

Date _____ Mileage _____ Price _____ Seller _____

What matters most: The diesel Superb scored 98% in reliability surveys vs 81% for this petrol. If buying the 2.0 TSI, water pump history and DSG service records are what separate a good buy from a costly one.

BEFORE THE VIEWING

Recall status

Contact Skoda with the VIN or use skoda-auto.com/services/recall-campaigns. The heat shield recall (47U5) on 2020-2024 cars poses a fire risk. The Takata airbag recall affects 2016-2018 cars. Both are safety-critical.

Service records and DSG history

Ask for full service records before visiting. Look for oil changes with VW 502/504 spec oil and DSG fluid changes every 60,000 km. The official 80,000 km DSG interval is too long for this gearbox.

Water pump warranty check

Some markets had an extended warranty of 8 years or 130,000 km for the water pump and thermostat housing. Call a Skoda dealer with the VIN to check if it still applies before viewing.

AT THE CAR

Tyres and exterior condition

Common sizes are 225/45 R18 or 235/45 R18. Check tread depth and date codes on the sidewall. Look at all four alloy wheels closely for bubbling lacquer or white corrosion, which is very common on diamond-cut wheels.

Cold start and timing chain

Ask the seller not to warm the car before you arrive. On a cold start, listen for a brief metallic rattle in the first 1-2 seconds. A short rattle can point to timing chain tensioner wear. Anything lasting over 2 seconds is a serious concern.

Oil level and consumption signs

With the engine cold, check the dipstick or digital gauge. Ask the seller how often they top up between services. The 280 hp variant is especially prone to high consumption. More than 0.5 litres per 1,000 km is excessive.

Coolant level and leak signs

Check the expansion tank (should be at the marked line when cold). Look under the engine for dried coolant traces and sniff the engine bay for a sweet smell. The plastic thermostat housing is the most common failure point on this engine.

DURING THE DRIVE

DSG behaviour in slow traffic

Spend at least 15 minutes in stop-and-go traffic. Pay attention to shifts between 1st and 2nd gear. Jerky engagement, hesitation, or a gearbox warning light can point to mechatronic unit issues in the DQ381 DSG.

Engine and turbo response

At motorway speed, check for smooth power delivery when accelerating. Blue or grey smoke from the exhaust on hard acceleration can point to turbo bearing wear. Any whining noise from the engine bay under boost is worth noting.

Electric tailgate and infotainment

Test the electric tailgate from the button, key fob, and interior switch. It should open and close smoothly without grinding. Also check the infotainment screen for freezes or restarts, which are reported by around 1 in 4 owners.

NOTES

THIS CAR AT A GLANCE

Petrol Superb Mk3, built 2015-2023. Spacious and refined, but less reliable than the diesel version. Water pump, DSG service, and oil consumption are the key areas to verify.

KNOWN WEAK POINTS

Water pump / thermostat

Plastic housing cracks, 60-120k km
€600-1,200

DQ381 DSG mechatronic

Jerky shifts, limp mode, 60-100k km
€1,200-3,500

Oil consumption

Worse on 280 hp, piston ring wear
€100-2,500

Timing chain stretch

Gen 3 improved, risk above 150k km
€1,500-4,000

Turbocharger failure

IHI turbo, oil starvation related
€1,200-2,500

