ibiza

owner's manual

SEAT

auto emoción

Foreword

This owner's manual and the corresponding supplements should be read carefully to familiarise yourself quickly with your vehicle.

Also, the regular care and maintenance and correct handling of the vehicle will contribute to the conservation of its value.

For safety reasons, note the information concerning accessories, modifications and parts exchange.

If selling the vehicle, give all of the onboard documentation to the new owner because as this belongs with the vehicle.

Contents

The structure of this manual

Before reading this manual it must be understood

This manual describes the **scope of vehicle equipment** at the time of publication. Some of the equipment described here will not be available until a later date, or is available only in certain markets.

Because this is a general manual for the IBIZA, some of the equipment and functions that are described in this manual are not included in all types or variants of the model; they may vary or be modified depending on the technical requirements and on the market; this is in no way deceptive advertising.

Illustrations are intended as a general guide, and may vary from the equipment fitted in your vehicle in some details.

The **direction indications** (left, right, front, rear) appearing in this manual refer to the normal forward working direction of the vehicle except when otherwise indicated.

The **equipment marked with an asterisk*** comes in series only in determined model versions, are supplied as optional only for some versions, or are only offered in different countries.

® All registered marks are indicated with ®. Even if the copyright symbol does not appear this does not mean that the mark is not copyrighted.

▶ The section is continued on the following page.

■ Indicates the **end of a section**.

⚠ WARNING

Texts with this symbol contain safety information. They warn you of serious dangers, possibly involving accident or injury.

Caution

Texts with this symbol draw your attention to a possible risk of damage to your vehicle.

For the sake of the environment

Texts with this symbol refer to points relevant to the protection of the environment.

Note

Texts with this symbol contain additional information of a more general nature. ■

Content

This manual is structured to give you the information you need as quickly and clearly as possible. The contents of this Manual are grouped into relatively short **sections** making up **chapters** (e.g.“Air conditioning”). The entire manual is divided into five large parts which are:

1. Safety First

Information on the vehicle equipment relating to passive safety such as seat belts, airbags, seats, etc.

2. Controls and equipment

Information about the distribution of controls in the driver position of the vehicle, about the seat adjustment possibilities, how to create a suitable climate in the passenger compartment, etc.

3. Tips and Maintenance

Advice relating to driving, care and maintenance of your vehicle and certain problems which you may solve yourself.

4. Technical Data

Figures, data, dimensions and measurements (for example fuel consumption) of your vehicle.

5. Alphabetic index

At the end of this manual there is a detailed alphabetical index, this will help you to rapidly find the information you require. ■

Safety First

Introduction to the subject

You will find important information, tips and notes on passive safety in your new IBIZA in this chapter.

We have detailed everything you need to know about, for example, seat belts, Air Bags, child seats, safety for children and head restraints.

Please pay particular attention to the notes and warnings in this chapter– in your own interest and in the interest of all passengers.

Please drive carefully. ■

Seat belts

Why have seat belts?

It has been proven that seat belts give good protection in accidents. In most countries, therefore, the wearing of seat belts is required by law.

WARNING

- The belts should be put on before every journey – even in town traffic. This also applies to rear seats. Pregnant women too should always wear a seat belt. This is the only way to guarantee protection for the unborn child! For more information on this point ⇒ page 14.
- The routing of the belt is of major importance to the protective effect of the belt. How the belt should be worn is described on the next pages. ■

Frontal collisions and the laws of physics

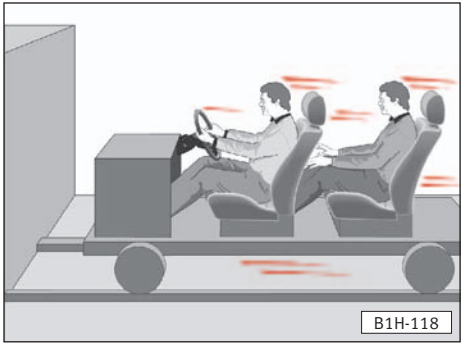

Fig. 1

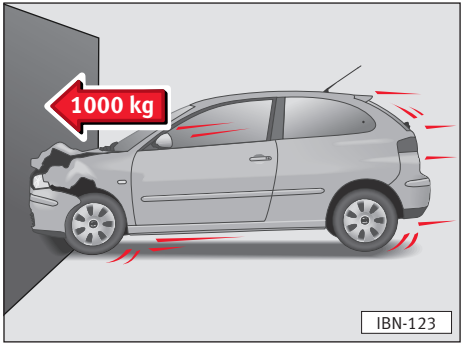

Fig. 2

This illustration shows a car driving towards a wall ⇒ fig. 1. The vehicle occupants are not belted in.

The physical principle of a frontal crash is easy to explain.

As soon as the vehicle is moving, so-called “kinetic energy” is created by the movement of the vehicle, in the vehicle itself as well as in the vehicle occupants.

The extent of the “kinetic energy” effect depends largely on the speed of the vehicle and on the weight of the vehicle and the vehicle occupants.

The higher the speed and the greater the weight of the vehicle, the more energy must be dispersed should an accident occur.

The speed of the vehicle is, however, the more important factor. If, for example, the speed increases from 25 km/h to 50 km/h, the kinetic energy increases fourfold!

As the vehicle occupants in our example are wearing no seat belts, their entire kinetic energy can only be dispersed through the crash into the wall, should a crash occur. The consequences would be severe or possibly even fatal injuries.

If you are driving at a speed of only 30 km/h to 50 km/h, forces which can easily exceed 1000 kg are exerted on the body should an accident occur.

The forces exerted on the body will increase further at higher speeds, e.g. At twice the speed the forces increase fourfold!

Vehicle occupants not wearing their seat belts are thus not “linked” to their vehicle.

In a frontal crash, these people will continue to move forward at the same speed as the vehicle was travelling before the vehicle crashed! ■

The danger of not using the seat belt

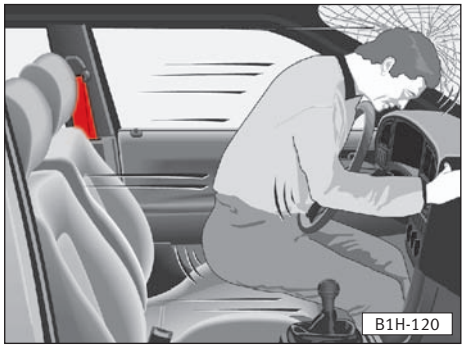

Fig. 3

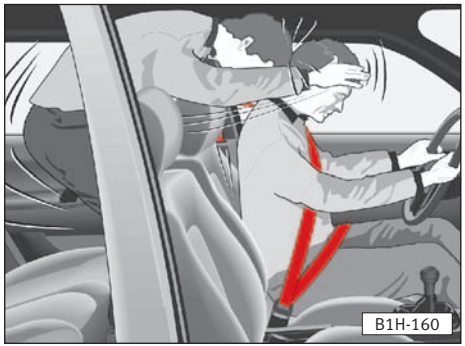

Fig. 4 ▶

In case of a frontal collision accident, the occupants who are not belted up are thrown forwards and collide with parts of the vehicle interior, e.g. the steering wheel, instrument panel or windscreen.

Vehicle occupants who are not belted in may even be thrown out of the vehicle. This could even lead to serious injuries.

The wide spread opinion that you can protect your body with your hands in the event of a light accident is not correct. Even at low speeds of collision, forces which cannot be deflected act on the body.

It is also important that occupants sitting in the rear seats are belted in as they can also be thrown out of the vehicle in the event of an accident. Somebody sitting in the rear and not using a seat belt is endangering not only himself but also the occupants of the front seats. ■

Protecting seat belts

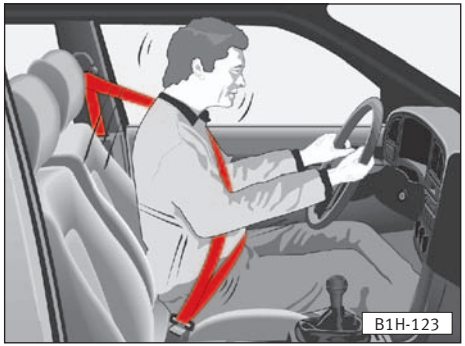

Fig. 5

Seat belts which are worn properly contribute to the correct seating position of the vehicle's occupants. The seat belts help reduce kinetic energy considerably.

They also prevent uncontrollable movements which can also be the cause of severe injuries.

Vehicle occupants who wear their seat belts correctly benefit greatly from the fact that kinetic energy is absorbed by the belt. The vehicle front structure and other passive safety measures, such as the Air Bag System, also guarantee a reduction in kinetic energy. The energy created is thus kept to a low level and the risk of injury reduced.

Our examples describe frontal crashes. These physical principles also apply, of course, to other types of accidents and to vehicles with the Air Bag System.

This is why you **must** put on your seat belt before every journey, even if you are only going "just around the corner". Please also ensure that your passengers are correctly belted in.

You have seen how seat belts function in the case of an accident on previous pages.

Accident statistics have proven that the risk of injury is reduced and the chance of survival in a serious accident is increased if the seat belt is worn properly.

For this reason, the wearing of seat belts is a legal requirement in most countries.

The correct method of wearing the seat belt, and how the Air Bag System functions, is described on the following pages. ■

Safety notes on using seat belts

Fig. 6

WARNING

- The belts should be put on before each journey – even in town traffic! This also applies to the rear seats.
- The maximum level of protection by the seat belts can only be attained if the belts are worn properly.
- Please ensure that the belts are put on exactly as described in this chapter.

Putting the seat belt on underneath your arm, for example, would considerably increase the risk of injury in the case of an accident!

- The belt must not be twisted or caught, nor should it be allowed to rub on any sharp edges.

WARNING (continued)

- Two people (including children) must never be secured with one belt. It is particularly dangerous to belt your child in when it is sitting on your lap.
- The belt strap should not be worn over hard or breakable articles (glasses, ball pens, etc...), as it may cause injuries.
- Bulky and loose clothing (e.g. an overcoat on top of a jacket), hinder correct fitting and working of the seat belt.
- The belts give maximum protection only in the correct seating position ⇒ page 88.
- You must always keep your feet in the foot well during a journey – never on the dashboard or on the seats.
- The belts must be kept clean as dirt may affect the proper functioning of the retractors (see "Care of the vehicle" chapter).
- The slot for the belt tongue must not be blocked with paper or anything similar, as the tongue can otherwise not engage properly.
- Check your seat belts regularly. If you find any damage on the belt, belt connections, retractor or the locking pieces, the belt must be replaced by a Technical Service Centre.
- The seat belts may not be removed from the vehicle or modified in any way. Do not attempt to remove the seat belts yourself.
- Belts which are stressed and thus stretched in an accident must be replaced by a Technical Service Centre. At the same time, have the belt anchorages checked.

Note

In some export countries seat belt functions could differ from the 3 point or lap belts described on the next pages. ■

How are seat belts put on properly?

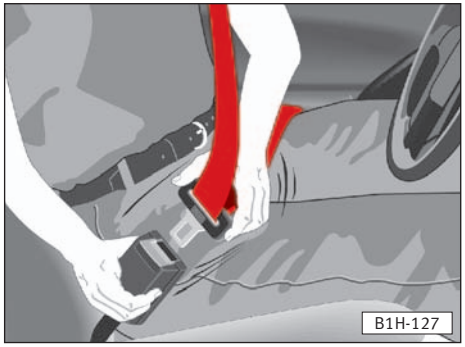

Fig. 7

Putting 3 point belt on

You must adjust the front seat to your height before fastening the seat belt. See the "Front seats" chapter.

For the centre rear seat, it must be taken into account that the back of the seat must be perfectly locked in position for correct functioning of the seatbelt ⇒ page 95.

The inertia reel belt gives complete freedom of movement when pulled slowly. Sudden braking, however, will cause the belt to lock.

The mechanism will also lock the belt when accelerating, driving down steep gradients or cornering.

WARNING

Seat belts can only give their maximum protection in an accident if the backrest is in an upright position and the belt is fitted closely to the body.

- Pull belt by the tongue slowly and smoothly across the chest and hips.
- Push the tongue into the locking part of the seal until it engages audibly **(pull to test!).**

WARNING

The tongue must be pressed into locking part designated for that seat and seat belt. The protective effect of the belt will otherwise be negatively affected and the risk of injury increases! ■

Seat belt position

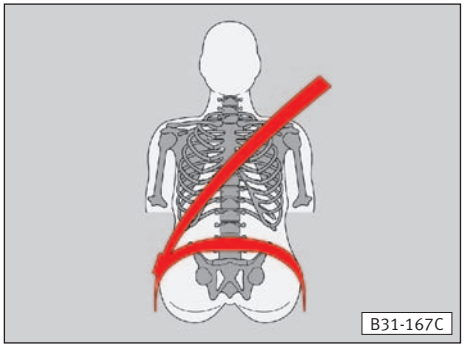

Fig. 8

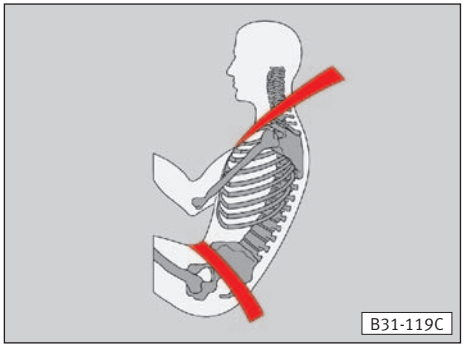

Fig. 9

WARNING

The shoulder part of the belt must run roughly across the centre of the shoulder, on no account against the neck and must also be firmly in contact with the body.

The lap part of the belt must fit tightly across the pelvis– not across the stomach. If necessary, pull the belt tight.

- Please ensure that the seat belt is fitted properly. A seat belt which is worn incorrectly could also cause injury in an accident.
- A seat belt which is worn too loosely could cause injury as your kinetic energy will throw your body further forward in an accident and it will be caught abruptly by the seat belt. ■

Adjusting the seat belt height

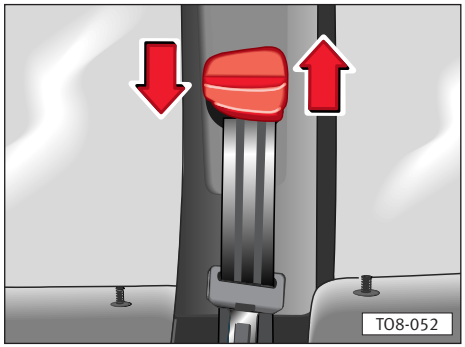

Fig. 10

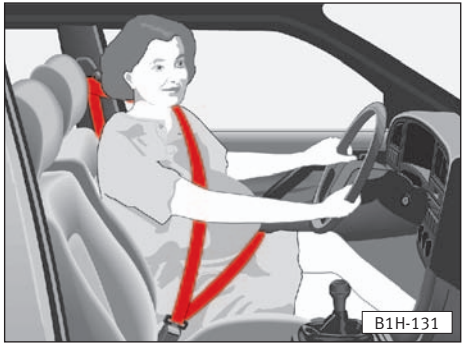

Fig. 11

With the aid of the **belt height adjustment** the routing of the shoulder belt for the front seats can be set to fit the body properly.

- To adjust, push the upper relay fitting in the direction shown, hold in this position and move up or down so that the shoulder part of belt runs roughly across the centre of the shoulder ⇒ fig. 10 – **on no account against the neck.**
- **After adjusting, pull the belt with a jerk to ensure that the relay fitting is properly engaged.**

Note

The seat height adjustment* can also be used to adjust belt routing on front seats.

WARNING

Pregnant women should always wear a seat belt too. The lap part of the belt should be as low as possible across the pelvis so that no pressure is exerted on the abdomen. ■

Seat belt release

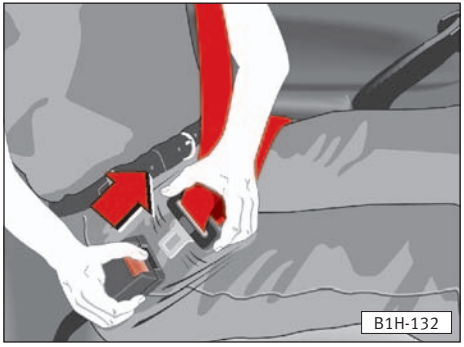

Fig. 12

Taking three point belt off

To release the belt, press the red button in the lock. The tongue will then spring out.

Pass the tongue towards the door by hand so that the retractor can roll the belt up properly. A plastic knob in the belt holds the tongue in a convenient position. ■

Lap belt*

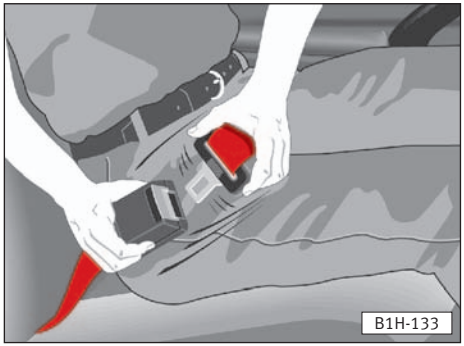

Fig. 13

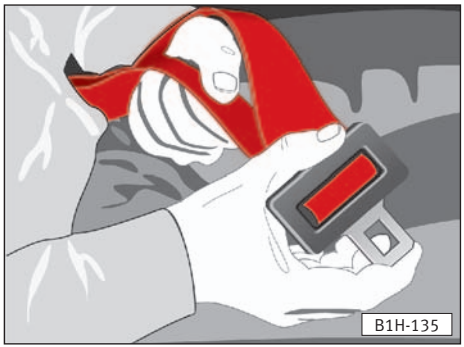

Fig. 14

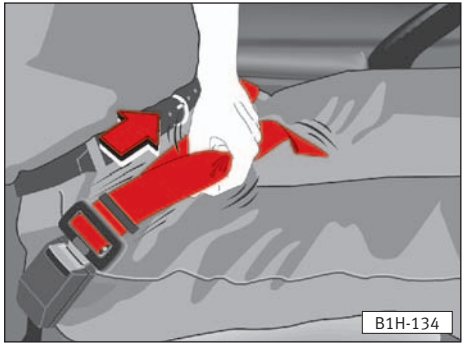

Fig. 15

The centre place on the rear seat is fitted with a lap belt.

The belt lock is used in the same way as on the three point inertia reel belts.

For safety reasons a lap belt not being used should always be connected to the buckle.

WARNING

- **The lap part of the belt must fit tightly across the pelvis– not across the stomach. If necessary, loosen the belt.**
- **Pregnant women should always wear seat belts too. The lap part of the belt should be as low as possible across the pelvis so that no pressure is exerted on the abdomen.**

To lengthen belt hold the tongue at right angles to belt and pull belt through to the required length ⇒ fig. 14.

The belt is easier to adjust if tongue and cap are pressed together.

To shorten belt it is only necessary to pull the free end of belt.

The surplus belt length is taken up by moving the plastic slide. ■

Belt tensioner*

Safety for the **belted-in** driver and front passenger is increased by the belt tensioners fitted to the inertia reels of the front 3 point seatbelts to supplement the Air Bag.

In the event of serious front collisions, the system is activated by sensors which trigger a pyrotechnical charge on both belt automatic retractors.

This makes the devices roll up and tighten the tensioners.

WARNING

- **Any repair work on the tensioner system, such as the removal or installation of system components required for other repair works, should be performed only by a Technical Service Centre.**
- **The protective function of the belt tensioner is capable of operating only once. If the belt tensioners have been activated at any time, the system must be renewed.**
- **If you sell the vehicle, please pass on this Manual to the new owner.**

Note

- Smoke is released when the tensioners are activated. This smoke does not indicate a fire in the vehicle.
- It is extremely important to observe all safety regulations when the vehicle or any of the system components are scrapped. Technical Service Centres are familiar with these regulations and can provide the necessary details. ■

Air Bag system[1)]

Description of front airbags

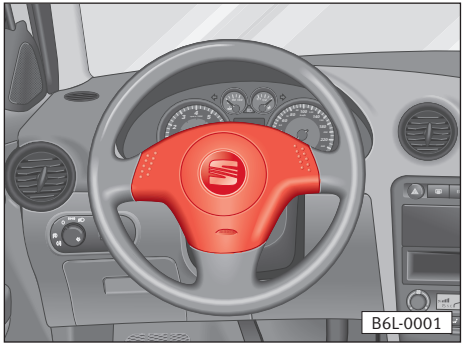

Fig. 16

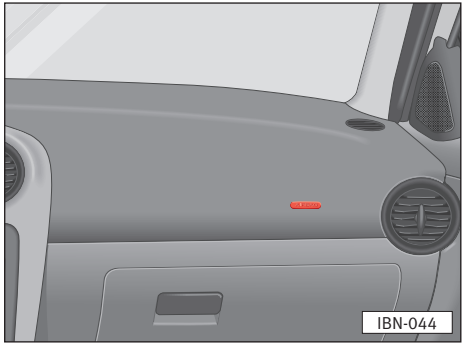

Fig. 17

Supplementing the three-point seat belts, the Air Bag system offers additional protection for the driver's and passenger's head and chest in a serious frontal collision.

In serious lateral collisions the side Air Bags reduce the risk of injury to the body parts exposed to the danger for the front seat occupants.

The Air Bag system is not a replacement for the seat belt but a complementary element of the passive safety concept of the vehicle. Please note that the best possible protection to be offered by the Air Bag system can only be effective when the seat belts are fastened.

Therefore, the seat belts should always be used, not only for reasons of statutory regulations, but also for safety.

Also bear in mind the instructions from the "Seat belts" chapter. ▶

[1)] This equipment will vary according to the country.

The **driver's front Air Bag** is located in the central cushioned part of the steering wheel.

The **passenger's front Air Bag**[1] is located in the dash panel above the glove compartment.

Both are marked with "AIR BAG".

WARNING

The seat belts and Air Bag system only offer maximum protection when seated correctly. ■

Description of side and head airbags

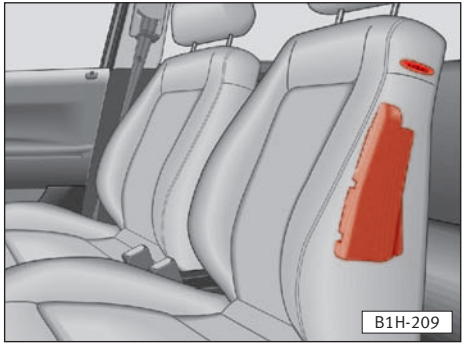

Fig. 18

The **side Air Bags**[1] are located on the backside of the front seats ⇒ fig. 18 and are marked with "AIR BAG" on the upper part of the back.

Head Air Bags* are fitted on the right and left sides, beneath the roof lining. These are identified with the inscription "AIR BAG". The labels are located on the upper linings of struts A, B, and C.

The head Air Bags completely cover the window area on both sides of the vehicle.

Components of the system

The system basically consists of:

- an electronic control and monitoring unit (control unit)
- two front Air Bags
- two head Air Bags
- two side Air Bags
- a warning lamp in the instrument panel.

Air Bag functions are controlled electronically:

- Each time that the ignition is turned on, the Air Bag warning light will light for about 3 seconds.
- If at least one of the Air Bag devices is deactivated, the warning light will flash for approx. 12 seconds.

There is a defect in the system if

- When switching on the ignition the warning lamp does not light.
- Following the connection of the ignition, the warning light will not go off until after approx. 3 seconds.
- After the ignition is switched on the warning lamp goes out and comes back on.

[1] This equipment will vary according to the country.

• The warning lamp lights or flashes while driving.

WARNING

When a defect is present the system needs to be checked immediately by a Technical Service Centre. Failure to do so will jeopardise proper functioning of the Air Bag in the case of an accident. ■

When are the Air Bags activated?

The Air Bag system is designed so that the driver's side Air Bag and Passenger's side Air Bag are triggered in case of a **serious frontal collision**.

In case of a **serious lateral collision**, the corresponding lateral Air Bag[1)] and head Air Bag[1)] on the side of the impact will be triggered.

In certain accidents the frontal[1)], lateral[1)] and head[1)] Air Bags may be triggered.

The Air Bag system **will not be triggered** in case of light frontal and lateral collisions, rear collisions and **overturning**. In these cases, the vehicles occupants are protected in the conventional way by the seat belts.

It is not possible to define globally when exactly the Air Bag system will be triggered given that the circumstances of each impact may vary enormously.

During inflation, the Air Bag emits a fine dust. This is quite normal and there is no fire risk. ■

Description of front airbags[1)]

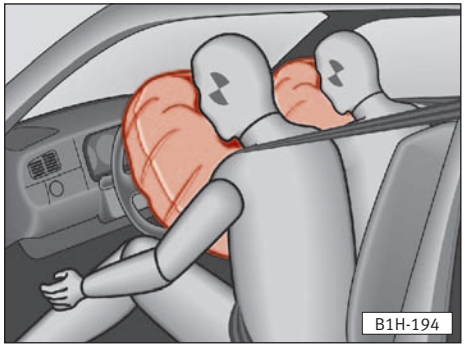

Fig. 19

When the system is triggered, the bags are inflated by gas opening in front of the driver and passenger.

The Air Bag inflation is considerably rapid and takes fractions of a second, to offer the best protection in the case of an accident.

Information about the operation and possible faults of the system may be found on the previous page.

WARNING

• It is important to maintain a distance of at least 25 cm from the steering wheel or instrument panel so that the front seat occupants have the best ▶

[1)] This equipment may change from one country to another.

WARNING (continued)

possible effective protection if the system is triggered. The front seats must always be correctly adjusted to the body height.

- If you are not wearing a seat belt or lean forward whilst driving or are sitting in the wrong position, you are open to a higher risk of injury in an accident when the Air Bag System inflates.
- Children must never be allowed to sit unsecured on the front seat whilst the vehicle is in motion. If the Air Bag System is triggered during an accident, children could be seriously injured or killed. For further important points please refer to the chapter on “Safety for children”.
- No persons, animals or objects should be located between the front-seat occupants and the effective range of the Air Bags.
- The protective function of the Air Bag will only be triggered for one accident. If the Air Bag has been triggered, the system must be replaced.
- The steering wheel padded plate and the padded surface of the Air Bag module on the passenger side of dash panel must not have stickers attached, nor should they be covered or re-worked in any other way. These parts should only be cleaned with a dry cloth or a cloth moistened with water. No other items such as, for example, telephone or cup holders should be attached to the Air Bag module.
- The components of the Air Bag system must not be modified in any way. Any work involving the Air Bag or the removal or installation of the Air Bag system components for other repairs (such as repairs to the steering wheel) should be carried out only by the authorised technical services.

Note

It is extremely important to observe all safety regulations when the vehicle or any components of the Air Bag system are scrapped. Technical Service Centres are familiar with these regulations and can provide the necessary details. ■

Function of side airbags[1)]

Fig. 20

When the system is triggered, the bags inflate using gas.

The Air Bag inflates in a split second to be able to offer additional protection during an accident.

⇒ page 18 you will find notes on the function and possible defects in the system.

WARNING

- Any repairs to the side Air Bag, such as the removal or assembly of any system component in connection with any other repair work (e.g. removing the front seat), should only be performed by a Technical Service Centre. The ▶

[1)] This equipment will vary according to the country.

WARNING (continued)

correct functioning of the Air Bag system could otherwise be adversely affected.

- If the seatbelt is not worn or an incorrect seating position is adapted (for example leaning to one side) during a voyage, there is a higher risk of injury due to the deployment of the Air Bag in the case of an accident.
- To guarantee a maximum of protection from the lateral Air Bag, a correct seating position should be adapted and the seatbelt should always be worn.
- There should be no person, animal or object between the front passengers and the action zone of the Air Bag. Also, no accessory or any other object should be installed in the deployment area of the lateral Air Bag that may impede its operation or even cause injury to the occupants of the vehicle.
- Only light articles of clothing should be hung on the coat hooks. No heavy or sharp-edged items should be left in the pockets.
- No excessive pressure should be applied to the sides of the backrest, nor should they be subjected to undue pushing or shoving etc. as the system could be damaged as a result. The side Air Bags would not be triggered should this happen!
- Do not fit seat covers on the driver's or passenger seat. Otherwise, the functioning of the side Air Bag could be limited since it could not come out of the seat back. For further notes refer to the chapter "Accessories, modifications and replacement of parts".
- Any damage to the original seat covers or to the seam in the module area of the side Air Bag must be repaired as soon as possible by a Technical Service Centre.
- The protective function of the Air Bag will only be triggered for one accident. If the Air Bag has been triggered, the system must be replaced.
- If children are leaning to one side or adapt an incorrect position during a voyage, they are automatically exposed to a higher risk of injury in the event of an accident especially if they are seated in the passenger seat. They may be seriously injured or even killed as a result. ■

WARNING (continued)

voyage, they are automatically exposed to a higher risk of injury in the event of an accident especially if they are seated in the passenger seat. They may be seriously injured or even killed as a result. ■

Function of head airbags*

When the system is triggered, the bags inflate using gas.

In this way, the entire window area is protected as well as the door frame areas (up to mid-door range), thus protecting passengers in the front and rear seats.

The inflated Air Bag will lose pressure relatively slowly through its tissue due to the pressure caused by the lateral movement of the occupant. In this way the risk of damage to the upper body due to a crash is greatly reduced.

When the lateral Air Bag is deployed*, the head Air Bag is automatically deployed on the side of the impact.

Information about the operation and possible faults of the system may be found ⇒ page 18 .

WARNING

- No modifications should be made to any components of the Air Bag system.
- Any repairs to the head Air Bag, including assembly and removal of any parts of the system (for example, the roof lining), should only be performed by qualified personnel, so as to avoid damaging system functionality. ▶

WARNING (continued)

- **Only hang lightweight articles of clothing from the hooks inside the vehicle. Do not place any heavy or sharp-edged objects inside the pockets. Additionally, avoid using hangers when hanging clothes.**
- **Keep the area between passengers and the Air Bag deployment zone free of other people, animals, or objects. In order for the Air Bag to inflate correctly (and for safety reasons), no persons, animals or objects should be located within the deployment range of the Air Bags.**
- **Only use rolldown blinds in the rear windows if they do not block the Air Bag deployment area and jeopardise its functioning. Disregarding this caution could result in serious injury.**
- **The Air Bag protection module will only be effective for one accident. Once the system has been deployed it must be replaced.** ■

Deactivate Air Bags

Fig. 21

Air Bags must not be deactivated unless there are specific reasons to do so, such as:

- in the **exceptional case** where it may become necessary to use a child seat in the passenger seat, where the child is facing backwards.
- if it is not possible to keep a minimum distance of 25 cm between the center of the steering wheel and the breastbone even though the driver's seat is in the correct position.
- if handicapped people need special equipment in the steering wheel area.
- if special seats are fitted (i.e. orthopedic seats without side Air Bags).

See the Technical Services for information about which Air Bags may be deactivated in your vehicle.

If you yourself disconnect the passenger Air Bag using the **key lock switch**[1] ⇒ page 23, an **"AIR BAG OFF"** warning light will constantly remind you that the Air Bag is deactivated.

Always activate the Air Bags when possible, to protect the occupants of the vehicle in case of a collision.

Deactivation of the passenger Air Bag for the installation of a child seat

In the exceptional case where it may become necessary to use a child seat in the passenger seat, where the child is facing backwards, it is essential to deactivate the passenger Air Bag.

We still recommend the installation of the child seat **uniquely on the rear passenger seat**, and to avoid the need to deactivate the passenger Air Bag. ▶

[1] This equipment will vary according to the country.

If use of the child seat has ceased, the passenger Air Bag must be reconnected.

Before the use of child seats, please read carefully the section on "Safety for children".

WARNING

If in an exceptional case where you may wish to install a child seat in the passenger seat, where the child is facing backwards, it is essential to deactivate the passenger Air Bag. To not do so will put the child at risk of serious or even fatal injury. For any doubt about the deactivation of the passenger Air Bag, consult the Technical Service. ■

Key lock switch[1] for deactivation of passenger Air Bags

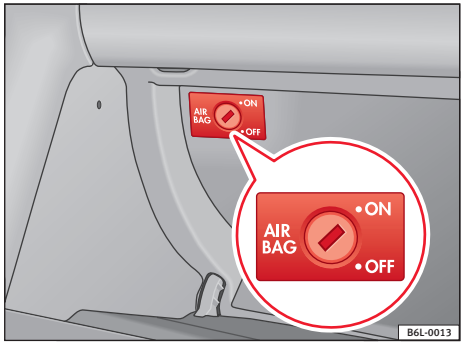

Fig. 22

Fig. 23 ▶

[1] This equipment may change from one country to another.

By using the key lock switch in the glove box it is possible to deactivate and activate the frontal and lateral passenger Air Bags.

This measure is necessary in the **exceptional** cases where a child seat must be installed in the passenger seat.

In general, child seats **should only be fitted in the rear seats of the vehicle.**

Reactivate the Air Bags as soon as possible, the prompt reactivation of the Air Bags will offer necessary protection.

WARNING

The key lock switch should only be used with the ignition in the off position. If not, faults may be introduced into the system preventing the triggering of the Air Bag or even an unwanted deployment.

Deactivation

- Turn the ignition to the off position
- Turn the key lock switch to the **"OFF"** position using the ignition key.
- Ensure that when the ignition is switched to the "ON" position, the **"AIR BAG OFF"** warning light always comes on.

WARNING

The driver of the vehicle has the responsibility of ensuring the correct position of the switch.

Activation

- Turn the ignition to the off position
- Turn the key lock switch to the **"ON"** position using the ignition key.
- Ensure that when the ignition is switched on, the **"AIR BAG OFF"** warning light does not come on.

"AIR BAG OFF" warning light (Air Bag deactivated)

This warning light will light when the ignition is turned on as long as the passenger Air Bags are deactivated.

The warning light will flash in case of any anomaly in the Air Bag. In this case a Technical Service must be visited.

WARNING

If the "AIR BAG OFF" warning light flashes:

- **There is no guarantee that the passenger Air Bags will be triggered in the event of an accident. Warn all passengers.**
- **Do not place any child seats in the passenger seat, in the event of an accident the Air Bag may be triggered causing serious injury.** ■

Safety for children

Safety notes on using child seats

It is clearly demonstrated by accident statistics that generally children are safer on the back seat than on the passenger's seat. Therefore, children under 12 years of age must normally travel on the rear seats[1]. Depending on age, height and weight, they have to use a suitable child restraint system or a seat belt. For safety reasons, the child seat must be fit in the center of the rear seat or behind the passenger's seat.

The physical principles apparent in an accident, which are detailed ⇒ pages 8 to 10, naturally also apply to children.

As opposed to adults, the muscle and bone structures of children are not yet fully formed. As such, children are subject to a higher risk of injury.

In order to reduce this risk of injury, children may only be transported in special child restraint systems!

WARNING

- All vehicle occupants, and particularly children, must be belted in during the journey.
- You should never allow your child to stand or kneel whilst the vehicle is in motion. Should an accident occur , your children will be thrown out of the vehicle and could be seriously injured.
- If children lean whilst the vehicle is in motion or adopt an incorrect sitting position, they are subjected to an increased risk of injury. This applies in particular to children seated on the passenger seat when the Air Bag system is triggered during an accident. This could cause serious or fatal injuries.
- A suitable child restraint system can protect your child!
- Do not leave your child unattended in the child seat
- Children under 1.50 m (approx. under 12 years of age) must not use normal seat belts without the child restraint system. This could cause injury to the stomach and neck. ■

[1] Different norms may apply to different countries.

Ways to secure a child seat

Approximate age group		Number of seats		
		Front passenger	Back sides	Central rear
Group 0	‹ 10 kg (0-9 months)	**U** (only in exceptional cases). (Slide the front passenger seat as far back as possible and always disconnect the Air Bag)	**U**	**U**
Group 0 +	‹ 13 kg (0-24 months)	**U** (only in exceptional cases). (Slide the front passenger seat as far back as possible and always disconnect the Air Bag)	**U**	**U**
Group I	9-18 kg (9-48 months)	**U** (only in exceptional cases). (Slide the front passenger seat as far back as possible and always disconnect the Air Bag)	**U/L**	**U**
Group II/III	15-36 kg (4-12 years)	**X**	**UF**	**UF**

U Adequate for the universal retention systems officially authorized with this age group. (Universal retention systems are those fixed by the adult safety belt).

UF Adequate for the universal retention systems oriented frontwards officialy authorized for use in this age group.

L Adequate for retention systems with ISOFIX anchoring.

X Seat space not adequate for children of this age group.

Note

Child restraint systems tested according to the ECE-R 44.03 regulation are clearly marked with the ECE-R 44.03 test mark (capital E in a circle and a number indicating the country of testing, i.e. Spain is number 9). Only use officially approved child restraint systems suitable for children.

Only use officially approved child restraint systems suitable for children.

The ECE-R[1)] 44.03 regulation applies to child restraint systems. This regulation divides child restraint systems into four groups.

Group 0: 0-10 kg

Group 0+: 0-13 kg

Group I: 9-18 kg

Group II: 15-25 kg

Group III: 22-36 kg ■

[1)] European Union norm

Group 0/0+

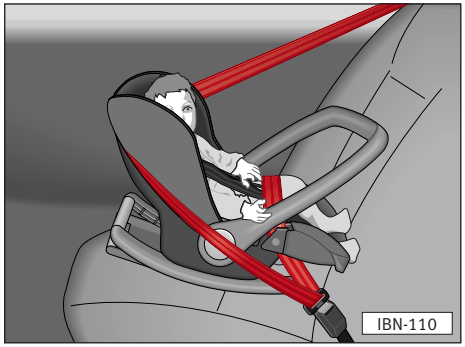

Fig. 24

For babies weighing up to 10/13 kg it is advisable to use infant seats which can be reclined to the horizontal position ⇒ fig. 24.

WARNING

If, in exceptional cases, you must transport a child in the passenger seat (positioning the child seat so that the child's back is opposite to the direction of travel), you must have the passenger Air Bag deactivated by a Technical Service Centre. Failure to do so could result in serious injuries or loss of life. Go to a Technical Service Centre to have the system disconnected.

As soon as the child seat is no longer needed as described in the above paragraph, the passenger-side Air Bag should be made operational again by a Technical Service Centre. ■

Group I

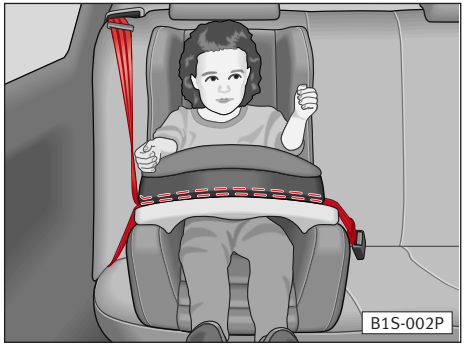

Fig. 25

For babies and small children weighing between 9-18 kg. Best suited are child seats with safety board ⇒ fig. 25 or child seats in which the child faces backwards.

WARNING

If, in exceptional cases, you must transport a child in the passenger seat (positioning the child seat so that the child's back is opposite to the direction of travel), you must have the passenger Air Bag deactivated by a Technical Service Centre. Failure to do so could result in serious injuries or loss of life. Go to a Technical Service Centre to have the system disconnected.

As soon as the child seat is no longer needed as described in the above paragraph, the passenger-side Air Bag should be made operational again by a Technical Service Centre. ■

Group II

Fig. 26

For children weighing between 15-25 kg. Best suited are child seats combined with 3-point safety belts.

WARNING

The shoulder part of the belt must run roughly across the centre of the shoulder, on no account against the neck, and must be firmly in contact with the body.

The lap part of the belt must fit tightly across the pelvis– not across the stomach. If necessary, pull the belt tight. ■

Group III

Fig. 27

For children weighing between 22-36 kg. and less than 1.50 m (5') tall. Best suited are seat cushions combined with the 3-point seat belt.

WARNING

The shoulder part of the belt must run roughly across the centre of the shoulder, on no account against the neck, and must be firmly in contact with the body. The lap part of the belt must fit tightly across the child's hips– not across the stomach. If necessary, pull the belt tight.

Children more than 1.50 m/5' tall can use the seat belts fitted without seat cushions. ■

Warning notes

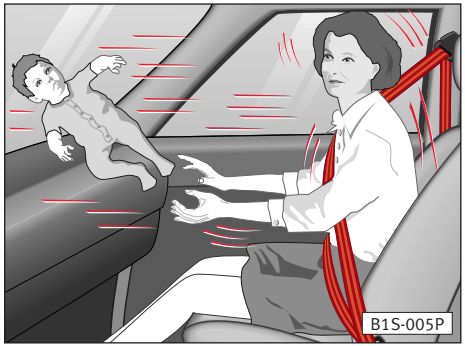

Fig. 28

WARNING

Never, under any circumstances, should you transport children or infants in the vehicle, by carrying them in arms or seated on somebody's lap.

When using the belt, the section "Seat belts" should also be noted. ■

Notes

• Child retention systems designed for all ages are available for your vehicle from the SEAT Original Accessories Program under the name "Peke"[1]. These systems mentioned above have been especially designed and approved conforming to the ECE-R 44.03 regulation.

• For the installation and use, attention must be paid to statutory regulations and the instructions of the restraint system manufacturer.

WARNING

• Particular care is required if child restraint systems are used which are bolted together with the seat belts fitted in the vehicle. The bolts must be screwed into the hole for the complete length and tightened to 40 Nm.

• Furthermore, the seat belts must be checked for correct routing. The belt must not be able to be damaged by sharply edged fittings.

• Only one child per child restraint system is allowed.

If, in exceptional cases, you must transport a child in the passenger seat (positioning the child seat so that the child's back is opposite to the direction of travel), you must have the passenger Air Bag deactivated by a Technical Service Centre. Failure to do so could result in serious injuries or loss of life. Go to a Technical Service Centre to have the system disconnected.

As soon as the child seat is no longer needed as described in the above paragraph, the passenger-side Air Bag should be made operational again by a Technical Service Centre. ■

Attaching child seats with the ISOFIX system

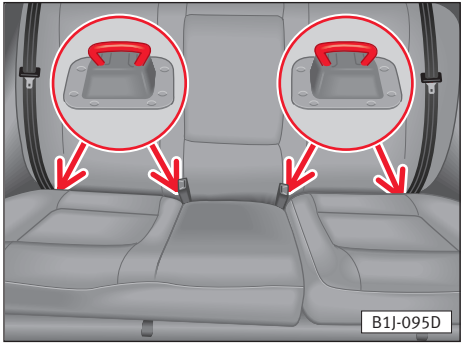

Fig. 29

There are four attachment rings (see arrows) on the body work between the chassis and the cushions of the rear seat.

You can use these rings to attach a maximum of two child seats with the ISOFIX system. When you fit the child seat you must be able to hear a "click" on both sides (sound of anchoring). Then, pull the seat to check whether it has been fitted properly (pull test!).

[1] Not available in all countries.

