of and electrolyte level in the battery.

Air bubbles can influence the colour of the "magic eye". For this reason carefully knock on the "magic eye" before carrying out the check.

- Green colour - the battery is adequately charged.
- Dark colour - the battery has to be charged
- Colourless or yellow colour - we recommend you have the battery checked by a Škoda Service Partner.

Batteries, which are more than 5 years old, must be replaced. We recommend you have the electrolyte level inspected and adjusted to the correct level or the battery replaced if necessary by a Škoda Service Partner.

Caution

If the vehicle has not been driven for more than 3 to 4 weeks, the battery will discharge because certain electrical components consume electricity (e.g. control units) also in idle state. You can prevent the discharging of the battery by disconnecting the negative terminal or charging the battery constantly with a very low charging current. Please also refer to the notes when working on the battery ⇒ page 160, "Working on the battery". ■

Inspecting the electrolyte level

The battery is practically **maintenance-free** under normal operating conditions. We do, however, recommend that you have the electrolyte level inspected from time to time by a Škoda Service Partner when outside temperatures are high or when driving on long trips. You should also check the electrolyte level ⇒ page 162 each time the battery is charged.

The battery acid level will also be checked as part of the Inspection Service. ■

Operation in winter

The battery has to provide greater amounts of electricity during the winter. It also has only part of the initial power output at low temperatures that it has at normal temperatures.

A discharged battery may already freeze at temperatures just below 0°C.

We therefore recommend that you have the battery checked by a Škoda Service Partner before the start of the winter, and recharged if necessary. ■

Charging the battery

A properly charged battery is essential for reliably starting the engine.

- Read the warning notes ⇒ ⚠ in "Working on the battery" on page 160 and ⇒ ⚠.
- Switch the ignition and all electrical components off.
- Only for "quick-charging": Disconnect both battery cables (first of all "negative", then "positive").
- Carefully attach the terminal clamps of the charger to the battery terminals (red = "positive", black = "negative").
- You can now plug the mains cable of the charger into the power socket and switch on the charger.

– When charging is completed: switch the charger off and unplug the mains cable from the power socket.
– Only then should you disconnect the terminal clamps of the charger.
– Reconnect the cables to the battery (first of all “positive”, then “negative”).

It is not normally necessary to disconnect the cables of the battery if you recharge the battery using low amperages (as for example from a **mini-charger**). Please also refer to the instructions from the charger manufacturer.

A charging current of 0.1 of the total battery capacity (or lower) is that which should be used until full charging is achieved.

It is, however, necessary to disconnect both cables before charging the battery with high amperages, so-called “**quick-charging**”.

“Quick-charging” a battery is **dangerous** ⇒ ⚠ in “Working on the battery” on page 160. It requires a special charger and appropriate knowledge. We therefore recommend that you have your battery quick-charged only by your Škoda Service Partner.

A discharged battery may already **freeze** at temperatures just below 0°C ⇒ ⚠. We recommend that you no longer use a battery which has thawed out because the casing of the battery may be cracked through the formation of ice and this would allow battery electrolyte to flow out.

The vent plugs of the battery should not be opened for charging.

⚠ WARNING

Never charge a frozen or thawed battery – risk of explosion and caustic burns! Replace a frozen battery. ■

Disconnecting and reconnecting the battery

On disconnecting and reconnecting the battery the following functions are initially deactivated or are no longer able to operate fault-free.

Operation	Operating measure
Electrical power window (operational faults)	⇒ page 40
Enter radio code number	see Radio Operating Instructions
Set hours	⇒ page 12
Data in the multi-functional indicator* are deleted.	⇒ page 13

We recommend having the vehicle checked by a Škoda Service Partner to ensure full functionality of all electrical systems. ■

Replacing the battery

You should only replace a battery with a new battery of the same capacity, voltage (12 V), amperage and of the same size. Škoda Service Partners have a range of suitable batteries available.

We recommend that you only have an old battery disposed of by your Škoda Service Partner since it does require special disposal.

For the sake of the environment

Batteries contain poisonous substances such as sulphuric acid and lead. They must be disposed of in accordance with local environmental protection regulations and on no account as domestic waste. ■

Windshield washer system

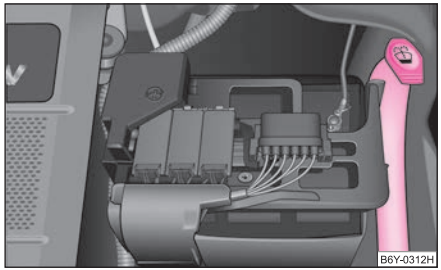

Fig. 147 Engine compartment: Windshield washer fluid reservoir

The windshield washer reservoir contains the cleaning fluid for the windscreen or rear window and for the headlamp cleaning system*. The reservoir is located in the front left of the engine compartment ⇒ fig. 147.

The **filling level** of the container is 2 litres, 5.5 litres on vehicles which also have a headlight washing system.

Clear water is not sufficient to intensively clean the windscreen and headlights. We therefore recommend using clean washing water together with the screen cleaner from Škoda genuine accessories (in winter additionally with antifreeze) which is capable of removing stubborn dirt. Follow the instructions for use on the packaging when using screen cleaning products.

You should always add antifreeze to the cleaning water in winter even if your vehicle is fitted with heated windscreen washer nozzles*.

It is also possible in exceptional cases to use methylated spirits when no screen cleaner with antifreeze is available. The concentration of methylated spirits must not be more than 15 %. Please note, however, that the antifreeze protection at this concentration is only adequate down to -5°C.

WARNING

Read and observe the warning notes ⇒ page 152, "Working in the engine compartment" before working in the engine compartment.

Caution

- On no account should you add radiator antifreeze or other additives to the windscreen washer fluid.
- If the vehicle is fitted with headlight cleaning system, you should only add cleaning products which do not attack the polycarbonate coating of the headlights to the windscreen washer fluid. Please contact your specialist garage, who will tell you which cleaning agent you can use.

Note

Do not take the filter out of the windscreen wash container when filling it up again with liquid otherwise dirt can get into the liquid transportation system and can lead to faults in operation of the windscreen wash system. ■

Wheels and Tyres

Wheels

General comments

- New tyres do not offer optimal grip at first and should therefore be run in for about 500 km at a moderate speed and an appropriately cautious style of driving. You will also profit from longer tyre life.
- The tread depth of new tyres may differ because of design features and the configuration of the tread (depending on the type of tyre and the manufacturer).
- Drive over curbs on the side of the road and other such obstacles slowly and, where possible, at a right angles in order to avoid damage to tyres and wheel trims.
- Inspect your tyres from time to time for damage (punctures, cuts, splits and bulges). Remove foreign bodies from the tyre profile.
- Damage to tyres and wheels is frequently not visible. Unusual vibrations or pulling of the vehicle to one side could be a sign of tyre damage. **Please reduce your speed immediately and stop if you suspect that a wheel is damaged.** Inspect the tyres for signs of damage (bulges, splits, etc.) If no visible damage is present, please drive at an appropriately slow speed and carefully to the nearest specialist garage in order to have your vehicle inspected.
- Also protect your tyres from contact with oil, grease and fuel.
- Immediately replace any dust caps of the valves which have got lost.
- Mark wheels before removing them so that their previous direction of running can be maintained when mounted them again.
- Always store wheels or tyres which been removed in a cool, dry and, where possible, dark place. Tyres which are not fixed to a wheel trim should be stored upright.

Unidirectional tyres*

The direction of rotation of the tyres is marked by arrows on the wall of the tyre. This indicates the direction of rotation of the tyre, and it is essential that the tyres are fitted on to run in this direction. Only then are the tyres able to provide the optimal properties in terms of grip, low noise, wear-and-tear and aquaplaning.

Further information concerning the use of unidirectional tyres ⇒ page 169.

WARNING

- **New tyres during the first 500 km do not offer optimal grip and should therefore be run appropriately – risk of accident!**
- **Never drive with damaged tyres – risk of accident!**

Note

Please observe the various differing legal requirements regarding tyres. ■

Tyre life

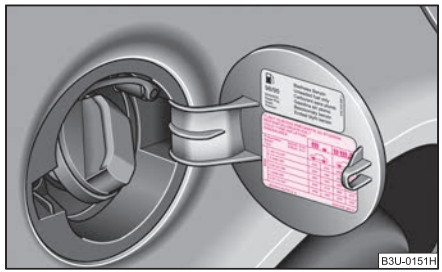

Fig. 148 An opened fuel filler flap with the tyre inflation pressure table

The life of your tyres very much depends on the following points:

Tyre pressure

The working life of tyres will be shortened considerably if the tyres are insufficiently or over-inflated and this will have an adverse effect on the handling of your vehicle.

Correctly inflated tyres are of particular importance when travelling at **high speeds**. It is therefore good to check the pressure at least once a month and also before ▶

setting off on a long trip. Please do not forget the spare wheel when checking the tyres.

The tyre inflation pressures for **summer tyres** are indicated on the inside of the fuel filler flap ⇒ page 165, fig. 148. The inflation pressures for **winter tyres** are 20 kPa (0.2 bar) higher than those for summer tyres ⇒ page 169.

The tyre pressure should be at the highest pressure specified for your vehicle at all times.

Always check the inflation pressure of tyres when cold. Do not reduce the higher pressure of warm tyres. Adapt the inflation pressure of the tyres accordingly if your vehicle is carrying a significantly higher payload.

Driving style

Fast cornering, sharp acceleration and braking (squealing tyres) increase wear-and-tear on your tyres.

Balancing wheels

The wheels of a new vehicle are balanced. There are a wide range of influences when driving which may result in an imbalance and which makes themselves felt through vibration in the steering.

You should have the wheels rebalanced since any imbalance increases wear-and-tear on the steering, the suspension and tyres. A wheel must also be rebalanced when a new tyre is fitted and each time a tyre is repaired.

Wheel alignment errors

Incorrect wheel alignment at the front and rear will not only increase wear-and-tear on the tyres but will also has an adverse effect on vehicle safety. Contact your specialist garage if you notice any unusual tyre wear.

WARNING

- **If the inflation pressure is too low, the tyre must perform a greater flexing work. At higher speeds the tyre will warm up as a result of this. This can result in tread separation and even a tyre blowout.**
- **Immediately replace the damaged rims or tyres.**

For the sake of the environment

Tyres which are insufficiently inflated increase your fuel consumption. ■

Wear indicators

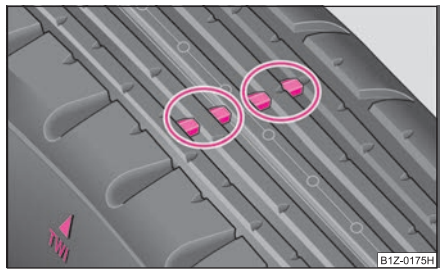

Fig. 149 Tyre tread with wear indicators

The base of the tread of the original tyres has wear indicators 1.6 mm high, installed at right angles to the direction of travel. These wear indicators are located at 6 - 8 points depending on the make and are evenly spaced around the circumference of the tyre ⇒ fig. 149. Markings on the walls of the tyres through the letters “TWI”, triangular symbols or other symbols identify the position of the wear indicators.

A remaining tread of just 1.6 mm, measured in the grooves of the tread next to the wear indicators, means that your tyres have reached their legally permissible minimum tread depth.

WARNING

- **You must have your tyres replaced with new ones at the latest when the wear indicators have been worn down. The legally permissible minimum tread depth should be observed.**
- **Worn tyres do not provide the necessary adhesion to the road surface at high speeds on wet roads. One could experience “aquaplaning” (uncontrolled movements of the vehicle - “swimming” on a wet road surface).** ■

Changing wheels around

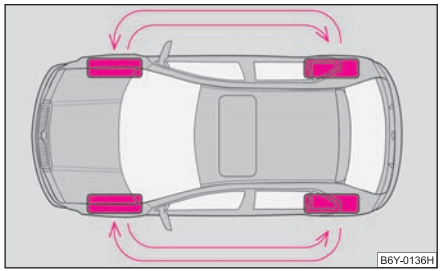

Fig. 150 Changing wheels around

If significantly greater wear is present on the front tyres, we recommend changing the front wheels around with the rear wheels as shown in the diagram ⇒ fig. 150. You will then obtain approximately the same life for all the tyres.

