

Date _____ Mileage _____ Price _____ Seller _____

What matters most: Manual or DSG? The manual gearbox is significantly more reliable. If it's a DSG, ask for oil change records and plan for potential mechatronic repairs.

BEFORE THE VIEWING

Recall status (safety-critical)

Call a Skoda dealer with the VIN to check recalls. The parking brake recall (2017-2018 cars) is safety-critical, and there are five other recalls covering airbags, brakes, and engine software.

Service records and DSG history

Ask the seller for full service records. If the car has a DSG automatic, confirm the gearbox oil was changed every 60,000 km. Skoda previously called it lifetime fill, so many owners skipped it.

MOT history and mileage check

Look up the MOT history online to verify the mileage adds up and check for recurring advisories. Coolant loss or emissions failures can point to water pump or carbon buildup issues.

AT THE CAR

Tyres and exterior condition

Standard sizes are 205/55 R17 or 215/50 R18. Check tread depth and sidewall date codes (four-digit number, e.g. 2322 means week 23 of 2022). Uneven inner-edge wear can point to alignment problems.

Cold start and kangarooing test

Start the engine completely cold. Pull away gently in first gear and feel for juddering, stuttering, or stalling. Pre-2020 cars are most affected. A software update helps, but the issue can persist on some cars.

Coolant level and condition

With the engine cold, check the coolant expansion tank (driver's side of the engine bay). The level should sit between the min/max marks. Pink G13 coolant should be clear, not brown or murky.

Infotainment system check

Turn on the touchscreen and navigate through menus, radio, and navigation. Try connecting your phone via CarPlay or Android Auto. Screen freezes or random reboots are a known issue, especially on post-2020 facelift models.

DURING THE DRIVE

DSG gearbox behaviour (if auto)

Drive in stop-start traffic for at least 10 minutes. Feel for jerky low-speed shifts, hesitation when pulling away, or clunking when shifting into reverse. Smooth shifts are a good sign on a DQ200 gearbox.

Turbo response under load

Accelerate firmly through the rev range a few times. If the EPC warning light appears with sudden power loss, the turbo wastegate actuator may be sticking. This happens more on cars driven gently on short trips.

ACT vibration and engine smoothness

At steady motorway speed (around 80-100 km/h), the engine switches to 2-cylinder mode to save fuel. A slight vibration is normal, but strong shuddering or metallic sounds can point to ACT mechanism wear.

NOTES

THIS CAR AT A GLANCE

Compact SUV on VW's MQB platform, built from 2017. Generally reliable with manual gearbox. DSG and turbo actuator are the main concerns.

KNOWN WEAK POINTS

DSG mechatronics failure

Jerky shifts, loss of drive after 50k km
€1,200-3,500

Turbo wastegate sticking

EPC light and limp mode from carbon
€500-2,500

Water pump housing leak

Plastic housing warps at 70-100k km
€500-1,200

Cold-start kangarooing

Juddering when pulling away cold
€0-150

ACT rocker arm failure

Rare but costly camshaft damage
€2,500-3,000