WARNING

For safety reasons, carefully read the instructions of child seats with the ISOFIX system and the "Safety for children" chapter. ■

Front seats

Proper sitting position for driver

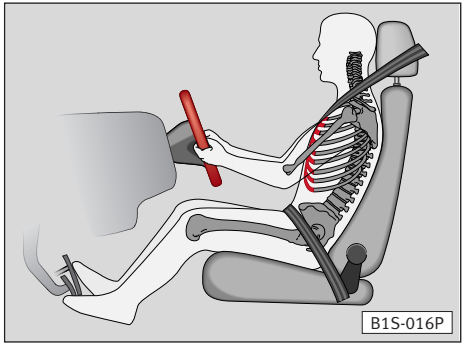

Fig. 30

The correct adjustment of the seats is important for:

– reaching the controls safely and quickly.

– relaxed low-fatigue body position.

– **maximum protection from the seat belts and the Air Bag System.**

WARNING

• It is important to maintain a distance of at least 25 cm from the steering wheel or instrument panel so that the front seat occupants have the best possible effective protection if the system is triggered. In addition, the front seats and the head restraints must be adjusted to the body height.

No items must be kept in the footwell, as these could block the pedals in case of sudden braking.

Consequently, it would be impossible to brake, change gear or accelerate.

Feet should remain in the footwell when the vehicle is moving, never resting on the instrument panel or seats.

For seat adjustments ⇒ pages 88 to 91. Please also note the basic positions for the driver's and passenger's seats on this page.

Driver's seat

We recommend that you position the driver's seat as follows:

– Set the driver's seat forwards/backwards in such a way that the pedals can be fully depressed with a slightly angled leg.

– Set the backrest in such a way that it is fully against your back and that you can reach the upper point of the steering wheel with your arms at a slight angle.

Front passenger seat

We recommend that you position the front passenger seat as follows:

– Backrest in an upright position.

– Place the feet in the footwell in a comfortable position.

– At the same time push the seat back as far as possible. ■

Head restraints*

Proper sitting position for driver

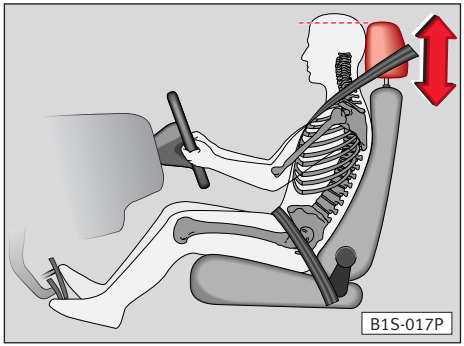

Fig. 31

Head rests are height adjustable and must be adjusted to the occupant's height. Correctly adjusted head rests together with the seat belt offer effective protection. The angle of the front head rests may also be adjusted.

Vertical adjustment

- Take sides of head rest with both hands and move it up or down.
- The best protection is obtained when upper edge of the head rest is **at least** at eye level or higher. ■

Central rear head rest*

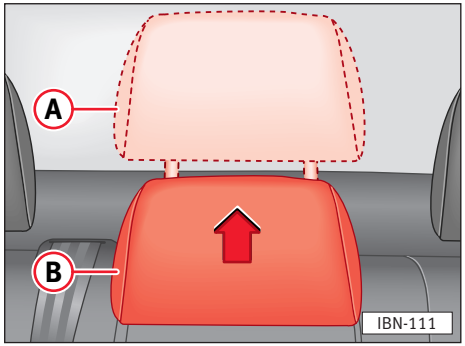

Fig. 32

The rear central head rest offers two positions:

Ⓐ Elevated position or in use. In this position the head rest functions like a conventional head rest, protecting, together with the seat belt, the occupant of the rear central seat.

Ⓑ Resting position. This position facilitates visibility for the driver.

To place head rests in the elevated position Ⓐ, pull on sides with both hands in the direction of the arrow. To place head rest in resting position Ⓑ, just push head rest down. ▶

WARNING

Whenever a passenger is sitting on the rear central seat the head rest must be in position A.

Note

It is advisable to note the indications on the vertical adjustment of the head rests listed on this page. ■

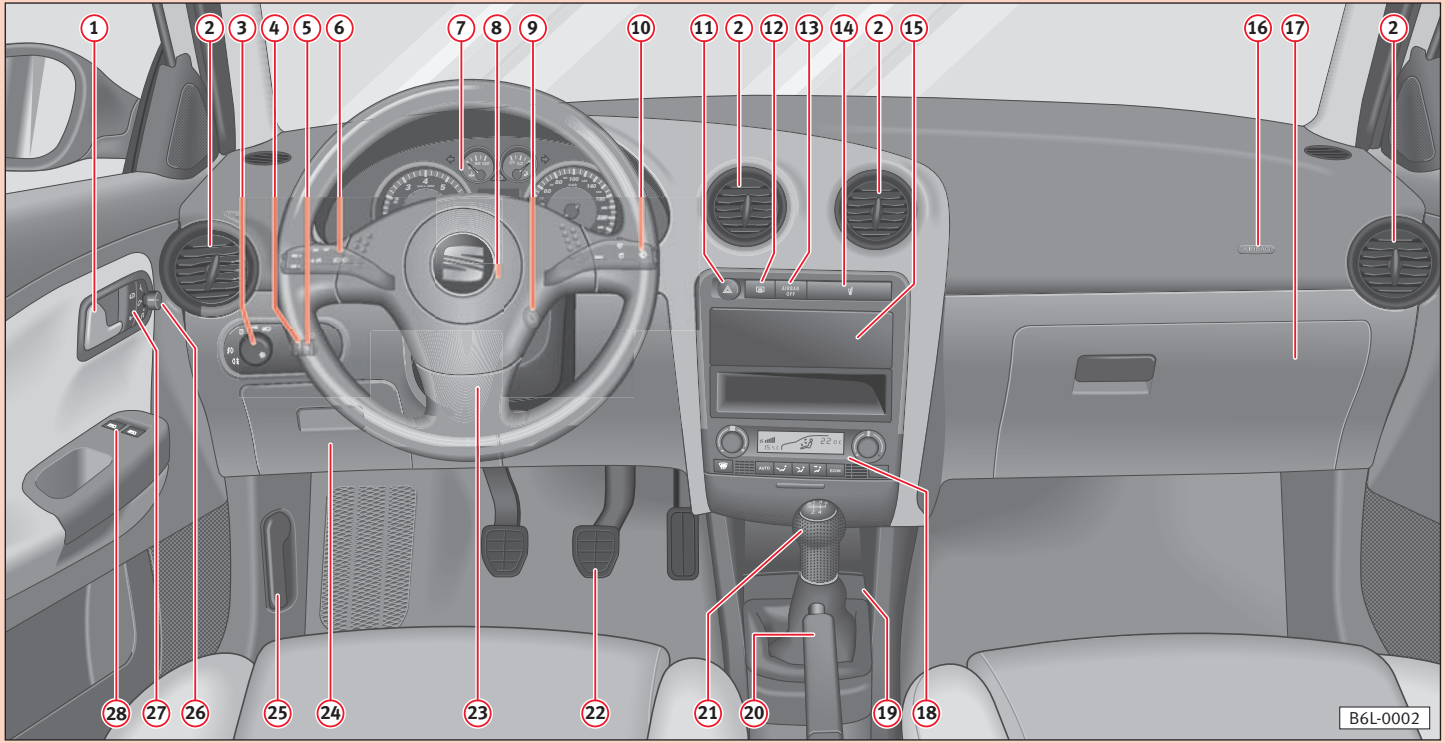
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Fig. 33

Controls and equipment

Instrument panel

Table

Overview of the instrument panel

[1] This equipment will vary according to the country.

[2] An additional instructions manual is included for vehicles with a factory-fitted radio. If the radio is subsequently fitted, follow indications in the "Accessories, modifications and replacement of parts" chapter.

- Some of the aforementioned equipment is fitted only on some model versions or is optional.
- Controls on right hand drive models may slightly vary. The symbols for the controls, however, are the same as for left hand drive versions. ■

Instruments

Instrument overview

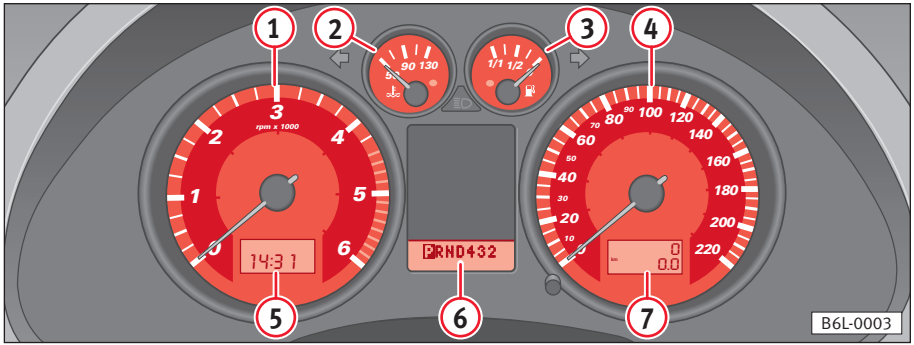

Fig. 34

The arrangement of the instruments depends on the model and the engine fitted.

1. Revolutions counter* 40
2. Coolant temperature 40
3. Fuel gauge 41
4. Speedometer 41
5. Digital clock* 41
   Outside temperature* indicator 42
   Multifunction* indicator 42
6. Selector lever position display* 44
7. Mileage clock with service interval indicator* . 45-46

Revolutions counter*

Caution

On no account must the revolutions counter needle move into the red zone of the scale.

For the sake of the environment

Changing up in good time helps to save fuel and keep the noise down.

Change down a gear at the latest when the engine turn over is no longer smooth.

Avoid high engine revolutions during the running-in period. ■

Coolant temperature

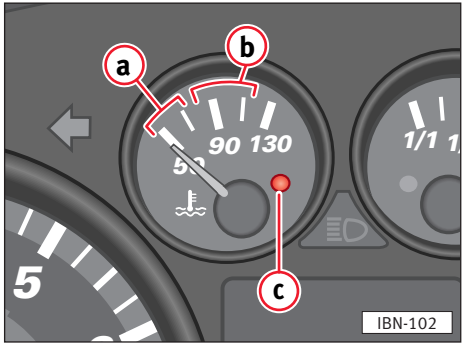

Fig. 35

The gauge starts to work when the ignition is switched on.

When the ignition is switched on the warning lamp (c) flashes for a few seconds as a functional check.

(a) Cold

Avoid high engine speeds and do not work engine too hard yet.

(b) Normal

When the vehicle is driven normally the needle should settle down in the central zone.

When engine is working hard and the ambient temperature is high, the needle may move a long way up.

This is not serious as long as the warning lamp (c) does not flash.

(c) Warning lamp

If the lamp flashes and a tone is heard at the same time when driving, first check the coolant temperature being displayed.

If the needle is in the normal zone, top the coolant up at the next opportunity.

If the reading is in the right hand area, the temperature of the coolant level is too high. **Stop, switch engine off** and try to find cause of trouble ⇒ "Cooling system" chapter.

WARNING

Note warnings in "Cooling system" chapter. ▶

Caution

Additional lights in front of the cooling air intake interfere with the flow of cooling air. At high ambient temperatures and full throttle there is a danger that the engine will then overheat. ■

Fuel gauge

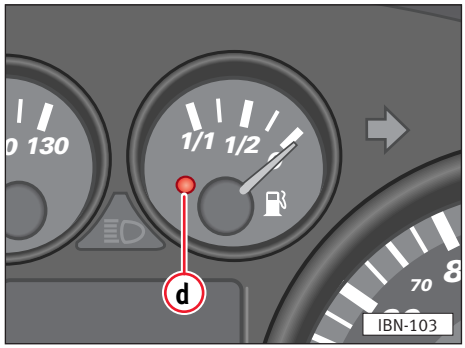

Fig. 36

The gauge starts to work when the ignition is switched on. The warning lamp will light up for a few seconds as a functional check when the ignition is switched on.

The tank holds about 45 litres.

When the needle moves to the red reserve zone, warning light (d) lights up at the same time that an acoustic warning signal is produced; this means that approximately 7 litres of fuel remain. ■

Speedometer

The speedometer is fitted with a digital mileage clock and a trip mileage clock, as well as a service interval indicator*.

During the running in period you must note the instructions in the chapter "The first 1,500 km and afterwards". ■

Digital display in the instrument panel

Digital clock*

The digital clock is set by turning a knob that is on the bottom right next to the speedometer.

- The hours are set by turning the button anti-clockwise until it stops. By turning the knob once, you move forward one hour. By turning and holding the knob, the hours move forward continuously.
- The minutes are set by turning the button clockwise until it stops. By turning the knob once, you move forward one minute. By turning and holding the knob, the minutes move forward continuously.

The knob can be used to set the clock to the exact second.

- Turn the knob to the right until the time is set to exactly one minute before the required time.
- Turn the button to the right just as the seconds indicator of an accurately set clock shows one full minute.

Turning the button to the left sets the clock to the required arrow. ■

Outside temperature indicator*

The outside temperature is displayed when the ignition is on.

For temperatures ranging –7 ºC and +6 ºC, there is -apart from the temperature clock- an ice cristal icon slights up and if speed is above 10 km/h an acoustic warning will sound.

The snowflake symbol is to warn the driver to take extra care when there is a risk of ice forming on the road.

When the vehicle is stationary or travelling at very low speeds, the temperature displayed may be slightly higher than the actual outside temperature as a result of radiant heat from the engine. ■

Multifunction indicator*

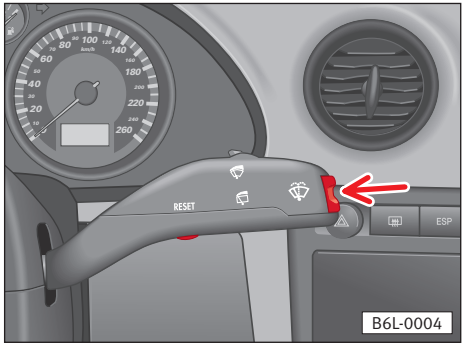

Fig. 37

The multifunction indicator includes:

- Time
- Driving time
- Average speed
- Distance driven
- Autonomy
- Average fuel consumption
- Instant consumption
- Exterior temperature

The function selector and the "reset" button are located in the windshield wiper lever.

With the ignition switched on, repeatedly press the upper or lower part of the function selector and each of the functions will be displayed consecutively.

When turning the ignition on the previously selected function before turning the ignition off will be activated, unless outside temperature is in the frost area, which would then activate the frost function.

If the battery is disconnected, all stored values will be deleted.

Memory

The system is fitted with two memories which function automatically.

A partial route memory (Multifunction indicator 1) collects the following data from ignition switch on to switch off:

Driving time, distance driven and fuel consumed.

If driving is resumed within two hours from switching off the ignition, the calculation will include all values accumulated while driving. If driving is ▶

interrupted for more than two hours, the memory will be deleted automatically.

A total route memory (Multifunction indicator 2) collects two driving data of any number of partial routes up to a total of 100 driving hours, 10,000 kilometers driven and a consumption of 1,000 liters of fuel. These data are valuable for the calculation of average values for fuel consumption and speed applicable to all driven partial routes.

If any of the aforementioned values are exceeded, the memory will be deleted and the calculation will start over. As opposed to partial route memory, this memory is not deleted even if driving is not resumed within two hours. ■

Memory consultation

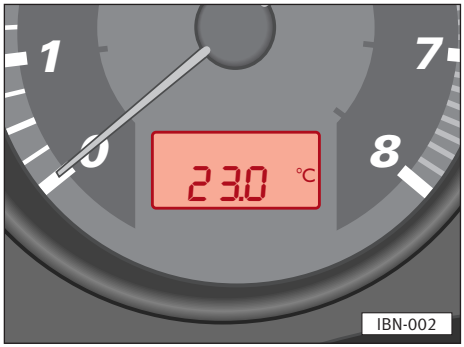

Fig. 38

To check data you must select the memory function by pressing the "Reset" key for less than 2 sec.

– Partial route memory – Multifunction indicator 1

– Total route memory – Multifunction indicator 2

You can visualize the following data:

- Driving time
- Average speed
- Distance driven
- Average fuel consumption

Delete selected memory

The memory values are reset by pressing the "reset" key for at least two seconds.

On screen indications

The last selected value will be displayed when ignition is switched on.

Time

The time is displayed even if the ignition is switched off. The clock is set with the right knob located under the revolution counter ⇒ "digital clock".

Driving time

Multifunction indicator 1 – Time elapsed since switching on the ignition or since deleting memory ⇒ "partial route memory".

Multifunction indicator 2 – Total driving time of all partial routes ⇒ "memory of partial routes".

The maximum time displayed in either selector positions is of 99 hours and 59 minutes. If this value is exceeded, the indication starts at zero. ▶

Ø km/h - Average speed

The same applies here as to "average fuel consumption".

km - Distance driven

The same applies to "distance driven" as to "driving time" ⇒ page 43. The maximum distance displayed is of 9,999 km.

km - Autonomy

This value indicates the remaining mileage you can drive the vehicle with the same driving style.

The base to calculate the remaining fuel is the average fuel consumption for the last 50 km.

When the remaining fuel function is reset (i.e. after disconnecting battery) the real value for remaining fuel is displayed after driving approx. 50 km.

Ø l/100 km - Average fuel consumption

Indicates average fuel consumption, not instantaneous fuel consumption.

After switching ignition on or after deleting the corresponding memory, average fuel consumption is displayed after approx. 300 m. Up to that point, the screen displays dashes instead of the value. The value is updated every 30 m while driving.

Multifunction indicator 1 – Indicates the average fuel consumption of a partial trip.

Multifunction indicator 2 – Indicates the average fuel consumption of all partial trips ⇒ "memory of total trip".

Note

The quantity of fuel used is not indicated.

l/100 km - Instant consumption

It indicates the current l/100 km consumption.

The consumption is calculated in 1 second intervals. When the vehicle is stopped, the consumption is indicated in l/h.

°C - Exterior temperature

The correct exterior temperature is displayed after five minutes. With a stationary vehicle or at very low speeds the displayed temperature may be slightly higher than the real exterior temperature due to engine heat.

WARNING

If you use the outside temperature as an indicator for ice, keep in mind that ice can be formed at a temperature above 0°C. ■

Selector lever position display*

The selector lever position for automatic gearboxes is shown in the display ⇒ "Automatic gearbox" chapter. ■

Mileage display or Service Interval Display

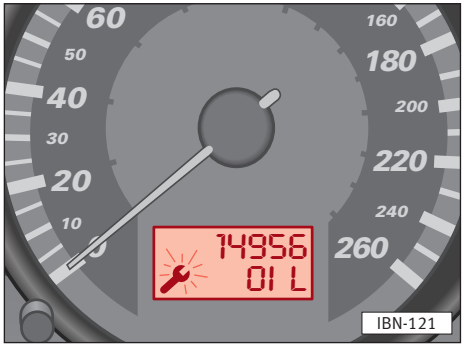

Fig. 39

Mileage clock / Trip mileage

The upper counter registers the total distance driven and the lower one the short trips.

The last figure of the lower counter indicates 100 m.

The trip mileage can be put back to zero by pressing the reset knob next to the speedometer (partial mileage clock).

Service Interval Indicator*

If a service is due the lower indicator (trip mileage indicator) will display the following maintenance messages:

- **OIL** – engine oil change
- **INSP** – maintenance service

The maintenance service will switch off three minutes after the engine is switched on. You can also change to the trip mileage by pressing the reset button (for more than 0.5 seconds)[1)].

The Technical Service Centre that carries out the maintenance service will reset the maintenance interval indicator once the service is done.

It is recommended that repair and maintenance work be carried out exclusively by a Technical Service Centre.

The service interval indicator can also be reset with the trip mileage button. Proceed as follows:

1 – "Ignition OFF"

2 – Keep pressing the "reset" button of the trip mileage clock.

3 – "Ignition ON" while pressing the "reset" button. The current event will be statically displayed.

4 – After at least 10 seconds release the reset button.

a) With an event:

– If the button is not released the indication "----" will be displayed and the event is reset.

b) With several events:

– The first event is reset and the following event is indicated statically according to the priorities.

– Repeat the procedure (from point 1 on) for the next event.

[1)] With "Ignition OFF" the maintenance indication remains visible on the display.

Caution

We do not recommend that you reset the service interval indicator on your own. This could result in an incorrect setting and could cause possible vehicle anomalies.

Note

• The desired service message must be reset in each case. If not, the time frame for another service could be incorrect. You can change from one message to another by pressing the reset button.

• Do not reset the indicator between two service intervals. Otherwise, the indication could be erroneous.

• The values are saved even if the battery of the vehicle is disconnected.

• If the combined instrument is replaced after repair work, the service interval indicator must be reset by a Technical Service Centre. ■

Warning lamps

Overview of the warning lamps

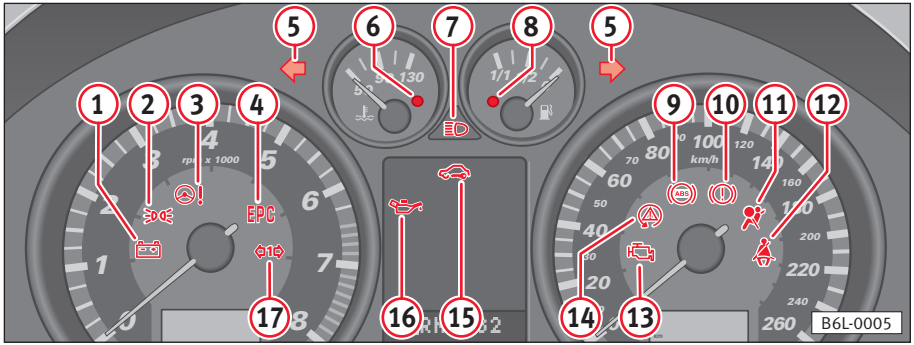

Fig. 40

The layout of the warning lamps depends on the model version and engine fitted. The symbols shown here are also on the actual warning lamps.

Item	Symbol	Meaning of warning and control lamps	Further information
1		Alternator	⇒ page 48
2		Parking light/dipped beam	⇒ page 48
3		Power steering*	⇒ page 48
4	EPC	Accelerator pedal faults (EPC)*	⇒ page 49
4		Glowplugs	⇒ page 49

Item	Symbol	Meaning of warning and control lamps	Further information
5		Indicators	⇒ page 49
6		Coolant temperature/level*	⇒ page 49
7		Main beam	⇒ page 50
8		Fuel level*	⇒ page 50
9		Anti-lock brake system (ABS)*	⇒ page 50
10		Brakes/Hand brake	⇒ page 50-51
11		Air Bag system[1]	⇒ page 51
12		Seat belt warning lamp*	⇒ page 51
13		Engine diagnosis*	⇒ page 51
14		Traction Control System (TCS)*/	⇒ page 51
14		Electronic stabilisation program (ESP)*	⇒ page 52
15		Electronic immobiliser*	⇒ page 52
16		Engine oil pressure/level	⇒ page 52
17		Trailer indicators*	⇒ page 53

[1] This equipment will vary according to the country.

Alternator 

The warning lamp comes on when the ignition is switched on and must go out when the engine is started.

The alternator is driven by a long-life ribbed belt.

If the warning lamp lights during the journey, **stop, switch off engine** and check ribbed belt.

If it is **loose** or broken, **do not drive on** – the coolant pump is no longer being driven. The belt must be checked/ renewed.

If the warning lamp comes on even though the ribbed belt is not broken or loose, you can generally wait to have this checked at the next scheduled service.

As the battery will continue to discharge, all electrical consumers which are not absolutely necessary should be switched off. ■

Parking light/dipped beam 

Dipped beam, parking or side light pilot light (green). Works with the ignition off. ■

Power steering* 

The warning lamp will light up for a few seconds as a functional check when the ignition is switched on.

The warning lamp comes on when the hydraulic oil level is not sufficient or in case of a failure in the electrical system.

An acoustic signal warns the driver (1 bip).

Contact a Technical Service Centre. ▶

Note

When towing the car with the engine shut down or in case of a breakdown in the servo-steering mechanism, the power steering remains out of order. Nonetheless, the vehicle continues to be steerable even though the effort to handle the steering wheel is bigger. ■

Accelerator pedal faults (EPC)* EPC

If there is a fault in the accelerator pedal working, a warning lamp will go on. Have the fault repaired at a Technical Service Centre. ■

Glowplugs

(Diesel engines only)

When the engine is **cold** the warning lamp comes on when key is turned to Drive position (ignition on).

If the warning lamp does not come on, there is a defect in the glow plug system – call in expert assistance.

When the lamp goes out, start the engine immediately ⇒ "Starting the engine" chapter.

When the engine is **warm** the glow plug lamp does not come on – the engine can be started straight away.

Note

If a fault occurs in the diesel engine management system, it will indicated by a flashing warning lamp. In this case, have the engine checked immediately by a Technical Service Centre. ■

Indicators

The pilot light flashes at the same time as the indicator. If a turn signal fails, the warning lamp flashes twice as fast. (Not when towing a trailer).

For more information ⇒ "Flashers and high beam lever" chapter. ■

Coolant temperature/level*

The warning lamp* lights up for a few seconds as a functional check when ignition is switched on.

If the lamp does not go out afterwards or lights up or flashes when driving, either the coolant temperature is too high or the coolant level too low. An acoustic signal will sound 3 times as an additional warning:

Stop, switch engine off and check level. Add coolant if necessary.

WARNING

• Never open the bonnet of your car if you see steam or coolant coming from the engine compartment – Risk of scalding! Wait until no more steam or coolant can be seen.

• Do not touch the fan. The fan can switch on suddenly – even when the engine is switched off.

• Please note the following points to avoid scalding with hot coolant:

– Exercise caution when opening the coolant expansion tank! When the

WARNING (continued)

engine is hot the cooling system is under pressure – Danger of scalding! Therefore let engine cool down before unscrewing the cap!

– To protect your face, hands and arms you should cover the cap of the radiator with a large, thick cloth to protect against steam or hot fluid.

• Ensure that the coolant liquid does not drop on the hot exhaust or any other hot engine components. The antifreeze contained in the coolant could ignite. ■

Main beam

The warning lamp comes on when main beam is on or when the headlight flasher is used. ■

Fuel level*

The warning lamp comes on when there are about 7 litres left in the tank. The warning lamp will light up for a few seconds as a functional check when the ignition is switched on. ■

Anti-lock brake system (ABS)*

A warning lamp system monitors the ABS.

The warning lamp should light up for a few seconds when the ignition is switched on. It goes out again after the system has run through an automatic test sequence.

There is a fault in the ABS if:

• The ABS warning lamp does not light up when the ignition is switched on.

• The warning lamp does not go out again after a few seconds.

• The warning lamp lights up when the vehicle is moving.

The vehicle can still be braked in the normal way (except that the ABS control function is out of action). Take the vehicle to the Authorised Technical Service as soon as possible. For more information ⇒ pages 133 to 136.

If a fault occurs in the ABS, the ESP warning lamp will also light up*.

WARNING

• Before opening the bonnet, read and observe the warnings in the chapter "Engine compartment".

• If the brake warning lamp lights up together with the ABS warning lamp, stop the vehicle immediately and check the brake fluid level ⇒ "Brake fluid." If the fluid level has dropped below the "MIN" mark you must not drive on. Risk of accident. Obtain technical assistance. ■

Brakes

The warning lamp comes on when the brake fluid level is too low.

The ignition must be switched on.

In vehicles with the Anti-locking Brake System (ABS), the warning lamp will light up for a few seconds after switching the ignition on or starting the engine. If the ABS system fails, the brake system warning lamp may light up together with the ABS warning lamp. ▶

WARNING

The level of brake fluid in the reservoir is too low if the warning lamp does not go off or if it lights up while driving. Proceed immediately to the nearest Technical Service Centre and have the brake system examined.

Meanwhile you will have to press harder on the brake pedal and braking distances will be greater.

If the brake system warning lamp lights up together with the ABS warning lamp, the rear wheels could lock prematurely upon braking. Proceed immediately to a Technical Service Centre while exercising extreme caution. ■

Hand brake

The pilot light will come on when the hand brake is set and the ignition is switched on. It should go out when the hand brake is taken off. ■

Air Bag system*

When the ignition is turned on, the warning light will remain lit for a few seconds.

If the warning light flashes for about 12 seconds following engagement of the ignition, this means that at least one Air Bag has been disconnected in a Technical Service ⇒ “Deactivation of the Air Bag”.

Therefore if the warning light does not flash or it lights or flashes while the vehicle is in use, it means that there is problem with the Air Bag. Proceed immediately to a Technical Service to solve the problem. ■

Seat belt warning lamp*

The warning lamp lights up (only for certain countries) for about 6 seconds after ignition as a reminder to fasten your safety belt.

If the seat belt is not fastened, in some countries an acoustic signal will sound after switching on the ignition which will stop after approximately 6 seconds or when the seat belt is fastened.

Note

Please refer to chapter “Seat belts”. ■

Engine diagnosis*

This pilot light comes on when the ignition is switched on as a test and switches off after a few seconds.

In case of a failure in the engine’s electrical system, the warning lamp will light up again. If this occurs, go to the nearest Technical Service Centre. ■

Traction Control System (TCS)*

The traction control system prevents the drive wheels from spinning when the car is accelerating.

The warning lamp lights up when the ignition is switched on and should turn off after a few seconds.

When the TCS is operating while driving, the warning lamp flashes.

If the system is deactivated or if there is any fault in the same, the warning lamp will remain lit. ▶

It will also come on if a fault should occur in the ABS because the TCS operates in conjunction with the ABS. For more information ⇒ “Brakes”. ■

Electronic stabilisation program (ESP)*

This program includes the ABS, EDL and TCS.

The warning light provides information on the electronic stabilisation programme and has the following functions:

- It lights up when the ignition is switched on and should go out again after a few seconds.
- It flashes when the ESP is activated when driving.
- It will light up continuously if there is a malfunction in the ESP.
- It will light up continuously if the ESP is switched off.
- It will also come on if a fault should occur in the ABS because the ESP operates in conjunction with the ABS.

If the ESP warning lamp lights up and stays on immediately after the engine is started, this may mean that the control system has temporarily switched off the ESP. In this case the ESP can be reactivated by switching the ignition off and then on again. If the warning lamp goes out, this means the system is fully functional.

Electronic differential lock (EDL) fault

EDL operates along with the ABS in vehicles equipped with an Electronic Stabilisation Program (ESP*).

A malfunction in the EDL is indicated by the ABS warning lamp. Take the vehicle to the Technical Service as soon as possible. For more information on the EDL ⇒ page 135. ■

Electronic immobiliser*

When switching the ignition on, the data from the vehicle key is automatically processed. This procedure is confirmed by the warning lamp lighting up briefly.

If a non-authorised key is used, the warning lamp will flash permanently. The ignition will not work ⇒ "Keys with remote control" chapter. ■

Engine oil pressure/level*

The warning lamp lights up for a few seconds as a functional check when ignition is switched on.

If the warning lamp is red or yellow or flashes it indicates that the engine oil pressure or level is too low. This warning lamp will also light up if there is a defect in the oil level indicator.

If lights up or flashes red (insufficient oil pressure)

If the warning lamp lights up or flashes red while driving an acoustic signal will sound three times at engine speeds above 1500 rpm. Stop and switch engine off: check oil level and add oil, if necessary ⇒ "Engine oil" chapter.

If the warning lamp flashes even though the oil level is in order, do not continue driving. Do not even run the engine at idling speed. Call in expert assistance.

If while driving the engine speed decreases below idling speed the oil pressure warning lamp may light up. Increase engine speed by accelerating or changing down gear. ▶

Lights up yellow (oil level* too low)

The yellow warning lamp indicates that the oil level is too low. Stop engine and add oil ⇒ "Engine oil" chapter.

When opening the bonnet the oil level warning is reset. However, if you do not refill oil the warning will reappear after about 100 km.

Flashes yellow (defective oil level* indicator)

If the oil level indicator is defective an acoustic signal will sound and the warning lamp will flash several times.

From the moment of the defect to the check-up of the engine the oil level needs to be checked regularly, preferably when filling the tank. ■

Trailer indicators* ⇦1⇨

The warning lamp* flashes when turn signals are switched on when towing a trailer.

If a turn signal fails on the trailer or vehicle, the warning lamp does not flash. ■

Controls on the steering wheel*

Audio control from controls on the steering wheel

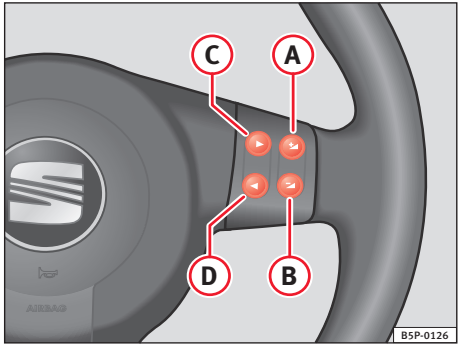

Fig. 41

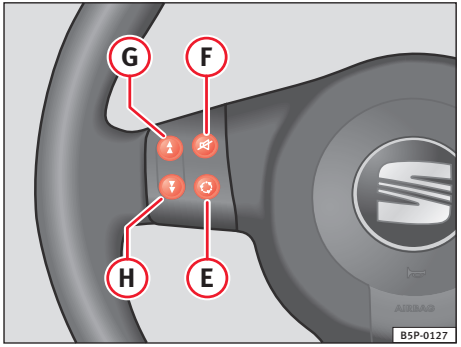

Fig. 42

Button	Short press				Extended press			
	Radio	CD Audio	CD mp3	CDC	Radio	CD Audio	CD mp3	CDC
A	Volume increase				Volume increase (continuous)			
B	Volume decrease				Volume decrease (continuous)			
C	Radio station up	Next song			Radio station up	Quick search		
D	Radio station down	Previous song			Radio station down	Fast reverse		
E	Cyclical source change				No specific function			
F	Silence				No specific function			
G	Next preset	Without function	Next folder	Next CD	No specific function			
H	Previous preset	Without function	Previous folder	Previous CD	No specific function			

Opening and closing

Keys

Key set

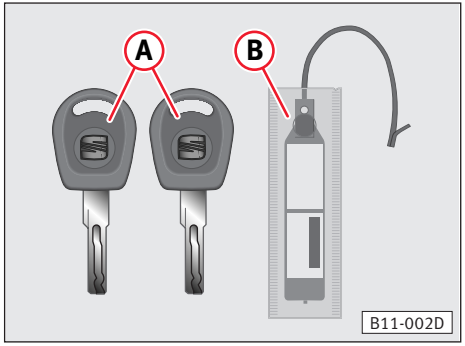

Fig. 43

Two keys Ⓐ come with the car. They fit all key locks.

In addition, plastic key chain Ⓑ with the key number is included.

WARNING

• Always take the key from the ignition whenever you leave the vehicle – even if only for a moment. This is particularly important if

WARNING (continued)

children are to remain in the vehicle. They might start the engine or some other electrical component, e.g. electric windows. Risk of accident!

• Wait until the vehicle has stopped before taking the key out. Otherwise the steering may block.

Replacement keys

For reasons of security, replacement keys are only available from SEAT Official Service Centres.

Key tag

The key tag contains the key number as well as the secret code for the immobiliser, which are needed to obtain replacement keys. With this number you can order a duplicate of your key from a SEAT Official Service Center.

Note

You should keep this plastic key chain in a particularly safe place since only with this number can copies of the key be made.

For this reason you should give the buyer this key tag if you sell the vehicle. ■

Keys with remote control*

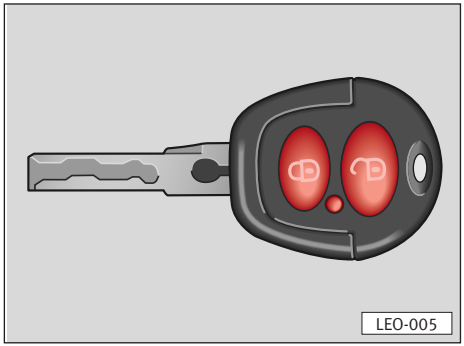

Fig. 44

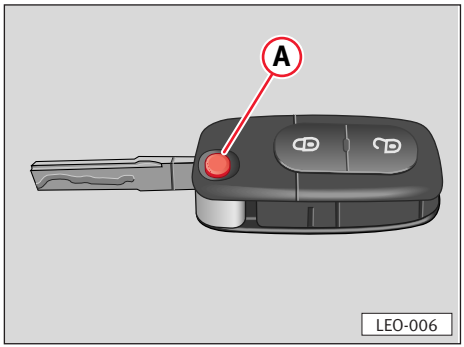

Fig. 45

The vehicles with remote control* are supplied with two keys. A conventional key ⇒ page 56 and a key with remote control ⇒ "Radio-frequency remote control key" chapter.

Note

In some model versions and in some countries the key with a remote control function can be folded. Its functioning, as far as the remote control, is identical to the keys with remote control ⇒ "Radio-frequency remote control key" chapter.

Foldable key*

To unfold the key sword, press button (A). It will unfold with a spring.

To fold the key sword, press button (A) and guide it with your hand until it is completely folded. ■

Electronic immobiliser

The immobiliser prevents unauthorised persons from using your vehicle.

A micro-chip is located in the head of the key which automatically deactivates the immobiliser when the key is inserted in the ignition lock.

The system is automatically activated when the ignition is switched off.

Note

The engine can thus only be started with a correctly coded Genuine SEAT key.

Trouble free operation of your vehicle can only be guaranteed when using genuine keys. ■

Doors

Locking and unlocking the vehicle

From the outside of the vehicle, it may be locked or unlocked using the driver door key.

Upon opening, the latch will rise up (for vehicles with central locking).

For vehicles equipped with electric windows and central locking, if the key is maintained in the opening position all of the electric side windows will open.

Upon closing, the latch will descend (for vehicles with central locking).

In some vehicle models equipped with electric windows and central locking, if the key is maintained in the locking position on the driver side, any side windows left open as well as the electric sunroof will close.

For vehicles without central locking, the passenger door and the rear doors may be locked from the outside without using a key. Just press the button down and close the door.

The latch on the driver's door may not be pushed down while the door is open (only in vehicles without central locking). This avoids accidentally leaving the keys in the ignition.

WARNING

• Exercise extreme caution when closing the windows and the sunroof from the outside of the vehicle.

• Closing from the outside without taking care or observing all the vehicle may cause bruising for other people especially children.

• When locking a vehicle, never leave children unaccompanied inside, as it will make it more difficult to provide assistance if required.

From the inside of the vehicle, all the doors may be locked by pushing the security buttons down (in vehicles without central locking).

WARNING

When the doors are locked, any intrusion is impeded, for example while stopped at a red light. ■

Central locking*

Description of the central locking system

When the key is used in the driver's door, all doors and the boot are unlocked at the same time by the central locking system.

The central locking system is fitted with a **locking security system** (double lock): When the vehicle is locked with the key or the remote control from the outside, all of the doors are locked impeding any attempt to force them.

This system may be activated from the **outside** either by using the key or the radio-frequency remote control*.

Locking locations of the vehicle

Outside:

Driver's door or by using the radio-frequency remote control*.

Inside:

By using the central locking switch located on the handle of the driver's door ⇒ page 59. ■

Opening

To **open** your vehicle turn the key in the lock of the driver's door to the opening position or use the radio-frequency remote control. All of the doors will be unlocked

When the vehicle is opened using the radio-frequency remote control, the locking security system as well as the anti theft alarm* are immediately deactivated. The indicator on the driver's door will stop flashing. This warning light is fitted to vehicles equipped with the locking security system or the anti theft alarm*.

When the vehicle is opened using the key, the locking security system (double locking) is immediately deactivated. The anti theft alarm will only be deactivated when the key is put in the ignition; 15 seconds are given to do this.

When the vehicle is opened, the interior lighting will come on for 30 seconds as if a door is open and the indicators will flash twice.

If, for any reason, the central locking ceases to function then, in general, the drivers door and boot may be opened conventionally using the key but neither the locking security system nor the anti theft alarm can be activated.

If the key is maintained[1)] in the opening position in the driver's door the electric windows will open, in vehicles equipped with them.

Note

If for any reason the central locking ceases to function, neither the rear doors nor the passenger door may be opened.

The lock mechanism of the driver's door, the boot and the ignition locking mechanism all possess a **rotation mechanism** (which will turn freely without the key)*. When the locking mechanism is operated with any object other than the key, the rotation mechanism is activated. The manipulated cylinder will rotate without opening the vehicle or turning the ignition on.

If the rotation mechanism is activated when the key is inserted then remove the key fully and then reinsert it to open the vehicle. There will be no damage to the locks. ■

Locking

• To **lock** your vehicle, **turn the key once** (the double lock is activated) to the locking position in the driver's door lock. All of the doors and the boot will lock. The locking security system (double lock) and the anti theft alarm* will be immediately activated and the indicator light on the driver's door will begin to flash to indicate this. This warning light is fitted to vehicles equipped with the locking security system or the anti theft alarm*.

When the vehicle is locked, all of the interior lights that may be on are turned off and the indicator lights flash once.

The activation of the locking security system (double lock) is indicated by the flashing of the indicator light located on the top of the driver's door panel at the level of the window. Also, for vehicles equipped with the anti theft alarm*, the indicator light will indicate when the alarm is on. ▶

[1)] This function may vary according to the model and country.

WARNING

• If the vehicle is closed from the outside by turning the key once to the locking position (double lock), no person –especially children- should remain inside the vehicle due to the fact that the doors cannot be opened from the inside using the door handle or the central locking switch ⇒ central locking switch instructions. If the vehicle is equipped with electric windows, these cannot be opened from the inside either ⇒ instructions for the electric windows.

• Children should never be left alone inside the vehicle due to the fact that if the doors are accidentally locked, it will be difficult to provide assistance if needed.

• If the key is **turned two consecutive times** to the locking position in less than one second then only the simple locking mechanism is activate for all doors and the boot. The locking security system (double lock) is **not** activated.

If the locking security system (double lock) is not activated then the vehicle may be unlocked **from the inside**. To do this, simply pull the door handle of the door to be opened.

• For vehicles[1)] fitted with electric windows or an electric sunroof, when the key is maintained in the locking position the electric windows will close fully followed by the electric sunroof if it is open.

• If the driver's door is **incorrectly closed** or **open** (door "ajar"), the vehicle cannot be locked. In order to lock the doors of the vehicle, the driver's door should be completely closed. If any other door of the vehicle is incorrectly shut then all doors except this door will be locked. If properly closed afterwards, this door will join the locking system of the vehicle.

In the case where the vehicle is opened using the radio-frequency remote control and neither the locks or the doors are used, after 30 seconds the vehicle will automatically be relocked so that it is not accidentally left open. ■

Central locking button*

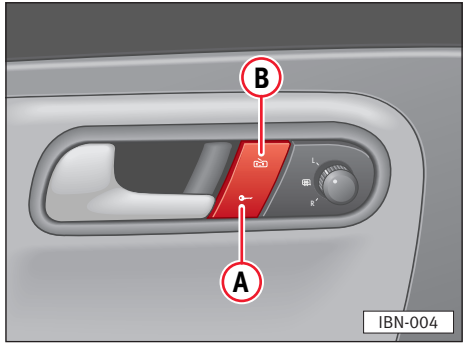

Fig. 46

The central locking button makes it possible to lock/unlock the whole vehicle from the inside. The button is located in the door release lever on the driver's door ⇒ fig. 46. ▶

[1)] This function may vary according to the model and country.