It may be advantageous to swap the tyres over "crosswise" when certain types of wear characteristic arise on the running surface of the tyres (but not in the case of unidirectional tyres). Škoda Service Partners can provide you with details.

We recommend that you change the wheels around every 10 000 km in order to achieve even wear on all wheels and to obtain optimal tyre life. ■

New tyres and wheels

Tyres and wheel rims are important design elements. One should therefore use the tyres and wheel rims which have been released for use by Škoda Auto. They are exactly matched to the vehicle type and therefore contribute significantly to good road holding and safe driving characteristics ⇒ ⚠.

Only fit radial tyres of the same type on all 4 wheels, size (rolling circumference) and, if possible, the same tread pattern on one axle.

The Škoda Service Partners have access to the most current information about which tyres we have released for use on your vehicle.

We recommend that you have any work relating to tyres or wheels carried out by your **Škoda Service Partner**. Your dealer has all of the necessary special tools and replacement parts available plus the required specialist knowledge and is also in a position to properly dispose of the old tyres. A large number of Škoda Service Partners also have an attractive range of tyres and wheels available.

The tyre/wheel combinations which are approved for your vehicle are indicated in your vehicle documents. Approval and licensing may differ according to the legislation prevailing in individual countries.

Proper knowledge of the tyre data makes it easier for you to select the correct type of tyre. Tyres do, for example, have the following **inscription** on their walls:

185 / 60 R 14 82 T

What this means is:

185	Tyre width in mm
60	Height/width ratio in %
R	Code letter for the type of tyre - **R**adial
14	Diameter of wheel in inches
82	Load index
T	Speed symbol

The following **speed restrictions** apply to tyres.

Speed symbol	Permissible maximum speed
Q	160 km/h
R	170 km/h
S	180 km/h
T	190 km/h
H	210 km/h
V	240 km/h
W	270 km/h

The **date of manufacture** is also stated on the tyre wall (possibly only on the inside of wheel):

DOT ... 20 04...

means, for example, that the tyre was manufactured in the 20th week of the year 2004.

Any **spare wheel** which differs from the tyres fitted to the vehicle (e.g. winter tyres or low-profile tyres) should only be used only for a short time in the event of a puncture and when adopting an appropriately cautious style of driving. It should be replaced as quickly as possible by a normal wheel.

WARNING

- **Only use those tyres or wheel rims which have been approved for your model of Škoda Auto a.s. vehicle. Failure to observe this instruction will adversely affect the road safety of your vehicle – risk of accident! Approval and licencing of your vehicle on public roads may also become void as a result.**
- **You must on no account drive at a higher speed than is permissible for your tyres – risk of an accident resulting from tyre damage and loss of control over your vehicle.**
- **Tyres which are 6 years old or more should only be fitted in exceptional cases and when adopting an appropriately cautious style of driving.**
- **Never fit tyres which have already been used without having adequate knowledge of their previous history. Tyres age even if they have not been used at all or only very little. A spare tyre must only be used in exceptional cases and only then when adopting an appropriately cautious style of driving.**
- **Do not, where possible, replace individual tyres but at least replace them on both wheels of a given axle at the same time. Always fit the tyres with the deeper tread depth to the front wheels.**

For the sake of the environment

Old tyres must be disposed of in conformity with the appropriate regulations.

Note

It is not normally possible to fit wheels from other models of cars for technical reasons. This may also apply in certain circumstances to the wheels of the same type of vehicle. ■

Wheel bolts

Wheels and **wheel bolts** are matched to each other in terms of design. Each time you fit other wheels - e.g. light alloy wheels or wheels with winter tyres - you must therefore also use the matching wheel bolts of the correct length and shape of spherical cap. This is essential to ensure that the wheels are tightly fitted and that the brake system operates properly.

If you retrofit **wheel trims** (or have this done), please also ensure that an adequate flow of air remains assured for cooling the brake system.

The Škoda Service Partners are instructed in the technical possibilities which exist regarding converting or retrofitting wheels, tyres and wheel trim.

WARNING

- **In case of incorrect treatment of the wheel bolts, the wheel can loosen when the car is moving – risk of accident!**
- **The wheel bolts must be clean and must turn easily. However, they must never be treated with grease or oil.**
- **If the wheel bolts are tightened to a too low tightening torque, the rim can lossen when the car is moving – risk of accident! A tightening torque which is too high can damage the bolts and threads and this can result in permanent deformation of the contact surfaces on the rims.**

Caution

The prescribed tightening torque of the wheel bolts for steel and light alloy wheels is 120 Nm. ■

Winter tyres

The handling of your vehicle will be significantly improved when driving on wintry roads if you fit winter tyres. Summer tyres do not offer the same grip on ice, snow and at temperatures below 7 °C because of their construction (width, rubber blend, tread pattern). This applies in particular to vehicles which are equipped with **low-profile tyres** or **high-speed tyres** (code index H, V or W on wall of tyre).

Winter tyres must be mounted on all four wheels to obtain the best handling characteristics.

You must only fit those types of winter tyre which are approved for your vehicle. The permissible **sizes of winter tyres** are stated in your vehicle documents. Approvals may differ because of national legislation.

Please remember that the tyres should be inflated to 20 kPa (0.2 bar) more than is the case for summer tyres ⇒ page 165.

Winter tyres no longer offer the same winter performance once the **tyre tread** has worn down to a depth of about 4 mm.

Ageing also causes winter tyres to lose most of their winter performance properties - even in cases where the remaining tread depth is still clearly more than 4 mm.

Speed restrictions apply to winter tyres as well as to summer tyres ⇒ page 167, ⇒ ⚠.

You can fit winter tyres of a lower speed category to your vehicle provided that you also do not drive faster than the permissible maximum speed for such tyres, even if the possible maximum speed of your vehicle is higher. The corresponding tyre category can damage the tyres when exceeding the permissible maximum speed.

Please pay attention to the notes if you decide to fit winter tyres ⇒ page 165.

You can also fit so-called “all-year tyres” instead of winter tyres.

Please contact your specialist garage if there are any points which are not clear who will be able to provide you with information regarding the maximum speed for your tyres.

⚠ WARNING

You must on no account drive your car at more than the permissible maximum speed for your winter tyres – risk of an accident resulting from tyre damage and loss of control over your car.

For the sake of the environment

Fit your summer tyres on again in good time since summer tyres offer you better grip and handling on roads which are free of snow and ice as well as ar temperatures below 7 °C - the braking distance is shorter, there is less tyre noise, tyre wear is reduced and fuel consumption is reduced.

Note

Please observe the various differing legal requirements regarding tyres. ■

Unidirectional tyres*

The direction of rotation of the tyres is marked by **arrows on the wall of the tyre**. This indicates the direction of rotation of the tyre, and it is essential that the tyres are fitted on to run in this direction. Only then are the tyres able to provide the optimal properties in terms of grip, low noise, wear-and-tear and aquaplaning.

Should it be necessary to fit on a spare wheel in exceptional cases with a tyre not dedicated to the running direction or in opposite running direction, please adopt a cautious style of driving as the tyre is no longer able to provide optimal grip and handling in such a situation. This particularly important on wet roads. Please refer to the notes ⇒ page 175, “Spare wheel*Spare wheel”.

You should have the defective tyre replaced as soon as possible and restore the correct direction of rotation on all tyres ■

Snow chains

Snow chains can be used on all tyres except type 195/50 R15 and 205/45 R16 as well as 185/60 R14 in combination with the wheel trim 6J x 14 with a depth of 38 mm.

Snow chains must only be mounted on the front wheels.

When driving on wintry roads, snow chains improve not only traction, but also the braking performance.

Only use **fine–link snow chains**. They must not project more than 15 mm – including the chain lock.

Remove the **full wheel trims** before installing the snow chains.

Observe the national legal requirements relating to the maximum vehicle speed with snow chains.

WARNING

Please pay attention to the information in the supplied fitting instructions of the snow chain manufacturer.

Caution

You must take the chains off as soon as you drive on roads which are free of snow. They adversely affect the handling of your vehicle, damage the tyres and are rapidly destroyed.

Note

We recommend that you use snow chains from the Škoda genuine accessories. ■

Accessories, changes and replacement of parts

Accessories and replacement parts

Škoda vehicles have been built according to the latest discoveries in safety engineering. Thus one should not change the condition in which the vehicle was delivered from the manufacturer without some thought.

The following guidelines should be observed when a vehicle is to be retrofitted with accessories, have technical changes made to it or a part has to be replaced at some time in the future.

- Advise should always be obtained from a Škoda Service Partner **before** buying any accessories and **before** making any technical changes ⇒ ⚠.
- This is particularly the case when accessories are bought in a foreign country.
- Škoda Genuine Accessories which have been released for use and Skoda original parts can be obtained from Škoda Service Partners. They will install them professionally and correctly.
- All Škoda original accessory which is listed in the catalogue such as tilting roofs, spoilers, wheels etc. must have an official stamp of approval.
- Radios, aerials and other electrical accessories should only be installed by an authorised workshop.
- The guidelines issued by Škoda Auto a.s. must be observed when making technical changes.
- This is to ensure that no technical damage occurs to the vehicle, that travelling and operating safety are maintained and that the chnages are permissible. Škoda Service Partners undertake this work professionally or refer it to an specialist company in special cases.

Any damage which is done caused by technical changes made without consulting a Skoda a.s. dealer is excluded from the guarantee.

⚠ WARNING

- We advise you, in your own interest, to only use Škoda Genuine Accessories and Škoda original parts which have been expressly approved for use on your Škoda. Reliability, safety and suitabiliity have been established for these Škoda original parts.

- We cannot guarantee suitability of installation into your vehicle of other products despite keeping a constant eye on market developments (also not in the case where there is an attestation or permission can be produced). ■

Technical changes

Interference on the electronic components and their software can lead to operational faults. This interference can also impair not directly affected systems because of the networking of the electronic components. This means that the operating safety of your vehicle can be considerably jeopardized, a greater wear of vehicle parts can occur and finally the vehicle registration documents expire.

We trust that you will understand that your Škoda Service Partner cannot be liable for damage resulting from unprofessional work.

We therefore recommend that you have all work carried out with Škoda original parts at your authorised Škoda Service Partners.

⚠ WARNING

Work or modifications on your vehicle, which have been carried out unprofessionally, can cause operational faults – risk of accident! ■

Breakdown assistance

Breakdown assistance

First-aid box* and Warning triangle*

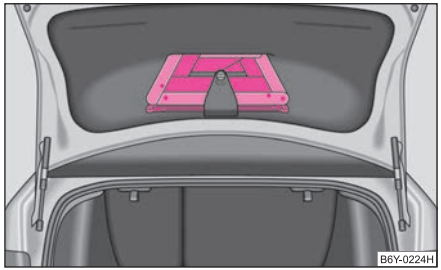

Fig. 151 Placing of the warning triangle in the boot lid (on a sedan)

The first-aid box is attached by a strap to the left-hand side of the luggage compartment or can be housed in a special bag which is a Škoda original accessory.

The warning triangle is stored in a textile bag. There is a velcro fastener on the underside of the textile bag. The textile bag is fixed lengthwise (in the direction of travel) on the floor behind the rear seats with the help of the velcro fastener in such a way that it lies against the right-hand side of the luggage compartment.

Individual parts of the equipment (the first-aid box, etc.) are stored on vehicles which do not have a spare wheel by placing them in a plastic sleeve and fixing them to the floor of the luggage compartment using velcro fasteners.

Room for the warning triangle and first-aid box on vehicles of the type **Estate car** is found in the well under the carpet of the luggage compartment behind the spare wheel.