Locking

By pressing the inferior hand side of the switch Ⓐ all doors and the boot lid/tailgate are locked. It is now no longer possible to open the doors or boot lid/tailgate. Unwanted access from outside (e.g. at traffic lights) is also prevented in this way ⇒ fig. 46.

If the driver's door is **open** it will not be locked. This is to prevent you from locking yourself out.

The locking security system (double lock) and the anti theft alarm* are **not** activated if the push button is used.

Automatic Locking*

The doors will lock automatically when the vehicle exceeds speeds of 15 km/h.

Note

If the vehicle is locked with the central locking button or the automatic locking function, it is possible to unlock the doors individually. You will have to pull the door release lever twice.

Unlocking

When the upper part Ⓑ of the central locking switch is pressed, all of the doors unlock, including when the automatic locking function is activated (speeds over 15 km/h) ⇒ fig. 46.

Automatic Unlocking*

The doors of the vehicle will be opened automatically when the key is removed from the ignition depending on how the vehicle was previously opened (selective unlocking).

The button will also function when the ignition is switched off.

WARNING

- **If the central locking button in the door release lever on the driver's door is operated, all other doors and the tailgate are locked automatically.**

However when the doors are locked outside help in an emergency is hindered, and so children should never be left alone in the vehicle.

- **Locking the doors and tailgate prevents intruders from getting in the vehicle, e.g. at traffic lights.**
- **For vehicles equipped with Air Bags and only in the event of a collision where an Air Bag is detonated, the central locking will unlock all doors automatically to facilitate the evacuation of the vehicle. The vehicle's interior light and the warning lights will remain lit until the key is removed from the ignition and reinserted again.**
- **Once the vehicle has been locked with the radio wave remote control or with a regular key the central locking knob becomes inactive. It no longer works. For this reason, do not leave anyone in the vehicle, in particular children, since it is not possible to open from the inside or from the outside. Furthermore, the vehicle cannot be unlocked by sticking the hand in the window and pulling the knob from the inside or the central lock command. Therefore, no intruder can unlock the vehicle.**
- **Take great care when closing the windows and the electric roof* from the outside!**
- **If you close from the outside carelessly or without visibility you may cause serious injury especially to children.**

Note

Some functional aspects of the vehicle can be programmed according to the client's driving style. For further information, consult the Technical Service. ■

Child safety

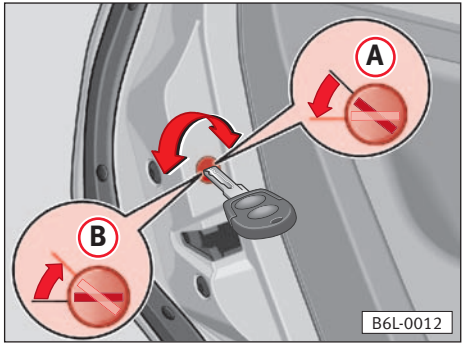

Fig. 47

The rear doors also have child-proof catches.

Child lock

Using the vehicle key, turn the child lock slot in the direction of the arrow ⇒ fig. 47, (A). This way, the inside door handle of the affected door is deactivated and the door can only be opened from the outside. The security button must be in the up[1] position and the vehicle unlocked.

Removing the child lock

Using the vehicle key, turn the child lock slot in the direction of the arrow ⇒ fig. 47, (B). This will reactivate the door handle of the affected door and it may once again be opened from the inside. The security button must be in the up[1] position and the vehicle unlocked. ■

[1] Only vehicles without central locking

Tailgate

Opening and closing

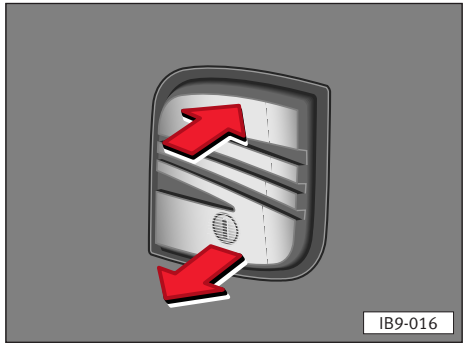

Fig. 48 ▶

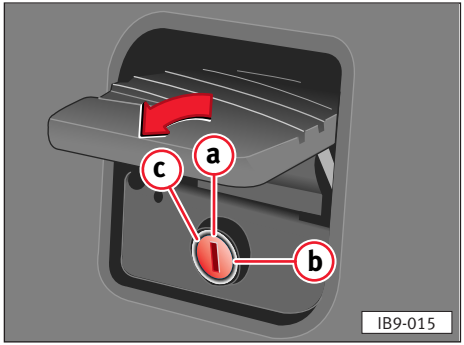

Fig. 49

• The tailgate locks and unlocks automatically through central locking with key slot (a) in a vertical position. The tailgate can also be locked and unlocked with the key.

• Once the tailgate (boot lid) is locked with the key slot in a horizontal position (b), it will remain locked and can only be unlocked with the main key.

To unlock the tailgate turn key fully (c) in the direction of the arrow. The key cannot be removed from the lock in this position.

Note

If the alarm* is activated when opening the tailgate as indicated in the previous paragraph, the alarm will be set off.

To open the tailgate when the key slot is vertical ⇒ fig. 48, pull the handle and lift the tailgate.

To close pull the tailgate down using one of the handles on the interior embellishment and slam it gently.

If the key slot is horizontal it means the tailgate is permanently locked and may only be opened with the main key.

WARNING

- **After closing the tailgate always pull it upwards to make sure it is properly closed. Otherwise it may spring open while the vehicle is in motion, even if it has been locked.**
- **The tailgate must always be properly closed when the vehicle is in motion to prevent exhaust fumes from getting inside.**

Danger of intoxication! ■

Anti-theft alarm system*

Description of anti-theft alarm system*

With the anti-theft alarm, break-in attempts and theft of the vehicle are rendered more difficult. The system triggers acoustic and optical warning signals if someone tries to gain unauthorised access to the vehicle.

The alarm system is automatically turned on when the driver's door is locked. To lock the door either turn the key once in the lock towards the locking position or press button (2) on the radio-frequency remote control*. The system is activated immediately and the indicator light located on the driver's door will flash along with the indicators indicating that the alarm and the locking security system (double lock) have been turned on.

Note

When you lock the car the indicator pilot lights will only come on if the alarm has been properly activated (all security areas have been properly locked).

If a door or the boot are left open when the alarm is connected, they will not be incorporated into the car's protection system. If after you lock the doors or boot, they will be automatically incorporated into the security areas and the indicator signals will show.

The alarm will be triggered if, with the vehicle locked, one of

- the doors,
- the bonnet, or
- the boot

is opened or

- the ignition is switched on.

When the alarm is triggered the horn sounds and a flashing signal is activated for about 30 seconds.

To deactivate the anti theft alarm, the key must be turned to the open position in the driver's door and the ignition must be turned on within 15 seconds, or the "open" button on the remote control may also be used.

– two flickers: open and deactivate the alarm

– one flicker: lock and activate alarm

Note

- The warning lamp goes out after approx. 28 days. This prevents the battery becoming discharged when the vehicle is not used for a long period. The alarm system remains activated.
- The alarm signal will be triggered a second time if one of the protected parts of the car is interfered with again after the alarm signal has stopped (for instance if the tailgate is opened after one of the doors has been opened).
- The alarm can also be activated and deactivated via the radio wave remote control*. Further information can be found under the heading "Radio-frequency remote control key".
- In vehicles fitted with an additional alarm system*, if the vehicle is accessed with the key on the driver's door, you have 15 seconds to insert the key in the ignition lock and switch on ignition. If not the alarm is set off for 30 seconds and it will be impossible to start engine.

The alarm can only be disconnected by pressing the "open" key on the remote control.

In vehicles without a remote control key you will have to wait for 30 seconds until the alarm stops. Lock the door and repeat the previously described process.

If the vehicle is accessed through any door other than the driver's door or the tailgate the alarm will be set off for 30 seconds. ■

Volumetric sensor*

This is a surveillance function or a control incorporated in the anti-theft alarm system which detects through ultrasound unauthorized access to the vehicle interior (i.e. through a window).

The system has 3 sensors, 2 transmitters and one receiver.

Activate

The volumetric sensor is switched on automatically when the anti-theft alarm is activated whether by locking manually with the key or by remote control. ▶

Deactivate

The volumetric sensor is deactivated when:

– Unlocking the vehicle manually with the key in the door lock[1] or by radio wave remote control.

– When the lock button on the remote control is pressed twice, only the volumetric sensor is deactivated. The alarm system remains activated.

WARNING

The alarm system will be deactivated if the sensor is deactivated according to point 2.

Note

• If, after deactivating the volumetric sensor, the door is locked with the remote control or manually with the key in the door lock within less than 30 seconds the volumetric sensor is deactivated even though all other anti-theft alarm functions remain activated.

• After this time-span the deactivation of the volumetric sensor is canceled.

• In case of relocking while the alarm was activated without the volumetric sensor function, this relocking will cause a connection of all the alarm functions, except for the volumetric sensor. If it was not disconnected voluntarily it will be reactivated during the following alarm connection.

• If the volumetric sensor caused the alarm to set off this will be indicated by flickering of the pilot light in the driver's door when unlocking the vehicle. This flickering is different than the flickering of the activated alarm.

[1] The time interval between opening the door until the key is introduced into the contact should not go over 15 seconds, otherwise the alarm goes on.

• If the volumetric sensor has caused the alarm to set off three times the alarm system will no longer go off.

• Other sensors (door opening, luggage compartment, etc.) will continue to set off the alarm. ■

Radio-frequency remote control key*

Locking and unlocking the vehicle

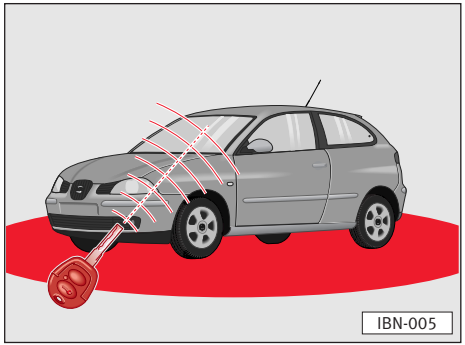

Fig. 50 ▶

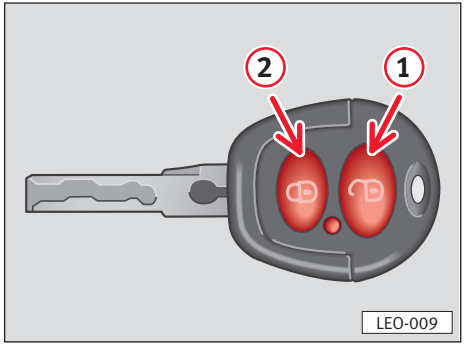

Fig. 51

The following functions can be operated using the radio wave remote control without using the key manually.

– Locking and unlocking the central locking system.

– Turning the anti theft alarm* and the locking security system (double lock) on and off.

– Switching on the inside light ⇒ "Interior lights" chapter.

The radio wave transmitter with its battery is located in the handle of the key. The radio wave receiver is located inside the vehicle.

The **effective range** (red area) of the remote control is shown in the illustration. The maximum range depends on various conditions.

The range will reduce as the batteries lose power.

Note

The remote control becomes inoperative when the key is in the ignition lock or when the ignition is on.

Opening and closing the vehicle

To **unlock** the vehicle, point the key from within the effective range at the vehicle and briefly press the “open” button (arrow ①). The indicators will flicker. To **lock** the vehicle, briefly press the ”close” button (arrow ②). The indicators flicker once.

By pressing the locking button (arrow ②) **twice** both the locking security mechanism (double) and the volumetric alarm are deactivated but the perimetric alarm remains active and this is indicated by the indicator light on the driver’s door.

Selective opening*

To open only the driver's door (all other doors will remain locked), press the "open" button (arrow ①) once.

To unlock all doors, press the "open" button (arrow ①) twice.

Note

While pressing the "open" or "close" buttons, a LED will flash on the key. If this LED does not appear, it may mean that the key’s battery is depleted. In this case, have the battery tested or changed at a Technical Service Centre.

When the dead-lock mechanism and the anti-theft alarm* are activated, proceed as follows:

If the vehicle is unlocked by using the open button on the radio-frequency remote control*, all of the doors and the boot[1)] will be relocked automatically if they are not opened within 30 seconds. However, the locking security system and the anti theft alarm will remain deactivated during these 30 seconds. This function prevents the vehicle being accidentally left open following the unintentional use of the remote control within range of the vehicle. ■

[1)] The alarm and dead-lock mechanism will remain in the same position as before opening.

Synchronization

If the vehicle fails to open when the radio transmitter button is pressed, it could be that the key code does not match the vehicle control unit code. This can happen when the transmitter button is frequently pressed outside the effective range of the system. **It is recommended that this operation be done by a Technical Service Centre.**

To synchronize the key again the following procedure must be followed:

– **Both** vehicle keys, the key with the **radio transmitter** Ⓐ and the conventional key Ⓑ, must be used.

– The synchronization process must be completed within **30 seconds**.

– Use key Ⓑ to switch on ignition and key Ⓐ to program.

– Make sure that the vehicle is **open** before you proceed to the programming.

– Place key Ⓑ in the ignition and switch on.

– Use key Ⓐ to lock the driver's door manually.

– Now **unlock** and **lock** manually the driver's door with key Ⓐ while pressing button ① **open** ⇒ fig. 51.

– Take the key out of the ignition.

Uncoded keys can be obtained at SEAT Official Service Centers. These keys, however, must be synchronized by a SEAT Official Service Center as the code for the immobiliser also has to be programmed in the head of the key. ■

Authorization for use

The radio wave remote control fulfills all norms. Its use has been approved by the corresponding German office (Federal Approvals Office For Telecommunications of The Federal Republic of Germany).

All components have been marked according to current stipulations.

This authorization is the basis for approval in other countries. ■

Electric windows*

Opening or closing the windows electrically

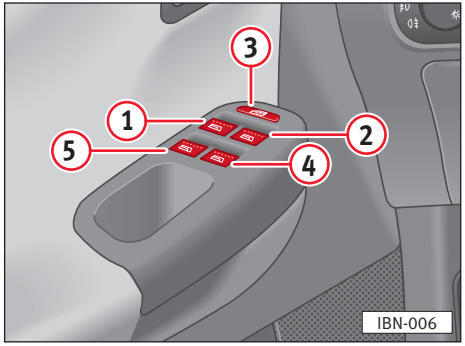

Fig. 52

① Driver door
② Front passenger door
③ Security remote control*
④ Right rear door*
⑤ Left rear door*

Each window riser switch is found in the driver door armrest, as well as the front passenger and rear door handle plates*.

The electric window risers may be activated with the ignition on.

With the ignition off, the window risers may be activate for some 10 minutes. When a front door is opened, they shall cease to function.

With the security ③ switch the rear window riser keys may be blocked. Upon pressing anew the rear door keys they become operational again.

In the front passenger door and the rear doors* there are other corresponding additional controls corresponding to their respective windows.

These controls only have open and closing function of their respective window.

With the security ③ control of the driver side door the rear window risers may be deactivated.

– Security control **not pressed:**
  The rear window riser controls function
– Security control **pressed:**
  The rear window riser controls are out of service.

Electric windows with an automatic closing function* are equipped with a **power limiter.**

The windows will automatically stop closing if any obstacle is encountered. **This anti-imprisonment function will not be activated, however, when the windows are closed from the driver's side lock with the ignition key.**

WARNING

• Always remove the ignition key when leaving the vehicle – even if only for a short time. Never leave children alone in the vehicle.

WARNING (continued)

The electric windows are only deactivated when the driver's or passenger doors are opened.

- **Watch out when closing the windows! Careless or uncontrolled closing of the windows can cause injuries, particularly in the case of children.**
- **It is advisable that the driver warns the vehicle occupants of the danger involved in the careless handling of the electric windows.**
- **No one should remain in the vehicle when locked from the outside, as the windows cannot be opened in the event of an emergency.**
- **Take great care when closing the windows and opening the roof* from the outside.**
- **Careless closing from the outside or without visibility can cause serious injury, especially to children.** ■

Function of electric windows with ignition on

Opening

Press down fully on the front edge of the respective button (driver's door) and the window will open completely (automatic lowering)[1].

If the switch is pressed again, the window will stop immediately.

Automatic window closing* (driver's side)

Press down fully on the front edge of the respective button (driver's door) and the window will close completely (automatic raising)[1].

If the switch is pressed again, the window will stop immediately.

To **open** the window, the switch must be operated until the desired position has been reached.

Note

From the front passenger side door controland the rear door controls, only the window risers may be raised or lowered. It is not equipped for centralized locking or opening.

The roll-back function*

– If the window in the driver or passenger's door is hindered whilst closing through stiffness or by an obstacle (roll-back function), the window will open again immediately.

– After the window has opened, you must lift and hold the appropriate switch for the affected window again within 5 seconds. If the window is still hindered whilst closing through stiffness or by an obstacle, the window will stop closing.

– After the window has stopped, you must lift and hold the switch again within 5 seconds in order to close the window.

The window will now close without power limitation.

Note

If you wait for longer than 5 seconds between the individual steps, the window will open again on switch operation. ▶

[1] This function can only be operated by the controls in the driver's door.

Closing the windows without automatic closing function*

Lift the switch by the front edge until the window is completely closed.

Please note that the window closes without power limitation.

WARNING

- **Take great care when closing the windows! Closing the windows in a careless or uncontrolled manner may cause bruises, especially in children.**
- **The driver must warn the other occupants of the risk which careless operation of electric windows entails.** ■

Function of the electric windows with ignition switched off

After the ignition has been switched off, the windows can still be operated for about ten minutes as long as the driver or passenger doors are not opened.

The windows on vehicles with central locking can also be closed or opened from the outside (in cars with a sliding/electric roof you can only close them). For this purpose, the key must be in the lock of the driver's door and held in the locking or open position.

Opening

Press the front edge of the respective button.

Closing

Lift the front edge of the respective button.

Note

If the window in the driver or passenger door is hindered whilst closing through stiffness or by an obstacle (roll-back function), the window will open again immediately.

In this case you can only close the window again after the ignition has been switched on. ■

Notes

The automatic opening/closing function*on the driver and passenger door windows will not function after the vehicle battery has been disconnected/reconnected.

To reinstall this function after reconnecting the battery, please note the following points.

- **Lock vehicle** from the outside via the driver's door. When doing this please ensure that all doors and windows are closed completely.
- **Lock the vehicle again** via the driver's door. **Hold the key in the locking position for at least one second.**

The automatic closing function* on the driver's and passenger side has been reactivated. ▶

WARNING

- Be very careful when closing the windows and roof from the outside!
- Be very careful when closing the windows! Closing from the outside without visibility or in a careless manner can cause serious injury, especially with children.
- Children should never remain alone inside the vehicle when it is locked from the outside, as outside help will be hindered in the event of an emergency. ■

Opening roof*

Opening and closing the opening roof

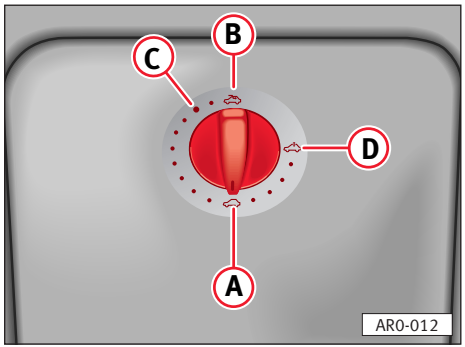

Fig. 53

With the ignition on, the opening sunroof opens and closes through the rotary control.

After switching ignition off, and while the driver and front passenger doors are not opened, the sunroof may still be opened or closed during the first 10 minutes.

WARNING

- Take care when closing the roof! Closing the roof carelessly or in an uncontrolled manner may produce bruises. That is why when leaving the vehicle remove the ignition key.

To close (A)

To close it turn the control to position (A).

The opening sunroof has an **anti-imprisonment function**. If upon closing the roof, closes with difficulty or encounters an obstacle, it will open immediately.

To close the roof press the rotary control in the front part, staying in position (A), until the roof closes completely.

The roof closes without the anti-imprisonment function.

Note

After disconnecting and re-connecting the vehicle battery the roof may not close completely. For this, keep pressing the front part of the rotary control for some 10 seconds.

To open (B)

Turn the control clockwise until the desired position. With the control in position (C) the roof opens until the **comfort position.**

To open the roof fully keep turning the control until position (B) without releasing it. In this position however, noise due to the wind may be produced.

Note

The parasol opens automatically to protect from excess sunlight when the crystal roof is raised. If desired, it may be closed manually when the roof is closed.

To raise (D)

Turn control clockwise until the desired position. With the control in position (D) the roof is raised completely.

The roof closes **without** the **anti-imprisonment function.** ■

Comfort locking*

The opening sunroof may not only be closed with the control, but also with the centralized* locking, if the vehicle is equipped with it, when it is locked from the driver or front passenger side door:

Maintain the key in the locking position until the roof fully closes. ■

Emergency activation

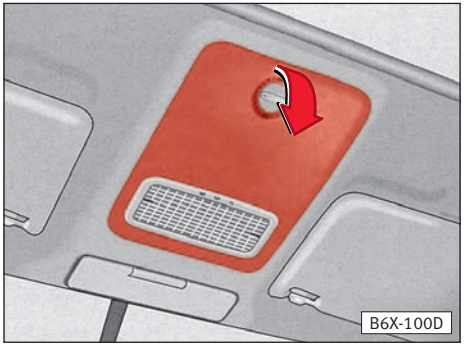

Fig. 54

▶

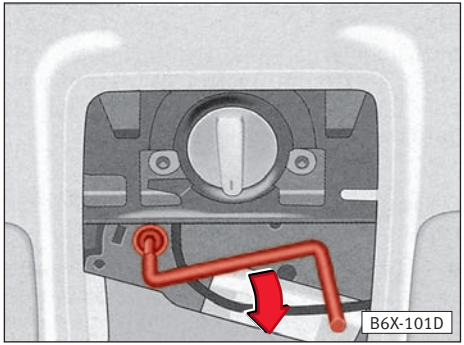

Fig. 55

In case of failure, the roof may also closed manually:

- Remove the plastic cover by prizing with a screwdriver in the rear part.
- Remove the crank from the cover, introduce it into the opening fully (overcoming the spring resistance).
- Turn the crank clockwise until the roof closes.
- Fit the crank into it's seating and replace the cover. ■

Lights and visibility

Switches

Switching lights on and off

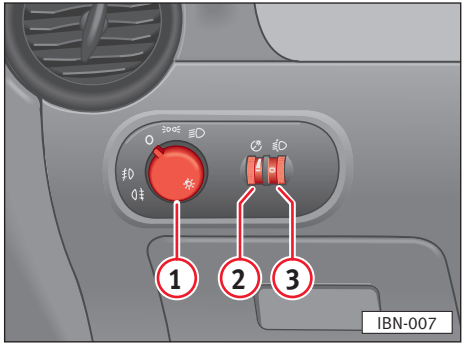

Fig. 56

Lighting switch (1)

0 – Switched off[1)]

– Side lights

– Dipped or main beam

[1)] Vehicles for some countries: when the ignition is switched on, the dipped beam is also switched on.

The headlights only work when the ignition is on. When switching ignition on and after ignition is switched off the side lights are automatically switched on.

Dipping and flashing the headlights ⇒ "Flashers and high beam lever" chapter.

Note

If lights are not switched off and the ignition key is removed, a buzzer* will sound when the driver's door is open.

Front fog lights*

Place the light switch in the side lights or dipped/main beam position and pull to first stop.

Rear fog light*

• Vehicles without fog lights

Turn lighting switch to dipped/main beam position and pull switch out to top.

• Vehicles with fog lights

With lighting switch in dipped/main beam position, pull switch out to 2nd detent.

Note

- A warning lamp in the instrument panel lights up when the rear fog light is switched on.
- Due to the amount of dazzle it causes, the rear fog light should only be switched on when the visibility is very poor (e.g. in some E.U. countries, below 50 metres).

The electrical system of the factory fitted tow bar* is wired up so that when towing a trailer fitted with rear fog lights, the rear fog lights on the towing vehicle are automatically switched off. ■

Instrument and switch lighting / Headlight range control

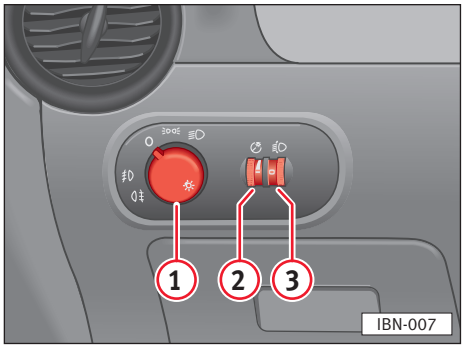

Fig. 57

Instrument lighting (2)

When the lights are on, the level of the instrument lighting can be set to any intensity by turning the knurled wheel next to the light switch.

Headlight range control* (3)

With the electrical range control the headlight settings can be matched exactly to the load condition of vehicle. This prevents oncoming traffic from being dazzled more than is unavoidable. At the same time the correct headlight beam setting provides the best possible visibility for the driver.

The headlights can only be regulated with the dipped headlights switched on.

To lower the beams, turn knurled disc from the basic position (O) downwards. ■

Heated rear window (4)

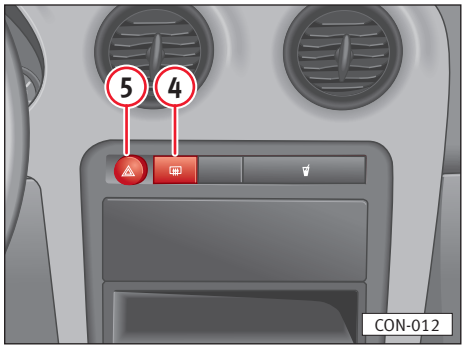

Fig. 58

Only works if the engine is running. A lamp in the switch lights up when connected.

The heating device of the rear window disconnects automatically after 20 minutes. If the key is pressed again after 20 minutes have passed, the heated rear windscreen will remain on until the ignition is switched off. ▶

Note

An automatic provisional disconnection of the function may take place to avoid a possible deterioration to the battery. Once the normal functioning conditions are established the function is resumed.

For the sake of the environment

As soon as window is clear, switch element off. The reduced current consumption helps to reduce fuel consumption ⇒ page 142. ■

Hazard warning lamps ⑤

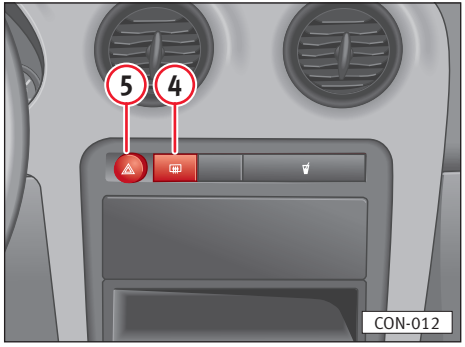

Fig. 59

The system also works when the ignition is switched off.

Switch on the hazard warning lamps if, for example:

– Your vehicle stops because of a technical defect,

– You have an emergency

– You reach the tail end of a traffic jam.

When the hazard warning lamps are switched on, all turn signal lights flash simultaneously. The warning lamps for the indicators and a warning lamp in the switch will also flash.

Observe legal requirements when employing such safety measures. ■

Seat heating* for left seat

For further information on its functions ⇒ "Heated seats" chapter. ■

Seat heating* for right seat

For further information on its functions ⇒ "Heated seats" chapter. ■

Switches in driver's door

Electric windows

To use the electric windows switches ⇒ "Electric windows" chapter.

Central locking button

To use this switch ⇒ "Central locking" chapter.

Wing mirror adjustment

⇒ "Rear-view mirrors" the chapter. ■

Switches in the central console

Traction Control System (TCS)*. Electronic stabilisation program (ESP)*

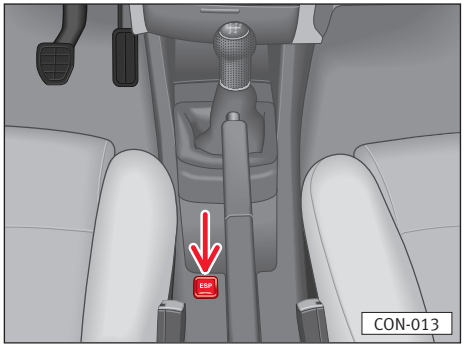

Fig. 60

The TCS or ESP connect automatically when the engine is switched on. If necessary, they may be switched off briefly by pressing the corresponding switch.

If it is connected a pilot light will light.

For further information ⇒ pages 133 to 136.

Note

The location of the switches can vary depending on the model version or country. ■

Visibility

Sun visors

The sun visors can be pulled out of the side mountings and swung towards to the doors.

The make-up mirrors* are fitted with a sliding cover. ■

Lights

Flashers and high beam lever

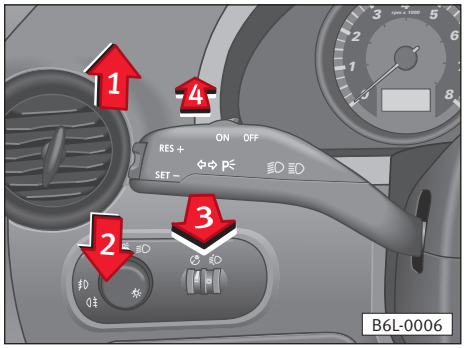

Fig. 61

The turn signals only work when the ignition is switched on.

- Right turn signals – lever up (1)

• Left turn signals – lever down (2)

When turn signals are working, the warning lamp flashes as well ⇒ "Warning lamps" chapter.

The turn signals switch off automatically when the steering wheel returns to its normal position.

To signal a lane change

For rapid manoeuvres such as lane changes, lift (1) or press down (2) the lever only to the point of pressure and hold it in position.

If the lever is used with a slight pulsation the indicator will blink three times.

Headlight flasher

Pull the lever towards the steering wheel (3) – the main beam warning lamp will light up.

High beam light

To engage the high beam lights, push the lever forward with the low beam lights connected (4). The corresponding warning lamp will light up when the high beam light is on.

Parking lights*

The parking lights only work when ignition is switched off.

Right parking lights – lever up (1)

Left parking lights – lever down (2)

If the ignition key has been removed, a buzzer* will sound when the driver's door is open.

Note

The use of the signals and lighting described here is subject to local regulations. ■

Interior lights

Front interior light

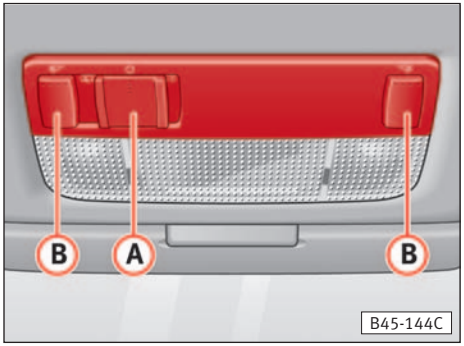

Fig. 62

Switch positions (A):

O	–	Off
Right	–	Door contact switch
Left	–	Light on continuously

▶

Interior lights with delayed switch off* remain on for about 30 seconds after doors are closed. ■

Front reading light*

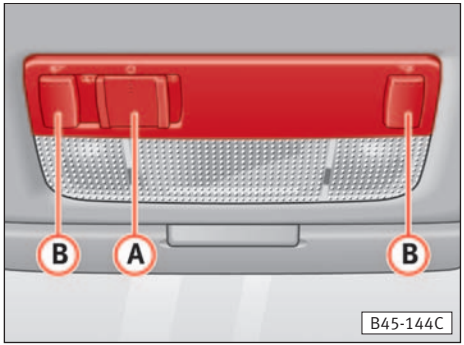

Fig. 63

The reading light is turned on or off by pressing the appropriate switch (B). ■

Glove compartment light*

The passenger's glove compartment light only lights up when the lights are switched on and the glove compartment lid is open. ■

Switch on interior light

The interior light is switched on for approx. 30 seconds when the vehicle is unlocked, a door is opened or the ignition key is removed. Hence, the interior light switch must be in the door contact position.

It is switched off immediately as soon as the vehicle is locked or the ignition switched on.

With the door open, the interior light will remain switched on for a maximum of ten minutes. This avoids unnecessary battery discharge.

Note

In vehicles **without centralised locking,** the interior light can **only** be switched on by opening the driver's door or by manually pressing the switch. ■

Windscreen washers

Front windscreen wipers

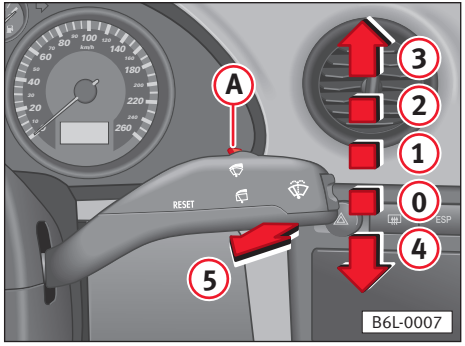

Fig. 64

WARNING

The windscreen wipers must be in very good condition to ensure clear visibility ⇒ "Wiper blades" chapter.

Wipers and washers only work when ignition is switched on.

When it is freezing, check that the wiper blades are not frozen to the glass before switching the wipers on for the first time.

The heated windscreen washer jets* are switched on when the ignition is switched on and the amount of heat is regulated automatically according to the outside temperature.

Note

- Fill container ⇒ "Windscreen washer" chapter.
- Replace wiper blades ⇒ "Wiper blades" chapter.

Windscreen

• Windscreen wipers off

Lever at position 0.

• Intermittent wipe

Lever at position 1.

Use lever A to change the intervals of the intermittent wipe. Four levels are available.

Lever to the right – brief intervals

Lever to the left – long intervals

The intervals of each level are determined by the speed of the vehicle.

• Wiper slow

Lever at position 2.

• Wiper fast

Lever at position 3.

• Flick wipe

Lever at position 4.

• **Automatic wash/wipe facility**

To turn on wipers and washer, pull lever towards steering wheel to position (5).

When the lever is released, no more water is sprayed, but the wipers continue to work for around 4 seconds.

The windscreen will be wiped again after approximately five seconds once the wipe/wash system has been operated. ■

Rain sensor*

If the vehicle is fitted with a rain sensor and the intermittent wipe is activated this sensor is in charge of adjusting automatically the duration of the intervals to the amount of rain.

Position (A) of the lever for the windscreen wipers is used to individually adjust the sensitivity of the rain sensor ⇒ fig. 64.

After switching off the ignition, the rain sensor needs to be switched on again. To do that the intermittent wipe needs to be switched off and switched on again. ■

Rear windscreen

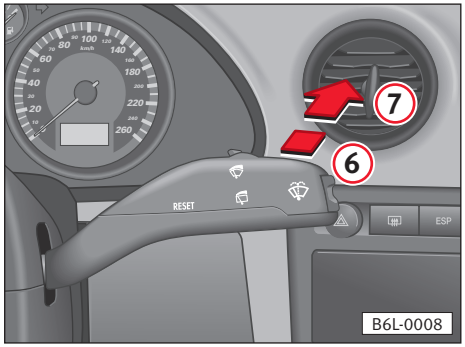

Fig. 65

• **Intermittent wipe**

Turn on:

Push lever to position (6).

The wipers wipe approximately every 6 seconds.

Turn off:

Move the lever towards the steering wheel. If you turn off the windscreen wiper while wiping, the windscreen wiper will function until the wipe is completed.

• **Automatic wash/wipe facility**

Turn on:

Push the lever forward to position (7).

The washer/wipe facility keeps working intermittently. To turn off completely move the lever towards the steering wheel. ■

Headlight washer system*

When the main or dipped beam is on, the lenses are washed every time the windscreen is washed.

At regular intervals, such as when filling the tank, the dirt on the lenses (insects) should be removed.

Note

• Do not use sharp objects or abrasive solvents when cleaning lamps as these could cause damage.

• To save water, if the windscreen washer is activated repeatedly, the headlight washers will be activated every three cycles. ■

Wiper blades

Observations

WARNING

• The wiper blades must be in good condition for clear visibility.

• In order to prevent streaks on the windscreen you should clean the wiper blades regularly with a window cleaning product. If the windows are particularly dirty, e.g. insect remains, a sponge or cloth should be used to clean the blades.

• For safety reasons, wiper blades should be renewed once or twice a year. Blades can be purchased at Technical Service Centres.

Caution

When it is freezing, check that the wiper blades are not frozen to the glass before switching the wipers on for the first time.

If the wiper blades drag, it may be caused by one of the following:

• If the vehicle has been washed in an automatic car wash, residual wax maybe left on the windscreen. This wax residue can only be removed with a special cleaner. For more details, contact a Technical Service Centre.

The blades will not drag if you use a wax dissolving windscreen cleaner. Grease solvents will not work.

• Damaged wiper blades can also drag. In this case the blades should be renewed.

• The blades are set at an incorrect angle.

Have the angle of installation checked and corrected at a Technical Service Centre. ■

Changing wiper blades

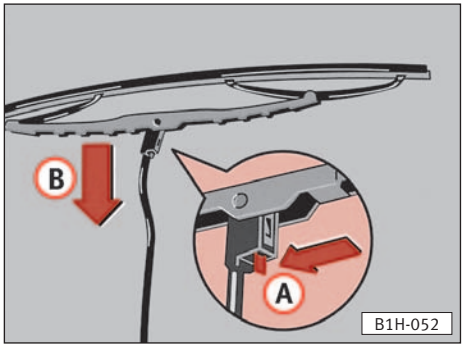

Fig. 66

Taking the wiper blade off

- Hinge the wiper arm up and position the blade perpendicular to the wiper arm.
- Press the retaining spring in the direction of arrow (A).
- Detach the wiper blade in the direction of arrow (B) and then remove from the arm in the opposite direction.

Securing the wiper blade

The retaining spring must engage audibly in the wiper arm.

When fitting wiper blades with moulded wind deflectors one should ensure that the deflector is pointing downwards. ■

Changing rear window wiper blades

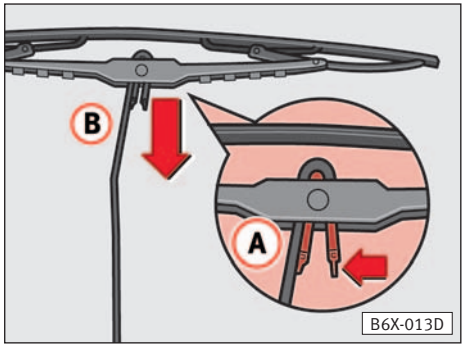

Fig. 67

Taking the wiper blade off

- Lift the wiper arm up and position the blade perpendicular to the wiper arm.
- Press the retaining spring in the direction of arrow (A).
- Detach the wiper blade in the direction of arrow (B) and then remove from the arm in the opposite direction.

Securing the wiper blade

The retaining spring must engage audibly in the wiper arm. ■

Rear-view mirrors

Adjusting mirrors

The rear view mirrors should always be adjusted properly before moving off so that good vision to the rear is obtained. ■

Anti-dazzle interior mirror

The lever on the lower edge of the mirror should be pointing to the rear when the basic setting is made.

To set the anti-dazzle position, pull lever forwards.

Exterior mirrors controlled mechanically from inside are adjusted with the knob in the door trim panel. ■

Automatic* anti-dazzle interior mirror

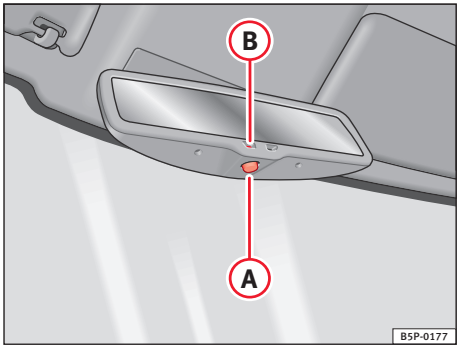

Fig. 68

The automatic anti-dazzle function can be switched on and off as desired.

Switching off anti-dazzle function

Press button Ⓐ – the indicator lamp Ⓑ will go out.

Switching on anti-dazzle function

Press button Ⓐ – the indicator lamp Ⓑ will light up.

Anti-dazzle function

The anti-dazzle function is activated every time the ignition is switched on. The green indicator lamp lights up in the mirror housing.

When the anti-dazzle function is activated the interior mirror will darken automatically according to the amount of light it receives (for example from the headlights of a vehicle behind). The anti-dazzle function is cancelled if reverse gear is engaged.

Note

- The automatic anti-dazzle function will only work properly if the sun blind* for the rear window is retracted and there are no other objects preventing light from reaching the interior mirror.
- If you have to stick any type of sticker on the windscreen, do not do so in front of the sensors. Doing so could prevent the anti-dazzle function from working well or even from working at all. ■

Electrically adjustable mirrors*

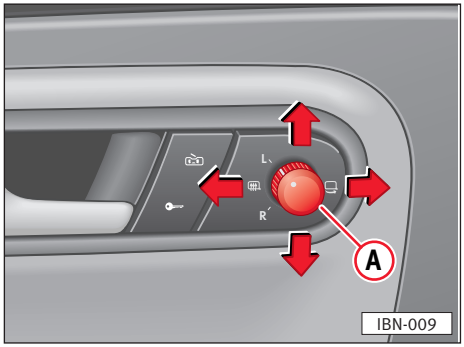

Fig. 69

Electrically adjustable mirrors* are set by pressing the edge of the knob Ⓐ in the driver's door trim.

The surface of the mirror may be angled upwards, downwards, to the left or the right, as required.

With swivel knob Ⓐ select the driver or passenger wing mirrors.

– Defog mirrors[1)]

R – Driver's mirror

L – Passenger's mirror

When adjusting the left rear-view mirror, the right one should move at the same time.

If you wish to adjust the right rear-view mirror separately, you only need to activate the right mirror.

If at any time, the electrical adjustment fails, the mirrors can be adjusted manually by pressing on their respective surfaces.

Note for vehicles with convex or spherical outside mirrors*

Convex (curved outwards) mirrors enlarge the field of vision but make objects look smaller. **These mirrors are only of limited use in correctly calculating the distance of the vehicle behind you.**

Spherical exterior mirrors have a mirror surface with a different curvature. These wide angle mirrors increase the field of vision even more than convex mirrors. **Their usefulness is also limited when estimating the distance of vehicles approaching from behind.** ■

[1)] Take into account that this function is activated with the ignition connected, and as such, it is advisable to maintain the control in the **L** or **R** position.

Mirror heating*

Electrically operated outside mirrors are heated in the defogging position. The ignition must be switched on for this function.

Once the mirrors are defogged place the switch in the **L** or **R** position to avoid unnecessary battery discharge. ■

Fold in exterior mirrors

The exterior mirrors of the vehicle can be folded in.

To do this, pull mirror housing towards the vehicle.

Note

- Before putting the vehicle through an automatic washing plant, the mirrors should be folded in to prevent them from becoming damaged. ■

Folding exterior mirrors back

It is mandatory to drive with the rear-view mirrors placed in use position. ■

Electric folding wing mirrors*

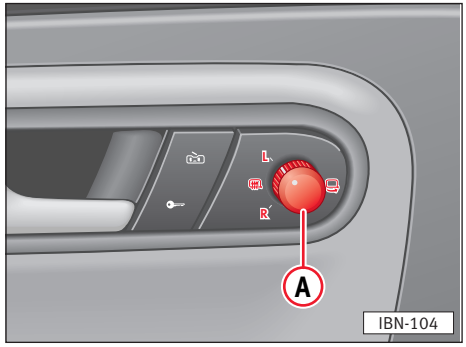

Fig. 70

Use control Ⓐ to select the passenger or driver's wing mirror, or the fold-away function, as well as mirror adjustment ⇒ fig. 70.

– Mirror demisting[1)]

R – Driver's wing mirror

L – Passenger's wing mirror

– Folding away of wing mirrors

The fold-away position is recommended, for example, when parking or driving in cramped conditions. ▶

[1)] Take into account that this function is activated with the ignition connected, and as such, it is advisable to maintain the control in the **L** or **R** position.

To **fold in the exterior mirrors**, simply turn swivel knob Ⓐ directly to position from the **L** or **R** position.

To unfold the wing mirrors (use position), do the opposite, from to **L** or **R**.

Note

• If due to external causes (for example contact during manoeuvres) the angle of the mirror in relation to the bodywork changes, the mirror should be adjusted using rotary control Ⓐ **until it reaches the position of use**.

• Turn rotary control Ⓐ again, until it reaches the folding position. The mirror is now operating properly.

• Special care must be taken when using rotary control Ⓐ not to damage the mirrors.

Caution

Under no circumstances should the mirror be returned to its position of use by hand. ■

Seats and luggage compartment

Front seats

The importance of correct seat adjustment

WARNING

For safety reasons the driver's seat must only be moved backwards or forwards when vehicle is stationary.

The correct adjustment of the seats is important for:

– reaching the controls safely and quickly

– relaxed low-fatigue body position

– **maximum protection from the seat belts and the Air Bag System.**

WARNING

• For this reason the front seats should not be pushed too close to the steering wheel or the instrument panel.

• Your feet should remain in the footwell while the vehicle is in motion – never resting on the instrument panel or seats. ■

Driver's seat

We recommend that you position the diver's seat as follows:

– Set the driver's seat forwards/backwards in such a way that the pedals can be fully depressed with a slightly angled leg.

– Set the backrest in such a way that it is fully against your back and that you can reach the upper point of the steering wheel with your arms at a slight angle.

WARNING

Under no circumstances should any items be kept in the footwell, as they could block the pedals in case of a sudden braking manoeuvre.

You would no longer be able to brake, change gear or accelerate! ■

Front passenger seat

We recommend that you position the front passenger seat as follows:

– Backrest in an upright position.

– Place the feet in the footwell in a comfortable position.

– It is recommended that the seat be pushed back as far as possible. ■

Seat adjustments

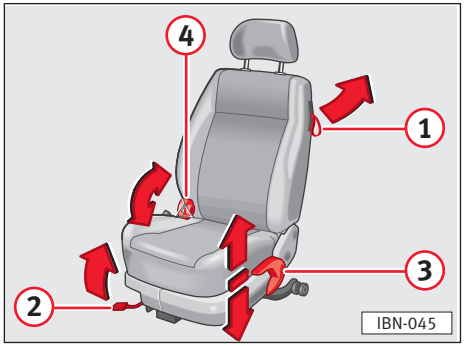

Fig. 71

① Releasing backrest

(3 door vehicles only)

Lift the lever and move the backrest forward.

WARNING

For safety reasons, the front seat backrests should always remain locked into use position while the vehicle is in motion.

② To move seat backwards and forwards

Lift lever and move seat. Then release lever and move seat further so that the catch engages.

The driver‘s seat should be adjusted so that the pedals can be fully depressed with the legs slightly angled.

WARNING

For safety reasons the driver‘s seat must only be moved backwards or forwards when vehicle is stationary.

③ Height adjustment*

By “pumping” the lateral lever the seat can be lifted or lowered.

Lifting: lift or "pump" the lever upwards from the base position.

Lowering: press or "pump" the lever downwards from the base position.

WARNING

- **For safety reasons, the height of the driver’s seat should only be adjusted when the vehicle is at a standstill.**
- **Be careful when adjusting the seat height! Careless and uncontrolled adjustment can cause injuries.**

④ Adjusting backrest inclination

Take the weight off the backrest and turn the control wheel.

WARNING

The backrests should not be tilted far back when the car is being driven, as the efficiency of the seatbelts would be reduced. ■

Heated seats*

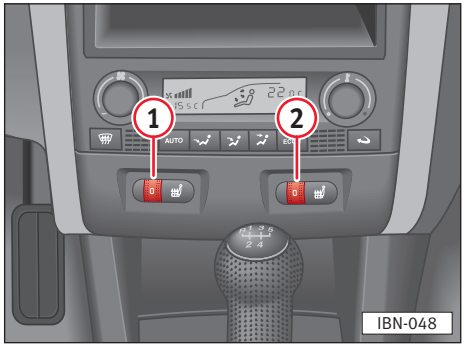

Fig. 72

Seat heating* for left seat (1)

The cushion and backrest of the front seats can be heated electrically when the ignition is on.

The heating is connected and regulated with the knurled wheel.

To switch heating off, turn knurled wheel to the basic position (O).

Seat heating* for right seat (2)

The cushion and backrest of the front seats can be heated electrically when the ignition is on.

The heating is connected and regulated with the knurled wheel.

To switch heating off, turn knurled wheel to the basic position (O).

Note

An automatic provisional disconnection of the function may take place to avoid a possible deterioration of the battery. Once the normal functioning conditions are established the function is resumed. ■

Head restraints*

Correct adjustment of head restraints

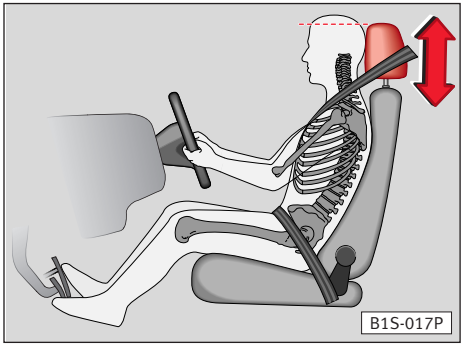

Fig. 73

The head restraints are height adjustable and should be set to suit the size of the occupant. Correctly adjusted head restraints together with the seat belts offer effective protection. The front head restraints can also be adjusted to a different angle.

Adjusting height

• Grip sides of head restraint with both hands and pull up or push down.

WARNING

The best protection is obtained when the upper edge of restraint is at least at eye level or higher. ■

Removing and installing

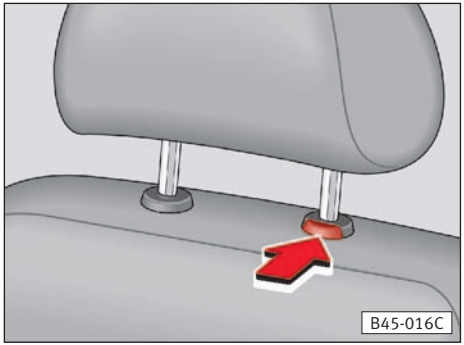

Fig. 74

To remove, pull restraints up to the stop, press button (arrow) and at the same time take restraints out.

To remove the rear head restraint first pull the backrest forwards a little.

To install again, push the restraint rods into the guides until they are heard to engage. You do not need to press the key. ■

Adjustable steering column*

Adjusting the steering wheel position

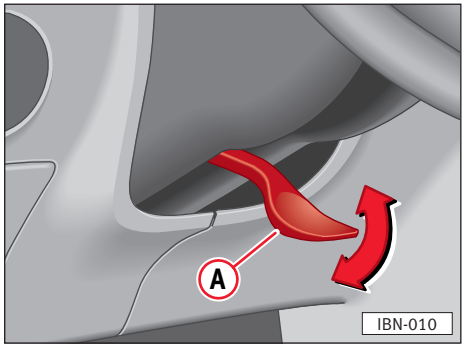

Fig. 75

The steering wheel column can be adjusted without height and depth stepping. To do this, press lever (A) located in the housing downwards and move the column to the desired position. Then press the lever firmly up again.

WARNING

- The steering column may only be adjusted whilst the vehicle is stationary.
- For safety reasons, the lever must always be firmly pressed up, so that the position of the steering column does not suddenly change while the vehicle is in motion. ■

Pedal area

Pedals

The movement of the pedals must not be restricted!

For this reason, do not locate any items in the footwell which could roll or slide underneath the pedals.

Around the pedal area there should not be any foot mats or other additional floor covering materials:

- In the case of defects in the brake system, a greater pedal travel may be necessary.
- It should always be possible to depress the clutch and accelerator pedals fully.
- All pedals must be able to return, unhindered, to their rest positions.

For these reasons, the only foot mats which may be used are those which leave the pedal area completely free and which are prevented from slipping.

WARNING

Under no circumstances should any items be kept in the footwell, as they could block the pedals in case of a sudden braking manoeuvre.

You would no longer be able to brake, change gear or accelerate! ■

Luggage compartment

Stowing luggage

In the interests of good handling ensure that the load (persons and luggage) is distributed evenly. Heavy items should always be carried as near to the rear axle as possible or better still, between the axles.

Stale air escapes through ventilation openings in the side trim* of the luggage compartment. For this reason, it is best to keep these openings uncovered.

WARNING

- The permissible payloads and GVW must not be exceeded ⇒ chapter "Technical Data".
- It should be noted that when transporting heavy items the handling will change due to the displacement of the centre of gravity. Driving style and speed must, therefore, be altered to suit.
- The load must be stowed in such a way that no items can fly forward if the brakes are applied suddenly – use the lashing eyes* if necessary.

▶

WARNING (continued)

- When vehicle is in motion, no persons should be in the luggage or load area. This includes children. Every passenger must be properly belted in ⇒"Seat belts" chapter.
- Never drive with the boot lid/tailgate open or not properly closed. Exhaust gas could then be drawn into the vehicle interior. ■

Lashing eyes*

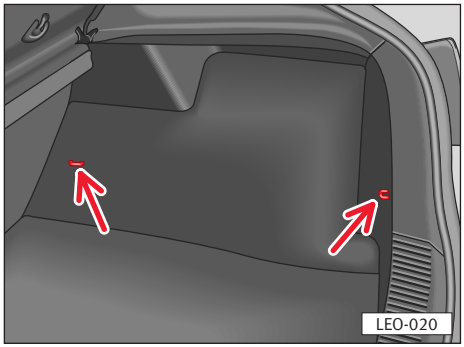

Fig. 76

On the saloon, four eyelets are provided in the luggage compartment for securing items of luggage. There are two eyelets in the front sides of the luggage compartment, one left and one right. The other two eyelets are near the loading edge ⇒ fig. 76.

The lashing eyes comply with the Standard DIN 75410. ■

Rear shelf

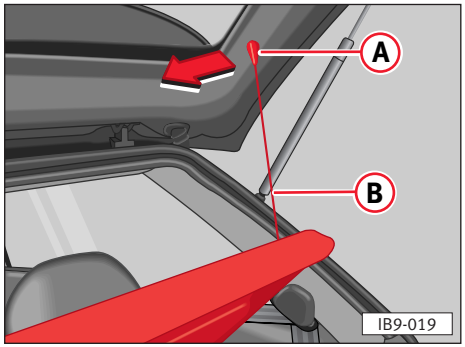

Fig. 77

Removing the shelf

From the rear end of the car, with the tailgate raised, unhitch the stays (B) from their housings (A). Remove the shelf from its housing, pulling outwards.

The rear shelf can be used to place clothing but care should be taken to avoid reducing visibility through the rear window.

To ensure correct ventilation of the car interior, the slot between the shelf and the rear window must not be obstructed. ▶

WARNING

No heavy or hard objects must be stored on the shelf since this could endanger the safety of the occupants of the vehicle in the case of sudden braking.

The storage of such heavy or hard objects on the rear shelf could result in damage to the heater elements in the rear window. ■

Rear seat

Increasing boot space*

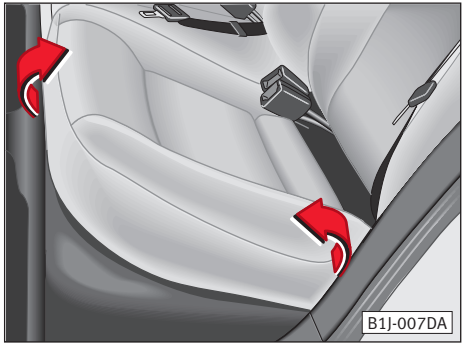

Fig. 78

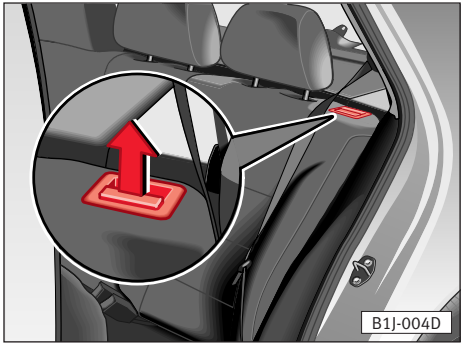

Fig. 79

You may tip the rear seats forwards to increase the boot space: if it is a split seat each half can be tipped separately.

Before knocking down the rear seat you must remove the headrests*. For this it is necessary to slide the support a little forward ⇒ chapter "Head restraints".

The front seats must be placed so that the back seats do not collide with them, to avoid damage.

To knock down the seat

• Raise a little the cushion holding it from the front part, raise and turn so that the outer part of the cushion goes to the front seat backrest.

• Pull the release lever on the backrest in the direction of the arrow (or both levers at the same time if the seat is not split) and lower the backrest. ■

Raising the seat

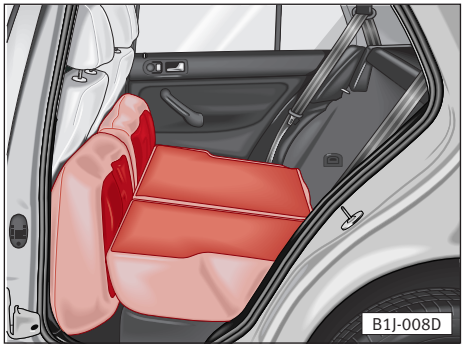

Fig. 80

- First lift up the backrest.
- Placeing the headrest.
- Lift the cushion and then push it backwards until it fits into place. When you do, **pull the middle seat belt out, otherwise it will be trapped between the seat and the backrest and you will not be able to use it.**

Also make sure the side belts are not trapped by the backrest.

WARNING

The rear seat backrest must be properly engaged so that articles in the luggage area do not slide forward if the brakes are applied suddenly. ■

Roof rack*

Description

When a load is to be carried on the roof the following needs to be noted:

- As the rain channels are molded into the roof for streamlining reasons, the normal type of roof rack cannot be used. To avoid risks we advise that only the cross bars provided by the factory are used.
- These cross bars are the base for a complete roof load carrying system. For safety reasons when carrying luggage, bicycles, surf boards, skis and boats, the appropriate special adapters are required.
- If other luggage rack systems are used, or are not mounted according to the instructions, any damage noted over the vehicle can not be claimed in the guarantee.

WARNING

- **Installation instructions for the roof rack system must be followed.**
- **Check screwed joints and fixings after a short drive and, if necessary, tighten and check again at corresponding intervals.**

- **The roof rack system must be fitted exactly according to the enclosed instructions.**
- Distribute the load evenly. Each cross bar may carry a maximum load of 40 kg, loaded evenly over the full length. The permissible roof load (including the carrier system) of 75 kg and the ▶

permissible gross vehicle weight must not be exceeded ⇒ "Technical data" chapter.

WARNING

• When carrying heavy objects or large objects on the roof, bear in mind that the driving conditions may vary due to displacement of the center of gravity of the vehicle or the increase of the surface exposed to the wind.

Driving style and speed must be adapted to this new situation.

• In vehicles with a sliding/lifting roof, make sure it does not hit the roof load when opening. ■

Ashtrays*, cigarette lighter* and electrical sockets

Front ashtray

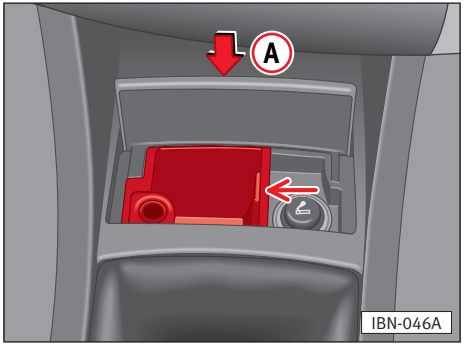

Fig. 81

Opening

Press the lower part of the ashtray cover (arrow Ⓐ) and this opens automatically by spring action.

Emptying

Take the ashtray by the right side and remove upwards

Replacing

Introduce it with pressure on the support.

Closing

Move the ashtray cover towards the gear drive until it sets. ■

Cigarette lighter

The cigarette lighter is switched on by pushing in the element. When the heating element glows, the lighter springs out automatically – pull it out immediately and use it.

WARNING

Excercise caution when using the cigarette lighter. It can cause burns.

The cigarette lighter and the socket also work when the ignition is switched off and the key removed.

For this reason, children should never be left alone inside the vehicle. ■

Electric socket

The **12-Volt socket** of the lighter can be used for other electrical accessories with a capacity of up to 120 Watts. When the engine is not running this will however discharge the battery. For more information ⇒ "Accessories" chapter. ■

Stowage box

Stowage compartment on the front passenger side

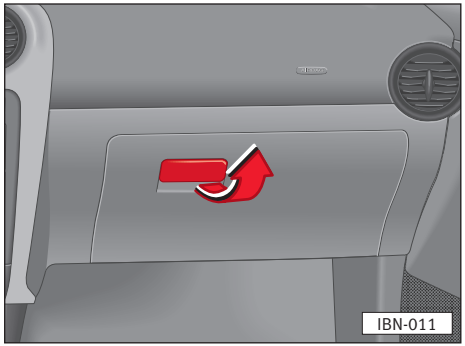

Fig. 82

WARNING

For safety reasons the glove compartment lid should always be closed while driving.

Lift the handle to open the glove compartment on the passenger side. ■

Object compartment driver's side

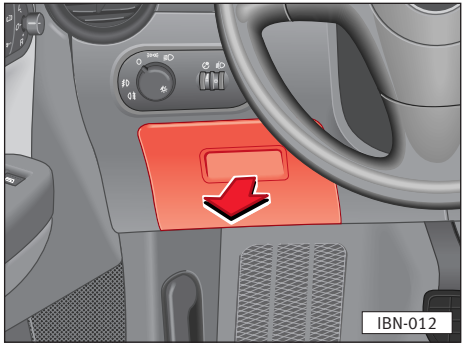

Fig. 83

To open compartment pull outwards. ■

Object drawer under right seat*

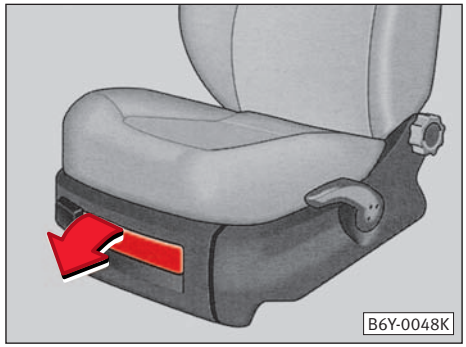

Fig. 84

To open drawer press the button and with your hand pull outwards.
To close press inwards until it engages. ■

Drink can holder*

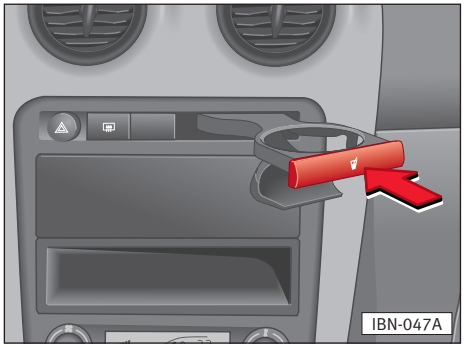

Fig. 85

Located in the central console.

Open

Press the edge of the drink can holder and it will spring open.

Close

Press the drink can holder until it is fully closed.

WARNING

For security reasons, the drink can holder should always remain closed while the car is in motion to avoid risks in the case of sudden braking or accident. ■

Rear drink holder*

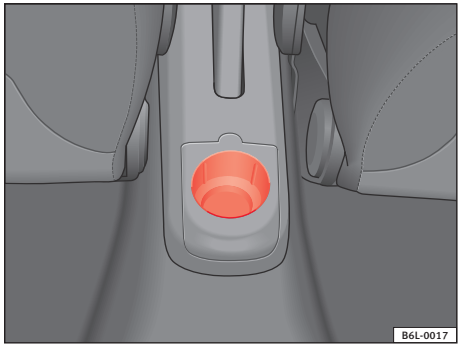

Fig. 86

On the rear part of the centre console, behind the hand brake, there is a drinks holder* installed. ■

Climate control

Heating and ventilation

Observations

WARNING

- In order to guarantee the necessary optimum visibility for safe driving all windows should be free of ice, snow and mist.

This is the reason why you should read carefully through the instructions on the proper handling of the heating and ventilation systems as well as the window defrosting and demisting.

- Maximum heating performance and quick defrosting of windows can only be attained once the engine has warmed up. ■

Controls

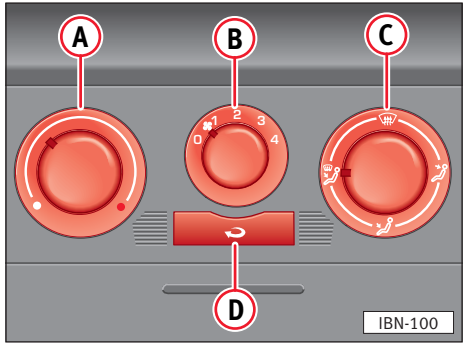

Fig. 87

Rotary switch (A) – Temperature selection

Right – increases heat output

Left – decreases heat output

In vehicles fitted with an additional heating system*, turn to the red point to activate the system.

Rotary control (B) – Ventilator

The air flow can be regulated in four stages. When driving at low speed it is advisable to have the blower running at low speed.

On vehicles with a dust and pollen filter, dust, pollen, soot, etc., ▶

will be held back by the filter regardless of the position of the blower switch Ⓑ.

In position O the blower fan is off. But it is not advisable to maintain this position for too long as the windows will mist up.

On vehicles with a fresh air filter it is only necessary to use position O of rotary control Ⓑ in the case of bad smell contamination. The filter holds back dust, pollen, soot, etc.

Rotary switch Ⓒ – Air distribution

Symbol of switch...	Air output distribution through the vents:
	1, 2
	5
	1, 2, 5
	3, 4

Button Ⓓ – Air recirculation

Press this button to activate the function. The orange color symbol lights up when the function is activated.

With this function the air flow from the outside is closed. If the fan is set at a certain speed, the air is drawn from the interior of the vehicle instead of the outside, thus allowing for the air to recirculate. This way you can momentarily avoid bad smells, smoke or dust from entering. Another use of this function is to heat or cool the vehicle's air faster by recirculating it.

WARNING

Try not to leave the air recirculation on too long as otherwise no air would enter from the outside and windows would moisten up.

Press the button to deactivate this function. ■

Handling instructions

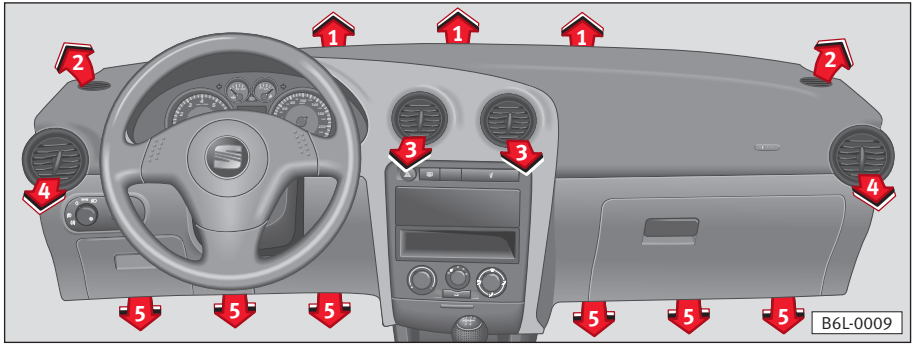

Fig. 88

Vents

Depending on the position of air distribution control (C), the air will flow from one vent or another.

The air temperature will depend on the position of rotary knob (A).

Furthermore, vents (3) and (4) can be closed or opened individually and the air flow can be oriented as necessary.

Closed vent: control in vertical position.

Open vent: control in horizontal position.

The air flow can be oriented as you wish by swiveling the vent with the control.

Defrost windscreens, front and side windows

- Rotary knob (A) to the right to the stop (red point).
- Rotary knob (B) to speed 4.
- Rotary knob (C) on
- Vents (3) closed.
- Vents (4) open and oriented towards the side windows.

Remember that the engine coolant fluid must have optimal temperature to achieve correct functioning of the heating system (except in vehicles fitted with additional heating*).

Demist windscreens, front and side windows

If windshields fog up when air humidity is high (i.e. if it is raining), the following is recommended:

- Rotary knob (A) to heating (hot), if necessary.
- Rotary knob (B) to speed 2 or 3.
- Rotary knob (C) on
- Vents (3) closed.
- Vents (4) closed and oriented towards side windows.

Once defogged and as a preventative measure you can place control (C) to the position. This way you will achieve more comfort and avoid fogging of windshields again.

Rapid heating of the cabin

- Rotary knob (A) to the right to the stop (red point).
- Rotary knob (B) to speed 3.
- Rotary knob (C) on
- Vents (3) and (4) open.

Comfortable heating of the cabin

Once the windshield is defogged and the desired temperature is reached, the following should be applied:

- Rotary knob (B) to the desired speed.
- Rotary regulator (A) to the desired heating position.
- Turn rotary regulator (C) to the area between the air distribution at and ⇒ fig. 87.
- If the windshield is fogged up, rotary regulator (C) on
- Close vents (3).
- With vents (4) you can adjust the hot air flow and direction.

Ventilation (fresh air)

With the following setting fresh air flows from vents (3) and (4) without heating:

- Rotary knob (B) to desired speed.
- Rotary knob (A) to the left stop (blue point).
- Rotary regulator (C) to
- If the windshield fogs up, rotary regulator (C) to
- Open vents (3) and (4).

If necessary regulator (C) can be turned to other positions. ■

General notes

- To ensure proper functioning of the heating and ventilation system, any object must be removed from the air inlet on the grid below the windscreen.
- Only controls (A) and (C) can be adjusted to any intermediate position.
- When driving at low speed select a slow ventilation speed and place control (C) at to avoid fogging up of the windshields.
- Since heating efficiency depends on the coolant fluid temperature, full heating power occurs when the engine has reached its operating temperature.

• Stale air exits outside through the boot area. For this reason, do not obstruct air flow from the cabin to the rear part by placing clothing on the rear shelf.

• The pollen filter cartridges must be regularly replaced as indicated in the Inspection and Maintenance Plan to avoid a decrease in heating power. ■

Air conditioning*

Observations

WARNING

• To ensure the optimum visibility necessary for safe driving, all windows must be kept clean and free of ice, mist, snow, etc.

This is the reason why you should read carefully through the instructions on proper handling of the heating and ventilation systems as well as the window demisting and defrosting.

• Maximum heating performance and quick defrosting of windows can only be attained once the engine has warmed up.

The air conditioning system is a combination of hot and cold air increasing comfort and safety at any time of the year.

The air conditioning only functions if the engine is switched on, the outside temperature is above approx. 5°C and the speed switch of fan Ⓑ is set at a speed.

Air conditioning not only decreases the temperature but also the humidity of the vehicle's interior. If the humidity of the outside air is very high, the vehicle occupants will enjoy increased comfort, even if the outside temperature is the same as the inside temperature. The air conditioning system of this model allows you to select a certain temperature (between 18°C and 26°C) with the rotary knob Ⓐ for the temperature selection. With the information received by the different temperature sensors located in strategic areas of the vehicle, the temperature of your choice is regulated. ■

Controls

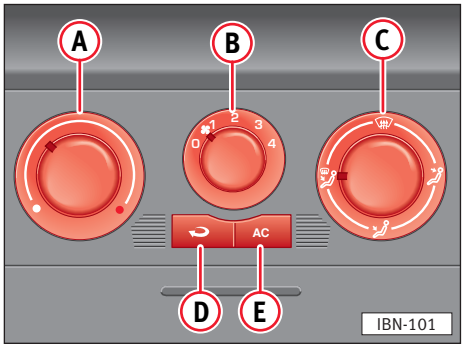

Fig. 89

Rotary knob (A) – Temperature selection

Fully to the right (red point) – more heat, no temperature regulation.

To the left – less heat, if the (E) button is engaged, the system delivers full air conditioning power, without temperature regulation.

Between the two positions the system can regulate different temperatures, depending on your selection.

In vehicles fitted with an additional heating system*, turn to the red point to activate the system.

If the temperature selected is lower than the temperature outside, the (E) button must be pressed to reach the temperature.

Rotary knob (B) – Select fan speed

The air flow can be set at four different speeds. In the O position, the fan is switched off. If this position is used for a long time, the windows may fog up. Hence, it is not advisable to keep this position on for a long time.

Rotary regulator (C) – Air distribution

Symbol of switch...	Air output distribution through the vents:
	1, 2
	5
	1, 2, 5
	3, 4

Button (D) – Air recirculation On/Off

To activate this function press the button. When function is activated the orange warning lamp will light up.

With this function air inlets from the outside are closed. If a fan speed has been selected, the air is drawn in from the cabin instead of from the outside allowing for air recirculation. This way the entry of bad odors, smoke and dust can be avoided. You can also heat or cool the cabin air faster by having the air recirculate. ▶

WARNING

You should not use this function for a prolonged period of time as windows could mist up.

In the same way, prolonged combined use of the air recirculation function with air conditioning will cause the air inside the vehicle to become very stale and dry.

Button (E) – Air conditioner on/off

The air conditioning system is connected by pressing button (E) only if the engine is switched on and rotary knob (B) has a selected speed.

AC is displayed in orange when the function is activated. To switch off press the button again.

The function must be activated for the system to regulate the temperature correctly only if the outside temperature is higher than the temperature selected with rotary control (A). ■

Handling instructions

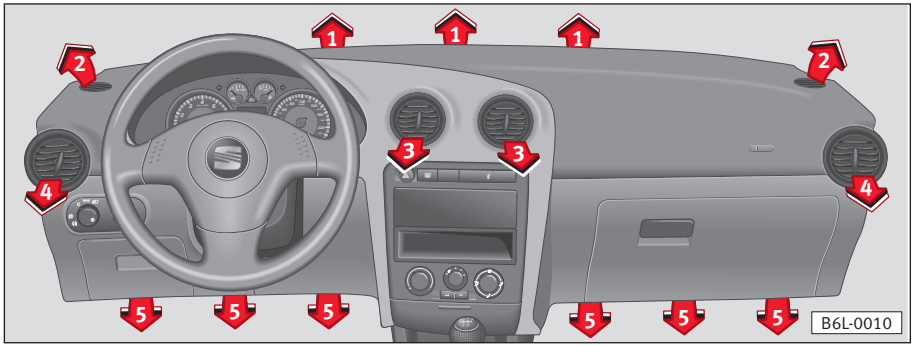

Fig. 90

Vents

The air will flow from one vent or another, depending on the position of distribution control (C).

The air temperature depends on the position of rotary knob (A).

Furthermore, vents (3) and (4) can be opened or closed individually and the air flow can be guided according to your needs.

Vents closed: control in vertical position.

Vents open: control in horizontal position.

The air flow can be adjusted by swiveling vent with the control.

Defrost windshields and front windows

- Rotary regulator (A) to the right up to the top (red point).
- Rotary knob (B) to speed 4.
- Rotary regulatory (C) to
- Close vents (3).
- Vents (4) open and facing side windows.

Remember that the temperature of the engine coolant must be optimal to achieve correct functioning of the heating system (except for vehicles fitted with additional heating*).

Demisting the windscreen and side windows

When the windows steam up due to high air humidity, e.g. when it is raining, the following settings are recommended.

- Rotary regulator (A), if necessary, clockwise into heating range.

- Rotary control (B) on speed 2 or 3 as required.
- Rotary regulator (C) to
- Vents (3) closed.
- Vents (4) open and facing side windows.

Furthermore, you can activate the **AC** function for faster defogging. Once defogged and as a preventive measure you may place control **C** in position . This way increased comfort is achieved and renewed fogging of the windshields is avoided.

Fast heating of the cabin

- Rotary control (A) to the right to the stop (red point).
- Rotary control (B) to speed **3**.
- Rotary control (C) to
- Vents (3) and (4) open.

Heating cabin comfortably

Once the windshields have been defogged and the desired temperature is reached, the following settings are advisable:

- Rotary control (B) to the desired speed.
- Rotary control (A) to the desired heating power.
- Turn rotary regulator (C) to the area between the air distribution in the "feet area" and "defrost" ⇒ fig. 88.
- If the windshields are fogged up, rotary regulator (C) to
- Close vents (3).
- You can adjust the hot air flow with vents (4).

Maximum cooling

If the vehicle is exposed to the sun for a long period of time, it is advisable to leave the doors open for a short time before driving. Then do the following:

- Close all windows and open roof*.
- Rotary control (B) to speed 4.
- Rotary control (A) to the left stop (blue point).
- Rotary control (C) to
- Open vents (3) and (4).
- Connect air recirculation mode by pressing button (D).
- Connect air conditioning by pressing button (E).

WARNING

You should not use the air recirculation mode for an extended period of time as no fresh air is drawn from the outside and the windshield could fog up.

You should not smoke while the air recirculation is activated.

Ventilation (fresh air)

With the following settings, fresh air is drawn without heating through vents (3) and (4):

- Rotary control (A) to the left stop (blue point).
- Rotary control (B) to the desired speed.
- Rotary control (C) to
- Open vents (3) and (4).

• Disconnect air recirculation mode and **AC** (Buttons Ⓓ and Ⓔ).

• Rotary control Ⓒ can be set as you wish. ■

Using air conditioner economically

In cooling mode the air conditioner compressor places demands on the engine and therefore influences the fuel consumption. To keep the period it is switched on as short as possible, the following points should be noted.

• If the inside temperature is very high after the car has been parked in the sun, it is recommended that doors and windows are opened briefly to enable the hot air to escape.

• The hot air conditioner should not be switched on during a journey if the windows or sliding/tilting roof* are open.

• The fresh air option should be selected if the desired inside temperature can be achieved without having to turn on the cooling system. ■

General notes

• High humidity and outside temperatures may cause condensation and the evaporator to drip. This water is channeled outside which can lead to the formation of puddles beneath your vehicle. This is normal and does not indicate any leak.

• For the ventilation to function correctly ice, snow or leaves in front of the air inlets, on the grid below the windshields (passenger side, outside) must be removed.

• Only switches Ⓐ and Ⓒ can by adjusted to any intermediate position.

• When driving at low speed it is advisable to set a low fan speed and to set switch Ⓒ to position  to avoid fogging of the windshields.

• Since the efficiency of the heating system depends on the temperature of the coolant, maximum efficiency is achieved when the temperature reaches service temperature.

• Stale air is channeled outside through the boot area. For this reason, do not obstruct the air passage from the passenger cabin to the rear part by placing clothing on the rear shelf.

• It is advisable to switch on the air conditioning at least once a month to lubricate the joints of the system and prevent leaks in the air conditioning system. If you notice diminished cooling power, go to a Technical Service Centre to have the system checked.

For correct functioning of the system do not cover the grid located next to the Ⓔ button.

• The pollen*/odor filter should be changed regularly in accordance with the Inspection and Maintenance Plan to avoid a decreased performance of the system. ■

Operating faults

• Should the air conditioner not work at any time, it may be due to one of the following:

– Outside temperature below +5°C

– Blown fuse.

Check the fuse and replace it, if necessary. If the problem is not due to a defective fuse, switch the air conditioning system off and have it checked at a Technical Service Centre.

Cooling system compressor may appear to be temporarily disconnected due to temperature excess of engine coolant.

• If cooling output drops off, switch the air conditioner off and have the system checked by a SEAT official service point. ■

Climatronic*

Observations

WARNING

• For road safety it is important that all windows are free of ice, snow and mist. Only then can clear vision be guaranteed.

You should therefore familiarise yourself with the correct operation of the heating and ventilation system as well as removing dampness and frost from the windows.

• The highest possible level of heating and quick defrosting of the windows can only be achieved when the engine has achieved its operating temperature.

Climatronic is a combined heating and air conditioning system which allows for an exact temperature regulation inside the vehicle. At the same time, it also allows for decreased humidity, thus contributing to increased comfort and safety.

Temperature regulation is completely automatic. The system keeps the selected temperature. If necessary, this automatic regulation can be adjusted manually. ■

Controls

Fig. 91

Rotary control Ⓐ – Speed dialling of the fan

If you turn the control to the right, the fan's speed will increase.

If you turn the control to the left, the fan's speed will reduce.

The display will show the fan's actual speed in segments.

If the AUTO function is activated whilst using this control, you would pass to the manual mode.

Rotary control Ⓑ – Temperature selection

If you turn the control to the right, the temperature selected will increase.

If you turn the control to the left, the temperature selected will decrease.

The display will show the temperature selected for the vehicle's interior.

The inner temperature may be regulated between 18ºC (64ºF) and 29ºC (84ºF).

AUTO button (AUTOMATIC – Normal operation)

If you push the AUTO button, the system will switch to the automatic mode, activating the mode in order to attain the selected temperature.

If you push this button the display will show the word "AUTO".

In the AUTO mode, the temperature, the flow and the distribution are automatically regulated, so that the passenger compartment may achieve the desired temperature as soon as possible.

If during the automatic mode you activate any other control that does not select the temperature or recirculate the air, the automatic mode will be de activated.

Key

By pressing the key, the system directs the air towards the grid of the windshield and the side windows (1), (2).

When pressing this key, the system understands that the windshield is fogged up/frozen and, therefore, it becomes a priority to execute said operation. It will deactivate the air recirculation mode, should it be activated, it will increase fan speed and deactivate ECON mode, should it be activated.

is displayed.

Maximum efficiency is reached by having vents (3) closed and (4) facing the side windows.

ECON key

By pressing this key the air conditioning compressor is disconnected.

The word "ECON" is displayed.

When the compressor is deactivated, the fuel consumption decreases.

When this function is activated, the Climatronic manages the interior temperature regulation without the air conditioner.

If the selected temperature is lower than the outside temperature, the selected temperature will not be reached.

Depending on the exterior climate conditions (low outside temperature and low humidity), it is not necessary to switch on the air conditioner since you can activate the ECON mode.

In vehicles fitted with additional heating*, this function is deactivated.

Recirculation key

By pressing this key, the air recirculation mode is activated.

With this function the entry of air from outside is closed. If a fan speed has been selected, the air is drawn from the interior instead of from outside, thus allowing for the air to recirculate. This way, the entry of bad odors, smoke and dust can be momentarily avoided.

It is not advisable to use recirculation for an extended period of time since the air in the cabin is not replaced and would, therefore, become very stale and dry.

The recirculation symbol is displayed if this mode is activated.

Air distribution selection key

By pressing the keys illustrated in the figure, you can manually select the origin of the air inlet into the cabin.

If the **AUTO** mode is activated and any of these keys are pressed the system will switch to **MANUAL** mode. Arrows indicating the air outlet areas are displayed.

Symbol of switch...	Air output distribution through the vents:
	1, 2
	5
	3, 4

Air outlet for the rear seats is located under the front seats and is together with air outlets (5) (feet exit). ■

Vents

Depending on the selected key, the air will flow through different vents.

Furthermore, vents (3) and (4) can be closed or opened individually and air flow can be guided as needed.

Closed vent: control in vertical position.

Open vent: control in horizontal position.

You can guide the air outlet as needed by swiveling the vent with the control. ■

General information

• High humidity and outside temperatures may cause condensation and the evaporator to drip. This water is channeled outside which can lead to the formation of puddles beneath your vehicle. This is normal and does not indicate any leak.

• If you want the ventilation to work correctly, you should remove the ice, the snow or the leaves which block the air inlet to the passenger compartment situated in the vent below the windscreen (on the passenger's side, at the exterior).

• If the outside temperature is low, the compressor will be automatically disconnected. With the AUTO key it will also not be able to be connected.

• Stale air is channeled outside through the boot area. For this reason, do not obstruct the air passage from the passenger cabin to the rear part by placing clothing on the rear shelf.

• It is advisable to switch on the air conditioning at least once a month to lubricate the joints of the system and prevent leaks in the air conditioning system. If you notice diminished cooling power, go to a Technical Service Centre to have the system checked.

• If you want the system to work correctly, don't obstruct the vent between the AUTO button and the key.

• If you drive with open windows, push the ECON key and stop the fan in order to save fuel.

• When the engine needs an extreme effort, the compressor will be disconnected temporarily.

• The filter cartridge of pollen*/smells will have to be removed regularly as established in the Inspection and Maintenance Plan. Thus you will avoid a decrease in the system's performance. ■

Driving

Manual gearbox

Driving a car with a manual gearbox

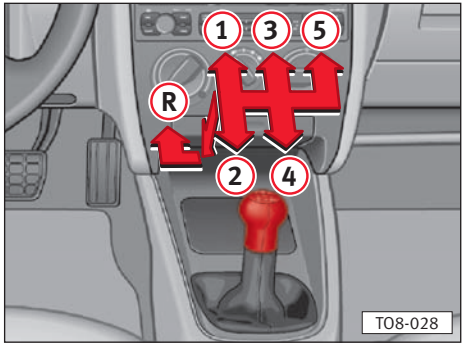

Fig. 92

Reverse gear may only be engaged when the vehicle is stationary. When engine is running, depress clutch fully and wait a few seconds before moving gear lever, to prevent grating noises.

When reverse gear is engaged with ignition on, the reversing lights come on.

Some model versions may have 6 gears*. Its layout is indicated on the selector lever.

Note

For safety reasons, do not rest your hand on the gear lever while driving. ■

Automatic gearbox*

Driving programmes

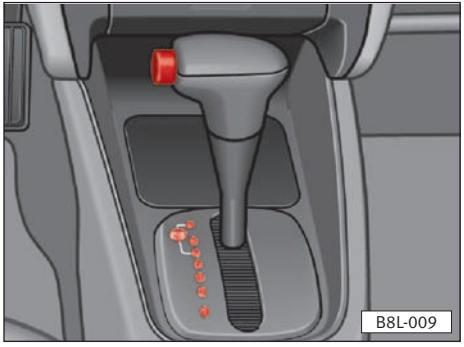

Fig. 93

The gearbox management is fitted with several driving programmes. According to the driving style or to the momentary ▶

situation, an **“economy”,** low-consumption, or a more **“sporty”** programme will be selected.

The programme is selected **automatically** depending on the movement of the accelerator pedal.