The warning triangle on vehicles of the type **Sedan** is located in the lower part of the boot lid ⇒ fig. 151.

Other types have the warning triangle located in the well under the carpet of the luggage compartment.

Note

Pay attention to the use-by-date of the contents of the first-aid box. ■

Fire extinguisher*

The fire extinguisher is attached with a strap and a holder to the boot lid.

Please read carefully the instructions which are attached to the fire extinguisher.

The fire extinguisher must be checked by an authorised person or company annually (please observe the various differing national legal requirements).

WARNING

If the fire extinguisher is not correctly attached, in case of sudden manoeuvres or an accident it can be "thrown" through the interior compartment and cause injuries.

Note

- The fire extinguisher must comply with the relevant and valid legal requirements.
- Pay attention to the expiration date of the fire extinguisher. If the fire extinguisher is used after the expiration date, its proper function is no longer assured.
- The fire extinguisher is only supplied in certain countries within the scope of delivery. ■

Vehicle tool kit

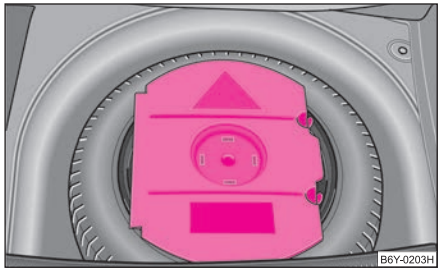

Fig. 152 Luggage compartment: Storage compartment for vehicle too kit

The vehicle tool kit and the lifting jack are stored in a locable plastic box in the spare wheel ⇒ fig. 152. There is also space here for the removable ball for the trailer towing device*.

The vehicle tool kit contains the following parts (depending on equipment fitted):

- Wheel wrench,
- Hook for pulling off a full wheel trim,
- Towing eye,
- Adapter for the wheel bolts lock.

After using the lifting jack, screw in the arm of the lifting jack fully before placing it back in its stowage area.

WARNING

- **The hexagon socket in the handle of the screwdriver should only be used to fit on the wheel bolts. Never use the hexagon socket of the screwdriver for tightening the wheel bolts because you will not be able to achieve the necessary tightening torque with the hexagon socket – risk of accident!**
- **The factory-supplied lifting jack is only intended for your model of vehicle. On no account attempt to lift a heavier vehicle or other loads – risk of injury!**

WARNING (continued)

- **Ensure that the vehicle tool kit is safely attached in the luggage compartment.** ■

Spray for repairing a tyre*

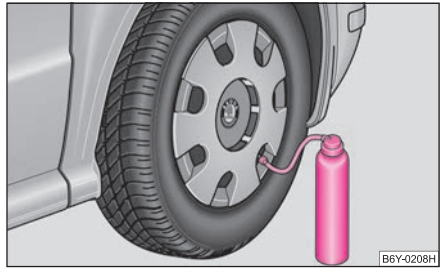

Fig. 153 Spray for repairing a tyre

The spray for repairing a tyre is intended for rapid repair of small defects in a tyre consisting of a damage up to a size of up to 5 mm. The spray is **not at all intended to replace** a permanent repair on the tyre; this repair only serves to reach the next workshop. The repair can be undertaken on the vehicle immediately. **Please read the attached instructions carefully before the repair.**

The spray for repairing a tyre is located with the warning triangle in a bag. There is a velcro fastener on the underside of the bag, with which the bag is attached to the floor of the luggage compartment in such a way that the side of the bag rests on the right side of the luggage compartment and on the seat backrest.

The spray bottle in **vehicles of the type estate car and sedan** is placed in the spare wheel well under the luggage compartment floor behind the spare wheel.

Note

Vehicles which do not have a spare wheel have the spray bottle stored in a box under the luggage compartment floor. ■

Tyre repair kit*

The tyre repair kit is intended for the repair of minor tyre defects. The tyre repair kit contains a compressor, inflation bottle, operating instructions and accessories.

The repair with the tyre repair kit is **not at all intended to replace** a permanent repair on the tyre, this repair only serves to reach the next workshop. The repair can be undertaken on the vehicle immediately. **Please read the attached instructions carefully before the repair.**

The tyre repair kit is located in a textile bag. There is a velcro fastener on the underside of the bag, with which the bag is attached to the floor of the luggage compartment in such a way that the side of the bag rests on the right side of the luggage compartment and on the seat backrest.

The tyre repair kit in **vehicles of the type estate car and sedan** is placed in the spare wheel well under the luggage compartment floor behind the spare wheel. ■

Spare wheel*Spare wheel

The spare wheel is stowed in the spare wheel well in the luggage compartment below the floor covering.

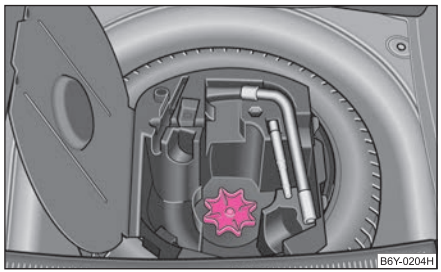

Fig. 154 Luggage compartment: Spare wheel

The spare wheel lies in a well under the luggage compartment floor and is fixed in place along with the vehicle tool kit box using special screws ⇒ fig. 154.

One should check the inflation pressure in the spare wheel (at best when generally checking the tyre air pressures - see sign on the fuel filler flap ⇒ page 149) to ensure that the spare wheel is always ready to use.

Unidirectional tyres*

If you have such tyres on your vehicle, please refer to the notes below:

- The spare wheel provided with a car fitted with unidirectional tyres has different dimensions. The wheel is provided with a warning sticker.
- After fitting on the wheel, the warning sticker must not be concealed (e.g. by the wheel trim).
- Do not drive with this spare wheel at more than 80 km/h - risk of accident. Avoid accelerating at full throttle, sharp braking and fast cornering.
- The inflation pressure for this spare wheel is identical to the inflation pressure of the standard tyres.
- Use this spare wheel only to reach the nearest specialist garage as it is not intended for continuous use.

Note

Some vehicles are only fitted with spray to make tyre repairs ⇒ page 174. ■

Changing a wheel

Preliminary work

The following steps should be carried out before actually changing the wheel.

– If it is necessary to change a wheel, park the vehicle as far away as possible from the traffic flow. The place you choose should be **level**.

– Have all the occupants **get out**. While changing a wheel, the occupants of the vehicle should not stand on the road (e.g. behind a crash barrier). ▶

– Apply the **handbrake** firmly.

– Engage **1st gear** or if your vehicle is fitted with an automatic gearbox, position the **selector lever into position P**.

– If a trailer is coupled, uncouple it.

– Take the **vehicle tool kit** and the **spare wheel** ⇒ page 174 out of the luggage compartment.

WARNING

- **If you find yourself in flowing traffic switch on the hazard warning lights system and place the warning triangle on the side of the road at the prescribed distance from your vehicle while observing all national legal provisions. In this way you are protecting not only yourself but also other road users.**
- **Never start the engine with the vehicle sitting on the raised jack – danger of suffering injury!**

Caution

If you have to change a wheel on a slope first block the opposite wheel with a stone or similar object in order to secure the vehicle from unexpectedly rolling away.

Note

Comply with the national legal regulations. ■

Changing a wheel

Always change a wheel on a level surface as far as possible.

– Take off the full wheel trim* ⇒ page 177 or the caps ⇒ page 178.

– In the case of light alloy wheels remove the wheel trim cap ⇒ page 178.

– Slacken the wheel bolts ⇒ page 178.

– Jack up the vehicle until the wheel to be changed is clear of the ground ⇒ page 179.

– Unscrew the wheel bolts and place them on a clean surface (cloth, paper etc.).

– Take off the wheel.

– Fit on the spare wheel and tighten the wheel bolts slightly.

– Lower the car.

– Tighten the wheel bolts firmly, alternately and diagonally using the wheel wrench ⇒ page 178.

– Mount the full wheel trim/wheel trim cap or the caps.

Note

- All bolts must be clean and must turn easily.
- You must never grease or oil the wheel bolts!
- When fitting on unidirectional tyres, ensure that the tyres rotate in the correct direction ⇒ page 165. ■

Subsequent steps

After changing the wheel, you must perform the following steps.

– Stow and attach the replaced wheel in the spare wheel well.

– Stow the vehicle tool kit in the space provided.

– **Check** the **tyre pressure** on the spare wheel just mounted as soon as possible. ▶

– Have the **tightening torque** of the wheel bolts **checked** with a torque wrench as soon as possible. The tightening torque for steel and light alloy wheels must be 120 Nm.

– Have the defective tyre repaired as soon as possible.

WARNING

It is necessary to observe the guidelines given on ⇒ page 167, "New tyres and wheels" if the vehicle is subsequently fitted with tyres which are different to those it was fitted with at the works.

Note

- If you find, when changing the wheel, that the wheel bolts are corroded and difficult to turn, the bolts must be replaced before checking the tightening torque.
- Drive cautiously and only at a moderate speed to a workshop where the tightening torque can be checked. ■

Full wheel trim*

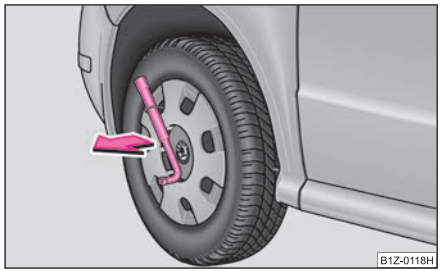

Fig. 155 Removing the full wheel trim

Pulling off

– Hook the clamp found in the vehicle tool kit into the reinforced edge of the full wheel trim.

– Push the wheel key through the clamp, support the wheel key on the tyre and pull off the wheel trim ⇒ fig. 155.

Installing

– First press the full wheel trim onto the wheel at the valve opening provided. Then press the full wheel trim into the wheel in such a way that its entire circumference locks correctly in place.

Caution

- Use the pressure of your hand, do not knock on the full wheel trim! Heavy knocks mainly on the points where the full wheel trim has not been inserted into the wheel, can result in damage to the guide and centering elements of the full wheel trim.
- First check for yourself that the theft-deterrent wheel bolt is located ⇒ page 180, "Securing wheels against being stolen*" in the hole in the area of the valve before fitting the full wheel trim onto a steel wheel which is attached with a theft-deterrent wheel bolt. ■

Wheel trim caps*

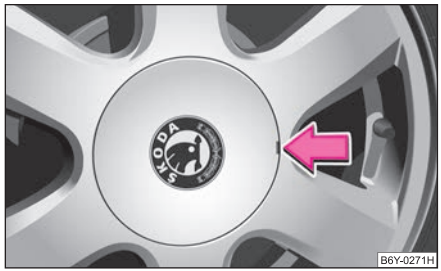

Fig. 156 Pulling off the wheel trim cap

Pulling off

– Carefully ⇒ fig. 156 lever off the wheel trim cap using the removal hook . ■

Wheel bolts with caps*

The caps are designed to protect the wheel bolts.

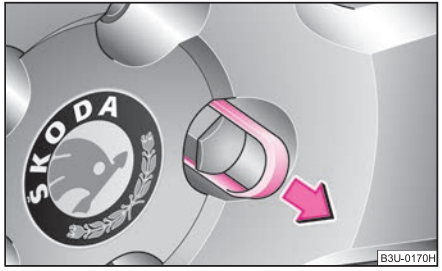

Fig. 157 Changing a wheel: Removing the cap

Pulling off

– Insert the **plastic clip** (in the car tool kit) sufficiently far onto the cap until the inner catches of the clip are positioned at the collar of the cap.

– Pull the cap off with the **plastic clip** ⇒ fig. 157.

Installing

– Insert the caps onto the bolts. ■

Slackening and tightening wheel bolts

Slacken the wheel bolts before jacking up the vehicle.

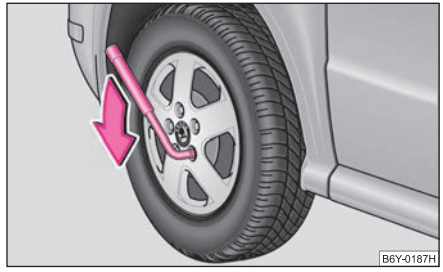

Fig. 158 Changing a wheel: Slackening wheel bolts

Slackening wheel bolts

– Insert the wheel wrench fully onto the wheel bolt [6].

– Grasp the end of the wrench and turn the bolt about **one** turn to the left ⇒ fig. 158.

[6] Use the appropriate adapter for slackening and tightening the safety wheel bolts ⇒ page 180.

Tightening wheel bolts

– Insert the wheel wrench fully onto the wheel bolt [6].

– Grasp the end of the wrench and turn the bolt to the right until it is tight.

WARNING

Slacken the wheel bolts only a little (about one turn) as long as the vehicle has not yet been jacked up – risk of an accident!.

Note

- Do not use the hexagon socket in the handle of the screwdriver for slackening or tightening the wheel bolts.
- apply pressure carefully with your **foot** to the end of the wheel wrench if it proves difficult to slacken the wheel bolts. Hold tight on the vehicle when doing this and ensure that you have a steady position. ■

Raise vehicle

You have to raise the vehicle with a lifting jack in order to be able to take off the wheel.

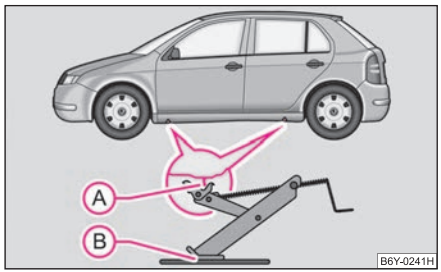

Fig. 159 Changing a wheel: Points for positioning car jack

– Position the lifting jack by selecting the jacking point - lower sill - which is closest to the wheel to be removed ⇒ fig. 159.

– Position the lifting jack below the jacking point and move it up until its claw is positioned directly below the vertical web of the lower sill.

– Align the lifting jack so that its claw grasps the web of the lower sill (A) and the moving base plate of the jack (B) is resting flat against firm ground.

– Turn the lifting jack up further until the wheel is just clear of the ground.

Ground below the lifting jack which is soft and slippery can cause the vehicle to slip off the jack. It is therefore always necessary to place the lifting jack on a solid surface or use a wide and stable base. Use a non-slip base (e.g. a rubber foot mat) if the **surface is smooth**, such as cobbled stones, a tiled floor, etc.

WARNING

- **Always raise the vehicle with the doors closed – risk of injury.**
- **Take suitable measures to prevent the base of the lifting jack from slipping off – risk of injury!**
- **Place the lifting jack only on a solid and even surface.**
- **Not positioning the lifting jack at the specified points can result in damage to the vehicle. The jack can also slip off if it does not have sufficient grip – risk of injury!**
- **Never start the engine if the vehicle is lifted – risk of accident.**
- **Never lie under the vehicle if the vehicle is only lifted with the vehicle lifting jack.**
- **It is important to support the vehicle with suitable supporting blocks if you wish to work under the lifted vehicle – risk of injury!** ■

Securing wheels against being stolen*

You need a special adapter for slackening the safety wheel bolts.

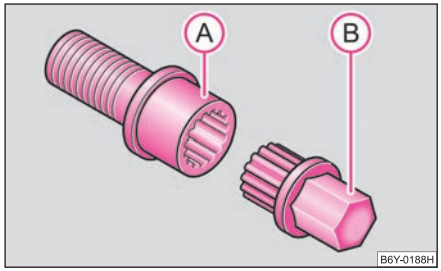

Fig. 160 Safety wheel bolt with adapter

- Pull off the full wheel trim/cap from the wheel hub or cap from the safety wheel bolt.
- Insert the adapter (B) with its toothed side fully into the inner toothing of the safety wheel bolt (A) right down in such a way that only the outer hexagon is jutting out ⇒ fig. 160.
- Insert the wheel wrench fully onto the adapter (B).
- Slacken the wheel bolt, or tighten it firmly ⇒ page 178.
- Reinstall the full wheel trim/wheel cap after removing the adapter or place the cap onto the safety wheel bolt.
- Have the **tightening torque checked** with a torque wrench as soon as possible. Steel and light alloy wheels must be tightened to a tightening torque of **120 Nm**.

The safety wheel bolts on vehicles fitted with them (one safety wheel bolt per wheel) can only be loosened or tighten up by using the adapter provided.

It is meaningful to note the code number hammered into the rear side of the adapter or the rear side of the safety wheel bolts. You can obtain a replacement adapter from a Škoda Service Partner, if necessary, by quoting this number.

We recommend that you always carry the adapter for the wheel bolts with you in the vehicle. It should be stowed in the vehicle tool kit.

Caution

- Damage can occur to the adapter and safety wheel bolt if the safety wheel bolt is tightened up too much.
- On steel wheels, the theft-deterrent wheel bolt must always be installed in the hole, which is close to the valve. Otherwise the full wheel trim cannot be mounted and the full wheel trim can be damaged during the assembly.

Note

The set of safety wheel bolts can be obtained from a Škoda Service Partner. ■

Jump-starting

Initial steps

You can use the battery of another vehicle for jump-starting yours if the engine does not start because the battery on your vehicle is flat. You will require jump-start cables for this purpose.

Both batteries must have a rated voltage of 12 V. The **capacity** (Ah) of the battery supplying the power must not be significantly less than the capacity of the discharged battery in your vehicle.

Jump-start cables

Only use jump-start cables which have an adequately large cross-section and insulated terminal clamps. Please pay attention to the manufacturer's instructions.

Positive cable – colour coding in the majority of cases red.

Negative cable – colour coding in the majority of cases black.

WARNING

- **A discharged battery may already freeze at temperatures just below 0°C. In case of frozen battery carry out no jump-starting – risk of explosion! Also after thawing of the battery there is a risk of caustic burns due to leaking acid. Replace the frozen battery.**
- **Please pay attention to the warning instructions relating to working in the engine compartment ⇒ page 152.**

Note

- There must not be any contact between the two vehicles otherwise current may flow as soon as the negative terminals are connected.
- The discharged battery must be properly connected to the system of the vehicle.
- Switch off any installed telephone and also pay attention to the instructions for use of the telephone in such a situation.
- We recommend purchasing jump-start cables from Škoda Service Partners as a Škoda original accessory or from retailers who sell branded batteries. ■

Start engine

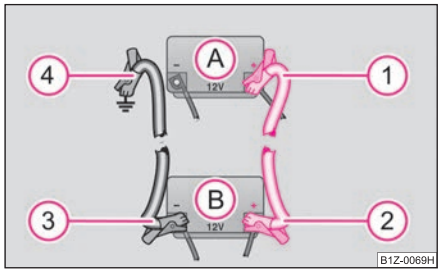

Fig. 161 Jump-starting using the battery from another vehicle: A – flat vehicle battery, B – battery providing current

It is important to connect the jump-start cables in the correct order.

Connecting positive terminals

- Attach one end (1) to the positive terminal ⇒ fig. 161 of the discharged battery (A).
- Attach the other end (2) to the positive terminal of the battery supplying the power (B).

Connecting negative terminal and engine block

- Attach one end (3) to the negative terminal of the battery supplying the power (B).
- Attach the other end (4) to a solid metal part which is connected firmly to the engine block, or to the engine block itself ⇒ ⚠.

Starting engine

- Start the engine of the vehicle providing current and run the engine at idling speed.
- Now start the engine of the vehicle with the discharged battery.
- Interrupt the attempt at starting an engine after 10 seconds if it does not start right away and wait for about 30 seconds before repeating the attempt.
- Disconnect the cables on the engine in exactly the **reverse order** they were connected up.

WARNING

- **The non-insulated parts of the terminal clamps must never make contact with each other. Furthermore, the cable connected to the positive terminal of the battery must not come into contact with electrically conducting parts of the vehicle – risk of a short circuit!**
- **Do not affix the jump starting cables to the negative terminal of the discharged battery. There is the risk of detonating gas seeping out the**

WARNING (continued)

battery being ignited by the strong spark which results from the engine being started.

- **Do not affix the cable end (4) to parts of the fuel and brake system.**
- **Run the jump-start cables so that they cannot be caught by any rotating parts in the engine compartment.**
- **Do not bend over the batteries - risk of caustic burns!**
- **The vent screws of the battery cells must be tightened firmly.**
- **Keep any sources of ignition (naked flame, smouldering cigarettes etc.) away from the battery - risk of an explosion!** ■

Tow-starting and towing vehicle

General

Please pay attention to the following instructions if you are going to use a tow rope:

Driver of the towing vehicle

- Do not drive off until the tow rope is taught.
- Release the clutch particularly gently when starting off or depress the accelerator particularly gently if your vehicle is fitted with an automatic gearbox.

Driver of the towed vehicle

- Switch the ignition on so that the steering wheel is not blocked and you can also operate the turn signal lights, the headlight flasher, the windscreen wipers and windscreen washer system.
- Take the vehicle out of gear or move the selector lever into position **N** if your vehicle is fitted with an automatic gearbox.
- Note that the brake servo unit and power steering only operate if the engine is running. You will require significantly greater physical force to depress the brake pedal and to steer the vehicle if the engine is not running.
- Ensure that the tow rope is always kept taught.

Tow rope or tow bar

A tow **bar** is safest way of towing a vehicle and also minimizes any shocks. You can use a tow **rope** only if a suitable tow bar is not available.

The tow rope must be elastic to protect the vehicle. Thus one should only use plastic fibre rope or a rope made out of a similarly elastic material.

Attach the tow rope or the tow bar only to the **towing eyes** provided for this purpose ⇒ page 183, “Front towing eye” and ⇒ page 183, “Rear towing eye”.

Driving style

Towing another vehicle requires a certain amount of practice. Both drivers should be familiar with the particular points about towing a vehicle. Unskilled drivers should not attempt to tow in another vehicle or to be towed in.

One should be constantly vigilant not to allow impermissibly high towing forces or jerky loadings. There is always a risk of excessive stresses and damage resulting at the points to which you attach the tow rope or tow bar when you attempt to tow a vehicle which is not standing on a paved road.

Caution

If the gearbox of your vehicle no longer contains any oil because of a defect, your vehicle must only be towed in with the driven wheels raised clear of the ground, or on a special vehicle transporter or trailer.

Note

- Please comply with any legal requirements particularly regarding the switched on signal systems, when towing in or tow-starting another vehicle.
- The tow rope must not be twisted as it may in certain circumstances result in the front towing eye being unscrewed out of your vehicle. ■

Front towing eye

The towing eye is stored in the box for the vehicle tool kit.

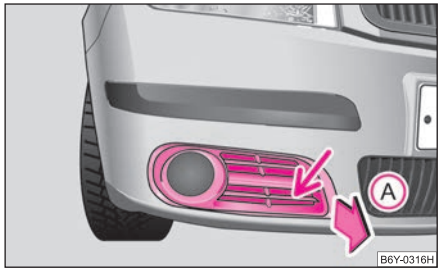

Fig. 162 Front bumper: Protective grille

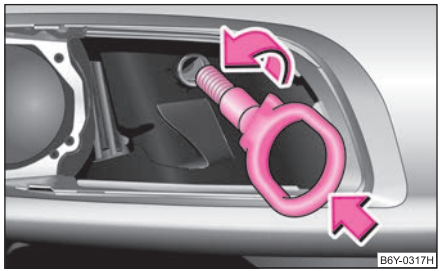

Fig. 163 Front bumper: Installing the towing eye

Installing the towing eye

- Grasp the protective grille at the point ⇒ fig. 162 marked with the arrow.
- Remove the protective grille (arrow Ⓐ).
- Screw in the towing eye by hand to the left up to the stop ⇒ fig. 163.
- Tighten up the towing eye using the wheel wrench (push the wheel wrench through eye).