If the accelerator pedal is moved slowly, or at a normal rate, the gearbox will shift into a higher gear earlier, and down into a lower gear later to **reduce fuel consumption**.

A more **“sporty”** programme is selected when the accelerator pedal moves **fast**. The pedal does not have to be depressed to the point of **kick-down** ⇒ page 117. In this mode, the gearbox will shift up later to make full use of the engine power reserves.

The downward shift occurs at a higher rate of revolutions than in the economy programmes.

The gear box is self adapting, and continuously selects the most suitable gear programme. At the same time, the driver can also make the gear box switch to a more “sporty” programme by pressing the accelerator quickly. Depending on road speed, this makes the gearbox shift down early into a lower gear for quicker acceleration (for instance to overtake another vehicle), without having to press the accelerator all the way down to the kick-down position. After the gear box has shifted back up it returns to the original programme, depending on your style of driving.

The gear box adapts the gear shifts for uphill and downhill gradients. This prevents the gearbox from shifting up and down unnecessarily on uphill gradients. On downhill gradients, the gearbox shifts down into a lower gear when the driver presses the brake pedal. This makes use of the braking effect of the engine without having to change down manually

Note

Depending on road resistance, for example when trailer towing or on uphill stretches, a programme is automatically selected which provides more power by shifting into a lower gear. This prevents frequent gear changes. ■

Selector lever lock

In positions **“P”** and **“N”** with the ignition switched on the selector lever is locked. To move the selector lever out of these positions the brake pedal must be depressed and the selector lever button pushed-in. This prevents a gear being engaged inadvertently and the vehicle unintentionally moving off.

A delay circuit prevents the selector lever from locking when it is moved quickly past the **“N”** position (for instance from **“R”** to **“D”**). This enables for example the vehicle to be “rocked” out of a “bogged down” position. The shift lock only locks the selector lever if it is left in the **“N”** position for more than about 1 second without the brake pedal being depressed.

At speeds above 5 km/h the selector lever lock is automatically switched-off in position **“N”**. ■

Selector lever positions

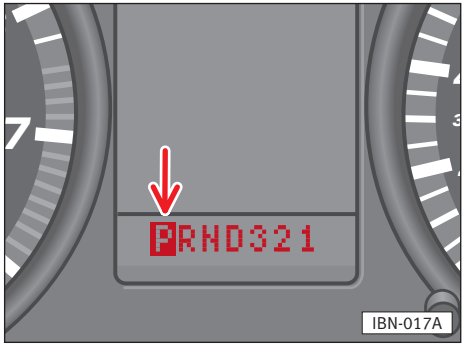

Fig. 94

In the combi-instrument there is a display that shows the selector lever position currently selected.

WARNING

Never shift selector lever to position “R” or “P” whilst the vehicle is in motion. The gears could be damaged – risk of accident!

P – Parking lock

Use this position to park the vehicle. To engage and disengage "**P**" press the button on the selector lever and press the brake pedal while the engine is running.

If the engine is not switched on, disengage by pressing the button on the selector lever.

R – Reverse gear

The reverse gear should only be engaged when the vehicle is stationary and with the engine idling. Before engaging the position “**R**” from the positions “**P**” or “**N**” the brake pedal must be depressed and the lock button in the selector lever handle must also be pressed.

The reversing lights come on when the selector lever is in the “**R**” position with the ignition switched on.

N – Neutral (idling position)

To move the lever out of neutral when stationary or at speeds below 5 km/h and with ignition switched on depress the brake pedal and press the lock button in the selector lever handle.

D – Normal driving position

The four gears are shifted up and down automatically depending upon engine load and vehicle speed.

Under certain driving conditions it is advantageous to engage one of the following described selector lever positions.

3 – Position for “hilly” regions

The **1st**, **2nd** and **3rd** gears are shifted up and down automatically depending upon engine load, road speed and selected programme (**E** or **S**). The **4th** gear is not engaged. This increases the engine braking effect when the accelerator pedal is released.

This selector position is recommended in situations where the gearbox alternates frequently between **3rd** and **4th** gears in the “**D**” position.

2 – Position for steep hills

This selector lever position is suitable for long climbs and descents.

The **1st** and **2nd** gears are shifted up and down automatically depending upon engine load and speed. The **3rd** and **4th** gears are not engaged.

1 – Position for very steep hills or manoeuvres

This position is recommended for extremely steep hills.

The vehicle only drives in **1st** gear. The **2nd**, **3rd** and **4th** gear are locked.

The cruise control* cannot be used in position **“1”**.

Note

When changing down manually the selector lever can be moved into gears **3**, **2**, and **1**, but the gearbox will not change down until it is no longer possible to over-rev the engine. ■

Kick-down device

The kick-down device gives maximum acceleration. When the accelerator pedal is pressed right down past the full throttle position, depending on road speed and engine speed, the box changes down into a lower gear. The shift into the next higher gear then takes place as soon as the maximum specified engine speed is reached.

WARNING

Please note that the driving wheels could go into a spin if the kick-down device is applied on roads with black ice. Risk of skidding! ■

Notes on driving

Starting

The engine can only be started when selector lever is at **“N”** or **“P”** ⇒ “Starting the engine”.

Selecting a driving range

When the vehicle is stationary and the engine is running always depress the foot brake when selecting a gear.

When the vehicle is stationary do not depress the accelerator when selecting a gear.

If the lever is moved accidentally into “N” when driving, release accelerator and let the engine speed drop to idling before selecting a forward gear again.

WARNING

When the engine is running it is necessary to hold the vehicle with the foot brake in all gears. Because with an automatic gearbox the transfer of power in not fully interrupted even at idling speed – and the vehicle tends to “creep”.

When the vehicle is stationary, the engine running, and a gear is engaged, on no account should the throttle be opened (for instance inadvertently by hand from the engine compartment). Otherwise, the vehicle may move immediately – even if the hand brake has been fully applied.

Before working on the vehicle with the engine running, apply the handbrake and put the selector lever in “P”.

Moving off

Select driving range (**R, D, 3, 2, 1**). **Wait until the gearbox has shifted and the power flow is made to the driving wheels** (light selection jerk perceptible). **Then one can accelerate.**

Stopping

When the vehicle is stopped for a short period, for example at traffic lights, it is only necessary to apply the brakes. It is not necessary to move selector lever to **“N”**. The engine should however only be running at idling speed.

Parking

WARNING

To prevent the vehicle from rolling away inadvertently, you should always apply the handbrake firmly when the vehicle has come to the complete stop. Also place the gear selector lever in position “P”.

On a gradient the handbrake should be applied firmly first and then the parking lock engaged. This will ensure that the locking mechanism is not too heavily loaded and makes the lock easier to disengage.

Emergency starting

On vehicles with automatic gearbox the engine cannot be started by towing or pushing the vehicle ⇒ "Tow start/towing" chapter.

When the battery is flat, the engine can be started from the battery of another vehicle by using jumper cables ⇒ “Starting help” chapter.

Towing

If a vehicle must be towed instructions in the "Tow start/towing" chapter must be followed strictly.

Emergency program

In case of an electronic failure of the gearbox, emergency programs are activated depending on the type of failure.

- The gear box continues to shift automatically, but strong jerking is noticeable. Consult a Technical Service Centre.
- The gear box no longer shifts automatically.

In this case, you can shift manually. Only the **3rd** gear is available in the positions "**D**", "**3**" and "**2**" of the selector lever.

In the positions "**1**" and "**R**" of the selector lever, the **1st** gear and reverse gear, respectively, are available as customary.

It may happen that the gear oil is overheated when the torque converter has to work harder, especially if **2nd** gear is missing.

In such cases, go to a Technical Service Centre as soon as possible.

Handbrake

Using the handbrake

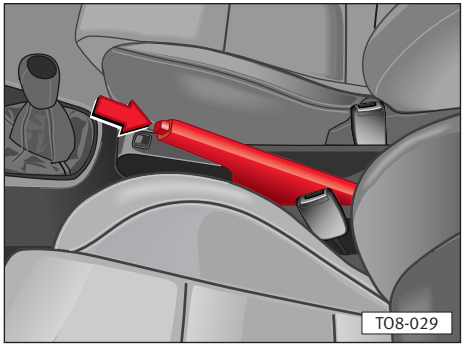

Fig. 95

To apply the handbrake pull lever up firmly. On hills the 1st gear or with automatic gearbox the parking lock should also be engaged. The handbrake should always be applied so firmly that it is not possible to drive inadvertently with the handbrake on.

When handbrake is applied with the ignition on, the brake warning lamp comes on.

To release handbrake, pull lever up slightly, press locking knob (arrow) in and push lever right down.

WARNING

- To prevent the vehicle from rolling away inadvertently, you should always apply the handbrake firmly after the vehicle has come to a complete stop.

You should also put the car into gear (manual gearbox) or the gear selector lever in position “P” (automatic gearbox).

- Please note that the handbrake must be released completely after application. If the handbrake is only partly released it could lead to overheating of the brakes and thus negatively affect the function of the brake system. This could also lead to premature rear brake lining wear. ■

Ignition lock

Electronic engine block

When you switch the ignition on, the vehicle and the key automatically compare data, which is shown by a pilot light in the dashboard ⇒ "Warning lamps" chapter.

If the wrong (i.e. false) key is used, the car will not start and the immobiliser pilot light will come on. ■

Position of the ignition key

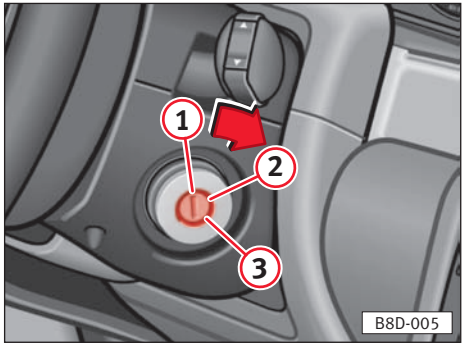

Fig. 96

Petrol engines

(1) Ignition and engine switched off

Steering can be locked

(2) Ignition on

(3) Starting engine

Diesel engines

(1) Fuel supply cut off and engine switched off

Steering can be locked

(2) Glow plugs/normal running position

To avoid unnecessary strain on the battery, do not use any other major electrical equipment while the glow plugs are pre-heating.

(3) Starting engine

For all vehicles:

- **Position (1)**

To lock the steering wheel withdraw the key and turn the wheel until you hear the pin engage.

WARNING

On vehicles with manual gearbox, never remove the key from the steering lock while the vehicle is moving. Otherwise the steering wheel may lock unexpectedly.

- **Position (2)**

If the key is difficult to turn in the lock, move the steering wheel until the key turns freely.

- **Position (3)**

Before the starter can be operated a second time the key must be turned back to position (1). This prevents the starter motor from engaging while the engine is running, as this could damage the starter. ■

Starting the engine

General notes

WARNING

When running the engine in confined spaces there is a danger of poisoning.

• Before starting, move gear lever to neutral (with automatic gearbox, selector lever in “P” or “N” position) and apply handbrake firmly.

• On vehicles with a manual gearbox depress the clutch pedal when operating starter so that starter only has to turn engine.

• As soon as engine starts, release the ignition key so that starter can disengage.

• After starting a cold engine it may sound noisy for a moment or two because the oil pressure has to build up in the hydraulic tappets first. This is normal and no cause for alarm.

For the sake of the environment

Do not warm the engine up by running it when the vehicle is stationary. Begin driving the vehicle as soon as possible.

Caution

• Do not over-rev or use full throttle until the engine has reached the normal operating temperature.

• On vehicles with a catalytic converter the engine must not be started by towing the vehicle in excess of 50 m. Otherwise unburned fuel can pass into the converter and lead to damage.

• Before trying to start the engine by towing, an attempt should be made, if possible, to use the battery of another vehicle ⇒ "Emergency starting" chapter. ■

Petrol engines

The engine is equipped with a fuel injection system that automatically supplies the correct air/fuel mixture.

When engine **is cold or at operating temperature** do **not** accelerate before or during the starting procedure.

If the engine does not start at once, stop using the starter after 10 seconds. Wait about half a minute and then try again.

If the engine still does not start, the electric fuel pump fuse may have blown ⇒ "Fuses" chapter".

When the engine **is very hot** it may be necessary to accelerate slightly after the engine has started. ■

Diesel engines

Glow plug system

After switching to the driving position (ignition on), the required glow plug warm-up time is indicated by a lamp which is controlled by the coolant temperature ⇒ "Warning lamps" chapter.

Starting a cold engine

Ambient temperature above +5 °C:

The engine can be started without preglow. Do not depress throttle during the starting procedure.

Ambient temperature below +5 °C:

- Turn the key in the ignition lock to position **2** the glow plug warning lamp comes on. It goes out when the ignition temperature is reached.

While the glow plugs are working do not switch on any heavy current consumers because this would place an unnecessary load on the battery.

If despite this the engine does not start, the fuse may have blown ⇒ "Fuses" chapter".

- When the warning lamp goes out, start the engine immediately.

Do not depress the accelerator while starting.

If the engine only fires irregularly, continue to operate the starter a few seconds longer (30 seconds at maximum) until the engine runs under its own power.

If the engine does not start, switch the glow plugs on again and try starting it again as described.

Starting a warm engine

The glow plug lamp does not come on – the engine can be started straight away. ■

Starting after running out of fuel

If the tank on vehicles with a diesel engine was empty, starting after filling with diesel fuel can take longer than normal – up to one minute. This is because the fuel system must first be freed of air before starting. ■

Stopping the engine

Valid for all engines

Caution

When the engine has been subjected to a heavy engine load for a long time, the engine must not be switched off abruptly. Let it idle for about 2 minutes to avoid overheating.

WARNING

After the engine has been stopped the fan can continue running for a while (up to about 10 minutes) with the ignition switched off. It can also start to run again suddenly after a short time if

▶

WARNING (continued)

– the coolant temperature increases due to heat build-up

– when the engine is hot and the engine compartment is heated additionally by strong sunlight.

Special care must therefore be taken when working in the engine compartment. ■

Valid for all versions with catalytic converter*

Caution

Do not switch off the ignition while the vehicle is in motion with a gear engaged; otherwise unburned fuel may go into the converter, where it would burn and cause overheating, which would damage the converter. ■

Cruise control system*

Description

To relieve the foot on the accelerator pedal this system can hold any speed above around 30 km/h constant, so far as this is permitted by engine output.

WARNING

The cruise control system should not be used in dense traffic and poor road conditions (slippery surfaces, aquaplaning, gravel).

Caution

When the system is switched on do not move into neutral without depressing the clutch pedal, otherwise the engine will race and can, under certain circumstances, become damaged.

Note

On vehicles with an automatic gearbox, the Cruise Control System is only active when the gear selector is in position **D**, **3** or **2**. If any other position (**P**, **N**, **R** or **1**) is selected while driving, the last speed to be stored is deleted and the system is switched off. ■

Switching on

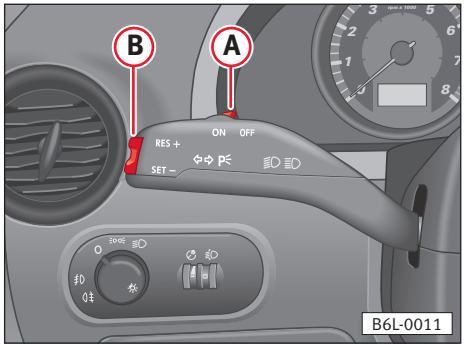

Fig. 97

The system is operated with the switch (A) and the press button (B) on the turn signal/main beam lever.

The system is **switched on** by moving switch (A) to **ON**. ■

Storing speed

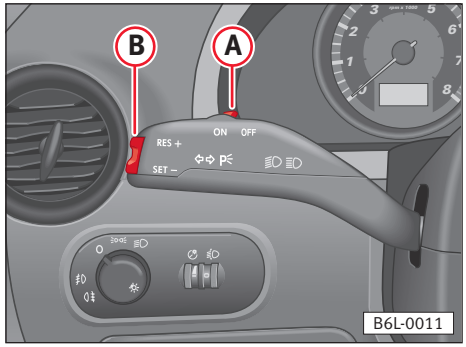

Fig. 98

When the speed to be maintained has been reached the press button (B) (SET–) must be pressed briefly. The foot can then be taken off the accelerator pedal.

The speed can also be increased in the normal way with the accelerator pedal. When the pedal is then released the previously programmed speed is resumed.

This however, is not the case when the stored speed is exceeded by more than 10 km/h for a period of more than 5 minutes. The speed must then be stored again.

WARNING

The programmed speed must only be resumed when it is not too high for the existing traffic conditions! ■

Altering stored speed

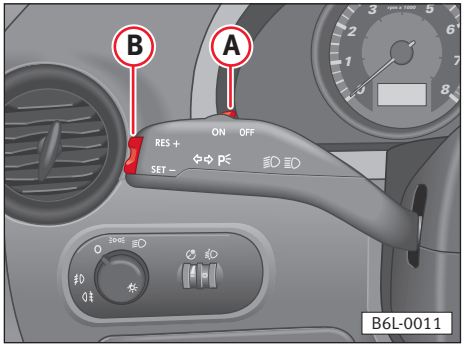

Fig. 99

Reducing/setting

The stored speed can be reduced by pressing button (B) (SET–).

By pressing button (B) (SET–) briefly, the stored speed is reduced by a preset amount. If you press and hold the button, the speed will decrease through automatic deceleration. The speed reached when releasing the button will be stored.

If the button is released at a speed of less than approx. 30 km/h, the memory is deleted. The speed must then, if necessary, be reset using button (B) (SET–) after the vehicle has accelerated to a speed higher than approx. 30 km/h.

Accelerating/storing

To increase the speed memorized without pressing the accelerator press the control (B) up to the **RES+** position.

If you briefly press this control until the **RES+** position, the speed increases gradually. If pressed and not released, the speed increases automatically. The speed reached upon releasing the control is memorized. ■

Switching system off temporarily

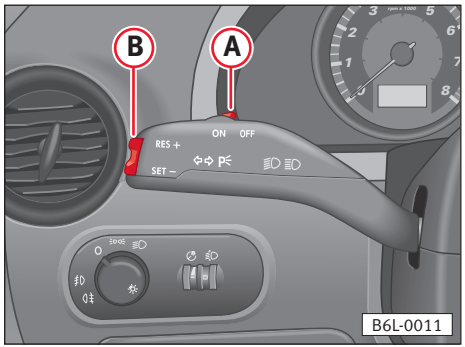

Fig. 100

Vehicles with manual gearbox:

The system is **temporarily switched off** when the brake or clutch pedals are used or when the switch (A) is moved to **OFF** (not engaged).

The speed stored at this time will remain in the memory. ▶

To **resume** the previously stored speed push switch Ⓐ fully to the left after the brake or clutch pedals are released.

WARNING

The programmed speed must only be resumed when it is not too high for existing traffic conditions.

Vehicles with automatic gear box:

The system is **temporarily switched off** when the brake or clutch pedals are used or when the switch Ⓐ is moved to **OFF** (not engaged).

The speed stored at this time will **remain** in the memory.

To **resume** the previously stored speed push switch Ⓐ fully to the left after the brake or clutch pedals are released.

WARNING

The programmed speed must only be resumed if it complies with the speed regulations of that moment.

Furthermore, the system will be **switched off temporarily** if the selector lever is moved to positions **N** or **1**.

The speed stored in the memory at this time **will be deleted.**

Storing speed

If no speed was saved before the system was temporarily switched off or if the stored speed was deleted, a new speed can be stored in the following manner:

- Slide the control Ⓐ to the left, fully.
- Accelerate until reaching the desired speed.
- Briefly press the key Ⓑ (SET–). The speed reached at this moment is memorized. ■

Switching the system off completely

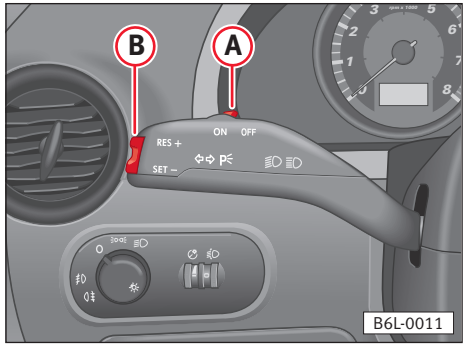

Fig. 101

Vehicles with a manual gear box:

The system is **completely switched off** when switch Ⓐ is moved entirely to the right (**OFF** engaged) or when the vehicle is stopped and the ignition is switched off. ▶

Vehicles with automatic gear box:

The system is **completely switched off** by selecting one of the following positions by moving the selector lever:

- to positions **P**, **N**, **R** or **1.**

or

by switching the ignition off when the vehicle is stationary. ■

Tips and Maintenance

Refuelling

Filling the tank

General notes

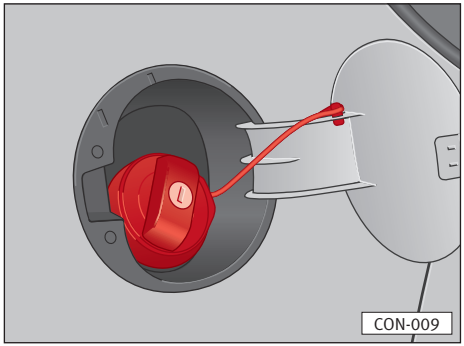

Fig. 102

The filler neck is located in the rear right-side panel.

The fuel tank cap turns freely to prevent it's opening without a key.

Open the cover, hold the cap with one hand and next introduce the key in the lock and turn it 180° to the left. At this moment the cap should unscrew in a counter-clockwise direction.

To close, screw the cap to the right until you hear a "click". Turn the key without releasing the cap clockwise 180°. Remove the key and close the cover.

The tank holds about 45 liters.

For the sake of the environment

As soon as the automatic nozzle, correctly operated, disconnects for the first time, the tank is full. Do not continue filling since the expansion space would be occupied. If it heats up the fuel could overflow.

After filling the tank, screw cap and close tank flap until it engages. The cap is tied to an anti-loss cord.

Note

Any fuel spillage should be wiped off the paint finish immediately, as the paint could otherwise be damaged, especially if it is RME ("biodiesel") fuel.

Caution

On vehicles with a catalytic converter, never drive until the fuel tank is completely empty. The irregular fuel supply can cause misfiring. This allows unburnt fuel into the exhaust system, which can cause overheating and damage to the catalyst. ■

Petrol

In the chapter “Technical Data” and on the inside of the tank flap you will find information on the correct octane rating for your engine. ■

General notes

• Unleaded petrol must comply with DIN EN[1] 228 and leaded petrol with
DIN 51 600.

• If, in an emergency, the octane rating of the available petrol is lower than that required by the engine, only drive with medium engine speeds and low engine loading. **High engine loading with full throttle or high revs can cause engine damage.** Fill tank with petrol of the correct octane rating as soon as possible.

• Fuel with a higher octane rating than that required by the engine can be used without limitation. There are, however, no advantages regarding output and consumption.

For the sake of the environment

Even one tankful of leaded petrol will detract from the efficiency of the catalytic converter.

Note

See chapter “Filling the tank”. ■

Petrol additives

The quality of the fuel has a decisive influence upon the running behavior, performance and service life of the engine. The additives which are mixed into the petrol are of particular significance. It is therefore advisable only to use good **quality petrol containing additives.** ■

Diesel

Diesel

Diesel fuel must correspond to DIN EN[1] 590.

CZ[2] no lower than 49. ■

RME fuel (“diester”)

According to norm DIN 51 606[3].

Vehicles with diesel engines can also run on **RME fuel** (Rapeseed Methyl Ester).

Ask your Technical Service Centre or automobile club where biodiesel is available.

See chapter "Filling the tank". ■

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[1] European norm

[2] Cetan-Zahl (Cetane Number). Measure of diesel fuel ignitability.

[3] DIN preliminary Norm

Properties of RME

• RME is chemically produced from vegetable oil (predominantly rapeseed oil) in a process whereby the oil is mixed with methanol and converted, via a catalyst, into RME.

• RME is almost totally sulfur free. The combustion of RME thus emits practically no sulfur dioxide (SO_2).

• Exhaust gas contains less

– carbon monoxide

– hydrocarbons

– particles (i.e. soot)

than with conventional diesel fuel.

All emission values are lower than legal requirements.

• RME fuel is biodegradable.

• Performance may be slightly lower.

• Fuel consumption may be slightly higher.

• RME can be used in temperatures down to approximately –10 °C.

• Diesel fuel must be added at ambient temperatures of less than –10 °C to prevent deterioration to the biodiesel. The mixing ratio of diesel to biodiesel must be approximately 50:50.

If the RME ratio exceeds 50%, too much smoke may be formed.

• During the summer months, RME may be mixed with diesel at any ratio. ■

Driving in winter

When using summer Diesel trouble may be experienced at temperatures below
0 °C because the fuel thickens due to wax separation.

For this reason winter Diesel which is more resistant to cold is sold during the winter in some countries, and this works correctly down to between –15 °C and –22 °C approximately, depending on the brand of fuel used.

The biodiesel available in countries with different climactic conditions usually has different temperature characteristics. Technical Service Centres or service stations in each country can inform you of the specific characteristics of the respective diesel. ■

Filter preheating

The vehicle is fitted with a filter preheater. This will ensure that the fuel system will remain operational down to about –25 °C, provided that winter Diesel which is cold resistant down to –15 °C is used.

If, at temperatures below –25 °C the fuel is waxed to such an extent that the engine will not start it is sufficient to place the vehicle in a warm enclosure for a while.

Fuel **additives** (anti-waxing agent), petrol and similar fluids must **not** be mixed with Diesel fuel. ■

Intelligent technology

Brakes

General notes

• Brake lining wear depends to a large extent on the operating conditions and style of driving. On vehicles which are used mainly in town traffic and stop/ start conditions or are driven hard it may be necessary to have the thickness of the brake linings checked by a Technical Service Centre in between the intervals given in the Inspection and Service Schedule.

• Change down in good time when driving downhill, in order to make use of the engine braking effect. This relieves strain on the brake system. When the brakes are applied do not keep them on continuously, apply and release alternately. ■

What can have a negative effect on the brakes?

Wet or gritted road surface

WARNING

• Under certain conditions e.g. after driving through water, heavy rain falls or after the vehicle has been washed, the brakes could set in later than normal due to damp, or in winter – frozen, brake discs and linings – the brakes must first be dried through careful braking.

WARNING (continued)

• Full braking power might also set in later than normal even when driving on gritted roads if you have not braked for some time – the layer of salt on the brake disks and brake linings must first be worn down whilst braking.

Overheating of the brakes

WARNING

• Never let the brakes “rub” by pressing the pedal too lightly when you do not really need to brake. This causes the brakes to overheat, leads to longer braking distances and to a higher level of wear.

• Before starting on a long stretch of road in a very hilly area, please reduce your speed, change to a lower gear (manual gearbox) or choose a lower position (automatic gearbox). In this way you will use the braking power of the engine and relieve pressure on the brakes.

• If a front spoiler, full size wheel trims etc., is retrofitted, it is necessary to ensure that the flow of air to the front brakes is not restricted – otherwise the brakes can overheat. ■

Servobrake

WARNING

The servo is operated by a vacuum which is only generated when the engine is running. For this reason the vehicle should not be allowed to roll with the engine switched off.

When the brake servo is not working because, for example, the vehicle is being towed or a defect has occurred on the brake servo itself, the brake pedal must be pressed considerably harder to compensate for the absence of servo assistance. ■

Anti-lock brake system and traction control ABS

Anti-lock brake system (ABS)

The anti-lock brake system prevents the wheels locking during braking.

The anti-lock brake system (ABS) is an important part of the vehicle's active safety system.

How the ABS works

If one of the wheels is turning too slowly in relation to the road speed, and is close to locking, the system will reduce the braking pressure for this wheel. The driver is made aware of this control process by a **pulsating of the brake pedal** and audible noise.

This is a deliberate warning to the driver that one or more of the wheels is tending to lock and the ABS control function has intervened. In this situation it is important to keep the brake pedal fully depressed so the ABS can regulate the brake application. Do not pump the brake pedal.

If you brake hard on a slippery road surface, the best possible control is retained as the wheels do not lock.

However, ABS will not necessarily guarantee shorter braking distances in all conditions. The braking distance could even be longer if you brake on gravel or on fresh snow covering a slippery surface.

WARNING

- **The anti-lock brake system cannot defy the laws of physics. Slippery and wet roads are dangerous even with ABS! If you notice that the ABS is working (to counteract locked wheels under braking), you should reduce speed immediately to suit the road and traffic conditions. Do not let the extra safety features tempt you into taking any risks when driving.**
- **The effectiveness of ABS is also determined by the tyres fitted.**
- **If the running gear or brakes are modified, the effectiveness of the ABS could be severely limited.** ■

The traction control system (TCS)*

This system includes **ABS** and **TCS**.

The traction control system prevents the drive wheels from spinning when the car is accelerating. ▶

Description and operation of the traction control system during acceleration (TCS)

TCS reduces engine power to help prevent the drive wheels of front-wheel drive vehicles losing traction during acceleration. The system works in the entire speed range in conjunction with ABS. If a malfunction should occur in the ABS, the TCS will also be out of action.

TCS helps the vehicle to start moving, accelerate and climb a gradient in slippery conditions where this may otherwise be difficult or even impossible.

The TCS is switched on automatically when the engine is started. If necessary, it may be turned on or off by briefly pushing the button on the centre console.

When the TCS is off, the warning lamp is lit.

The TCS should normally be left switched on at all times. Only in exceptional circumstances, when slipping of the wheels is required, should it be disconnected, for example:

– With compact temporary spare wheel.
– When using the snow chains
– When driving in deep snow or on loose surfaces
– When the vehicle is bogged-down, to free it by rocking it.

The TCS should be switched on again afterwards as soon as possible.

WARNING

• It must be remembered that TCS cannot defy the laws of physics. This should be kept in mind, particularly on slippery and wet roads and when towing a trailer.

WARNING (continued)

• Always adapt your driving style to suit the condition of the roads and the traffic situation. Do not let the extra safety afforded by TCS tempt you into taking any risks when driving, this can cause accidents.

Note

• In order to ensure that TCS function correctly, all four wheels must be fitted with the same tyres. Any differences in the rolling radius of the tyres can cause the system to reduce engine power when this is not desired.

• Modifications to the vehicle (e.g. to the engine, the brake system, running gear or any components affecting the wheels and tyres) could affect the efficiency of the ABS and TCS. ■

Electronic stabilisation programme (ESP)*

General notes

The electronic stabilisation program increases the vehicle's stability on the road.

The electronic stabilisation program helps to reduce the danger of skidding. It includes the **ABS**, **EDL** and **TCS** systems.

How ESP works

ESP reduces the danger of skidding by braking the wheels individually.

The system uses the steering wheel angle and road speed to calculate the changes of direction desired by the driver, and ▶

constantly compares them with the actual behaviour of the vehicle. If the desired course is not being maintained (for instance, if the car is starting to skid), then the ESP compensates automatically by braking the appropriate wheel.

The forces acting on the braked wheel bring the vehicle back to a stable condition. If the vehicle tends to oversteer, the system will act on the front wheel on the outside of the turn.

WARNING

• It must be remembered that TCS cannot defy the laws of physics. This should be kept in mind, particularly on slippery and wet roads and when towing a trailer.

• Always adapt your driving style to suit the condition of the roads and the traffic situation. Do not let the extra safety afforded by ESP tempt you into taking any risks when driving, this can cause accidents.

Note

• In order to ensure that ESP functions correctly, all four wheels must be fitted with the same tyres. Any differences in the rolling radius of the tyres can cause the system to reduce engine power when this is not desired.

• Modifications to the vehicle (e.g. to the engine, the brake system, running gear or any components affecting the wheels and tyres) could affect the efficiency of the ABS, EDL, ESP and TCS. ■

Anti-lock brake system (ABS)

The anti-lock brake system prevents the wheels locking during braking ⇒ chapter “Anti-lock brake system and traction control ABS”. ■

Electronic differential lock (EDL)

The electronic differential lock helps prevent the loss of traction caused if one of the driven wheels starts spinning.

EDL helps the vehicle to start moving, accelerate and climb a gradient in slippery conditions where this may otherwise be difficult or even impossible.

It uses the ABS sensors to monitor the speed of the driven wheels. In case of an EDL fault the warning light for ABS lights up ⇒ chapter “Warning lamps”.

At speeds of up to approximately 80 km/h, it is able to balance out differences in the speed of the driven wheels of approximately 100 rpm caused by a slippery road surface on one side of the vehicle. It does this by braking the wheel which has lost traction and distributing more driving force to the other driven wheel via the differential.

To prevent the disc brake of the braked wheel from overheating, the EDL cuts out automatically if subjected to excessive loads. The vehicle will continue to function normally without EDL. For this reason, the driver is not informed that the EDL has been switched off.

The EDL will switch on again automatically when the brake has cooled down.

WARNING

• When accelerating on a slippery surface, for example on ice and snow, press the accelerator carefully. Despite EDL, the driven wheels may start to spin. This could impair the vehicle's stability.

• Always adapt your driving style to suit the condition of the roads and the traffic situation. Do not let the extra safety afforded by EDL tempt you into taking any risks when driving, this can cause accidents.

Note

• Modifications to the vehicle (e.g. to the engine, the brake system, running gear or any components affecting the wheels and tyres) could affect the efficiency of the EDL. ■

The traction control system (TCS)

The traction control system prevents the drive wheels from spinning when the car is accelerating ⇒ chapter "Anti-lock brake system and traction control ABS". ■

Power steering*

Do not keep the steering wheel fully turned more than 15 seconds when the engine is switched on, as the hydraulic oil will be heated to a high temperature by the servo pump.

This could damage the power steering system.

Furthermore, each time you turn the steering wheel as far as it will go with the engine off, you will hear a series of noises made by the excessive effort of the servo pump. Another consequence is the decrease of the idling speed for a short period of time.

Note

Some functional aspects of the vehicle can be programmed according to the client's driving style. For further information, consult the Technical Service. ■

Your vehicle and the environment

The first 1,500 km – and afterwards

Running-in

During the first few operating hours the engine internal friction is higher than later on when all the moving parts have bedded down. How well this running-in process is done depends to a considerable extent on the way the vehicle is driven during the first 1,500 km. ■

Up to 1,000 kilometres

the following general rules apply:

- **Do not use full throttle**
- **Do not drive faster than 3/4 of top speed**
- **Avoid high engine speeds**
- Trailer towing should if possible be avoided.

⚠ WARNING

• New tyres must also be "run in" because they do not have maximum adhesion at the start. This must be taken into account by driving carefully during the first 100 km.

• New brake linings must also be run in and do not have the optimum friction properties during the first 200 km. The slightly reduced braking

⚠ WARNING (continued)

effect can be compensated for by more pressure on the brake pedal. This also applies when new linings have been fitted. ■

From 1,000 – 1,500 km

The speed can be gradually increased to the road or engine maximum. ■

During and after the running-in period the following applies:

- Do not overrev the engine when cold – either in neutral or in the gears.

All speeds and revs given are only valid when engine is **properly warm**.

For the sake of the environment

Do not drive with the engine speed unnecessarily high – changing up early helps to save fuel, reduces noise and protects the environment ⇒ "Environment friendly and economical driving" chapter.

- Do not let engine labour – change down when engine no longer runs smoothly. ■

After the running-in period

• On vehicles with a rev counter* the maximum permissible engine speed is shown by the beginning of the red zone on the rev counter scale. The needle of the counter must not move into this zone.

Extremely high engine revs will be automatically governed. ■

Cleaning the exhaust fumes

Description

The perfect functioning of the cleaning system for exhaust fumes is of great importance for the environment-friendly functioning of your vehicle.

Therefore, keep in mind the following points:

• Versions with a catalytic converter must only use unleaded fuel ⇒ "Filling the tank" chapter.

• In vehicles with a catalytic converter never drive until the fuel tank is completely empty. Irregular fuel supply can cause misfiring, thus allowing unburned fuel into the exhaust system which can cause overheating and damage to the catalyst.

• If you experience starting difficulties, loss of power or engine problems while driving, the cause could be a failure in the ignition. In this case, fuel may be entering the exhaust system without burning and, in this way being released into the atmosphere. Furthermore, the catalyst could deteriorate due to overheating. Reduce speed immediately. Have this problem fixed at the nearest Technical Service Centre.

• Do not overload the engine with oil ⇒ "Engine oil" chapter.

• Do not towstart the vehicle for more than 50 m ⇒ "Tow start/towing" chapter.

WARNING

• Due to possible high temperatures of the catalyst, do not park in places where the catalyst is easily exposed to inflammable material.

• Do not use additional protection for the body or anticorrosive products for sumps and exhaust pipes, catalytic converters or heat shields. The above mentioned material could ignite while driving.

Note

Even when the cleaning system for exhaust fumes is in perfect working order, under certain circumstances, the fumes may smell like sulfur.

This depends on the percentage of sulfur in the fuel.

Often it is sufficient to change brands or buy super unleaded. ■

Environment-friendly and economical driving

General notes

Three factors determine the fuel consumption, the burden on the environment and the wear on the engine, brakes and tyres:

- The personal driving style.
- The individual conditions of the use of the car.
- Technical prerequisites.

The fuel consumption can be reduced by 10 to 15 percent by adopting a thoughtful and economic driving style. This chapter will help you lower pollution and save money by following 10 suggestions. ■

Suggestion 1. Thoughtful driving style

The highest fuel consumption takes place during acceleration. If you drive in a thoughtful manner you will have to brake less and, therefore, accelerate less. You can also let the vehicle roll, i.e. when you can foresee that the following traffic light will be red. ■

Suggestion 2. Changing gears saves energy

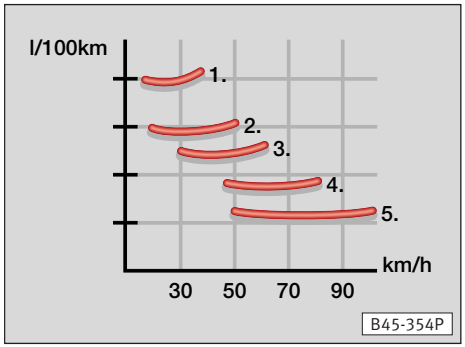

Fig. 103

Another way to save fuel is to change up as quickly as possible. If you drive with high engine revs the car will use up more energy.

The fig. 103 shows the relation between the consumption (l/100 km) and speed (km/h) in first, second, third, fourth and fifth gear.

The following rules may be helpful. Never drive more than a few meters in first gear. When you reach 2,000 revolutions, you should change up.

If you drive a vehicle with an automatic gearbox, press the accelerator pedal gently. Do not press it to the kick-down position. This way, a consumption oriented program is automatically selected. It changes up as soon as possible and takes longer to change down. ■

Suggestion 3. Avoid driving at maximum speed

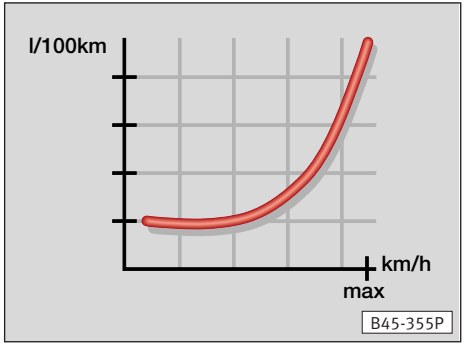

Fig. 104

Try not to drive at maximum speed. The increase of fuel consumption, exhaust pollution and noise is disproportionate at high speeds.

The illustration shows the relation between consumption (l/100 km) and speed (km/h) ⇒ fig. 104.

If only about 3 quarters of top speed is utilized, the fuel consumption will be reduced by about half.

WARNING

Driving at high speeds decreases road safety. ■

Suggestion 4. Decrease idling

It is worth switching off[1)] the engine in traffic jams, at railroad crossings and at traffic lights with a long red light. The savings in fuel after 30-40 seconds with the engine switched off is higher than the fuel used to switch the engine on again. ■

Suggestion 5. Periodic revisions

Your fuel savings are guaranteed even before going on a trip with periodic revisions by your Technical Service Centre. Proper engine maintenance is not only a safety and maintenance issue but also a fuel consumption issue.

Poor fine tuning of the engine may increase fuel consumption by up to 10%.

Check the oil level every time you fill up. The oil consumption depends largely on the engine load. Depending on the driving style, the oil consumption can be up to 1.0 l/1000 km.

Another suggestion: You can also lower oil consumption by using synthetic oils. ■

[1)] Statutory regulations must be respected.

Suggestion 6. Avoid short drives

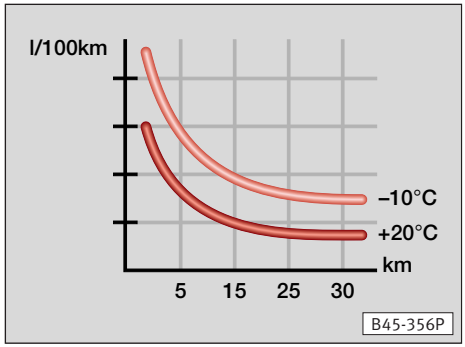

Fig. 105

The engine and the catalytic converter must reach its optimum functioning temperature in order to effectively reduce consumption and toxic gas emissions.

The fuel consumption of a cold engine of a normal vehicle right after the start is about 30-40 liters per 100 km. After about one kilometer the consumption decreases to 20 liters. After about **four** kilometers the engine has warmed up and the consumption is normal. For this reason, it is important to avoid short drives and heating the vehicle's engine when the vehicle is not moving. Drive on quickly!

The ambient temperature also counts. The illustration shows the difference in consumption (l/100km) for the same distance (km) at +20ºC and –10ºC. Your vehicle's consumption is higher in the summer ⇒ fig. 105. ■

Suggestion 7. Check the tyre pressure

Make sure that the tyres have always adequate pressure. Even half a bar less increases the level of fuel consumption by 5 percent. If the pressure is not correct, the tyres wear out faster due to an excessive deformation and overheating which, in turn, will decrease the driving performance.

Always check the tyre pressure when the tyre is cold.

In addition, do not drive year round with winter tyres. They make more noise and increase fuel consumption by 10 percent. Change to summer tyres on time. ■

Suggestion 8. Avoid unnecessary weight

Apart from driving habits and periodic revisions of your vehicle, there are other ways to reduce fuel consumption:

Avoid unnecessary weight

Every kilogram increases fuel consumption. For this reason, it is worth checking your boot to avoid unnecessary weight.

Frequently, the roof rack will stay on the roof even though it is no longer needed. Due to greater air resistance, an unloaded roof rack at a speed of 100-120 km/h increases the consumption by approx. 12%. ■

Suggestion 9. Save electricity

The alternator generates electricity while driving. The more electricity is used, the higher the fuel consumption.

The heated rear window, extra lights, the heater fan and air conditioning* use a large amount of energy. The heated rear window creates a consumption of approx. one liter for every 10 hours.

For this reason, disconnect electrical consumers as soon as they are no longer needed. The alternator generates electricity when the engine is running. ■

Suggestion 10. Written check-up

If you wish to reduce fuel consumption keep a trip book. It is not much work and is worth while since it allows you to detect possible consumption variations (positive or negative) on time and intervene, if necessary. If you detect an increase in consumption you should examine the driving conditions since the last filling. ■

Trailer towing

What do you need to bear in mind when towing a trailer?