Removal of the towing eye

- Unscrew the towing eye.
- Put the protective grille in place on the side opposite the marking.
- Press into place the protective grille onto the side facing the marking.
- The protective grille must engage firmly. ■

Rear towing eye

Fig. 164 Rear towing eye

The rear towing eye is located below the rear bumper on the right ⇒ fig. 164. ■

Tow-starting a vehicle

If the engine does not start, we generally do **not recommend** to tow-start your vehicle. One should attempt to start the engine using jump start cables ⇒ page 180 or call on the services of the SERVICE mobile.

If your vehicle has to be towed:

- Engage 2nd or 3rd gear with the vehicle stationary.
- Depress the clutch pedal fully and keep it depressed.

– Switch on the ignition.
– Wait until both vehicles are moving then release the clutch pedal slowly.
– Depress the clutch pedal fully when the engine fires and take the vehicle out of gear.

For technical reasons it is not possible to tow-start a car fitted with an **automatic gearbox**.

WARNING

There is high risk of having an accident when tow-starting a vehicle, when for example the towed vehicle runs into the towing vehicle.

Caution

Vehicles which are fitted with a catalytic converter should not be tow-started over a distance of more than 50 metres. Unburnt fuel may get into the catalytic converter and damage it. ■

Towing in a vehicle fitted with a manual gearbox

Please refer to the notes ⇒ page 182.

The car can be towed in with a tow bar or a tow rope or with the front or rear wheels raised. The maximum towing speed is **50 km/h**. ■

Towing of a vehicle with an automatic gearbox

Please refer to the notes ⇒ page 182.

The car can be towed in with a tow bar or a tow rope. Refer at the same time to the following guidelines:

- Move **selector lever into N**.
- The maximum towing speed is **50 km/h**.
- The maximum permissible towing distance is **50 km**. The gear oil pump does not operate when the engine is not running; the gearbox would not be adequately lubricated at higher speeds and over longer towing distance.

Caution

If the vehicle is towed in by a recovery vehicle, it should only be towed in with the front wheels raised. If the vehicle is raised at rear, the automatic gearbox is damaged!

Note

The vehicle must be transported on a special vehicle or trailer if it is not possible to tow in the vehicle in the way described or if the towing distance is greater than 50 km. ■

Fuses and light bulbs

Electric fuses

Replacing fuses in the dash panel

Defect fuses must be replaced.

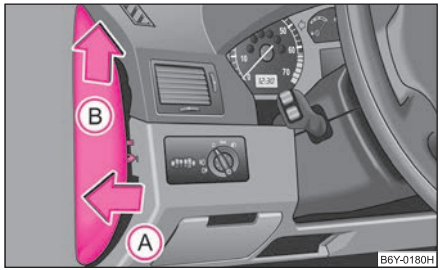

Fig. 165 Left side of the dash panel: fuse cover

Individual electrical circuits are protected by fuses. The fuses are located on the left side of the dash panel behind the safety cover.

- Switch the ignition off and also the electrical component affected.
- Set the screwdriver under the safety cover (on the recess in the safety cover), lever it up carefully in the direction of the arrow (A) and take it out in the direction of the arrow (B) ⇒ fig. 165.
- Find out which fuse belongs to the component which is not operating ⇒ page 186, “Fuse assignment in the dash panel”.
- Take the plastic clip out of its fixture in the fuse cover, insert it onto the respective fuse and pull out this fuse.
- Defect fuses can be detected by their melted metal strips. Replace the defect fuse by a new fuse of the **same** ampere number.
- First shift the safety cover into the dash panel in the direction of arrow (B) then press the safety cover in the direction of the arrow (A) in such a way that the guide lug locks into the opening of the dash panel.

We recommend that you carry the box of replacement fuses with you which was delivered in your vehicle. You can obtain replacement fuses [7] from a Škoda Service Partner.

Colour coding of fuses

Colour	Maximum amperage
light brown	5
brown	7,5
red	10
blue	15
yellow	20
white	25
green	30

Caution

- Never attempt to “repair” fuses and also do not replace them with a fuse of a higher amperage - risk of fire! This may also cause damage at another part of the electrical system.
- Have the electrical system checked as quickly as possible by a specialist garage if a newly inserted fuse blows again after a short time.

[7] Replacement fuses are, on the other hand, part of the basic equipping of the vehicle in some countries.

Note

We recommend that you have these fuses replaced by a specialist garage. ■

Fuse assignment in the dash panel

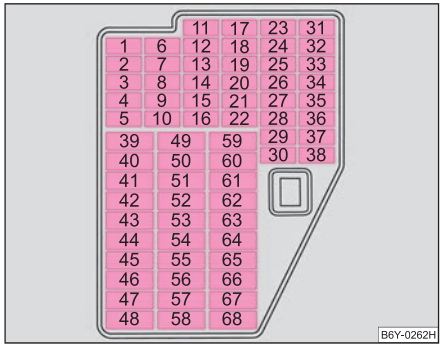

Fig. 166 Schematic representation of fuse carrier

Certain electrical components are only standard on certain vehicle model versions or only suppliable as optional equipment for certain models.

No.	Power consumer	Amperes
1	Instrument cluster, ESP	5
2	Brake lights	10
3	Power supply for the diagnostics, air-conditioning system	5
4	Interior lighting	10
5	Not assigned	
6	Lights and Visibility	5
7	Engine electronics, power-assisted steering	5
8	Not assigned	
9	Lambda probe	10
10	S-contact [a)]	5
11	Electrically adjustable rear mirror [b)]	5
12	Ventilation system, air-conditioning system, Xenon headlight	5
13	Reversing light	10
14	Diesel engine control unit	10
15	Headlight cleaning system, window wiper	10
16	Instrument cluster	5
17	Petrol engine - control unit [c)]	5
18	Phone	5
19	Automatic gearbox	10
20	Control unit for lamp failure	5
21	Heated windscreen washer nozzles	5
22	Not assigned	
23	Right main beam	10
24	Engine electronics	10
25	Control unit for ABS, TCS control unit for ESP	5 10
26	Not assigned	
27	Not assigned	
28	Cruise control, switch for the brake and clutch pedal	5
29	Not assigned	
30	Main beam on the left and indicator light	10
31	Central locking system - door lock for the boot lid	10

No.	Power consumer	Amperes
32	Rear window wiper	10
33	Parking light on the right	5
34	Parking light on the left	5
35	Injector - petrol engine	10
36	Licence plate light	5
37	Rear fog light and indicator light	5
38	Heating of the external mirror	5
39	Rear window heater	20
40	Horn	20
41	Front window wiper	20
42	Cigarette lighter, power socket	15
43	Central control unit, selector lever lock for the automatic gearbox	20
44	Turn signals	15
45	Radio, navigation system	20
46	Electrical power window (at the front on the right)	25
47	Not assigned	
48	Diesel engine - control unit, injector	30
49	Central locking system	15
50	Low beam on the right	15
51	Power socket in the luggage compartment	15
52	Ignition	15
53	Electrical power window (at the rear on the right)	25
54	Low beam on the left	15
55	Not assigned	
56	Control unit - petrol engine	20
57	Towing device	25
58	Electrical power window (at the front on the left)	25
59	Not assigned	
60	Horn for the anti-theft alarm system	15
61	Fuel pump - petrol engine	15
62	Electric sliding/tilting roof	25
63	Seat heaters	15
64	Headlight cleaning system	20
65	Fog lights	15
66	Electrical power window (at the rear on the left)	25
67	Not assigned	
68	Fresh air blower	25

a) For power consumers, e.g. the radio, which can be operated with the ignition switched off as long as the ignition key is not withdrawn.

b) For vehicles with an electrical power window system

c) It is 15 amps for a vehicle with a 1.2 litre engine.

Replaces fuses at the battery

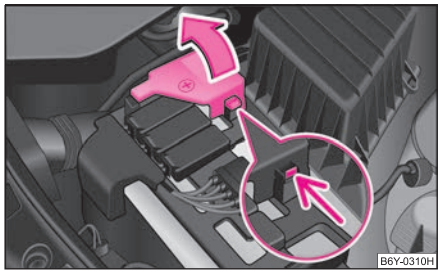

Fig. 167 The battery: Opening of the positive terminal cover.

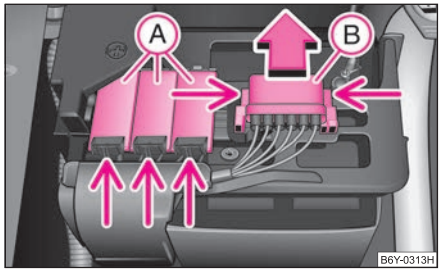

Fig. 168 The battery: fuse cover

- Open the positive terminal cover (+) ⇒ fig. 167.
- Press onto the interlocks of the fuse covers (A) ⇒ fig. 168 and open the covers.
- Press together the interlocks of the fuse cover (B) simultaneously and push out the cover in the direction of the arrow.
- Find out which fuse belongs to the component which is not operating ⇒ page 188, “Fuse assignment at battery”.
- Defect fuses can be detected by their melted metal strips. Replace the defect fuse by a new fuse of the **same** ampere number.

Caution

- Never attempt to “repair” fuses and also do not replace them with a fuse of a higher amperage - risk of fire! This may also cause damage at another part of the electrical system.
- Have the electrical system checked as quickly as possible by a specialist garage if a newly inserted fuse blows again after a short time.

Note

- We recommend that you have these fuses replaced by a specialist garage.
- Some vehicles are only fitted with the cover (B) ⇒ fig. 168. ■

Fuse assignment at battery

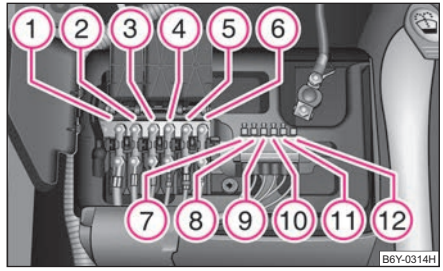

Fig. 169 Schematic representation of fuse assignment at battery

Certain electrical components are only standard on certain vehicle model versions or only suppliable as optional equipment for certain models. ▶

No.	Power consumer	Amperes
1	Dynamo	175
2	Interior	110
3	The radiator fan	40
4	ABS or TCS or ESP	40
5	Power steering	50
6	Glow plugs[a)]	50
7	ABS or TCS or ESP	25
8	The radiator fan	30
9	The air conditioning system	5
10	Engine control unit	15
11	Central control unit	5
12	Automatic gearbox	5

a) Only for diesel engine 1.9/96 kW.

Bulbs

Replacing bulbs

The relevant lamp must always be switched off before a light bulb is replaced.

Do not take hold of the glass bulb with naked fingers (even the smallest amount of dirt reduces the working life of the light bulb). Use a clean cloth, serviette or something similar.

Defect light bulbs should only be replaced with light bulbs of the same type. The designation is located on the light socket or the glass bulb.

Changing certain bulbs is not something which you can do yourself, but requires to be done by a specialist. Other parts of the vehicle must be removed in order to change the light bulbs. This applies, in particular, to bulbs which can only be reached from the engine compartment.

We therefore recommend that you have any bulbs changed by a Škoda Service Partner or, in exceptional cases, by calling on other professional assistance.

Please note that the engine compartment is a hazardous area ⇒ page 152, “Working in the engine compartment”.

We recommend that you carry the set of light bulbs with you which was delivered in your vehicle. Replacement light bulbs [8)] are available at a Škoda Service Partner.

The set of light bulbs can be stowed in the spare wheel well.

Fitted with a xenon headlight

Change of light bulbs on Xenon lights (low beam lights, parking lights and main beam lights) should be undertaken by a Škoda Service Partner.

Overview of bulbs

Front headlight	Halogen headlight	Xenon headlight
Low beam	H7	D2S
Main beam	H3	H3
Parking lights	W5W	
Turn signals	PY21W	
Fog lights	HB4	

Rear light unit	Bulb
Reversing light	P21W
Turn signals	PY21W
Brake lights	P21W
Parking light and rear fog light	P21/4W

8) Replacement light bulbs are, on the other hand, part of the basic equipping of the vehicle in some countries.

Others	Bulb
Side turn signal lights	WY5W
Licence plate light	C5W
3. Brake light	LED
Interior light	C10W
Reading lights	W5W
Luggage compartment light	W5W
Door warning light	W5W
Storage compartment light - front passenger side	C3W

WARNING

- **Bulbs H7 and H3 are pressurised and may burst when changing the bulb – risk of injury!**
- **It is recommended to wear gloves and eye protection when changing a light bulb.**
- **Gas discharge bulbs* (xenon bulbs) operate with a high voltage, professional knowledge is required – danger to life!**

Note

This Owner's Manual only describes the replacement of bulbs where it is assumed that no major complications will arise. Other light bulbs should be changed by your specialist garage. ■

Front headlight

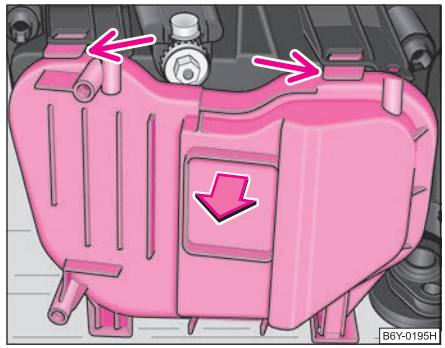

Fig. 170 Protective cover for the headlight at the front

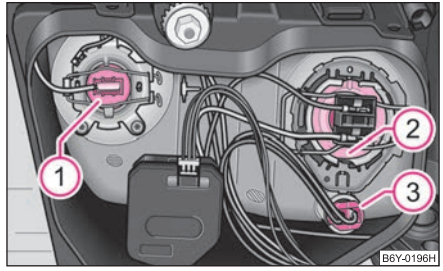

Fig. 171 Front headlight: Installing the light bulbs

It is necessary to remove the protective cover at the rear of the headlight before replacing a light bulb on a main beam light, low beam light and parking light.

– Open the bonnet.

– Press the securing spring downwards and remove the protective cover ⇒ fig. 170.

Assignment of the light bulbs in the headlight (on the right-hand side) ⇒ page 190, fig. 171.

(1) - main beam light

(2) - low beam light

(3) - parking lights

Note

For vehicles with a 2.0 litre/85 kW engine, we recommend that you have the light bulbs for the main beam lights, low beam lights and parking lights changed by a Skoda Service Partner. ■

Main beam

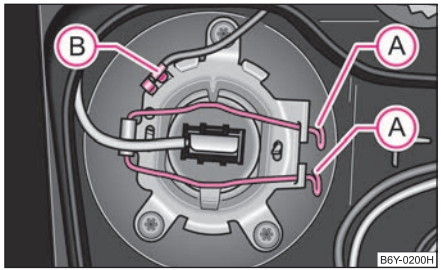

Fig. 172 Removing the light bulb for the main beam light

- Open the bonnet.
- Remove the protective cover at the rear of the headlight ⇒ page 190, fig. 170.
- Disconnect the plug connector (B).
- Press together the sprung wire clamp (A) on the lamp holder and swing down.
- Remove the halogen lamp with cable. Insert the new halogen lamp in such a way that the fixing lug on the reflector lies in the corresponding recess in the lamp plate.
- Close the sprung wire clamp over the plate. Press together the sprung wire clamp and lock together again.
- Plug into the plug connector (B) ⇒ fig. 172.
- We recommend that you have the headlight setting checked by a Skoda Service Partner after replacing the light bulb. ■

Parking light at the front

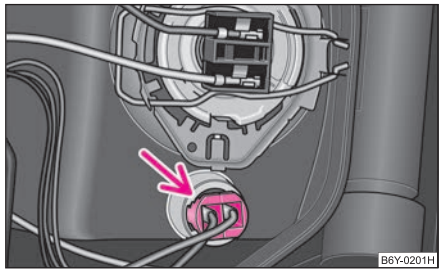

Fig. 173 Structure of the light bulb of the parking light

- Open the bonnet.
- Remove the protective cover at the rear of the headlight ⇒ page 190, fig. 170.
- Pull the lamp holder with light bulb for the parking light out of the headlight ⇒ fig. 173.
- Pull the defect light bulb out of the lamp holder.
- Insert the new light bulb.

– Insert the lamp holder with new light bulb into of the headlight. ■

Low beam

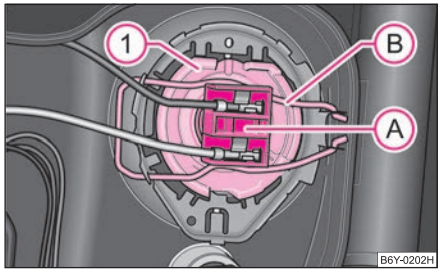

Fig. 174 Removing the light bulb for the low beam light

– Open the bonnet.
– Remove the protective cover at the rear of the headlight ⇒ page 190, fig. 170.
– Unplug plug (A).
– Unlock the sprung wire clamp (B) downwards by pressing in direction of the light bulb and swing.
– Remove the light bulb (1) and insert the new light bulb in such a way that the fixing lug on the reflector lies in the corresponding recess in the lamp plate.
– Close the sprung wire clamp over the plate and engage it again.
– Plug in plug (A) ⇒ fig. 174.
– We recommend that you have the headlight setting checked by a Skoda Service Partner after replacing the light bulb. ■

Turn signal light (at the front)

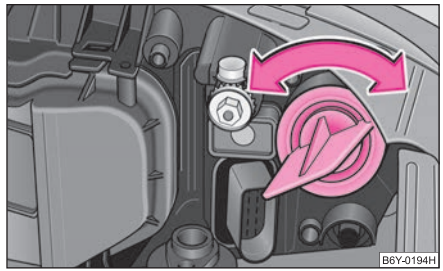

Fig. 175 Removing the light bulb for the turn signal light

– Open the bonnet.
– Screw out the lamp holder and light bulb by turning it anti-clockwise ⇒ fig. 175.
– Press the defective light bulb into the socket, turn to the left and remove.
– Insert the new light bulb and turn it fully to the right.
– Insert the lamp holder with light bulb into the headlight. Secure the lamp holder by turning it to the right until it locks in place. ■

Lighting in storage compartment on front passenger side*

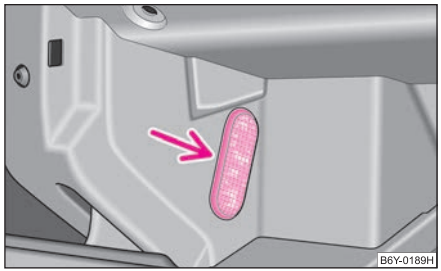

Fig. 176 Remove lighting in storage compartment on front passenger side

We recommend having the light bulb replaced by a Škoda Service Partner.

- Push in a knife or similar from the side between the light and the glove compartment ⇒ fig. 176. Lever out the light carefully.
- Disconnect the plug by pressing the catch from the side.
- Replace the defective light bulb.
- Recreate the plug connection.
- Press the light into the glove compartment from below. ■

Interior light and the reading light*

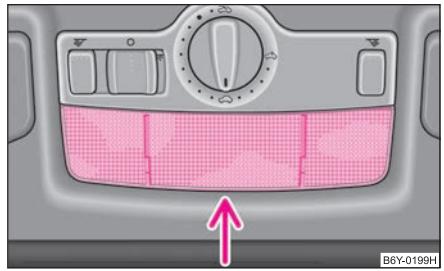

Fig. 177 Remove interior light

- Pull the diffusion disk (see arrow) downwards from the housing ⇒ fig. 177.
- Take the faulty light bulb out of the interior light and insert a new one.
- Pull the light bulb out of its holder and insert the new one.
- Press the diffusion disk back into the housing until it clicks into place (ensure that it is in the right position). ■

Licence plate light

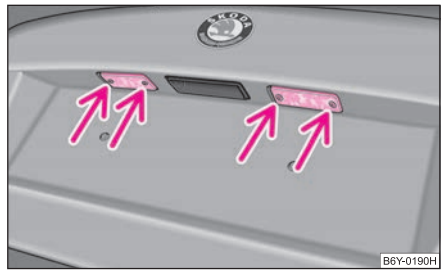

Fig. 178 Remove the licence plate light

– Open the boot lid and unscrew the light glass.
– Take the faulty bulb out of the fixture and insert a new one.
– Re-insert the light glass. Press the light glass in up to the stop - check for correct seating of the sealing rubber.
– Screw on the light glass but not too tightly. ■

Front door warning light*

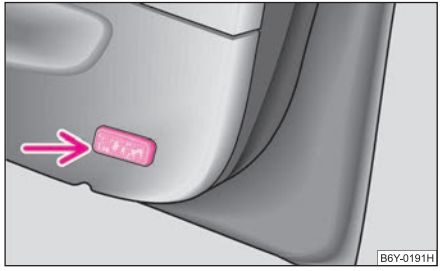

Fig. 179 Remove the front door warning light

We recommend having the light bulb replaced by a Škoda Service Partner.

– Push in a knife or similar from the side between the light and the door panel ⇒ fig. 179. Lever out the light carefully.
– Disconnect the plug connector.
– Replace the defective light bulb.
– Recreate the plug connection.
– Insert the door warning light into the door panel from the plug side and press in. ■

Rear light unit

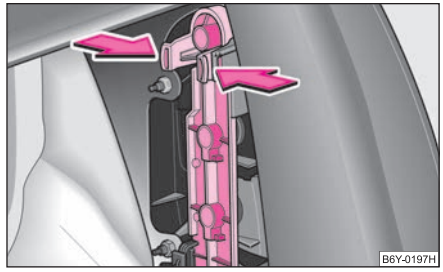

Fig. 180 Remove light bulb holder

– Open the boot lid/luggage compartment door.
– Push the cover to the side carefully.
– Press the fixing straps in the upper part of the light bulb holder in the direction of the arrow and remove the light bulb holder ⇒ fig. 180.
– Press the defective light bulb into the socket, turn to the left and remove.
– Insert the new light bulb and turn it fully to the right.
– Insert the light bulb holder into the opening of the rear light from below and interlock the fixing straps into the upper part.
– Push the cover back into place. ■

Rear light unit (estate car, sedan)

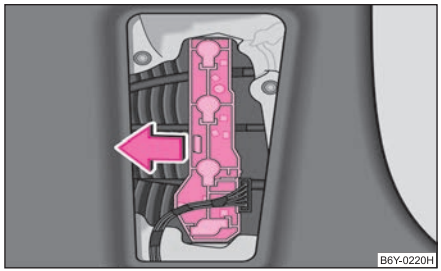

Fig. 181 Remove the light bulb holder (estate car, sedan)

- Open the boot lid/luggage compartment door.
- Remove the cover in the boot.
- Press the catch in direction of arrow and pull out the light bulb holder.
- Press the defective light bulb into the socket, turn to the left and remove.
- Insert the new light bulb and turn it fully to the right.
- Insert the light bulb holder again, the plastic tongue must lock in place.
- Install the cover in the boot. ■

Luggage compartment light

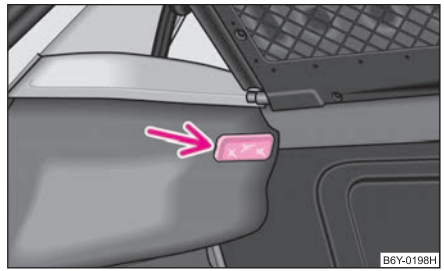

Fig. 182 Remove the luggage compartment light

- Open the boot lid and remove the luggage compartment cover.
- Insert a screwdriver into the slot next to the light ⇒ fig. 182. Lever out the light carefully.
- Disconnect the plug connector.
- Replace the defective light bulb.
- Recreate the plug connection.
- Insert the light from the rear and press it forwards up to the stop. ■

Boot light (sedan)