The vehicle is designed mainly to carry people and luggage. However it may also be used to tow a trailer, as long as you fit it with the technically appropriate equipment and you do not exceed the maximum authorised weights ⇒ “Technical Data” chapter.

Towing a trailer not only demands more from the car, but from the driver too.

You should therefore strictly adhere to the service and running-in instructions on the following pages.

Technical requirements

• If the trailer to be towed has a 7-pin plug, an adapter cable can be used which may be obtained in any Technical Service Centre. Installation of a towing bracket at a later stage should be carried out according to the instructions of the towing bracket manufacturer.

WARNING

If a trailer is fitted at a later stage, you should use the body reinforcement set designed by SEAT.

Otherwise you may seriously damage the body work.

Danger of accident!

To install the tow joint, we recommend that you visit a Technical Service Centre. ■

Fixing points for tow bar*

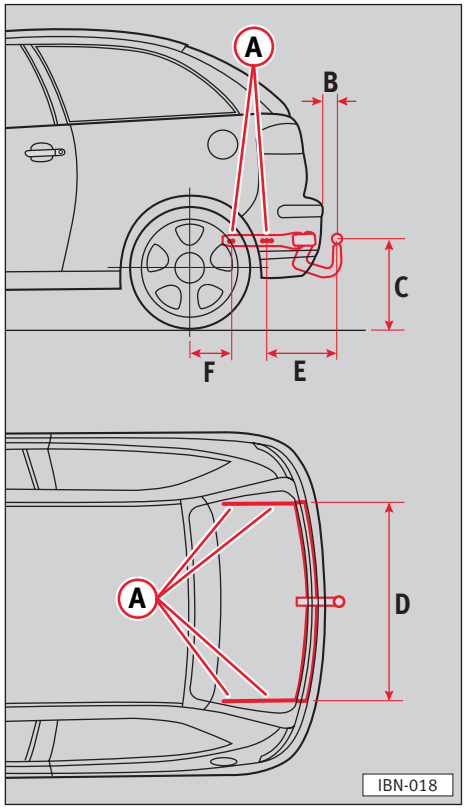

Fig. 106

Ⓐ 4 attachment points

Ⓑ 68 mm

Ⓒ 420 (empty vehicle) /
350 mm (vehicle with max. load)

Ⓓ 960 mm

Ⓔ 345 mm

Ⓕ 188 mm ■

Driving tips

• The towing device is a safety element and you should therefore only use a device specifically designed for your vehicle and which is duly approved.

Operations instructions

• The removable ball coupling of the towing bracket* may be stored in the tool box located inside the spare wheel recess.

• Additional mirrors are required if the traffic behind the trailer is not visible with the exterior mirrors fitted as standard. Both exterior mirrors must be attached to brackets in such a way that a sufficient field of vision to the rear is guaranteed at all times.

• The permitted trailer weight must not be exceeded under any circumstances ⇒ chapter “Technical Data”.

• In vehicles equipped with air conditioning, the factory installation provides reinforced cooling system to account for the fitting of a towing device.

• In vehicles without air conditioning, the cooling system should be reinforced if a towing device is fitted at a later stage.

Failure to do so will submit the engine to greater stress (steep slopes, high temperatures, heavy towing loads, etc.) and result in overheating of the engine. For more information, contact a Technical Service Centre.

• When using a trailer on mountain routes you must bear in mind that the tow loads given in the “Technical data” chapter are only applicable for slopes of 10% to 12%. If you do not use the full tow load you may drive up steeper slopes.

• The given trailer weights are only applicable for altitudes up to 1000 m above sea level. As the engine output drops due to the decreasing air density, the climbing ability must also be reduced by 10% for each further 1000 m.

• Where possible make full use of the maximum permissible drawbar weight on the ball of the towing bracket but do not exceed it ⇒ chapter “Technical Data”.

• While observing the permissible trailer and drawbar weight, distribute the load in the trailer so that heavy objects are as near as possible to the axle. The objects must also be secured so that they cannot slip about.

• The tyre pressures on the towing vehicle must be adjusted for full load conditions, and also check the pressures on the trailer.

• Headlight settings should be checked, with the trailer attached, before beginning the journey and adjusted as necessary.

On vehicles with headlight beam control it is only necessary to turn the knurled disc on the dash board in the appropriate direction.

Driving instructions

To obtain the best possible handling of vehicle and trailer, the following should be noted:

• Try to avoid driving with an unladen vehicle and a loaded trailer. If this cannot be avoided, only drive slowly to allow for the unfavourable weight distribution.

• As driving stability of vehicle and trailer decreases when the speed increases do not drive at the maximum permissible top speed in unfavourable road, weather or wind conditions – particularly when going downhill.

In any case the speed must be reduced as soon as the trailer shows the slightest sign of snaking. On no account try to stop the snaking by accelerating.

• For safety reasons one should not drive faster than 80 km/h (50 mph). This also applies in countries where higher speeds are permitted.

• Always brake in good time. If the trailer has an overrun brake, apply the brakes gently at first then firmly. This will avoid the jerking caused by the trailer wheels locking.

Change down before going down a steep hill so that the engine can act as a brake.

• When a long climb in a low gear with extremely high engine revs must be negotiated at exceptionally high ambient temperatures the coolant temperature gauge must be observed. When the gauge needle moves to the right end of the scale, the road speed must be reduced immediately.

• The cooling effect of the radiator fan cannot be increased by changing down, because the speed of the fan is not dependent on ▶

the engine speed. One should therefore not change down even when towing a trailer as long as the engine can cope without the vehicle speed dropping too much. ■

General notes

• During the running in period you should avoid towing a trailer if possible.

• It is advisable to have the vehicle serviced between the Inspection intervals if it is used frequently for towing a trailer.

• The trailer and drawbar load figures on the data plate of the towing bracket are for test certification only. The correct figures for the vehicle, which may be lower than the above figures, are given in the vehicle documents and in this manual.

• When using the towing device the car's empty weight is reduced, and as a result its effective load is decreased.

• Observe all statutory requirements regarding the use of a trailer. ■

Driving abroad

Observations

If the vehicle is to be taken abroad, the following must also be borne in mind:

• If the vehicle has a petrol engine and catalytic converter, one must ensure that unleaded petrol will be available during the journey ⇒ "Filling the tank" chapter. The automobile clubs offer information about the unleaded filling station network.

• In some countries it is possible that a vehicle model is sold under conditions where some spare parts are not available or that the Technical Services may only carry out limited repairs.

SEAT importers and distributors will gladly provide information about the technical preparation of your vehicle in addition to necessary maintenance and repair possibilities. ■

Cover headlights

When the vehicle is used in a country which drives on the opposite side of the road to the home country, the asymmetric dipped headlights will dazzle oncoming traffic.

To prevent this, the areas of the headlight lenses shown in the illustration must be covered with an opaque adhesive strip.

When using a sharp object (i.e. a razor blade) to cut the tape, do not do this directly on the headlights as you may scratch them.

WARNING

When you drive on the opposite side of the road to your own country and with the corresponding coverage of the headlights, bear in mind that visibility is reduced and you will have to adapt your driving style and speed accordingly for safety reasons. ■

Cover for bi-focal headlights for driving on the left

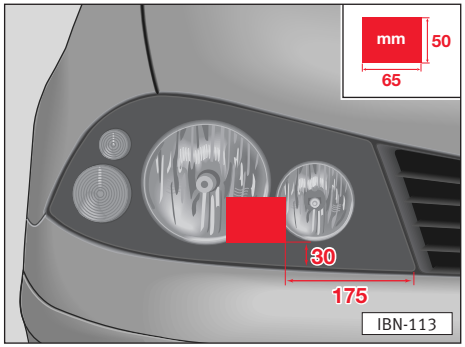

Fig. 107

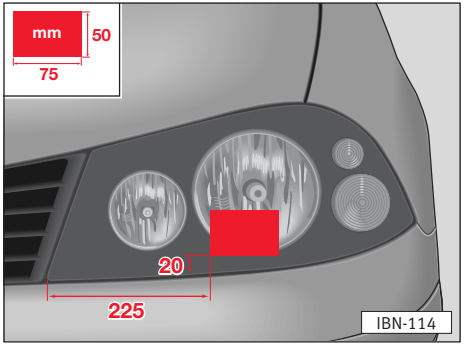

Fig. 108

On the right headlamp if you change from driving on the right to the left hand side ⇒ fig. 107.

On the left headlamp if you change from driving on the right to the left hand side ⇒ fig. 108. ■

Cover for bi-focal headlights for driving on the right

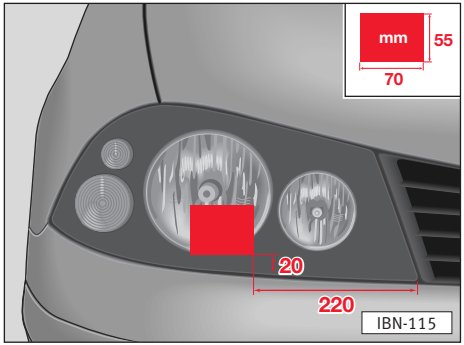

Fig. 109

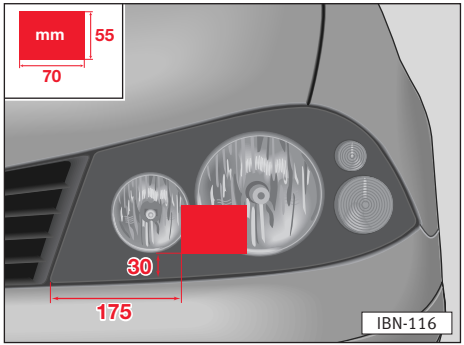

Fig. 110

On the right headlamp if you change from driving on the left to the right hand side ⇒ fig. 109.

On the left headlamp if you change from driving on the left to the right hand side ⇒ fig. 110. ■

Cover for conventional headlights for driving on the left

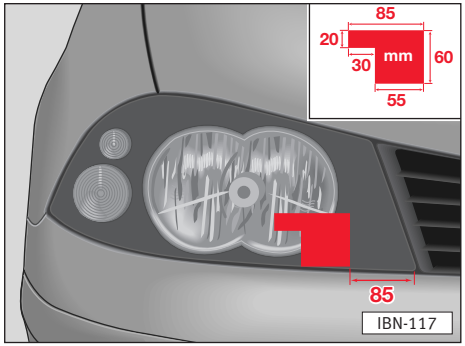

Fig. 111

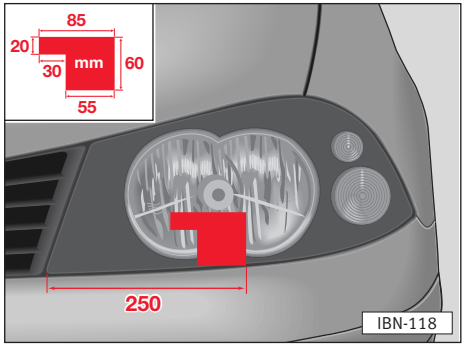

Fig. 112

On the right headlamp if you change from driving on the right to the left hand side ⇒ fig. 111.

On the left headlamp if you change from driving on the right to the left hand side ⇒ fig. 112. ■

Cover for conventional headlights for driving on the right

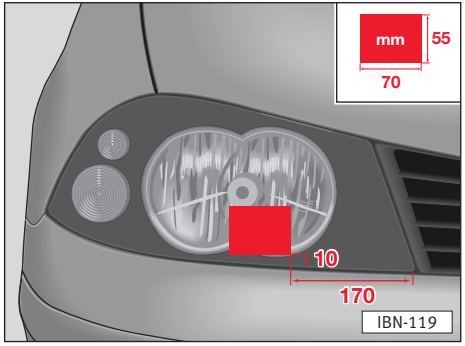

Fig. 113

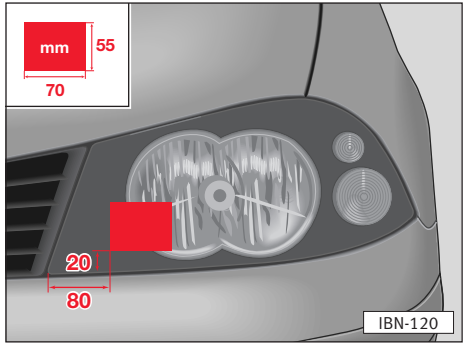

Fig. 114

On the right headlamp if you change from driving on the left to the right hand side ⇒ fig. 113.

On the left headlamp if you change from driving on the left to the right hand side ⇒ fig. 114. ■

Cover for GDL headlights for driving on the left

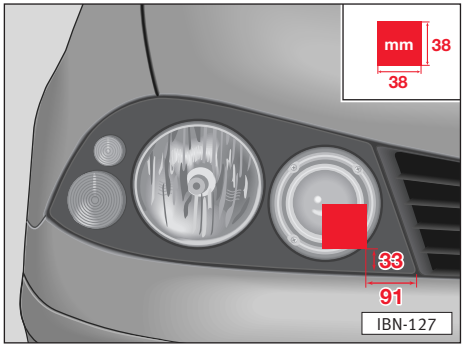

Fig. 115

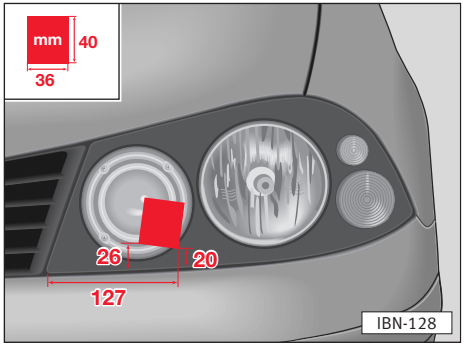

Fig. 116

On the right headlamp if you change from driving on the right to the left hand side ⇒ fig. 115.

On the left headlamp if you change from driving on the right to the left hand side ⇒ fig. 116. ■

Cover for GDL headlights for driving on the right

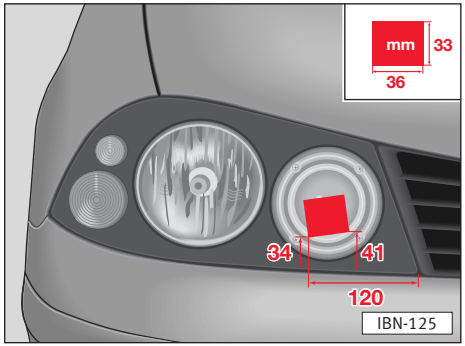

Fig. 117

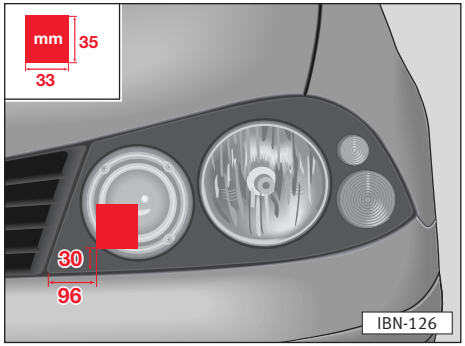

Fig. 118

On the right headlamp if you change from driving on the left to the right hand side ⇒ fig. 117.

On the left headlamp if you change from driving on the left to the right hand side ⇒ fig. 118. ■

Care and maintenance

Care of the vehicle

Regular and expert care helps to maintain the value of the vehicle.

WARNING

- **If misused, car care materials can be harmful to health.**
- **Car care materials must always be stored in a safe place where they are out of reach of children.**

For the sake of the environment

When buying car care materials one should select products which do not damage the environment. Empty containers which these materials were in do not belong with household waste. ■

Washing

WARNING

Dampness and ice in the brake system can have a negative effect on the braking power.

The best protection against environmental influences is frequent washing and use of the right waxing product.

How often this treatment is required depends, amongst other things on how much the vehicle is used, how it is parked (garage, in open under trees etc.), the seasons, weather conditions and environmental influences.

The longer bird droppings, insects, tree resin, road and industrial grime, tar spots, soot, road salt and other aggressive materials remain on the vehicle paint the more lasting their destructive effect will be. High temperatures e.g. from strong sunlight intensifies the corrosive effect.

In certain circumstances weekly washing can be necessary, in other conditions monthly washing with appropriate waxing may be fully adequate.

After the period when salt is put on the roads the underside of the vehicle should always be washed thoroughly.

Automatic car washes

The vehicle paint is sufficiently durable for the vehicle to be washed in an automatic car wash without problem. Naturally, the effect on the paint depends largely on the design of the car wash, the filtering of the wash water, the type of wash and care material, etc. ▶

Note

• Before going through the car wash, apart from the usual precautions (closing windows and sliding roof).

You do not need to remove the Original roof aerial.

• If there are special fittings on the vehicle – e.g. spoilers, roof rack, two-way radio aerial – it is best to speak to the car wash operator. ■

Washing the vehicle by hand

For the sake of the environment

In the interests of environmental protection the vehicle should only be washed in specially provided wash bays. In some districts, washing cars elsewhere may even be forbidden.

First soften the dirt with plenty of water and rinse off as well as possible. Then clean the car **with a soft sponge, glove or brush** starting on the roof and going from top to bottom **using only slight pressure especially when cleaning the headlight area.** Paint shampoo, preferably with a neutral pH, should only be used for very persistent dirt. Rinse the sponge or glove out thoroughly at short intervals.

Wheels and sill panels should be cleaned last, using a different sponge if possible.

After cleaning the vehicle, rinse thoroughly with water and leather it off.

Note

• The vehicle should not be washed in strong sunshine.

• If the vehicle is rinsed with a hose, do not direct the jet of water at the lock cylinders and the door/boot lid/tailgate shut lines – they can freeze up in the winter. ■

Washing vehicle with high pressure cleaner

• The operating instructions for the high pressure cleaner must be followed closely – particularly with regard to pressure and working distance.

• Do not use a concentrated jet.

• The water temperature must not be above 60°C.

WARNING

Tyres must never be cleaned with a concentrated jet! Even at a relatively large working distance and a very short spraying time, damage can occur. ■

Conservation

Regular application of protection products protects the vehicle paintwork to a large extent against the environmental influences listed under “Washing” on the previous page and even against light mechanical damage.

At the latest when water on the clean paint does not form small drops and roll off, the vehicle should be protected by applying a coat of good hard wax. Even when a wax solution is used regularly ▶

in the washing water it is advisable to protect the paint with a coat of hard wax at least twice a year. ■

Polishing

Should only be done if paint has lost its shine and gloss cannot be brought back with wax. If the polish used does not contain preservative compounds, the paint must be waxed afterwards.

Note

Matt painted and plastic parts should not be treated with polish or hard wax. ■

Paint damage

Small marks in the paint such as scratches or stone damage should be touched up immediately with paint before the metal starts to rust.

However, should rust be found at any time it must be removed thoroughly and then the area treated first with an anti-corrosion primer and then the correct paint applied.

The number of the original vehicle paint is given on the data sticker which is inside the boot in the spare wheel housing. ■

Windows

Remove snow and ice from windows and mirrors with a plastic scraper only. To avoid scratches due to dirt on the glass, the scraper should only be pushed in one direction and not moved to and fro.

Traces of rubber, oil, wax[1)], grease or silicone can be removed with a window cleaning solution or a silicone remover.

The windows should also be cleaned on the inside at regular intervals.

Do not dry the windows with the leather used for the paintwork because traces of paint cleaner will cause streaks to appear on the glass, which will hinder vision.

To avoid damaging the heating element wires in the rear window do not put stickers over the wires on the inside. ■

Door, boot and window seals

The weatherstrips will remain flexible and last longer if they are rubbed lightly with a rubber protective compound from time to time. This will also stop the weatherstrips from freezing on in winter. ■

Door lock cylinder

You should only use an appropriate spray, which has lubricating and anti-corrosive qualities, to de-ice the lock cylinder. ■

[1)] This wax residue can only be removed with a special cleaner. Your Technical Service Centre will provide you with more detailed information.

Plastic parts and leatherette

Exterior plastic parts are cleaned with normal washing and interior parts with a damp cloth. If this is not sufficient, **these parts and leatherette may only be cleaned with special plastic cleaners that are free from alcohol and other solvents.**

Note

The use of liquid air conditioners directly over the air vents of the vehicle may damage the plastic parts if the liquid is accidentally spilled over them. ■

Upholstery cloth and textile trim

Upholstery cloth and textile trim on door panels, parcel shelves, luggage compartment covers, headlining etc. must be cleaned with special cleaners or dry foam and a soft brush. ■

Natural leather*

Leather should, depending on usage, be treated from time to time in accordance with the following instructions. It must be noted that on no account may **solvents, floor wax, shoe polish, spot removers and similar products be used for this purpose.**

To clean leather a cotton or woollen cloth lightly moistened with water should be used for the dirty surfaces.

Dirtier areas may be cleaned with a mild soap solution (2 dessert spoonfuls of neutral soap to 1 litre of water). Make sure that the **leather is not made too wet** and that no water seeps through the seams. After cleaning, wipe dry with a soft cloth.

Furthermore we recommend that, with normal usage, the leather is treated at half yearly intervals with a special leather care agent. Apply one coat and clean off with a soft cloth once it has taken effect. ■

Cleaning seat belts

Keep belts clean. They may not retract properly if very dirty.

Dirty belts can be cleaned by washing with a mild soap solution without taking the belts out of the vehicle.

Caution

Inertia reel belts should be completely dry before they are allowed to roll up.

WARNING

- **The seat belts must not be removed for cleaning.**
- **Do not have the belts cleaned chemically because the cleaning compounds damage the webbing material. Ensure that the belts do not come into contact with corrosive fluids.**
- **You should check the condition of your seat belts regularly. If you find any damage to the belt webbing, belt connections, the belt retractor or the locking parts, the belt in question must be replaced by a Technical Service Centre.** ■

Steel wheels

The wheels and the wheel trims should be cleaned thoroughly at regular intervals when the vehicle is being washed. This will prevent brake dust, dirt and road salt from accumulating on the wheel. Persistent ingrained brake dust can be removed with an industrial grime remover. Paint damage should be repaired before rust can form. ■

Alloy wheels*

In order to maintain the smart appearance of alloy wheels for a long period, regular care is necessary. In particular, salt and brake pad dust must be washed off thoroughly at least every two weeks otherwise the surface of the alloy will be damaged. After being washed, the wheels should be treated with an acid-free cleaner for alloy wheels. About every three months it is necessary to give wheels a good rubbing with hard wax. Paint polish or other abrasive solutions must not be used. If the protective paint coat has been damaged, e.g. by stone impact, the damaged spots should be dealt with as soon as possible.

WARNING

Please note when cleaning the wheels that dampness, ice and grit can have a negative effect on the braking power. ■

Cleaning and anti-corrosion treatment of engine compartment

WARNING

- **Before working in the engine compartment, read the notes in the "Engine compartment" chapter.**
- **For safety reasons pull out ignition key before reaching into the water box. Otherwise if the windscreen wipers are switched on unintentionally the movement of the wiper link could cause injury.**

The leaves, blossoms etc. which drop into the water box (underneath the engine bonnet in front of the windscreen) should be cleaned out occasionally. This will prevent the water drain holes from becoming blocked and – on vehicles without a dust and pollen filter – foreign bodies entering the vehicle interior via the heating and ventilation system.

The engine compartment and the outside surface of the power unit are given anti-corrosion treatment at the factory.

In the winter when the vehicle is being driven frequently on salted roads, good anti-corrosion treatment is very important. For this reason the entire engine compartment and the plenum chamber should be thoroughly cleaned before and after the salting period and then preserved so that the salt cannot have a damaging effect.

The ignition must be switched off before washing the engine.

Do not point the water jet directly at the headlights to avoid damage.

If the engine compartment is cleaned at any time with grease removing solutions[1] or if one has the engine washed, the anti-corrosion compound is nearly always removed as well. It is therefore essential to ask for durable preservation of all surfaces, seams, joints and components in the engine compartment to be carried out. This applies also when corrosion protected parts are renewed.

For the sake of the environment

Because when washing the engine petrol, grease and oil deposits are washed off, the dirty water must be cleaned by an oil separator. For this reason engine washing should only be carried out in a workshop or filling station. ■

Undercoating

The underside of the vehicle is coated with a special compound to protect it from corrosion and damage.

However, as this protective layer becomes damaged when the vehicle is in use, the protective coating under the body and on the running gear should be examined at defined intervals – preferably before and after the winter season – and any damage made good.

WARNING

Never use additional under floor protection or anti-corrosion agents for the exhaust silencer, exhaust pipe, catalysts or heat shields. These substances could ignite whilst the vehicle is in motion.

Note for vehicles with a catalytic converter

Due to the high temperatures which occur in the afterburning process, additional heat shields are fitted over the catalytic converter. Underbody sealant must not be applied to these shields, the catalytic converter or the exhaust pipes. Removal of the heat shields is also not permissible. ■

Cavity preservation

All cavities on the vehicle which could be susceptible to corrosion are given permanent protection at the factory.

This coating does not need checking or any subsequent treatment. Should a small amount of wax run out of the cavities at high ambient temperatures it can be removed with a plastic scraper and some white spirit.

For the sake of the environment

If the wax which has run out is removed with clean petrol, heed the environmental protection regulations. ■

[1] Only the correct cleaning solutions should be used – on no account petrol or Diesel.

Checking and refilling

Engine bonnet

Opening the bonnet

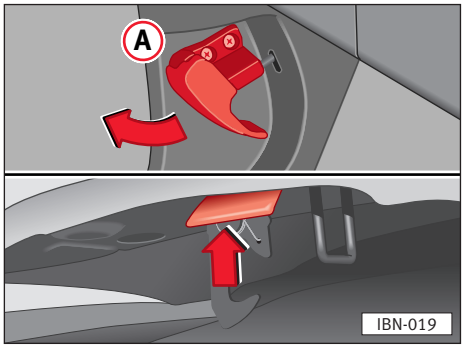

Fig. 119

To unlock, pull lever Ⓐ in the lateral driver's side panel, under the instrument panel. The bonnet springs up lightly from the power of the spring.

- To open, lift slightly and unlock by applying pressure on the flat surface (arrow) of the catch.
- Lift bonnet to the stop.
- Remove rod from bonnet and place on the base.

Note

Before opening the bonnet ensure that the wiper arms are not lifted off the windshield. Otherwise paint could be damaged. ■

Closing the bonnet

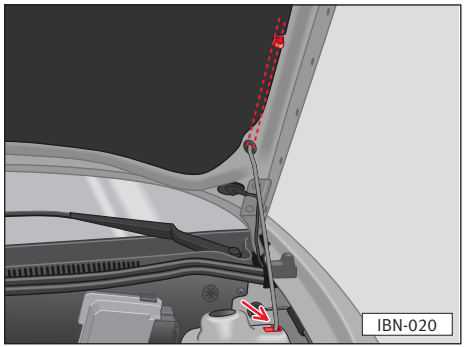

Fig. 120

To close the bonnet, lift it slightly and unhitch the support rod, pressing it into its clip. Let hood fall into the lock from a height of about 30 cm.

Do not press down if it does not close properly. Open again and allow to fall as before. ▶

WARNING

- For safety reasons the bonnet must always be properly closed when the vehicle is moving. Always check therefore after closing the bonnet that the lock is engaged. This is the case when the bonnet is flush with the adjacent body panels.
- If you should notice that the lock is not engaged, stop the vehicle immediately and close the bonnet.
- Given the type of lock, tall people may be injured. ■

Engine compartment

WARNING

Particular care should be taken when working in the engine compartment!

- Switch off engine, remove ignition key.
- Pull handbrake on firmly.
- Move gear lever into neutral or, in automatic gearboxes, in "P" position.
- Allow engine to cool off.
- As long as the engine is at operating temperature:
  - Do not put your hand into the radiator fan, it could switch on suddenly.
  - Do not open the radiator cap because the cooling system is under pressure.
- Never spill any liquids over the hot engine. These liquids could ignite.

WARNING (continued)

- Avoid causing short circuits in the electrical system – particularly at the battery.
- If tests have to be carried out with the engine running, take into account that there is an additional danger present from rotating parts – e.g. ribbed belts, generator, radiator fan etc. – and from the high voltage ignition system.
- If work on the fuel or electrical system is necessary:
  - Disconnect the battery from the vehicle electrics
  - Do not smoke
  - Never work near naked flames
  - Always keep a fire extinguisher in the vicinity.
- Attention must be paid to the warnings given in this Manual and to the generally applicable safety regulations.

Caution

When topping up fluids do not confuse them with each other under any circumstances, otherwise serious functional defects may occur.

For the sake of the environment

The ground underneath the vehicle should be checked regularly. If spots caused by oil or other fluids can be seen, the vehicle should be taken to a Technical Service Centre for checking. ■

Petrol engine

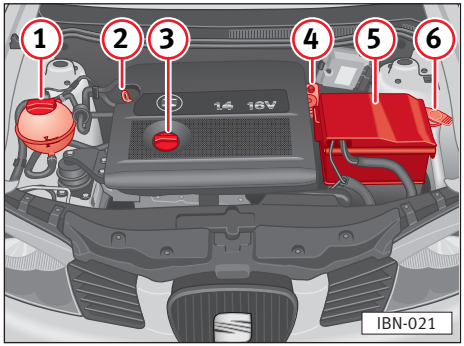

Fig. 121

1 Coolant surge tank 164
2 Dipstick 162
3 Oil filler hole 162
4 Brake fluid reservoir 165
5 Vehicle's battery 167
6 Windscreen washer container 171

The components layout may change in relation to the engine.

Note

Remember the previous page warnings. ■

Diesel engine

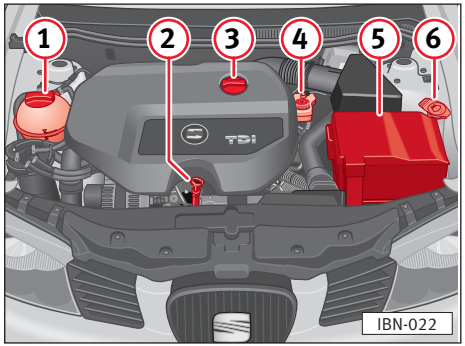

Fig. 122

1 Coolant surge tank 164
2 Dipstick 162
3 Oil filler hole 162
4 Brake fluid reservoir 165
5 Vehicle's battery 167
6 Windscreen washer container 171

The components layout may change in relation to the engine.

Note

Remember the previous page warnings. ■

Engine oil

Specifications

The engine comes with a special, high quality, multi grade oil that can be used in all seasons of the year except for those regions affected by extreme cold.

As the use of high quality oil is essential for the correct operation of the engine and its long useful life, when topping up or replacement is necessary use only those oils that conform to the requirements of the VW standards.

If it is not possible to find oil conforming to the VW standards then oil conforming to the ACEA or API standards with an appropriate viscosity at atmospheric temperature should be used instead. The use of this type of oil may have some repercussions on the performance of the engine for example, long starting time, increased consumption and a higher emission level.

If a top up is required then different oils may be mixed as long as they all conform to the VW standards.

The specifications (VW standards) set out in the following page should appear on the container of the service oil; the container will display together the different standards for petrol and diesel engines, the oil can be used for both types of engines. ■

Oil properties

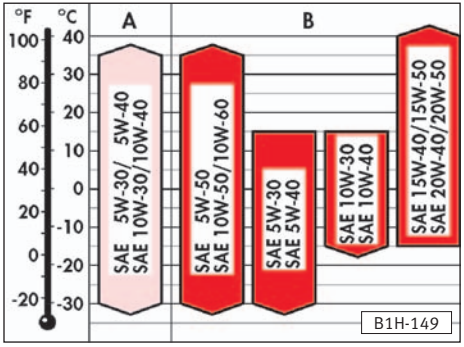

Fig. 123

Viscosity

The viscosity class is selected according to the diagram above. If atmospheric temperature falls outside of the described limits for only a short period then an oil change is not necessary. ▶

Petrol engine

Denomination	Specification	Comments
A – synthetic oil	VW 502 00 / VW 500 00	Dated after 1-97
B – mineral oil	VW 501 01	Dated after 1-97
A/B – multi-grade oil	ACEA A2 ó A3 or even API SH/SJ	Dated after 1-97

Diesel engine

Denomination	Specification	Comments
A – synthetic oil	VW 505 01[1)]	Dated after 1-97
B – mineral oil	VW 505 00	Dated after 1-97
A/B – multi-grade oil	ACEA A2 ó A3 or even API CD/CF	Dated after 1-97

[1)] Diesel engines that have fuel injection based on a fuel injector pump should use only oil specification VW 505 01. Avoid the use of any other oil type than VW 505 01 for this engine. Warning! Possible engine damage!

[2)] Viscosity: Oil density

Mono-grade oil

Mono-grade oils cannot be used throughout the whole year due to their limited range of viscosity[2)].

These oils are only useful in a climate that is constantly very cold or very warm.

Engine oil additives

No type of additive should be mixed with the engine oil. The deterioration caused by these additives is not covered by the guarantee.

Note

Before a long trip, we recommend finding an engine oil that conforms to the corresponding VW specifications and keeping it in the vehicle. In this way the required oil will be available if needed. ■

Checking oil level

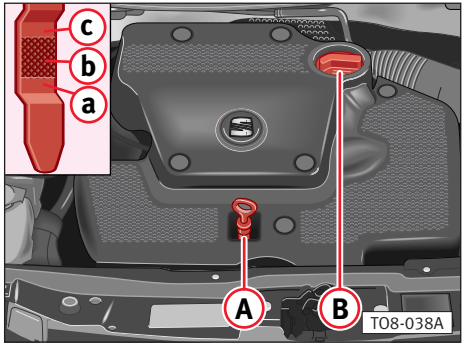

Fig. 124

Every engine uses a certain amount of oil. The oil consumption can be up to 1.0 litres per 1000 km. The engine oil level must therefore be checked at regular intervals, preferably when filling the tank and before a long journey.

The location of the dipstick (A) can be determined from the illustrations on page 159.

The vehicle must be on a level surface when checking the oil level. After stopping engine wait a few minutes for the oil to drain back to the sump.

Then pull the dipstick out, wipe it with a clean cloth and insert again.

Then pull dipstick out again and check the oil level:

(a) Oil **must** be topped up. Afterwards it suffices when the oil level is somewhere in area (b).

(b) Oil **can** be topped up. It can then happen that the oil level is in area (c).

(c) Oil **must not** be topped up.

When the engine is working hard such as in sustained high-speed motorway cruising in summer, when towing a trailer or when climbing mountain passes, the oil level should be kept at area (c) **– not above.** ■

Topping up engine oil

Unscrew the cap from oil filler opening (B) and pour oil in 0.5 litres at a time. Then check level with the dipstick.

On no account should the oil level be above area (c). Otherwise oil can be drawn into the engine via the crankcase breather and escape into the atmosphere via the exhaust system. On vehicles fitted with a catalytic converter, the oil could burn inside the converter causing it to become damaged.

WARNING

When topping up the oil, do not spill it onto hot engine components – danger of fire.

Carefully close the filler cap and push the oil dipstick in as far as possible, this will prevent oil spill when the engine is running. ■

Changing engine oil

The engine oil must be changed at the intervals given in the Inspection and Maintenance Plan. We therefore recommend that the oil change be done by a Technical Service Centre.

WARNING

If you want to change the engine oil yourself, you must note the following points:

- **Allow the engine to cool down first to avoid the danger of being scalded by hot engine oil.**
- **Use an appropriate container to drain off the oil. It should be big enough to hold the quantity of oil in your engine.**
- **Wear protective glasses for your eyes.**
- **When removing the oil drain plug with your fingers, keep your arm horizontal so that the oil being drained cannot run down your arm.**
- **If your hands come into contact with engine oil you must wash them thoroughly afterwards.**
- **Old oil must be stored out of reach of children until it is disposed of in the correct manner.**

For the sake of the environment

On no account should oil be poured down drains or into the earth. Because of the disposal problems, the necessary special tools and specialist knowledge required the engine oil and filter changing should preferably be done by a Technical Service Center.

Caution

No additives should be mixed with the engine oil. ■

Cooling system

Coolant specifications

The cooling system is filled at the factory with a permanent coolant which is not changed. The coolant consists of water and a 40% concentration of our coolant additive **G12+** (glycol-based anti-freeze with anti-corrosion additives). This mixture not only gives the necessary frost protection down to –25 °C but also protects the alloy parts in the cooling system against corrosion. In addition it prevents scaling and significantly raises the boiling point of the coolant.

The concentration of the coolant therefore must not be reduced in the summer or in warm countries, by topping up with plain water. **The coolant additive proportion must be at least 40%.**

If greater protection against frost is required, the proportion of **G12+** additive can be increased, but **only up to 60%** (frost protection to approx. –40 °C), otherwise the anti-freeze protection is reduced and furthermore the cooling effect is impaired.

Vehicles for export to cold countries (e.g. Sweden, Norway, Finland) usually have frost protection down to –35 °C (50% **G12+**) approximately.

Other additives can be very detrimental to the anti-corrosion effect in particular.

The subsequent corrosion damage can lead to coolant loss resulting in major engine damage. ▶

Caution

- Only our G12+ (purple colour) should be used as an antifreeze additive. Observe the notice on the container. The cooling liquid may be purchased in Technical Services.
- The antifreeze additive G12+ can be mixed with other additives (G11 and G12).
- The additive G12 (red colour) should never be mixed with G11. ■

Checking coolant level

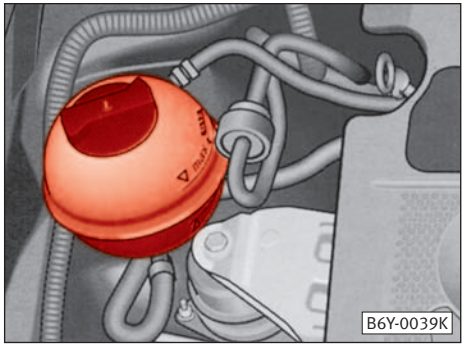

Fig. 126

WARNING

Never open the bonnet if you can see steam or coolant leaving the engine compartment – Risk of scalding! Wait until no more steam or coolant can be seen.

The level can only be checked properly when the engine is not running.

The coolant level must be between the **max** and **min** marks on the expansion tank when engine is cold and can be slightly above the **max** mark when it is warm. ■

Coolant losses

Coolant loss normally indicates leaks in the system. In this case the cooling system should be checked by a Technical Service Center without delay. It is not sufficient merely to add coolant.

In a sealed system losses can only occur if the boiling point of the coolant is exceeded as a result of overheating, and coolant is forced out of the system. ■

Topping up coolant

Switch engine off and let it cool down. Then cover expansion tank cap with a cloth and turn cap carefully anti-clockwise and remove.

WARNING

Do not remove expansion tank cap when engine is hot – danger of scalding:

System is under pressure.

No other coolant may be used if **G12+** is not available. In this case only water can be used and the correct mixture concentration must be restored with the specified coolant additive (see previous page) as soon as possible. ▶

If a lot of coolant has been lost, only add cold coolant after the engine has cooled down. This will prevent engine damage.

Do not fill above the max mark.

The excess coolant will be forced out through the pressure relief valve in the cap when engine becomes hot.

Screw cap on again tightly.

WARNING

The coolant additive and the coolant are a danger to health.

The additive must therefore only be stored in the original container well out of reach of children. If the coolant has to be drained at any time it must be caught and also stored in a safe place.

For the sake of the environment

Drained coolant should not normally be reused, it must be disposed of, bearing in mind environmental protection regulations. ■

Radiator fan

The radiator fan is driven electrically and controlled by a thermoswitch from the coolant temperature (also from the engine compartment temperature on some models).

WARNING

After the engine has been stopped the fan can continue running for a while – even with the engine switched off – (up to about 10 minutes). It can also start to run again suddenly after a short time if

– the coolant temperature increases due to heat build up

– when the engine is hot and the engine compartment is heated additionally by strong sunlight.

Special care must therefore be taken when working in the engine compartment. ■

Brake fluid

The brake fluid reservoir is on the left hand side of the engine compartment.

On vehicles with ABS* the reservoir is in the same place but its design is different.

Note

On vehicles with right-hand drive the reservoir is on the other side of the engine compartment. ■

Checking fluid level

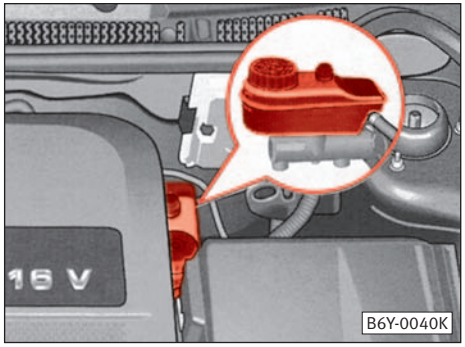

Fig. 125

The fluid level must always be between the **“MAX”** and **“MIN”** marks to ensure perfect operation.

The level of fluid tends to sink slightly when the vehicle is used due to the automatic adjustment of brake linings. This is quite normal.

If the level sinks noticeably in a short time or drops below the **“MIN”** mark, however, the system may be leaking. A low fluid level in the reservoir is indicated by the brake warning lamp lighting up ⇒ “Warning lamps” chapter. **Go to a Technical Service Centre immediately and have the brake system checked.** ■

Renewing the brake fluid

Brake fluid absorbs moisture. In the course of time it takes in water from the atmosphere. Too high a content of water in the brake fluid system can cause corrosion damage. Furthermore the boiling point of the brake fluid is reduced considerably. **For this reason the brake fluid must be renewed every two years.**

WARNING

When the brake fluid becomes too old, vapour bubbles can form in the brake system when the brakes are used vigorously. The efficiency of the brakes and thus the vehicle safety are seriously reduced.

Only our genuine brake fluid should be used (specification according to US FM VSS 116 DOT 4 Standard). The fluid must be new.

WARNING

Brake fluid is poisonous! It must therefore only be stored in the closed original container out of reach of children.

Caution

Remember also that brake fluid will attack the paintwork. ▶

For the sake of the environment

Because of the disposal problems, the special tools necessary and the specialist knowledge required, brake fluid should preferably be changed at a Technical Service Centre.

It is advisable to have the fluid change done during an Inspection Service. ■

Battery

Warnings on handling the battery

	Wear eye protection
	Battery acid is very corrosive and caustic. Wear protective gloves and eye protection!
	Fires, sparks, naked lights and smoking are prohibited!
	A highly explosive mixture of gases is given off when the battery is under charge.
	Keep children away from acid and batteries!

WARNING

• Wear eye protection. Do not allow particles containing acid or lead to come into contact with the eyes, skin or clothes.

• Battery acid is highly caustic. Always wear protective gloves and glasses. Do not tip battery – acid can spill out of the vents.

Should acid come into contact with the eyes, rinse for several minutes using clean running water. Seek medical assistance immediately. Should acid come into contact with skin or clothes, neutralise immediately using an alkaline soap solution and rinse throughly. Should acid inadvertently be drunk, seek medical attention immediately.

• Keep well clear of naked flame and sparks. Do not smoke. Avoid generating sparks when handling cables and electrical components.

Avoid short circuits. Never short battery terminals – danger of injury from high energy sparks.