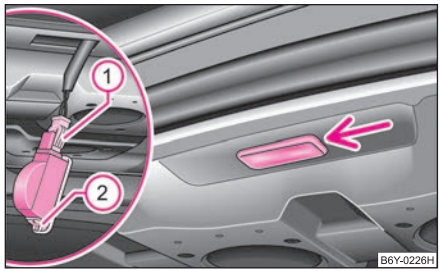

Fig. 183 Remove the boot light (sedan)

- Insert a screwdriver into the slot under the light ⇒ fig. 183. Lever out the light carefully.
- Unlock the lug (1) then pull out the plug.
- Push away the spring clip (2) on the cover and remove the cover.
- Replace the defective light bulb.
- Insert the cover again and secure it by locking it in place.
- Recreate the plug connection.
- Insert the light from the rear and press it forwards up to the stop. ■

Technical Data

Technical Data

General comments

The details given in the official vehicle registration documents always take precedence over the details in the Owner's Manual. Please refer to the official vehicle registration documents or consult your Škoda Service Partner concerning the engine with which your vehicle is equipped. ■

Used abbreviations

Abbreviation	Importance
kW	Kilowatt, measuring unit for the engine output
rpm	Engine revolutions per minute
Nm	Newton meter, measuring unit for the engine torque
g/km	discharged quantity of carbon dioxide in grams per driven kilometer
RON	Research octane number, measuring unit for the knocking resistance of petrol

Performances

The listed performance values were determined without performance-reducing equipment, e.g. air conditioning system. ■

Weight

The loading capacity is reduced in line with the range of the special equipment. The unloaden weight contains a fuel tank topped up to 90%. A driver with a weight of 75 kg is also included in the value. ■

Identification details

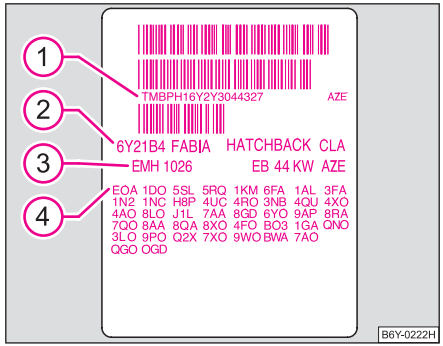

Fig. 184 Vehicle data sticker

Vehicle data sticker

The vehicle data sticker ⇒ fig. 184 is located on the floor of the luggage compartment and is also stated in the Service schedule.

The vehicle data sticker contains the following data:

1. Vehicle identification number (VIN)
2. Vehicle type

③ Gearbox code, paint number, interior equipment number, engine output, engine code
④ Partial description of the vehicle

Vehicle identification number (VIN)

The vehicle identification number - VIN (vehicle body number) is stamped into the engine compartment on the right hand shock absorber dome. This number is also located on a sign on the lower left hand edge below the windscreen (together with a VIN bar code).

Engine number

The engine number is stamped into the engine block.

Type plate (production plate)

The type plate is located in the engine compartment at the front on the left hand shock absorber dome.

Homologation sign

The homologation sign is located on the lock carrier. Vehicles for certain countries do not have an homologation sign.

Sticker on inside of fuel filler flap

The sticker is affixed to the inside of the fuel filler flap. The sticker contains the following data:

- The prescribed types of fuel,
- Tyre size,
- Tyre pressure. ■

Fuel consumption according to the regulations EU2, EU3, EU4 (99/100/EU)

Depending on the range of the special equipment, style of driving, traffic situation, weather influences and vehicle condition, the consumption values which in practice result when using the vehicle can deviate from the indicated values.

Urban traffic

The consumption measurement in urban traffic begins with starting of the cold engine. Afterwards the normal urban traffic is simulated.

Non-urban traffic

For the consumption measurement in non-urban traffic the vehicle, as in daily motoring, is accelerated and braked several times in all gears. The vehicle speed changes within the range from 0 to 120 km/h.

Combined traffic

The consumption value in the combined traffic consists of 37% from the value for the urban traffic and of 63% from the value for the non-urban traffic. ■

Dimensions

Dimensions (mm)

	FABIA	ESTATE CAR	SEDAN	RS
Length	3970	4232	4232	4002
Width	1646	1646	1646	1646
Width including exterior mirror	1893	1893	1893	1893
Height	1451	1452	1449	1441
Wheel base	2462	2462	2462	2462
Track gauge front / rear	1435/1424	1435/1424	1435/1424	1432/1422

Technical Data

1.2 ltr./40 kW EU 2DDK/EU 4

Engine

Power output	kW per rpm	40/4750
Maximum torque	Nm per rpm	108/3000
Number of cylinders/Displacement (cm^3)		3/1198
Fuel - unleaded petrol min. RON		95

Performances

		FABIA	ESTATE CAR	SEDAN	PRAKTIK
Maximum speed	km/h	151	153	151	151
Acceleration 0 - 100 km/h	s	18,4	18,7	18,8	18,9

Fuel consumption (in ltr./100 km) and CO_2 emission (in g/km)

	EU2	EU4
Urban	7,7	7,7
Non-urban	4,8	4,8
Combination	5,9	5,9
CO_2 emission - combination	141	140

Capacities (in liter)

Fuel tank capacity/of which spare	45/7,5
Reservoir for windscreen washer system/ with headlight cleaning system	2/5
Engine oil[a)]	3,0
Cooling system of the vehicle	5,1

a) Oil capacity with oil filter change. Inspect oil level when filling; do not fill up too much. The oil level must be between the markings ⇒ page 155.

Weight (in kg)

	FABIA	FABIA ESTATE CAR	FABIA SEDAN	FABIA PRAKTIK
Permissible gross weight	1560 1515[a)]	1595	1590	1535
Unloaden weight ready for work	1045 1010[a)]	1080	1075	1085
Loading capacity	515 505[a)]	515	515	450
Loading capacity when using the TLC	415	405	415	360
Permissible front axle load	820 765[a)]	820	820	820
Permissible rear axle load	800	840	840	840
Permissible trailer load, trailer braked/unbraked	(800/450)[b)] (950/450)[c)]	(750/450)[b)] (900/450)[c)]	(750/450)[b)] (900/450)[c)]	(750/450)[b)] (900/450)[c)]

a) without power steering
b) Uphills up to 12%
c) Uphills up to 8 %

1.2 ltr./47 kW EU 2DDK/EU 4

Engine

Power output	kW per rpm	47/5400
Maximum torque	Nm per rpm	112/3000
Number of cylinders/Displacement (cm^3)		3/1198
Fuel - unleaded petrol min. RON		95

Performances

		FABIA	ESTATE CAR	SEDAN	PRAKTIK
Maximum speed	km/h	160	162	160	160
Acceleration 0 - 100 km/h	s	15,9	16,3	16,3	16,4

Fuel consumption (in ltr./100 km) and CO_2 emission (in g/km)

	EU2	EU4
Urban	7,7 (7,8)[a)]	7,7 (7,9)[a)]
Non-urban	5,1	4,9 (5,1)[a)]
Combination	6,0 (6,1)[a)]	5,9 (6,1)[a)]
CO_2 emission - combination	144 (146)[a)]	140 (145)[a)]

a) Fabia Praktik

Capacities (in liter)

Fuel tank capacity/of which spare	45/7,5
Reservoir for windscreen washer system/ with headlight cleaning system	2/5
Engine oil[a)]	3,0
Cooling system of the vehicle	5,1

a) Oil capacity with oil filter change. Inspect oil level when filling; do not fill up too much. The oil level must be between the markings ⇒ page 155.

Weight (in kg)

	FABIA	FABIA ESTATE CAR	FABIA SEDAN	FABIA PRAKTIK
Permissible gross weight	1570	1605	1600	1545
Unloaden weight ready for work	1055	1090	1085	1095
Loading capacity	515	515	515	450
Loading capacity when using the TLC	415	405	415	360
Permissible front axle load	820	900	900	900
Permissible rear axle load	800	840	840	840
Permissible trailer load, trailer braked/unbraked	(800/450)[a] (950/450)[b]	(750/450)[a] (900/450)[b]	(750/450)[a] (900/450)[b]	(750/450)[a] (900/450)[b]

a) Uphills up to 12%
b) Uphills up to 8 %

1.4 ltr./55 kW EU 2DDK/EU 4

Engine

Power output	kW per rpm	55/5000
Maximum torque	Nm per rpm	126/3800
Number of cylinders/Displacement (cm^3)		4/1390
Fuel - unleaded petrol min. RON		95

Performances

		FABIA	FABIA[a)]	ESTATE CAR[a)]	SEDAN[a)]
Maximum speed	km/h	167	166	169	166
Acceleration 0 - 100 km/h	s	13,8	17	17,3	17,3

a) valid for vehicles with automatic gearbox

Fuel consumption (in ltr./100 km) and CO_2 emission (in g/km)

	FABIA EU2, EU4	FABIA[a)] EU2, EU4	ESTATE CAR[a)] EU2, EU4	SEDAN[a)] EU2, EU4
Urban	8,6	10,3	10,3	10,3
Non-urban	5,3	6,0	6,0	6,0
Combination	6,5	7,6	7,6	7,6
CO_2 emission - combination	154	182	182	182

a) valid for vehicles with automatic gearbox

Capacities (in liter)

Fuel tank capacity/of which spare	45/7,5
Reservoir for windscreen washer system/ with headlight cleaning system	2/5
Engine oil[a)]	3,2
Cooling system of the vehicle	5,5

a) Oil capacity with oil filter change. Inspect oil level when filling; do not fill up too much. The oil level must be between the markings ⇒ page 155.

Weight (in kg)

	FABIA	ESTATE CAR[a)]	SEDAN[a)]
Permissible gross weight	1575 1610[a)]	1645	1640
Unloaden weight ready for work	1060 1095[a)]	1130	1125
Loading capacity	515	515	515
Loading capacity when using the TLC	415	405	415
Permissible front axle load	900	900	900
Permissible rear axle load	800	840	840
Permissible trailer load, trailer braked/unbraked	(800/450)[b)] (950/450)[c)]	(800/450)[b)] (950/450)[c)]	(800/450)[b)] (950/450)[c)]

a) valid for vehicles with automatic gearbox
b) Uphills up to 12%
c) Uphills up to 8 %

1.4 ltr./59 kW EU 2DDK/EU 4

Engine

Power output	kW per rpm	59/5000
Maximum torque	Nm per rpm	132/3800
Number of cylinders/Displacement (cm^3)		4/1390
Fuel - unleaded petrol min. RON		95

Performances

		ESTATE CAR	SEDAN
Maximum speed	km/h	175	173
Acceleration 0 - 100 km/h	s	13,1	13,1

Fuel consumption (in ltr./100 km) and CO_2 emission (in g/km)

	ESTATE CAR EU2/EU4	SEDAN
Urban	8,7/8,8	8,6
Non-urban	5,4/5,5	5,3
Combination	6,6/6,7	6,5
CO_2 emission - combination	156/160	154

Capacities (in liter)

Fuel tank capacity/of which spare	45/7,5
Reservoir for windscreen washer system/ with headlight cleaning system	2/5
Engine oil[a)]	3,2
Cooling system of the vehicle	5,5

a) Oil capacity with oil filter change. Inspect oil level when filling; do not fill up too much. The oil level must be between the markings ⇒ page 155.