• When battery is being charged, a highly explosive mixture of gasses is produced.

• Keep acid and battery out of the reach of children.

• Disconnect positive terminal of battery before doing any work on the electrical system. When changing bulbs it is sufficient to switch the lamps off.

• When disconnecting the battery from the vehicle electrical system first disconnect the negative cable and then the positive cable.

The battery must not be disconnected with the engine running, as this will damage the electrical system (electronic components).

• When reconnecting the battery, first connect the positive cable, then the negative. On no acount may the cable be interchanged. Risk of cables burning!

Caution

Do not disconnect the vehicle battery when the ignition is on or when the engine is running, as the electrical system (electronic components) could otherwise be damaged.

In order to protect the casing from UV radiation, do not expose vehicle battery to direct sunlight. ■

Location

The battery is in the engine compartment.

To start with the help of another battery ⇒ "Emergency starting" chapter. ■

Checking acid level

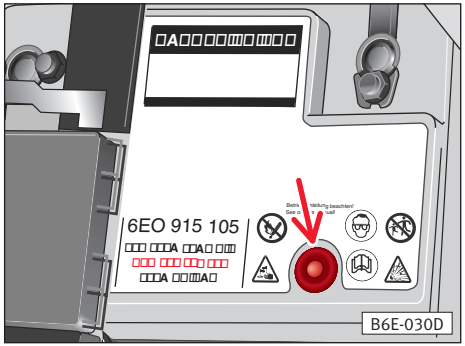

Fig. 127

Please refer to the warning notes in the chapter "Engine compartment" before starting any type of work on the engine or the engine compartment.

The acid/electrolyte level should be checked regularly in the following cases:

– high mileage

– in countries with a warm climate

– old battery

The battery is otherwise service-free.

The acid level should always be around the **max.** mark on the longside of the battery. It should never be filled above the **max.** mark nor be allowed to drop below the **min.** mark.

We recommend that the electrolyte level be checked and corrected by a Technical Service Centre.

Battery with a magic eye*

A round viewing window is located on the upper side of the battery ⇒ arrow, fig. 127. This magic eye will change its color according to the charge condition or the acid level of the battery.

Air bubbles can distort the true color. You should, therefore, tap carefully on the magic eye.

If the display in the viewing window has no color or is light yellow, the acid level in the battery is too low. Distilled water must be added. We recommend that the battery be replaced if it is older than 5 years.

We recommend that the electrolyte level be checked and corrected by a Technical Service Centre. ▶

The green and black colour displays are only of use to the Technical Service Centre as they facilitate battery diagnosis.

Charging the battery

Before charging, switch off the engine and all electrical consumers.

When charging with a low current (e.g. with a small charger) the battery cables need not normally be taken off. The instructions from the battery charger manufacturer must, however, be noted.

In order to connect the positive cable, the cover of the fuse holder on the battery must first be moved to the side ⇒ page 170.

Before **quick charging**, that is charging with a high current, both battery cables must be disconnected.

WARNING

- **Keep children away from the battery, the battery acid and the charger.**
- **Only charge the battery in a well ventilated room. Do not smoke and allow no naked flames or electric sparks near the battery, as a highly explosive gas is produced whilst the battery is being charged.**
- **Protect your eyes and face. Do not bend over the battery.**
- **Should acid come into contact with the eyes or skin, rinse for several minutes using clear water. You should then seek medical assistance immediately.**
- **Fast charging a battery is very dangerous. For this reason, it should only be done at a Technical Service Centre, as special equipment and skills are required.**

WARNING (continued)

- **Never charge a frozen battery. Risk of explosion! A frozen battery must be thawed out before charging.**

We recommend that batteries should no longer be used after thawing, as the battery housing could have split inside because of ice formation, and the acid may leak out.

- When charging the battery do not remove caps.
- The main cables of the charger should not be connected until the clips of the charger have been properly secured to the battery terminals:

red . . . . . .= positive

black, brown or blue . . . .= negative

- After charging the battery, first switch off the charger and disconnect the main cables. Then disconnect the clips of the charger from the battery. ■

If you disconnect the battery and connect again...

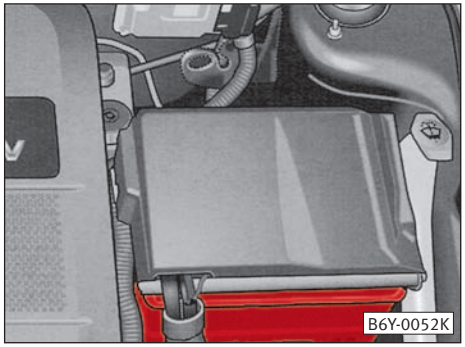

Fig. 128

To **disconnect** the battery of the vehicle you must note the following:

For example

– all data in the memory of the multifunction indicator are deleted,

– the numbers of the digital clock disappear,

– the automatic function of the electric windows is deactivated,

– the radio memory is deleted.

After **connecting** the battery to the onboard electrics, reset the digital clock and the radio data.

In addition, the automatic opening and closing function of the electric windows must be reactivated.

The battery is located in the engine compartment under a cover.

To start engine with the battery of another vehicle ⇒ "Tow start/towing" chapter. ■

Accessing battery

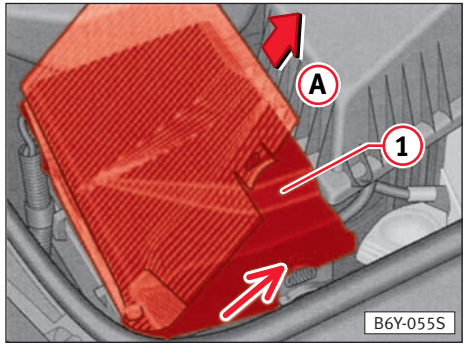

Fig. 129 ▶

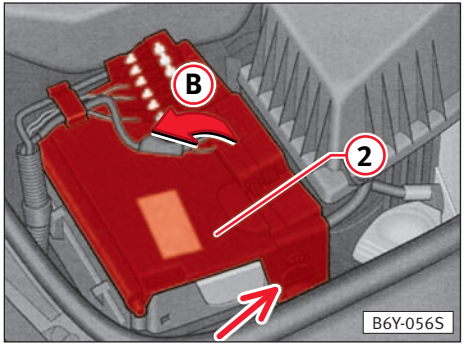

Fig. 130

First you must remove cover (1) as follows:

• Gently pull the lateral flanges of the battery cover ⇒ arrow, fig. 129. Lift the cover to about 45° and remove it by pulling in the direction of arrow (A).

Remove cover (2) as follows:

• Gently pull lateral flange of the battery cover ⇒ arrow, fig. 130. Lift the cover by pulling in the direction of arrow (B).

• To replace cover proceed in reverse order.

Constant removal and fitting of the battery is not recommended. This can result in damage to the battery and the fuse box. If this happens proceed to a Technical Service. ■

Windscreen washer

Location

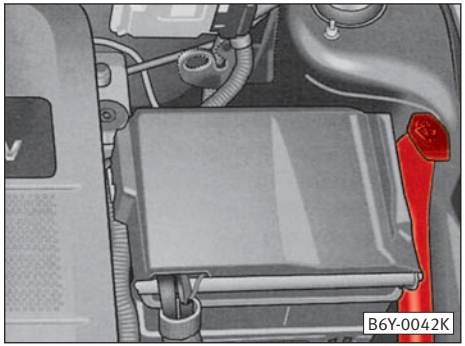

Fig. 131

The fluid container is located in the engine compartment on the right. The container holds about 2 liters. In vehicles with a headlight washer system*, it holds about 4.5 liters. ■

Filling the container

You need to add a window cleaning solution with a wax remover to the water. There are several **appropriate products, containing isopropilic alcohol or methylated spirits** with wax dissolving properties (with anti-freeze additive in winter) on the market, because plain water is not usually sufficient to clean the glass and ▶

headlight lenses quickly and thoroughly. The mixing ratios on the window cleaner packaging must be adhered to.

Even when **heated windscreen washer jets*** are fitted, a window cleaning solution containing anti-freeze should be added to the water in the winter.

Caution

To avoid a possible error by the fluid level sensor, the proportion of alcohol and water should be 35% alcohol and 65% water approximately.

We recommend you contact a Technical Service Centre for further advice.

Under no circumstances should you add coolant anti-freeze or other additives. ■

Adjusting washer jets

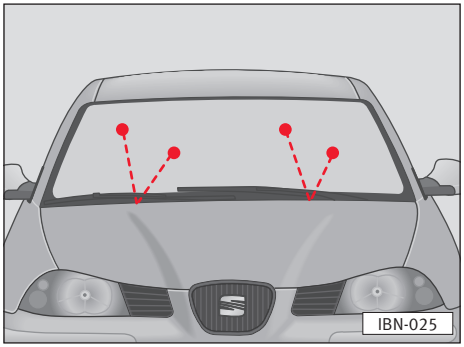

Fig. 132

The jet for the rear window washer is in the wiper shaft. The water jet should hit the glass in the centre of the wiped area.

The jets for the windscreen washer and headlight washers* can only be adjusted with a special tool. When adjustment is necessary, contact your Technical Service Centre. ■

Servicing and replacing

Accessories, modifications and replacement of parts

Accessories and parts

Your vehicle is built in accordance with the most modern principles of safety technology and offers therefore a high degree of active and passive safety. To ensure that this remains so the vehicle as supplied by the factory may not be modified without careful thought. The following points must be noted if the vehicle is to be subsequently fitted with accessories, technically modified or have parts renewed later on:

• **Before** buying accessories or carrying out technical modifications, the advice of the Technical Service should be considered.

• Approved accessories and original SEAT spare parts may be obtained through the Technical Services who will also, naturally, carry out the corresponding assembly in the required conditions.

• Appliances which have been retro–fitted and have a direct influence on the driver's control of the vehicle e.g. cruise control system or electronically controlled shock absorber systems must have the **e**[1)] symbol and be authorised for that vehicle.

• Additionally connected electric consumers e.g. refrigerators, horns, fans etc. which are not directly linked to the control of the vehicle must carry the **CE** symbol[2)].

WARNING

• We inform you that expressly approved SEAT[3)] accessories and Genuine SEAT parts are available for your vehicle. The reliability, safety and suitability of those parts and accessories have been especially adapted for your vehicle.

• Despite continuous market observation we cannot assess or accept responsibility for other products, even in cases where an officially recognised permit has been issued.

• Accessories such as telephone retainers or drinks holders must never be attached to the Air Bag covers or within their area of effectiveness. They could cause injury if the Air Bag is activated during an accident!

• If technical modifications are to be made, our guidelines must be observed. This is to ensure that no damage occurs to the vehicle, the traffic and operating safety is retained and that the modifications are permissible. ■

[1)] **e** – European Community authorisation symbol.

[2)] **CE** – Manufacturer conformity declaration in the European Community.

[3)] Not available in all countries.

Spark plugs

The spark plugs are renewed during the SEAT Inspection Service.

If the spark plugs have to be renewed between the Inspection Services, the following should be noted:

• The spark plugs and ignition system have been matched to the engine and as such contribute to reducing the levels of exhaust pollutants. To avoid faulty operation, engine damage and even the withdrawal of permission to circulate due to excessive emissions values or non-suppressed spark plugs, only use the Genuine spark plugs for the respective engine in question. It is particularly important to examine the number of electrodes, the heat value and if necessary, the anti-parasitic.

• For technical reasons, plugs may be modified at short notice. ■

Dust and pollen filter*

The dust and pollen filter is located in the heating system. **The filter should be changed according to the time intervals given in the Inspection and Maintenance Plan. If the passage of air is highly restricted, the filter should be changed before.**

You should have the filter replaced by a Technical Service Centre. ■

If and when

First aid kit, warning triangle

In some countries a luminous hazard warning triangle must be carried in the vehicle to be used in an emergency, as well as a first aid kit and spare bulbs.

The first aid kit can be stored in the spare wheel recess. The warning triangle can be placed at the rear of the boot using rubber bands.

Note

The first aid kit and warning triangle are **not** delivered with the vehicle as standard fittings.

- The first aid kit and warning triangle must fulfil legal requirements.
- You should bear in mind the use-by dates of the contents of the first aid kit. ■

On board tools, spare wheel

Vehicle tools

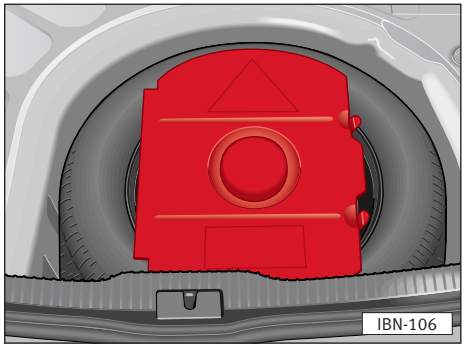

Fig. 133

The vehicle tools and the jack are located in a box in the spare tire recess. Here you can also store the removable swivel joint of the towing device.

WARNING

- **The factory supplied jack is designed only for your vehicle model. Do not try and lift heavy vehicles nor any other type of load.**

WARNING (continued)

- Set the hand brake before lifting the vehicle. Never start the engine when vehicle is lifted. Danger of accident.
- When work must be done under the vehicle, if necessary, use suitable support. ■

Vehicle tools / Jack

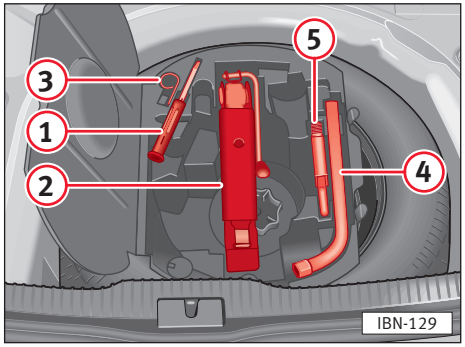

Fig. 134

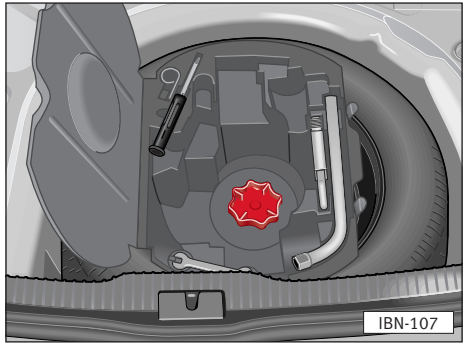

Fig. 135

Vehicles may also have:

1. (Hexagon socket) screwdriver with control lever for the wheel bolts. The screwdriver is a combined one.
2. Jack

Before the jack is placed back into the compartment, the claw must be fully wound back. The crank is then tensioned against the side of the jack.

3. Wire hook*
4. Wheel bolt spanner
5. Dragging ring*

Note

Never use the hexagon socket of the screwdriver to loosen or tighten wheel bolts. ▶

The spare tire is located under the boot floor covering. It is secured on the bottom with a plastic wheel ⇒ fig. 135.

• To keep the spare tire always in perfect condition, it is advisable to regularly check the tire pressure (preferably together with the other tires, see inside the tank flap). ■

Wheels

General notes

• New tyres do not give maximum grip straight away and should therefore be run in at moderate speeds and a careful style of driving for about the first 100 km. This will help to make the tyres last longer.

• The tread depth of new tyres can vary due to construction and design features, and depending on version and manufactures.

• Check tyres for damage from time to time (cuts, splits, cracks and lumps) and remove any foreign bodies embedded in the treads.

• To avoid damage to tyres and wheels drive over curbs and similar obstacles very slowly and as nearly at right angles as possible.

WARNING

Damage to wheels and tyres is not always easy to see. Unusual vibrations or a pulling to one side could indicate tyre damage. If you suspect damage to a tyre, immediately reduce your speed. Visually check all tyres for damage (bulges, tears etc.). If no external damage can be seen, drive carefully to the nearest Technical Service Centre and have the vehicle checked over.

• Keep grease, oil and fuel off the tyres.

• Replace missing dust caps as soon as possible.

• Mark wheels before taking them off so that they rotate in the same direction when put back on again.

• When taken off, the tyres should be stored in a cool, dry and preferably dark place.

Tyres which are not on wheels should be stored in a vertical position.

Note for tyres where the direction of rotation is stipulated

It is imperative that the designated direction of rotation for tyre treads (which can be determined from the arrow on the side of the tyre) be kept to. The best tyre performance i.e. in aquaplaning, road adhesion, noise and wear is then guaranteed. ■

Tyre life

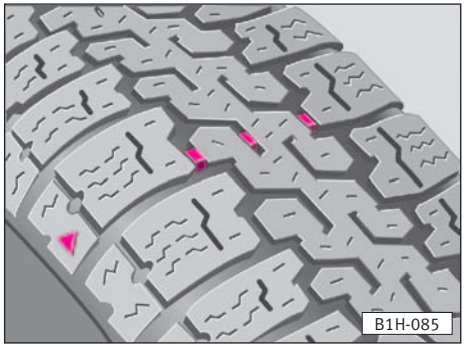

Fig. 136

Tyre life depends to a considerable extent on the following factors:

Inflation pressure

The inflation pressures are to be found inside the fuel lid.

The inflation pressure is very important particularly at high speeds. Therefore, the pressures should be checked at least once a month and before every long journey.

At this opportunity do not forget the spare wheel:

- The spare wheel with normal tyre should always be inflated to the highest pressure required on the vehicle.
- Always check the pressures when the tyres are cold. When warm, the pressure is higher but do not reduce. If the load changes a great deal the pressure must be altered to suit.

On vehicles with wheel hub caps, valve extensions are fitted. It is not necessary to remove the valve extension piece in order to test and correct the inflation pressure.

Pressures which are too high or too low shorten tyre life – quite apart from the detrimental influence on vehicle handling.

WARNING

At continuous high speeds a tyre in which the pressure is too low flexes more and heats up excessively. This can cause tread separation and tyre blow out.

For the sake of the environment

A pressure which is too low increases the fuel consumption and this burdens the environment unnecessarily.

Mode of driving

Fast cornering, hard acceleration and violent braking also increase tyre wear.

Balancing wheels

The wheels on new vehicles are balanced. However when the vehicle is running various influences can cause the wheels to become unbalanced and this causes steering vibration.

As imbalance also increases steering, suspension and tyre wear the wheels should be balanced again. Furthermore a wheel should always be rebalanced when the tyre has been repaired or when a new tyre has been fitted.

Incorrect wheel alignment

Incorrect wheel alignment not only causes excessive, usually uneven, tyre wear but can also impair the vehicle's safe handling. In case of abnormal tyre wear, contact a Technical Service Centre.

Wear indicators

At the bottom of the tread of the original tyres there are 1.6 mm high "wear indicators" running across the tread ⇒ fig. 136. There are 6-8 of these indicators – according to make – evenly spaced around the tyre circumference. Marks on the walls of the tyre (for example the letters "TWI" or triangles) show the locations of the wear indicators.

WARNING

- **The tyres must be renewed when they are worn down to the wear indicators.**
- **Worn tyres are detrimental to roadholding particularly at high speeds on wet roads. Furthermore, the vehicle tends to aquaplane sooner.**

Note

When tread depth is down to 1.6 mm measured in the tread groove next to the wear indicator bar – the official permissible minimum tread depth has been reached (in export countries this figure may differ). ■

Renewing wheels/tyres

Wheels and tyres are important design features. The wheels and tyres approved by us should be used. They are specially matched to the model concerned and contribute largely to the excellent roadholding and safe driving characteristics.

To maintain the vehicle's proper operation, SEAT highly recommends the use of pneumatics/tyres of the same characteristics to that originally supplied with.

The Technical Services hold up to date information regarding the standard tyres fitted by the manufacturer. Also: Many Technical Services possess a large range of tyres and rims.

- Fitting and repairing tyres requires expert knowledge and special tools. This work may only be carried out by specialist personnel.

For the sake of the environment

Because of the problems in disposing of old tyres and the specialised tools and knowledge required, tyres should preferably be changed at a Technical Service Centre.

- For safety reasons the tyres should be renewed in pairs and not singly. The tyres with the deepest tread should always be on the front wheels.

• You should only combine radial tyres of the same construction, size (rolling circumference) and, as far as possible, the same tread profile on all four wheels.

• If the spare wheel has got a different use than the wheels the car is using actually (for example, winter tyres or wide tyres), in case of a breakdown it will only be possible to be used for a short time and driving with special care. It will have to be replaced by the normal wheel as soon as possible.

• Never fit used tyres whose previous history is not known.

• Knowing the tyre lettering and its meaning makes the selection of the correct tyres easier. Radial ply tyres have the following lettering on the sidewall:

e.g. **195 / 65 R 15 91 T**		
195	=	Tyre width in mm
65	=	Height/width ratio in %
R	=	Radial construction code letter = Radial
15	=	Wheel diameter in inches
91	=	Carrying capability code
T	=	Speed code letter

The manufacturing date is also to be seen on the tyre wall (possibly only on inner side of wheel):

DOT ... 185 means that the tyre was manufactured the 18th week of 2005.

WARNING

Tyres which are more than 6 years old should only be used in an emergency and then with a particularly careful style of driving.

If you wish to fit your car with non-standard wheels or tyres please note:

WARNING

• For technical reasons it is not normally possible to use wheels from other vehicles – in certain circumstances not even wheels from the same vehicle model!

• Using types of wheel and/or tyres which have not been approved by us for your vehicle model can be detrimental to the safety of the vehicle. It can also affect the vehicle under the Construction and Use regulations.

• Wheels and wheel bolts are matched to each other.

Therefore, whenever wheels are changed to a different version (e.g. alloy wheels or wheels with winter tyres), the corresponding wheel bolts with the corresponding length and taper, must also be used. The security of the wheels and the functioning of the brake system depend on this!

• If wheel trim discs are subsequently installed it is essential to ensure that the air flow remains adequate to cool the brakes.

Technical Service Centres have all the necessary information about the possible conversion of wheels, tyres and wheel trims. ■

Wheel bolts

The wheel bolts must be clean and easy to turn – do not grease or oil under any circumstances!

This applies not only to changing a defective wheel but also when replacing summer tyres with winter tyres and vice-versa. ■

Changing the wheels round

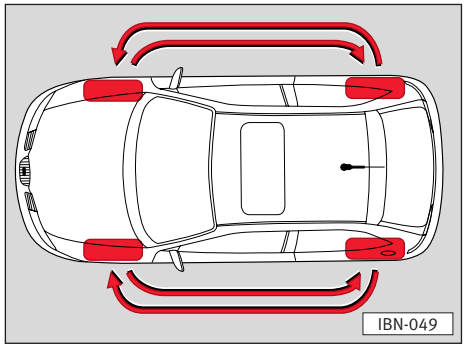

Fig. 137

If the front tyres are worn more than the rear it is advisable to change the wheels round as shown. All tyres will then have approximately the same length of service life.

With certain types of tread wear it can be an advantage to change the wheels diagonally. For more details, contact a Technical Service Centre. ■

Winter tyres

WARNING

In winter conditions, winter tires will significantly improve handling of the vehicle.

Because of their make up (width, rubber mixture, tread formation etc.), summer tyres provide less traction on ice and snow.

When fitting winter tyres note the following:

- For better driving performance, fit winter tyres on all four wheels.
- Winter tyres are no longer fully effective when the tread has worn down to a depth of 4 mm.

The following speed limits are valid for winter tyres:

Code letter Q max. 160 km/h

Code letter T max. 190 km/h

Code letter H max. 210 km/h

WARNING

The highest permissible speed for your winter tyres must not be exceeded. This could damage the wheel and lead to a serious accident. ▶

For this reason, in some countries, vehicles which can exceed this speed must have an appropriate sticker in the driver's field of view. These are available from Technical Service Centres.

Please note regulations to this effect in your country.

• All-weather tyres can also be used instead of winter tyres.

• If you have a flat tyre the remarks on using the spare wheel on page 176 should be noted.

• Do not leave winter tyres fitted for an unnecessary long period because when the roads are free of snow and ice the handling with summer tyres is better.

For the sake of the environment

For environmental reasons summer tyres should be fitted again as soon as possible because normally they are quieter in running, tyre wear is reduced and the fuel consumption is lower. ■

Snow chains

Snow chains can only be fitted on the front wheels.

The use of snow chains is permitted on 155/80 R 13, 165/70 R 14 and 185/60 R 14 tires.

Only use thin chains which do not stand clear more than 15 mm (including tensioner).

When using snow chains wheel rim plates and rim rings must be taken off. In this case, to protect the wheel, the bolts must then be fitted with caps which are available from Technical Service Centres.

When driving over roads which are free of snow you must remove the chains. On such roads they are detrimental to vehicle handling, damage the tyres and wear out quickly.

In some countries the maximum permissible speed with snow chains is 50 km/h. ■

Changing wheels

Preparation work

– In case of a flat tyre or puncture, park the vehicle as far as possible away from the traffic flow. If necessary, switch hazard warning lights on and place the warning triangle in position – note any statutory requirements.

– All vehicle occupants should leave the vehicle and move to a safe area (e.g. behind safety barrier).

– Apply handbrake firmly, engage a gear or place the gear selector in position “P” and chock the opposite wheel with a stone or similar.

– When towing a trailer, the trailer must first be disengaged from the towing vehicle before the wheel is changed.

– Take tools and spare wheel out of luggage compartment.

Caution

Carry out wheel change on as flat a surface as possible. ■

Wheel trims

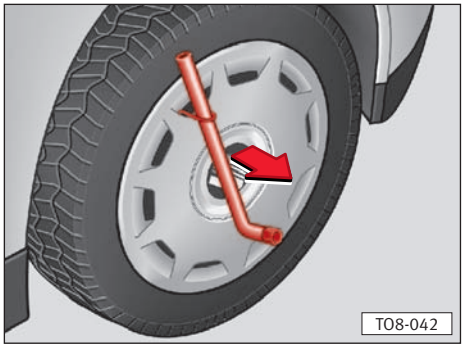

Fig. 138

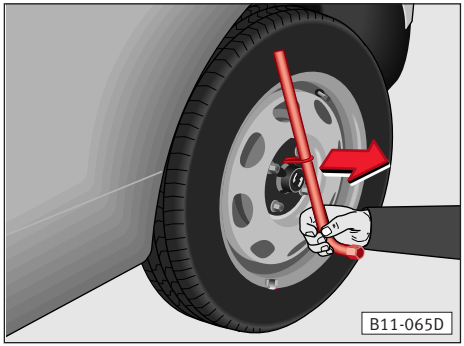

Fig. 139

– Remove **central cover** with the wheel spanner and the wire hook*. Put the wire hook in one of the recesses of the wheel trim. Pass wheel spanner through hook and lever trim off ⇒ fig. 138.

– Remove **central cover**[1)] with the wheel spanner and the wire hook*. Place the wire hook in the two holes of the SEAT symbol. Pass wheel spanner through the hook and remove cover ⇒ fig. 139. ■

[1)] Notes: the type of central cover may vary according to the model or version.

Loosening the wheel bolts

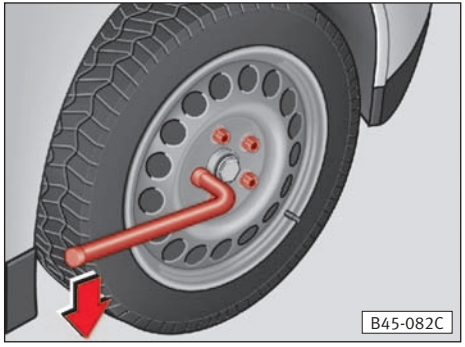

Fig. 140

– Push the wheel spanner as far as possible onto the wheel bolt as shown and turn the spanner anti-clockwise ⇒ fig. 140. When doing this, grip the spanner as far as possible towards the lever end.

If the bolts cannot be loosened, one can in an emergency, carefully push the spanner down with a foot on the end of the lever. One should ensure that one has a firm stance and a good grip on the vehicle.

Loosen wheel bolts about one turn. ■

Raising the vehicle

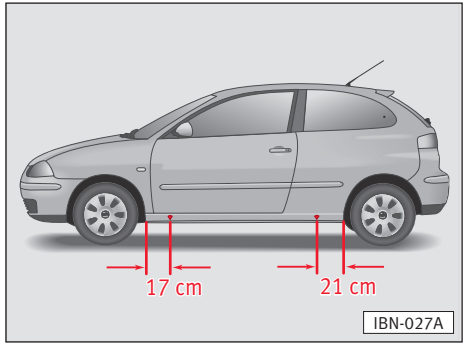

Fig. 141

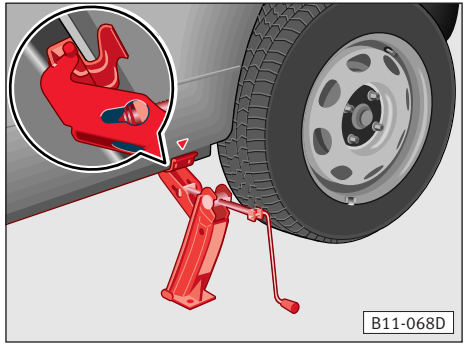

Fig. 142 ▶

• Depressions under vehicle for jack:

WARNING

If the jack is not fitted at the points marked or described, damage could be caused to the vehicle. There is also a risk of injury!

– The jack should be placed at some 17 cm in front and approximately 21 cm away at the rear from the corresponding wheel track ⇒ fig. 141.

• Place the jack under the vehicle:

The fig. 142 shows the jack fitted on the rear left hand side.

WARNING

If the ground under the jack is too soft, the vehicle could slip off the jack.

Ensure, therefore, that the jack is on a solid surface. If necessary, use a large, stable underlay to place under the jack.

If the ground under the jack is slippery, place a non-slip rubber mat underneath.

Note

• In vehicles fitted with a plastic cover*, remove the cover to access the attachment points of the vehicle. For this proceed as follows:

Pull on the cover and remove from its housing.

Once the cover is removed, it will remain suspended by a rubber to avoid its loss.

– Wind jack arm up by turning the crank in the spindle until the jack just goes under the vehicle.

– The claw of the jack must fit round the vertical rib on the side member so that the jack cannot slip when vehicle is lifted ⇒ fig. 142.

– Align jack and at same time wind claw up further until it contacts the vertical rib on side member.

• Lift vehicle until the wheel is just clear of the ground. ■

Removing and fitting the wheel

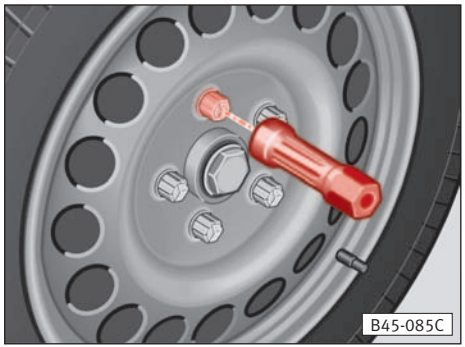

Fig. 143

• Remove wheel bolts (**after loosening**), using box spanner in screwdriver handle ⇒ fig. 143, place them on a clean surface (hub cap, cloth, paper) next to the jack and remove wheel. ▶

– Fit spare wheel, and slightly tighten all bolts using the box spanner in the screwdriver handle.

The wheel bolts must be clean and easy to turn – do not grease or oil under any circumstances!

– Lower vehicle and fully tighten bolts in diagonal sequence using wheel spanner.

– Fit the hub caps again.

When fitting the hub cap, you must first press on the hub cap at the valve cut-out and then press on around the full circumference.

– Place the defective wheel in the spare wheel bracket and secure using the plastic nut.

Note

• Having previously loosened them with the key, use the interior hexagon of the screwdriver hander to unscrew the bolts easily. The blade should be removed when doing this.

Never use the box spanner in the handle of the screwdriver to loosen or tighten wheel bolts.

• The following points should be noted after changing a wheel:

– Check the inflation pressure of the replacement wheel as soon as possible.

– Have the tightening torque of the wheel bolts checked with a torque wrench as quickly as possible. The torque for steel and alloy wheels and for the spare wheel is 120 Nm.

If the wheel bolts are seen to be corroded or too tight when changing the wheel, they must be replaced before checking the torque.

Until this has been done, you should only drive at low speeds.

• The defective wheel should be repaired as soon as possible.

WARNING

If the vehicle is to be subsequently fitted with wheels or tires differing from those fitted by the factory, it is essential to always note the corresponding indications on chapter "Accessories, changes, and replacement of parts". ■

Notes for tyres where the direction of rotation is stipulated

It is imperative that the designated direction of rotation for the tyre treads (which can be determined from the arrow on the side of the tyre) be kept to. The best tyre performance i.e. in aquaplaning, road adhesion, noise and wear are then guaranteed.

If a spare wheel has to be fitted against the stipulated direction of rotation, this measure should only be a temporary one. The best possible tyre performance concerning aquaplaning, noise level and wear are no longer fully guaranteed.

We recommend that you take this into account, especially in wet weather, and adjust your speed to the driving conditions.

In order to use the principle of the direction of rotation fully again, the faulty tyre must be replaced as soon as possible.

If necessary, mount the tyre fitted against the direction of rotation in the stipulated direction. ■

Anti-theft* wheel bolts

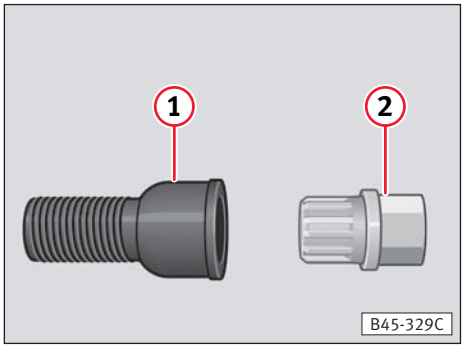

Fig. 144

① Anti-theft wheel bolt

② Adapter for the wheel bolts

(The adapter is stored with the on board tools.)

Loosen or tighten wheel bolts

• First, place adapter ② as far as possible onto the anti-theft wheel ① bolt.

• Place the wheel spanner (from the on board tools) as far as possible over adapter ② and loosen or tighten the wheel bolt.

• After the wheel has been changed the adapter needs to be removed from the wheel bolt.

We recommend that you carry the adapter for the wheel bolts in the vehicle and stow it at a location well known to the owner, preferably with the on board tools.

Code

The code for the wheel bolt is engraved in the front of the adapter.

Make a note of the code and keep it in a safe place. Only with this code can a replacement adapter be obtained at a SEAT Official Service Center.

Note

When fitting anti-theft wheel bolts it is indispensable to ensure a **torque of 120 Nm**. If the bolts are too tight, damage to the bolts and adaptor can occur. ■

Fuses

The individual current circuits are protected by fuses.

We recommend you always carry spare fuses with you, which may be purchased from any Technical Service Centre.

WARNING

Never, under any circumstances "repair" the fuses or replace them with more powerful ones, as damage in another part of the electrical system could occur. This could even lead to a fire.

Note

• If the fuse burns out again shortly after being changed, immediately take your vehicle to a Technical Service Centre to have the electrical system checked.

• Some of the components listed are only found on certain models or are optional extras. ■

Changing a fuse

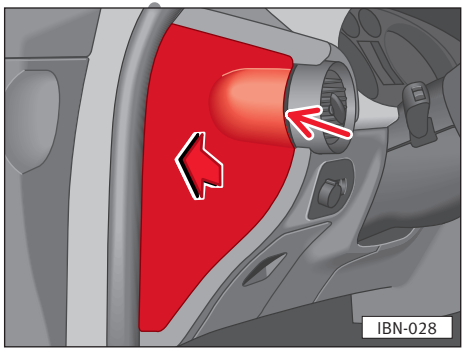

Fig. 145

The fuses are located on the left hand side of the dash panel behind a cover.

On right-hand drive versions, the fuses are on the right hand side of the dash panel behind a cover.

• Switch off the ignition and the component concerned.

• Take the cover off.

To do this, place the flat blade of the screwdriver in the recess on the cover (arrow) and lever off.

• With the aid of the list of fuses (see next pages or the cover of the fuse box) determine which fuse belongs to the component that has failed.

• Remove the appropriate fuse.

• Replace blown fuse – can be recognised by the burnt metal strip – with a fuse of same amperage.

• Replace the cover. ■

Layout of fuses

№	Component	Amperes
1	Free	---
2	ABS/ESP	10
3	Free	---
4	Brake light, clutch	5
5	Engine control unit (petrol)	5
6	Dipped beam, right	5
7	Dipped beam, left	5
8	Mirror heating control	5
9	Lambda probe	10
10	"S" signal[1]. Radio control	5
11	Free	---
12	Height adjustment headlights	5
13	Level sensor/oil pressure	5
14	Additional engine heating/Oil pump	10
15	Automatic gearbox control	10
16	Heated seats	15
17	Engine control unit	5
18	Instrument panel/Heating and ventilation, Navigation, Height adjustment headlights, Electric mirror	10
19	Reverse light	15
20	Windshield washer pump	10
21	Main beam, right	10
22	Main beam, left	10
23	License plate light/pilot light for side light	5
24	Windshield wiper	10
25	Sprayers (petrol)	10
26	Brake light switch/ESP	10
27	Instrument panel/Diagnosis	5
28	Control: glove compartment light, boot light, interior light sun roof	10
29	Climatronic	5
30	Free	---
31	Electronic window, left	25
32	Control central locking	15
33	Self-fed alarm horn	15
34	Current supply	15
35	Open roof	20
36	Engine electro-fan heating/Ventilation	25
37	Pump/headlight washers	20
38	Fog lights, rear fog lights	15
39	Control petrol engine unit	15
40	Control diesel engine unit	20
41	Fuel level indicator	15
42	Transformer ignition	15
43	Dipped beam, right	15
44	Electric window, rear left	25

[1] The "S" signal is a system which incorporates steering wheel lock and ignition. Once the ignition is switched off and without removing the key from the ignition this function allows you to switch on some of the electrical equipment such as the car radio, the courtesy light, etc. This function is deactivated once the key is removed from the ignition.

№	Component	Amperes
45	Electric window, front right	25
46	Control windshield wipers	20
47	Control heated rear windshield	20
48	Control turn signals	15
49	Lighter	15
50	Current rain sensor/central locking	20
51	Radio/CD/GPS	20
52	Horn	20
53	Dipped beam, left	15
54	Electric window, rear right	25

Fuse box in the engine compartment on the battery

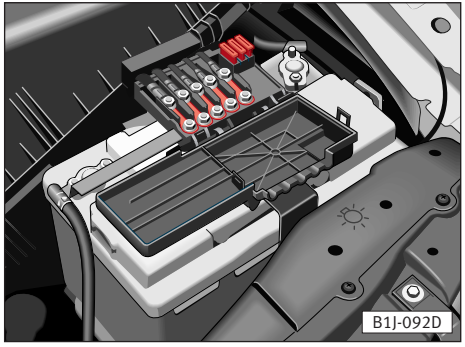

Fig. 146

Metal fuses[1)]

№	Component	Amperes
1	Alternator/Ignition	175
2	Distribution input potential passenger cabin	110
3	Pump power steering	50
4	SLP (petrol)/Preheating spark plugs (diesel)	50
5	Electro-fan heater/climate fan	40
6	ABS control	40

Non-metallic fuses

№	Component	Amperes
7	ABS control	25
8	Electro fan heater/climate fan	30
9	Free	--
10	Wiring control	5
11	Climate fan	5
12	Free	--
13	Control Jatco automatic gearbox	5
14	Free	--
15	Free	--
16	Free	--

[1)] These fuses should only be changed by a Technical Service Centre.

Fuse colour code

Colour	Amperes
Beige	5 Amp
Brown	7.5 Amp
Red	10 Amp
Blue	15 Amp
Yellow	20 Amp
White	25 Amp
Green	30 Amp

Automatic fuse

All electric windows are protected together via an automatic fuse which breaks the circuit when overloaded (e.g. windows frozen) and completes the circuit again after a few seconds.

Changing bulbs

General notes

Before replacing a bulb you must first switch off the corresponding consumer.

Do not touch the glass part of the bulb with bare fingers since the finger prints left on the glass or the sweat could evaporate when the bulb becomes hot and cause a drastic decrease in life span and/or properties. You can avoid this problem by wearing gloves when changing a bulb.

A bulb must be replaced by a bulb with the same properties. The designation is marked on the base of the bulb or on the glass.

We recommend you always carry a box of spare bulbs in the vehicle. At the very least, carry the following bulbs since they are essential for driving safety:

Rear light bulbs in vehicle body

Brake light/Side light 12N/P21/5W
Turn signal light 12V/P21W

Rear light in tailgate

Small side light.....12V/W5W
Fog light.....12V/P21W
Reverse light.....12V/P21W

One reflector lights

Main/dipped beam 12V 60/55W (H4)
Turn signal light 12V/PY21W
Side light 12V/W5W

Double reflector lights

Dipped beam 12V/55W (H7)
Main beam.....12V/55W (H3)
Turn signal light 12V/PY21W
Side light 12V/W5W

Xenon[1] lights

Dipped beam .....12V/35W (D1S)[2]
Main beam 12V/55W (H7)
Turn signal 12V/PY21W
Side light 12V/W5W

Fog light*

Fog light 12V/55W (H3)

WARNING

Halogen bulbs (H3, H7, H4...) are pressurized and can explode while being changed.

For this reason, you must wear gloves and protective glasses when changing a halogen bulb.

Note

As a result of the special engine construction and the subsequent space requirements and depending on the vehicle version, access to the bulbs may be very difficult.

Changing bulbs should be carried out by a Technical Service Center. Nonetheless, procedures on changing bulbs, except for xenon* bulbs, is described as follows. ■

[1] Replacing this type of the light must be carried out by a Technical Service Centre since complex vehicle parts must be disassembled and the incorporated automatic regulatory system must be reset.

[2] The glowing capacity of Xenon bulbs is 2.5 times higher than regular ones and their life span is 5 times higher than halogen bulbs. It is not necessary to replace these bulbs during the vehicle's life, unless there is an anomaly.

Main beam bulbs

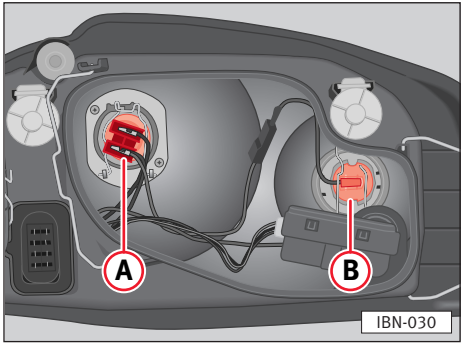

Fig. 147

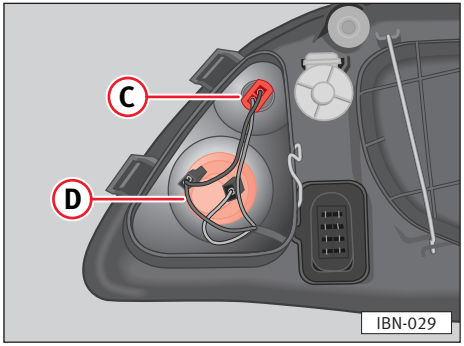

Fig. 148

WARNING

When doing work in the engine compartment you must take great care – danger of injury!

For your safety, carefully read the corresponding warnings in the "Engine bonnet" and "Engine compartment" chapters.