Weight (in kg)

	ESTATE CAR	SEDAN
Permissible gross weight	1610	1605
Unloaden weight ready for work	1095	1090
Loading capacity	515	515
Loading capacity when using the TLC	405	415
Permissible front axle load	900	900
Permissible rear axle load	840	840
Permissible trailer load, trailer braked/unbraked	(800/450)[a)] (950/450)[b)]	(800/450)[a)] (950/450)[b)]

a) Uphills up to 12%
b) Uphills up to 8 %

1.4 ltr./74 kW EU 2DDK/EU 4

Engine

Power output	kW per rpm	74/6000
Maximum torque	Nm per rpm	126/4400
Number of cylinders/Displacement (cm^3)		4/1390
Fuel - unleaded petrol min. RON		95

Performances

		FABIA	ESTATE CAR	SEDAN
Maximum speed	km/h	185	186	185
Acceleration 0 - 100 km/h	s	11,5	11,6	11,6

Fuel consumption (in ltr./100 km) and CO_2 emission (in g/km)

	FABIA	ESTATE CAR EU2/EU4	SEDAN EU2/EU4
Urban	8,9	9,0/9,1	9,0/9,1
Non-urban	5,3	5,4/5,5	5,4/5,5
Combination	6,6	6,7/6,8	6,7/6,8
CO_2 emission - combination	158	161/163	161/163

Capacities (in liter)

Fuel tank capacity/of which spare	45/7,5
Reservoir for windscreen washer system/ with headlight cleaning system	2/5
Engine oil[a)]	3,2
Cooling system of the vehicle	5,5

a) Oil capacity with oil filter change. Inspect oil level when filling; do not fill up too much. The oil level must be between the markings ⇒ page 155.

Weight (in kg)

	FABIA	ESTATE CAR	SEDAN
Permissible gross weight	1580	1615	1610
Unloaden weight ready for work	1065	1100	1095
Loading capacity	515	515	515
Loading capacity when using the TLC	415	405	415
Permissible front axle load	900	900	900
Permissible rear axle load	800	840	840
Permissible trailer load, trailer braked/unbraked	(850/450)[a)] (1000/450)[b)]	(850/450)[a)] (1000/450)[b)]	(850/450)[a)] (1000/450)[b)]

a) Uphills up to 12%
b) Uphills up to 8 %

2.0 ltr./85 kW EU 2DDK/EU 4

Engine

Power output	kW per rpm	85/5400
Maximum torque	Nm per rpm	170/2400
Number of cylinders/Displacement (cm^3)		4/1984
Fuel - unleaded petrol min. RON		95

Performances

		FABIA	ESTATE CAR	SEDAN
Maximum speed	km/h	195	197	196
Acceleration 0 - 100 km/h	s	9,9	10,1	10,2

Fuel consumption (in ltr./100 km) and CO_2 emission (in g/km)

	FABIA EU2/EU4	ESTATE CAR EU2/EU4	SEDAN EU2/EU4
Urban	11,0/10,9	11,0/10,9	11,0/10,9
Non-urban	6,1/5,9	6,1/5,9	6,1/5,9
Combination	7,8/7,7	7,8/7,7	7,8/7,7
CO_2 emission - combination	187/184	187/184	187/184

Capacities (in liter)

Fuel tank capacity/of which spare	45/7,5
Reservoir for windscreen washer system/ with headlight cleaning system	2/5
Engine oil[a)]	4,0
Cooling system of the vehicle	6,9

a) Oil capacity with oil filter change. Inspect oil level when filling; do not fill up too much. The oil level must be between the markings ⇒ page 155.

Weight (in kg)

	FABIA	ESTATE CAR	SEDAN
Permissible gross weight	1625	1660	1655
Unloaden weight ready for work	1110	1145	1140
Loading capacity	515	515	515
Loading capacity when using the TLC	415	405	415
Permissible front axle load	900	900	900
Permissible rear axle load	800	840	840
Permissible trailer load, trailer braked/unbraked	(1000/500)[a)] (1200/500)[b)]	(1000/500)[a)] (1200/500)[b)]	(1000/500)[a)] (1200/500)[b)]

a) Uphills up to 12%
b) Uphills up to 8 %

1.4 l/51 kW TDI PD EU 4

Engine

Power output	kW per rpm	51/4000
Maximum torque	Nm per rpm	155/2200
Number of cylinders/Displacement (cm^3)		3/1422
Fuel		Diesel

Performances

		FABIA	ESTATE CAR	SEDAN	PRAKTIK
Maximum speed	km/h	162	166	164	163
Acceleration 0 - 100 km/h	s	15,6	15,8	15,8	16

Fuel consumption (in ltr./100 km) and CO_2 emission (in g/km)

Urban	5,9
Non-urban	4,1
Combination	4,7
CO_2 emission - combination	124

Capacities (in liter)

Fuel tank capacity/of which spare	45/7,5
Reservoir for windscreen washer system/ with headlight cleaning system	2/5
Engine oil[a)]	3,8
Cooling system of the vehicle	5,5

a) Oil capacity with oil filter change. Inspect oil level when filling; do not fill up too much. The oil level must be between the markings ⇒ page 155.

Weight (in kg)

	FABIA	ESTATE CAR	SEDAN	PRAKTIK
Permissible gross weight	1635	1670	1665	1610
Unloaden weight ready for work	1120	1155	1150	1160
Loading capacity	515	515	515	450
Loading capacity when using the TLC	415	405	415	360
Permissible front axle load	900	900	900	900
Permissible rear axle load	800	840	840	840
Permissible trailer load, trailer braked/unbraked	(900/450)[a)] (1100/450)[b)]	(900/450)[a)] (1100/450)[b)]	(900/450)[a)] (1100/450)[b)]	(900/450)[a)] (1100/450)[b)]

a) Uphills up to 12%
b) Uphills up to 8 %

1.4 l/59 kW TDI PD EU 4

Engine

Power output	kW per rpm	59/4000
Maximum torque	Nm per rpm	195/2200
Number of cylinders/Displacement (cm^3)		3/1422
Fuel		Diesel

Performances

		FABIA	ESTATE CAR	SEDAN
Maximum speed	km/h	170	173	172
Acceleration 0 - 100 km/h	s	13,8	14	14

Fuel consumption (in ltr./100 km) and CO_2 emission (in g/km)

Urban	5,7
Non-urban	4,1
Combination	4,6
CO_2 emission - combination	120

Capacities (in liter)

Fuel tank capacity/of which spare	45/7,5
Reservoir for windscreen washer system/ with headlight cleaning system	2/5
Engine oil[a)]	3,8
Cooling system of the vehicle	5,5

a) Oil capacity with oil filter change. Inspect oil level when filling; do not fill up too much. The oil level must be between the markings ⇒ page 155.

Weight (in kg)

	FABIA	ESTATE CAR	SEDAN
Permissible gross weight	1645	1680	1675
Unloaden weight ready for work	1130	1165	1160
Loading capacity	515	515	515
Loading capacity when using the TLC	415	405	415
Permissible front axle load	900	900	900
Permissible rear axle load	800	840	840
Permissible trailer load, trailer braked/unbraked	(1000/450)[a)] (1200/450)[b)]	(1000/450)[a)] (1200/450)[b)]	(1000/450)[a)] (1200/450)[b)]

a) Uphills up to 12%
b) Uphills up to 8 %

1.9 ltr./47 kW SDI EU 3

Engine

Power output	kW per rpm	47/4000
Maximum torque	Nm per rpm	125/ 1600–2800
Number of cylinders/Displacement (cm^3)		4/1896
Fuel		Diesel

Performances

		FABIA	ESTATE CAR	SEDAN	PRAKTIK
Maximum speed	km/h	158	162	158	157
Acceleration 0 - 100 km/h	s	17,9	18,3	18,3	18,5

Fuel consumption (in ltr./100 km) and CO_2 emission (in g/km)

Urban	6,3
Non-urban	4,0
Combination	4,8
CO_2 emission - combination	130

Capacities (in liter)

Fuel tank capacity/of which spare	45/7,5
Reservoir for windscreen washer system/ with headlight cleaning system	2/5
Engine oil[a)]	4,3
Cooling system of the vehicle	6,6

a) Oil capacity with oil filter change. Inspect oil level when filling; do not fill up too much. The oil level must be between the markings ⇒ page 155.

Weight (in kg)

	FABIA	ESTATE CAR	SEDAN	PRAKTIK
Permissible gross weight	1640	1675	1670	1615
Unloaden weight ready for work	1125	1160	1155	1165
Loading capacity	515	515	515	450
Loading capacity when using the TLC	415	405	415	360
Permissible front axle load	900	900	900	900
Permissible rear axle load	800	840	840	840
Permissible trailer load, trailer braked/unbraked	(800/450)[a)] (950/450)[b)]	(800/450)[a)] (950/450)[b)]	(800/450)[a)] (950/450)[b)]	(800/450)[a)] (950/450)[b)]

a) Uphills up to 12%
b) Uphills up to 8 %

1,9 l/74 kW TDI PD EU 4

Engine

Power output	kW per rpm	74/4000
Maximum torque	Nm per rpm	240/ 1800-2400
Number of cylinders/Displacement (cm^3)		4/1896
Fuel		Diesel

Performances

		FABIA	ESTATE CAR	SEDAN
Maximum speed	km/h	185	187	185
Acceleration 0 - 100 km/h	s	11,5	11,6	11,6

Fuel consumption (in ltr./100 km) and CO_2 emission (in g/km)

Urban	6,4
Non-urban	4,0
Combination	4,9
CO_2 emission - combination	129

Capacities (in liter)

Fuel tank capacity/of which spare	45/7,5
Reservoir for windscreen washer system/ with headlight cleaning system	2/5
Engine oil[a)]	4,3
Cooling system of the vehicle	6,8

a) Oil capacity with oil filter change. Inspect oil level when filling; do not fill up too much. The oil level must be between the markings ⇒ page 155.

Weight (in kg)

	FABIA	ESTATE CAR	SEDAN
Permissible gross weight	1660	1695	1690
Unloaden weight ready for work	1145	1180	1175
Loading capacity	515	515	515
Loading capacity when using the TLC	415	405	415
Permissible front axle load	900	900	900
Permissible rear axle load	800	840	840
Permissible trailer load, trailer braked/unbraked	(1000/450)[a)] (1200/450)[b)]	(1000/450)[a)] (1200/450)[b)]	(1000/450)[a)] (1200/450)[b)]

a) Uphills up to 12%
b) Uphills up to 8 %

1.9 ltr./96 kW TDI PD (Fabia RS) EU 4

Engine

Power output	kW per rpm	96/4000
Maximum torque	Nm per rpm	310/1900
Number of cylinders/Displacement (cm^3)		4/1896
Fuel		Diesel

Performances

Maximum speed	km/h	206
Acceleration 0 - 100 km/h	s	9,5

Fuel consumption (in ltr./100 km) and CO_2 emission (in g/km)

Urban	6,9
Non-urban	4,4
Combination	5,3
CO_2 emission - combination	140

Capacities (in liter)

Fuel tank capacity/of which spare	45/7,5
Reservoir for windscreen washer system/ with headlight cleaning system	2/5
Engine oil[a)]	4,3
Cooling system of the vehicle	6,8

a) Oil capacity with oil filter change. Inspect oil level when filling; do not fill up too much. The oil level must be between the markings ⇒ page 155.

Weight (in kg)

Permissible gross weight	1720
Unloaden weight ready for work	1245
Loading capacity	475
Permissible front axle load	960
Permissible rear axle load	800

Index

A

B

C

D

E

F

G

H

I

J

K

L

M

N

O

P

R

S

T

U

V

W

X

Škoda Auto pursues a policy of constant product and model development. We trust that you will understand that changes to models in terms of shape, equipment and engineering, may be introduced at any time. It is therefore not possible for legal claims to be made based on the data, illustrations and descriptions contained in this Owner's Manual.

We reserve the right to make changes to this document.

Issued by: ŠKODA AUTO a.s.

ŠkodaService
ŠkodaGenuine Parts
ŠkodaGenuine Accessories

How you can contribute to a cleaner environment

The fuel consumption of your Škoda – and thus the level of pollutants contained in the exhaust – is also determined by how you drive.

The noise level and wear and tear are also influenced by how you personally handle your vehicle. This Owner´s Manual tells you how to drive your Škoda to achieve the minimum impact on the environment, and how to save money at the same time. Look up „Environment“ in the Index to find out more.

Please also refer to all the texts identified with a ❀ in this Owner´s Manual.

Make your contribution – for the sake of the environment.

www.skoda-auto.com

Návod k obsluze
Fabia anglicky 05.07
S54.5610.09.20
6Y0 012 003 LR