The illustration shows the left headlight from the rear ⇒ fig. 147 and fig. 148.

Ⓐ Dipped beam bulb

Ⓑ Main beam bulb

Ⓒ Side light bulb

Ⓓ Turn signal bulb ■

Dipped beam bulb

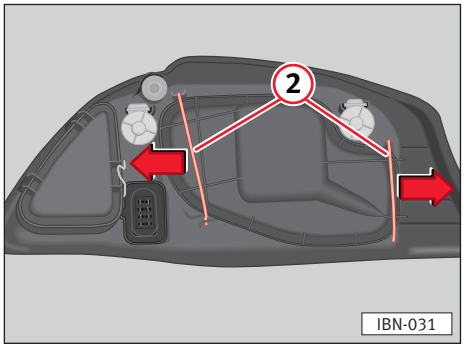

Fig. 149

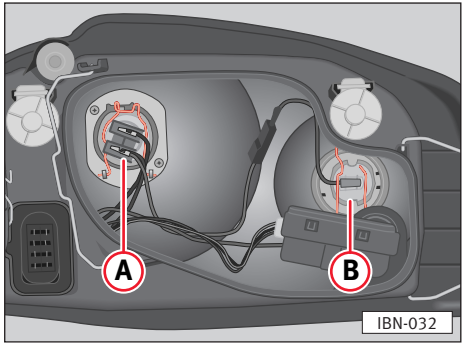

Fig. 150

– Open bonnet.

– Move retaining rods ⇒ fig. 149 ② outwards in the direction of the arrows and remove cover.

– Pull out connector of the bulb cable ⇒ fig. 150 Ⓐ.

– Release retaining spring and separate.

– Remove bulb and place the new bulb in the same position as the former bulb. Ensure good fit.

– Press retaining spring over the bulb plate and engage.

– Connect plug.

– Place plastic cover and place retaining rods ②.

– Have headlight alignment checked. ■

Main beam bulb

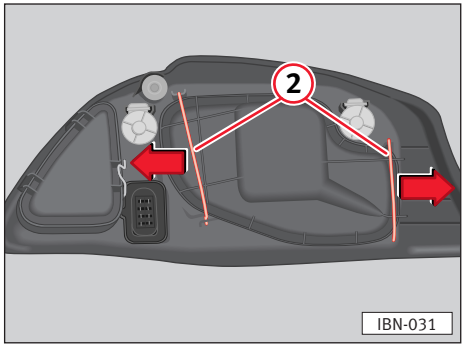

Fig. 151

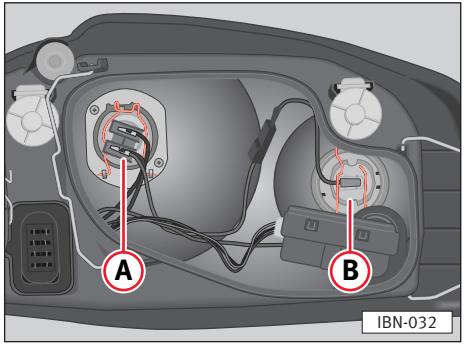

Fig. 152

– Open bonnet.

– Move retaining rods ⇒ fig. 151 (2) outwards in the direction of the arrows and remove cover.

– Pull out plug of the bulb cable ⇒ fig. 152 (B).

– Release retaining spring from bulb holder and separate.

– Remove bulb and place the new bulb in the same position as the former bulb. Ensure good fit.

– Press retaining spring over the bulb plate and engage.

– Connect connecting cable.

– Place plastic cover and place retaining rods (2).

– Have headlight alignment checked. ■

Side light bulbs

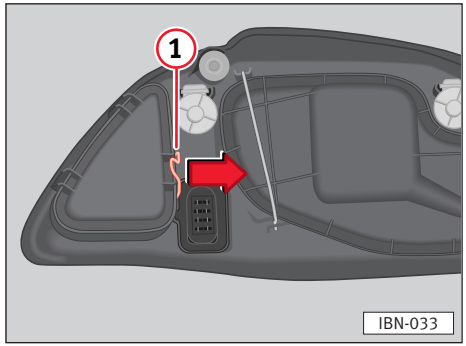

Fig. 153

▶

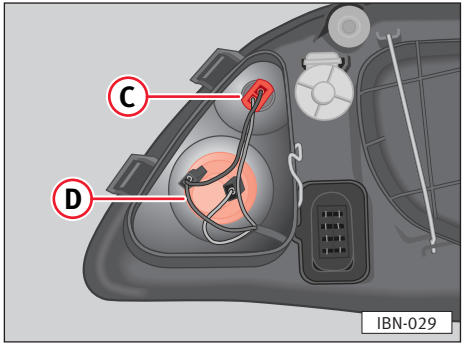

Fig. 154

– Open bonnet.

– Remove retaining rod ⇒ fig. 153 ① in the direction of the arrow and remove cover.

– Pull on cables to free bulb carrier from its housing ⇒ fig. 154 Ⓒ.

– Pull on lamp and replace.

– To install proceed in reverse.

– Place plastic cover and secure retaining rod. ■

Turn signal bulb

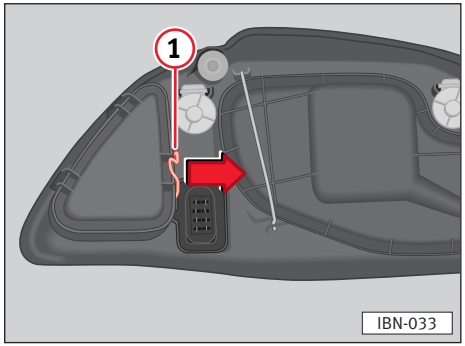

Fig. 155

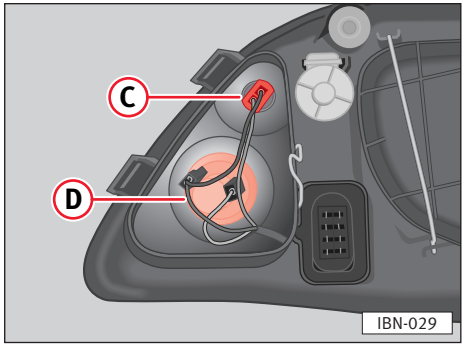

Fig. 156 ▶

– Open bonnet.

– Move retaining rod ⇒ fig. 155 ① in the direction of the arrow and remove cover.

– Turn bulb carrier to the left and remove from housing ⇒ fig. 156 Ⓓ.

– Turn the bulb to the left and substitute it.

– To install proceed in reverse.

– Place plastic cover and secure retaining rod. ■

Fog lights

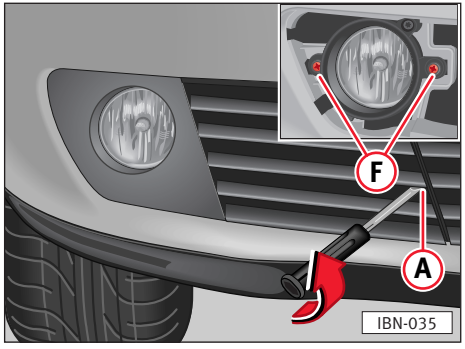

Fig. 157

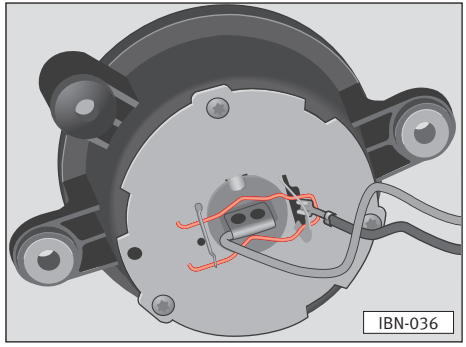

Fig. 158

To replace the fog light bulb do the following:

– Remove grid by unscrewing screw Ⓐ. Carefully pull on the grid on the screw side and remove cover.

– Unscrew the two light holding screws Ⓕ and, once unscrewed, unplug connector.

– Turn the light cover one quarter of a turn to the left.

– Unplug lamp cable.

– Unhook retaining spring from light and separate.

– Remove bulb, insert a new one in the same position and ensure good fit.

– Press retaining spring on the light housing and engage it.

– Plug in lamp cable.

– To install cover and light follow the same steps in reverse order. ■

Side indicators

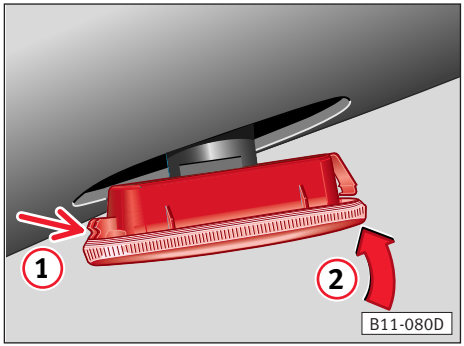

Fig. 159

- Press the indicator to the left or to the right and remove the bulb.
- Pull out bulb holder.
- Pull out the defective glass bulb and insert new one.
- Slide bulb holder into the indicator guides until the holder engages.
- First place the indicator with retaining lugs (arrow 1) in body opening and then engage the light in the direction of the arrow (arrow 2). ■

Rear tailgate lights

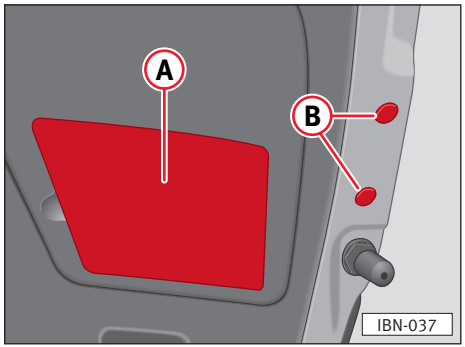

Fig. 160

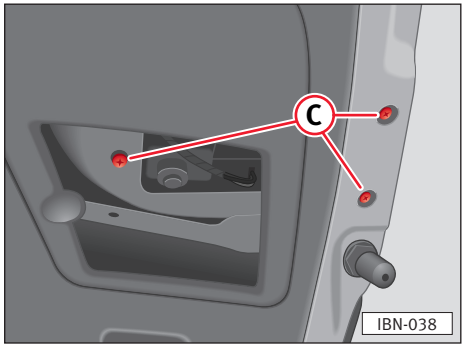

Fig. 161 ▶

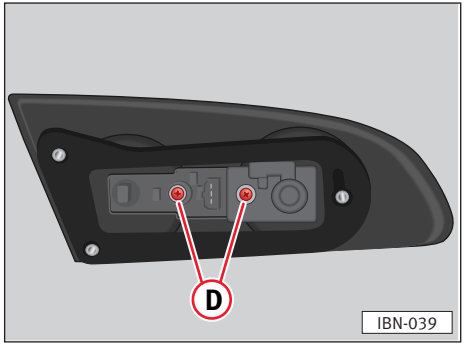

Fig. 162

Dipped beam 1

Fog light

Reverse light

- Open tailgate.
- Remove plastic cover ⇒ fig. 160 (A) and plastic plugs ⇒ fig. 160 (B) by carefully levering with the flat part of a screwdriver. Do not scratch paint.
- Remove bolts ⇒ fig. 161 (C) and unplug the connector.
- Remove pilot from its housing.
- Unscrew screws ⇒ fig. 162 (D) and remove from light carrier.
- Press and turn the big bulb to the left. In case of the small bulb, pull it out.
- Remove bulb and replace it.
- Replace light carrier and proceed to installation in reverse order.
- Install plugs ⇒ fig. 160 (B) and plastic cover ⇒ fig. 160 (A).

Note

Ensure that all joints and rubbers and plastic plugs (B) are well installed. ■

Rear body work lights

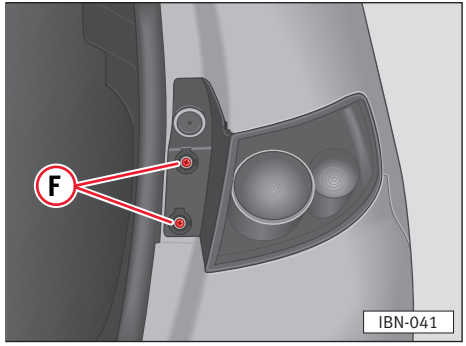

Fig. 163 ▶

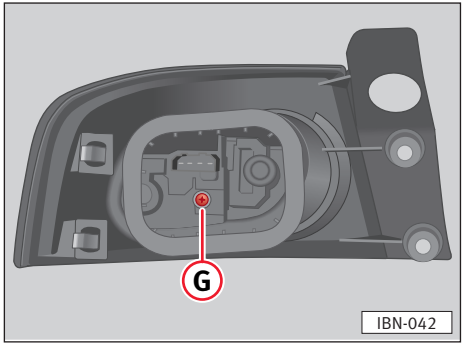

Fig. 164

Dipped beam 2

Brake light

Turn signal

– Open tailgate.
– Unscrew bolts ⇒ fig. 163 (F) with the flat part of the screwdriver.
– Move pilot slightly towards the exterior and pull on it.
– If necessary unplug connector.
– Unscrew screw ⇒ fig. 164 (G).
– Remove lamp carrier.
– Press and turn the bulbs to the left.
– Remove defective bulb and replace.
– For the installation, proceed in reverse order by pressing slightly on the external area of the pilot (metallic clips area).

Note

Ensure that all joints and rubbers are well installed. ■

Number plate light

• Remove transparent lens by levering lens off with the flat part of a screwdriver.

• Remove the defective bulb from the lampholder, grasping it by the central part and pressing toward one side, and fit a new one.

• Place bulb in the corresponding gap. Handle rubber joint carefully and press until you hear a click. ■

Interior lights and front reading lights (three parts)

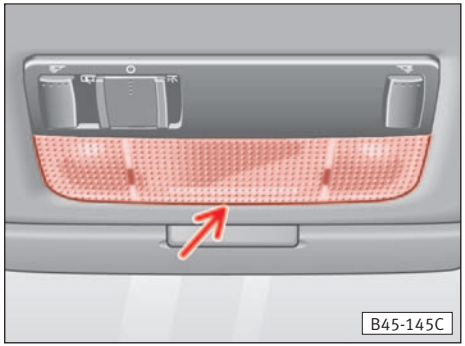

Fig. 165

– Remove the lens. To do this insert a fine screwdriver into the gap between the housing and lens (arrow ⇒ fig. 165) and lever the lens off carefully, to avoid damage.

– To replace defective reading lamps, pull them outwards. To remove the central lamp, hold it and press it toward one side.

– For the installation, proceed in reverse order by pressing slightly on the external area of the pilot.

– First attach lens to switch trim with both retaining lugs. Then push up at front until both locking plugs engage. ■

Additional brake light*

Given the difficulty involved in the replacement of this light it should be done by the Technical Service. ■

Glove compartment light*

– Insert the screwdriver at the top between the light and the glove compartment and carefully lever the light out. Then take the light out at an angle.

– Change the bulb.

– Insert the light with the switch side at the bottom first and then at the top until it engages. ■

Installing a radio

If a radio is installed or if the factory-provided radio is replaced, including speakers, the following must be noted:

- Connectors* fitted in the vehicle are for Original SEAT Radios[1].
- Radios with other connections must be connected with an adapter cable which can also be obtained from Technical Service Centres.

WARNING

Never cut a cable and never leave it without insulation. If necessary use an adaptor.

Otherwise the cables could be overloaded and cause a short circuit – danger of fire.

Caution

Furthermore, important electronic components could deteriorate or be damaged. In case of a disturbance in the speed signal, for example, it could cause failure in the engine control, automatic gearbox, ABS, etc.

Even if the speed signal is connected to a radio fitted with an automatic volume adjustment by a different manufacturer, a failure of the previously mentioned kind could occur. ▶

[1] Not for all countries

To access the original speakers, the entire door panel must be removed. Since this operation requires special tools and expertise, we recommend that this be undertaken by a Technical Service Centre.

• For this reason, it is advisable to have the radio and speakers fitted by a Technical Service Centre.

• The radios from the SEAT Original Accessories program[1] correspond to factory models and guarantee a trouble-free installation. These radios are fitted with advanced technology and are easy-to-use.

• It is also advisable to use speakers, assembly kits, antennas and anti-parasite kits from the Original Accessories program[1]. These parts have been created for each type of vehicle. ■

Roof antenna*

The vehicle may be fitted with an extendable anti-theft roof antenna* which can be folded backwards, i.e. at a car wash.

To fold

Unscrew rod, bend backwards to the horizontal position and screw in.

To use

Proceed in reverse. ■

[1] Not for all countries

Mobile telephones and radio telephones

Mobile phones and radio – telephones should be installed by a specialised workshop.

SEAT has authorised the use of mobile telephones and two-way radios for your vehicle with correctly installed external aerial and maximum broadcast power of 10 Watts.

Caution

When using mobile telephones or two-way, faults in the vehicle electrics could occur under the following conditions:

– no external aerial

– external aerial incorrectly installed

– broadcast power higher than 10 Watts.

Mobile telephones or two-way radios must not, therefore, be operated inside the vehicle without a separate external aerial or with an aerial which has been incorrectly installed.

WARNING

Mobile telephones and two-way radios operated inside the vehicle without a separate external aerial or with an incorrectly installed external aerial can be harmful to health due to the extremely high electromagnetic fields generated.

Furthermore, optimal range is only achieved with an external aerial.

Note

Please take the time to review the instruction manuals provided with mobile telephones and two-way radios! ▶

If you wish to use mobile phones or radio telephones with a transmission power of over 10 W, you must necessarily check with your Technical Service Centre. They will inform you about the technical possibilities for additional mobile and radio phone equipment.

WARNING

Please concentrate on your driving first of all. Never install telephone retainers on the Air Bag cover or within its range of effectiveness. This would increase the risk of injury should the Air Bag be activated during an accident. ■

Emergency starting

Jump leads

If the engine will not start because the battery is flat, **jump leads** can be connected to the battery of another vehicle to start the engine. The following points should be noted:

- Both batteries must be of the 12 Volt variety and the capacity (Ah) of the booster battery must be approximately the same as that of the flat battery.
- The jumper cables must be heavy enough to carry the load. Note cable manufacturer's data.
- Only use jumper cables with insulated clips.

WARNING

A flat battery can freeze at temperatures of less than 0°C. A flat battery must first be thawed out before attaching the jump leads, as it could otherwise explode.

- There must be no contact between the vehicles, otherwise current can flow as soon as the plus terminals are connected.
- The flat battery must be properly connected to the electrical system.
- The engine of the boosting vehicle must be running.
- Ensure that the insulated clips have enough contact to metal. This is particularly applicable to clips which are attached to the engine block.

Colors of jumper cables:

Positive cable: generally red.

Negative cable: generally black, brown or blue. ■

How to jump start

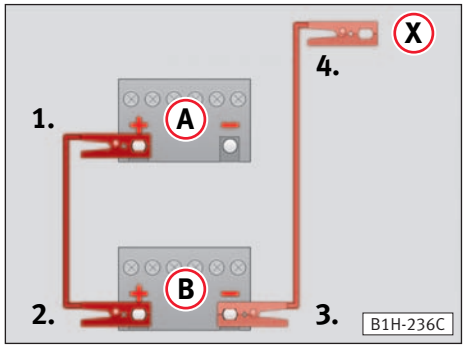

Fig. 166

Ⓐ Flat battery

Ⓑ Boosting battery

The battery is in the engine compartment on the left looking forward.

The emergency starting cable must be attached in the following order:

Before the starting cable can be connected to the (+) terminal on the battery of the vehicle, the cover of the fuse holder must first be opened ⇒ page 170.

1. One end of (+) cable (usually red) to the (+) terminal of the flat battery Ⓐ.

2. Other end of the red cable to the (+) terminal of boosting battery Ⓑ.

3. One end of (–) cable (usually black) to the (–) terminal of boosting battery Ⓑ.

4. Other end of black cable Ⓧ to a solid metal part bolted to the block or to cylinder block itself.

Do not connect the cable to the flat battery minus terminal. The sparks could ignite the explosive gas flowing out of the battery.

WARNING

- **The non-insulated parts of the cable clips must not touch one another on any account. Furthermore the jumper cable attached to the battery positive terminal must not come into contact with electrically conductive vehicle parts – danger of short circuit!**
- **Route the jumper cables so that they cannot come into contact with rotating parts in the engine compartment.**
- **Do not stand with your face over the battery – danger of acid burns!**
- **Keep sources of ignition (naked flames, burning cigarettes etc.) well away from the battery – danger of explosion!**

- Start the engine as described in the “Starting engine” section.
- If the engine does not start at once, stop using starter after 10 seconds, wait about half a minute and then try again.
- **With engine running, disconnect cables in reverse sequence to the connection.** ■

Tow start/towing

General notes

• Check whether there are any local traffic regulations concerning the towing of vehicles.

• The tow-rope should be slightly elastic to reduce the risk of damage to both vehicles. It is advisable to use synthetic fibre ropes, or ropes of similar elastic material. It is however safer to use a towing bar!

Avoid excessive towing effort and do not jerk. During towing operations on other than surfaced roads there is always the danger that the attachment points will be overloaded and damaged.

• Before trying to tow start, an attempt should be made to start using the battery of another vehicle – see previous page.

• When using a tow-rope the driver of the towing vehicle must engage the clutch very gently when moving off and changing gear.

• The driver of the vehicle being towed must ensure that the tow-rope is always taut.

• The emergency lights must be switched on in both vehicles – unless local regulations differ.

• Turn ignition on so that the steering wheel is free and the turn signals, horn, and, if necessary, the windscreen wiper and washer can be used.

• As the brake servo only works when the engine is running, considerably more pressure is required on the brake pedal when the engine is not running.

• More force than usual will be required to turn the steering wheel as the power assisted steering does not work when engine is not running.

• When there is no lubricant in the manual or automatic gearbox, the vehicle may only be towed with driving wheels lifted.

A tow-rope or a towing bar must only be applied at the following points. ■

Front towing eye

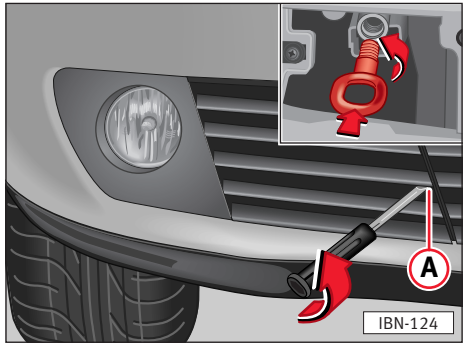

Fig. 167

If the car has to be towed, first you will have to remove the right cover of the inferior part of the front bumper, taking out the Ⓐ bolt.

Afterwards, you will have to screw in the towing eye located in the vehicle's toolbox turning the eye **to the left** with the wheel wrench until it is completely screwed in.

To remove the towing eye, turn it **to the right** with the wheel spanner. Place it in its housing, inside the vehicle's tool box. ■

Rear towing eye

The towing eye is located on the right under the rear bumper. ■

Tow starting

It is not recommended to tow start a vehicle. We recommend the use of another vehicle's battery. See the "Emergency starting" chapter.

There are various reasons why a vehicle should not be tow started:

• When towing there is a danger of colliding with the towed vehicle.

• In vehicles with a petrol engine, fuel may accumulate in the catalysts[1] and cause damage.

The following points must be noted by the driver of the manual gear vehicle being tow started:

• Before moving off, engage **2nd** or **3rd** gear, depress and hold clutch.

• Switch ignition on.

• Once both vehicles are moving, release the clutch.

• As soon as engine starts, depress clutch and move gear lever into neutral to avoid running into the towing vehicle.

• For technical reasons tow starting a vehicle with an automatic gear box is not possible. ■

Towing

When towing vehicles with an **automatic gearbox**, the following points must be noted in addition to the details on the previous page:

• Selector lever at **"N"**.

• Do not have the vehicle towed faster than 30 mph (50 km/h).

• Do not tow further than 30 miles (50 kilometres).

If the vehicle has to be towed long distances it must be lifted at the front.

Reason: When the engine is not running, the gearbox oil pump is not working and the gearbox is not adequately lubricated for high speeds or long distances.

• With a breakdown vehicle the vehicle may only be suspended at the front.

Reason: If given a rear suspended tow, the drive shafts turn backwards. The planetary gears in the automatic gearbox then turn at such high speeds that the gearbox will be severely damaged in a short time. ■

[1] Does not apply to vehicles with Diesel engine.

Lifting the vehicle

Trolley jack

To prevent damage to the underside of the vehicle it is essential to use **a suitable rubber pad.**

Caution

On no account should the vehicle be lifted under the engine, gearbox, rear axle or front axle as this can cause serious damage.

WARNING

- **With the vehicle lifted never start the engine – danger of accident!**
- **If the work has to be done underneath the vehicle, the vehicle must be supported on suitable stands.** ■

Vehicle hoist

Before driving over the vehicle lift, ensure that there is adequate clearance between lift superstructure and low parts on underside of vehicle.

Note

In vehicles fitted with a plastic heelrest and cover we recommend that you use additional rubber disks with a thickness of 25 or 30 mm to avoid damage to the heelrest. ■

Lifting points for workshop hoist and trolley jack

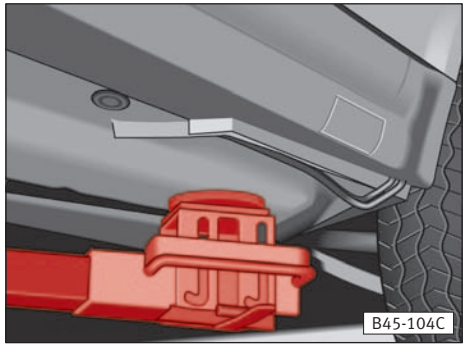

Fig. 168

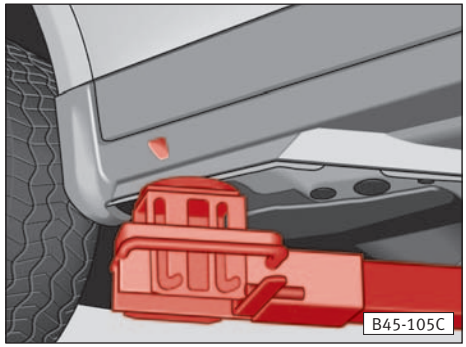

Fig. 169 ▶

The vehicle may only be lifted at the points shown in the illustration ⇒ fig. 168, fig. 169.

Front

On the vertical reinforcement of the lower sill.

Rear

On the vertical reinforcement of the lower sill.

Vehicle jack

Lifting with the vehicle jack is described on page 184. ■

Technical data

General notes

General considerations on technical data

Important

Unless otherwise indicated, all technical details provided below apply to vehicles with standard fittings.

These values may be different for special vehicles or vehicles destined for other countries.

Please bear in mind that the data in the car's official documents takes precedence. ■

Engine data

The engine fitted in your vehicle is indicated in the data sheet included in the Inspection and Maintenance Plan and in the car's official documents. ■

Performance

These values were calculated without extra equipment reducing performance, such as air conditioning, mud flaps, extra wide tyres, etc. ■

Fuel Consumption

The consumption and emission levels were calculated using the 93/116/CE measuring standards and take into account the true free-standing weight of the vehicle (weight category). To measure the fuel consumption the vehicle is tested in two different cycles on a rolling bench under the following conditions:

- **Town driving** is measured from a cold start of the engine. Then, driving conditions similar to those of in-town driving are simulated.
- **Intercity driving** the car is accelerated and braked in all gears, just as in normal driving. The driving speed varies between 0 and 120 km/h.
- **Total consumption** is based on a balanced average of 37% of town driving and 63% of intercity driving.
- **CO_2 emission levels** are obtained from the exhaust fumes of the vehicles tested in town and intercity driving on a rolling belt. These fumes are then analysed and the CO_2 emission levels are obtained, among other values.

Note

- The consumption and emission levels given in the following tables are correct for unloaded vehicles with basic fittings. If there are extra fittings, the empty weight will increase and, as a result, the weight category, which may slightly increase the consumption and CO_2 levels. Consult a Technical Service Centre to find out the exact specifications of your vehicle.
- Driving style, road and traffic conditions, weather conditions and the condition of the vehicle will, in practice, produce consumption levels different to those indicated. ■

Weights

Note

These weights are valid for European Union vehicles. Vehicles for other countries may have other weights. At all times it should be taken into account that the data given with the official vehicle document prevails.

WARNING

• The maximum authorized load and the load on the axle must never be exceeded. See the tables on the following pages.

• It must be remembered that when transporting heavy objects, the centre of gravity is displaced. For this reason, speed and driving should be adjusted accordingly.

• When loading luggage always ensure that no loose objects will fly towards the front of the vehicle in the event of sharp braking. If necessary use the lashing rings* provided. ■

Tyre pressure

The pressure values given here are for cold tyres – do not reduce the high pressure of warm tyres.

WARNING

Tyre pressure is of great importance, particularly at high speeds, and should be checked at least once a month. ■

Tow loads

Support loads

The **maximum** authorised load on the ball bar of the ball joint of the towing system is 50 kg.

The minimum support load must be 4% of the real tow load. However it need not be more than 25 kg. You should use the full authorised load available to you.

Note

These weights are valid for European Union vehicles. Vehicles for other countries may take other weights. At all times it should be taken into account that the data given with the official vehicle documents prevails.

• For safety reasons, do not drive above 80 km/h, not even in those countries where travelling at a greater speed is permitted.

• Due to special versions of certain models and optional extras such as air conditioning, sliding/tilting roof, tow bar and other added features, the free standing weight increases, meaning that the load size is correspondingly reduced. ■

Weights and measurements

Fixing points for tow bar*

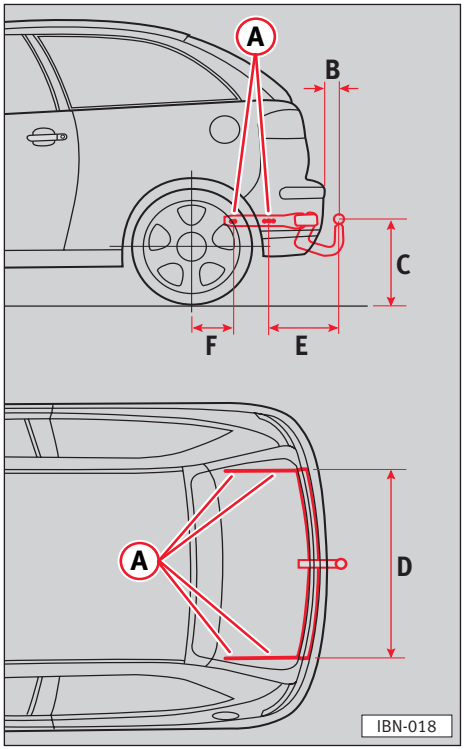

Fig. 170

WARNING

Danger of accident!

To install the tow joint, we recommend that you visit a Technical Service Centre.

Ⓐ 4 fixing points

Ⓑ 68 mm

Ⓒ 420 (empty vehicle)/350 mm (fully loaded vehicle)

Ⓓ 960 mm

Ⓔ 345 mm

Ⓕ 188 mm

Note

For more details refer to the "Trailer towing" chapter. ■

Vehicle identification data

Vehicle identification data

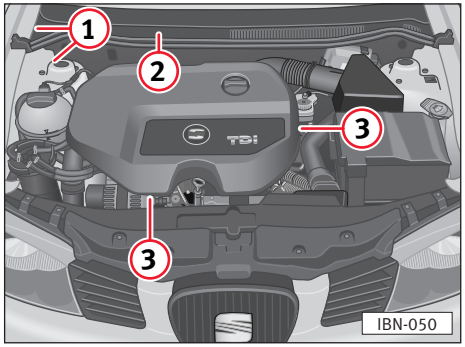

Fig. 171

(1) Type plate.
(2) Vehicle identification number.
(3) Engine number. ■

Data-carrying adhesive

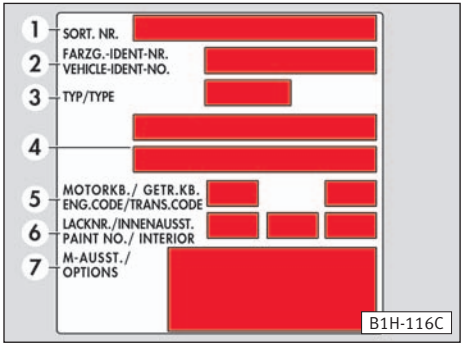

Fig. 172

The sticker is stuck on the inside rim of the spare wheel or on the floor of the boot.

It carries the following information:

(1) Production control bar code.
(2) Vehicle identification number.
(3) Vehicle model number.
(4) Model/engine power.
(5) Engine and gear change acronyms.
(6) Paint code/inside finish numbers.
(7) Optional extras code numbers.

The vehicle data from numbers (2) to (7) are also included in the maintenance and inspection plan. ■

Data-carrying adhesive

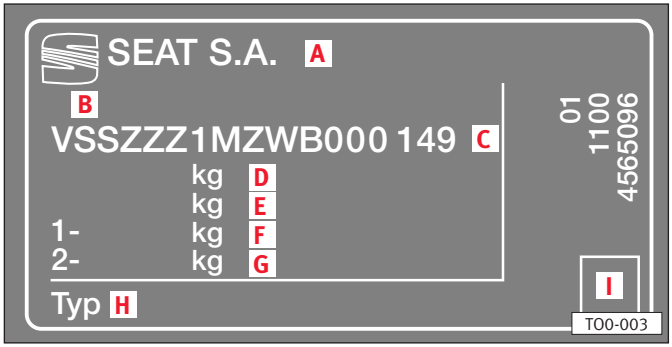

Fig. 173

(A) Brand
(B) Countersign for the official approval number
(C) Chassis number
(D) M.A.W.[1)]
(E) M.A.W.[1)] of vehicle (loaded vehicle)
(F) M.A.W.[1)] on front axle
(G) M.A.W.[1)] on rear axle
(H) Type
(I) Emissions coefficient ■

[1)] **M**aximum **A**uthorized **W**eight

Engine data

Petrol engine 1.2 47 kW

Engine data

Output kW (HP)	after 1/min	47 (64)/5000
Maximum engine torque	in Nm after 1/min	112/3000
Number of cylinders/Cylinder capacity in cm^3		3/1198
Compression		10.4
Fuel		Super 95 ROZ[a]/Normal 91[b] ROZ[a]

[a] **R**esearch-**O**ktan-**Z**ahl = Measurement of the anti-explosive power of petrol.
[b] Slight power loss ⇒ Please refer to the chapter “Petrol”.

Performance

Maximum speed	in km/h	166
Acceleration 0-80 km/h	in seconds	9.8
Acceleration 0-100 km/h	in seconds	14.9

Fuel consumption (l/100 km) / CO_2 (g/km)	3 doors	5 doors
Town driving	7.6/182	7.7/185
Intercity driving	5.1/122	5.1/122
Total	5.9/142	6.0/144

Weights

		3 doors	5 doors
Maximum authorised weight	in kg	1537	1560
Weight in driving order (with driver)	in kg	1102/1199	1127/1224
Authorised load on front axle	in kg	809	814
Authorised load on rear axle	in kg	778	800
Authorised load on roof[c)]	in kg	75	

[c)] Maximum roof weight including rack (see the “Roof rack” chapter).

Tow weights

Tow without brake on slopes of up to 12%	in kg	500
Tow with brake on slopes of up to 12%	in kg	800

Engine oil capacity

Engine oil capacity	3.3 l.

Petrol engine 1.4 16V 55 kW

Engine data

Output kW (HP)	after 1/min	55 (75)/5000
Maximum engine torque	in Nm after 1/min	126/3800
Number of cylinders/Cylinder capacity in cm^3		4/1390
Compression		10.5
Fuel		Super 95 ROZ[a]/Normal 91[b] ROZ[a]

[a] **R**esearch-**O**ktan-**Z**ahl = Measurement of the anti-explosive power of petrol.
[b] Slight power loss ⇒ Please refer to the chapter “Petrol”.

Performance

Maximum speed	in km/h	173
Acceleration 0-80 km/h	in seconds	8.8
Acceleration 0-100 km/h	in seconds	13.2

Fuel consumption (l/100 km) / CO_2 (g/km)	3 doors	5 doors
Town driving	8.6/206	8.7/209
Intercity driving	5.3/127	5.4/130
Total	6.5/156	6.6/158

Weights

		3 doors	5 doors
Maximum authorised weight	in kg	1542	1567
Weight in driving order (with driver)	in kg	1103/1204	1128/1234
Authorised load on front axle	in kg	815	820
Authorised load on rear axle	in kg	775	795
Authorised load on roof[c)]	in kg	75	

[c)] Maximum roof weight including rack (see the “Roof rack” chapter).

Tow weights

Tow without brake on slopes of up to 12%	in kg	500
Tow with brake on slopes of up to 12%	in kg	800

Engine oil capacity

Engine oil capacity	3.5 l.

Petrol engine 1.4 16V 55 kW. Automatic gearbox

Engine data

Output kW (HP)	after 1/min	55 (75)/5000
Maximum engine torque	in Nm after 1/min	126/3800
Number of cylinders/Cylinder capacity in cm^3		4/1390
Compression		10.5
Fuel		Super 95 ROZ[a]/Normal 91[b] ROZ[a]

[a] **R**esearch-**O**ktan-**Z**ahl = Measurement of the anti-explosive power of petrol.
[b] Slight power loss ⇒ Please refer to the chapter “Petrol”.

Performance

Maximum speed	in km/h	169
Acceleration 0-80 km/h	in seconds	10.1
Acceleration 0-100 km/h	in seconds	15.6

Fuel consumption (l/100 km) / CO_2 (g/km)	3 doors		5 doors
Town driving	10.2/245	10.3/247	10.3/247
Intercity driving	5.8/139	5.9/142	5.9/142
Total	7.4/178	7.5/180	7.5/180

Weights

		3 doors	5 doors
Maximum authorised weight	in kg	1562	1589
Weight in driving order (with driver)	in kg	1142/1249	1169/1275
Authorised load on front axle	in kg	855	860
Authorised load on rear axle	in kg	770	795
Authorised load on roof[c)]	in kg	75	

[c)] Maximum roof weight including rack (see the “Roof rack” chapter).

Tow weights

Tow without brake on slopes of up to 12%	in kg	500
Tow with brake on slopes of up to 12%	in kg	800

Engine oil capacity

Engine oil capacity	3.5 l.

Petrol engine 1.4 16V 74 kW

Engine data

Output kW (HP)	after 1/min	74 (101)/6000
Maximum engine torque	in Nm after 1/min	126/4400
Number of cylinders/Cylinder capacity in cm^3		4/1390
Compression		10.5
Fuel		Super 98 ROZ[a] / Super 95[b] ROZ[a]

[a] **R**esearch-**O**ktan-**Z**ahl = Measurement of the anti-explosive power of petrol.
[b] Slight power loss ⇒ Please refer to the chapter "Petrol".

Performance

Maximum speed	in km/h	190
Acceleration 0-80 km/h	in seconds	7.3
Acceleration 0-100 km/h	in seconds	11.2

Fuel consumption (l/100 km) / CO_2 (g/km)	3 doors and 5 doors	
Town driving	8.9/214	9.0/216
Intercity driving	5.3/127	5.4/130
Total	6.6/158	6.7/161

Weights

		3 doors	5 doors
Maximum authorised weight	in kg	1543	1568
Weight in driving order (with driver)	in kg	1104/1205	1129/1235
Authorised load on front axle	in kg	814	820
Authorised load on rear axle	in kg	778	798
Authorised load on roof[c)]	in kg	75	

[c)] Maximum roof weight including rack (see the “Roof rack” chapter).

Tow weights

Tow without brake on slopes of up to 12%	in kg	500
Tow with brake on slopes of up to 12%	in kg	1000

Engine oil capacity

Engine oil capacity	3.5 l.

Petrol engine 2.0 85 kW

Engine data

Output kW (HP)	after 1/min	85 (115)/5400
Maximum engine torque	in Nm after 1/min	170/2400
Number of cylinders/Cylinder capacity in cm^3		4/1984
Compression		10.5 ± 0.5
Fuel		Super 95 ROZ[a]/Normal 91[b] ROZ[a]

[a] **R**esearch-**O**ktan-**Z**ahl = Measurement of the anti-explosive power of petrol.
[b] Slight power loss ⇒ Please refer to the chapter “Petrol”.

Performance

Maximum speed	in km/h	198
Acceleration 0-80 km/h	in seconds	6.9
Acceleration 0-100 km/h	in seconds	10.1

Fuel consumption (l/100 km) / CO_2 (g/km)	3 doors	5 doors	
Town driving	10.9/262	10.9/262	11.0/264
Intercity driving	5.9/142	5.9/142	6.0/144
Total	7.7/185	7.7/185	7.8/187

Weights

		3 doors	5 doors
Maximum authorised weight	in kg	1614	1638
Weight in driving order (with driver)	in kg	1178/1265	1203/1289
Authorised load on front axle	in kg	902	870
Authorised load on rear axle	in kg	793	810
Authorised load on roof[c)]	in kg	75	

[c)] Maximum roof weight including rack (see the “Roof rack” chapter).

Tow weights

Tow without brake on slopes of up to 12%	in kg	600
Tow with brake on slopes of up to 12%	in kg	1000

Engine oil capacity

Engine oil capacity	4.5 l.

Petrol engine 1.8 20VT 110 kW

Engine data

Output kW (HP)	after 1/min	110 (150)/5500
Maximum engine torque	in Nm after 1/min	220/1950-4500
Number of cylinders/Cylinder capacity in cm^3		4/1781
Compression		9.5 ± 0.5
Fuel		Super 95 ROZ[a]/Normal 91[b] ROZ[a]

[a] **R**esearch-**O**ktan-**Z**ahl = Measurement of the anti-explosive power of petrol.
[b] Slight power loss ⇒ Please refer to the chapter "Petrol".

Performance

Maximum speed	in km/h	216
Acceleration 0-80 km/h	in seconds	5.8
Acceleration 0-100 km/h	in seconds	8.4

Fuel consumption (l/100 km) / CO_2 (g/km)	3 doors and 5 doors	
Town driving	10.8/259	10.9/262
Intercity driving	6.0/144	6.1/146
Total	7.8/187	7.9/190

Weights

		3 doors	5 doors
Maximum authorised weight	in kg	1649	1698
Weight in driving order (with driver)	in kg	1229/1296	1278/1347
Authorised load on front axle	in kg	902	940
Authorised load on rear axle	in kg	790	802
Authorised load on roof[c)]	in kg	75	

[c)] Maximum roof weight including rack (see the “Roof rack” chapter).

Tow weights

Tow without brake on slopes of up to 12%	in kg	600
Tow with brake on slopes of up to 12%	in kg	1200

Engine oil capacity

Engine oil capacity	4.3 l.

Diesel engine 1.4 TDI 51 kW

Engine data

Output kW (HP)	after 1/min	51 (70)/4000
Maximum engine torque	in Nm after 1/min	195/2200
Number of cylinders/Cylinder capacity in cm^3		3/1422
Compression		19.5 ± 0.5
Fuel		Min 49 Cz[a)]

[a)] **C**etan-**Z**ahl (Cetane Index) = Measurement of fuel combustion power.

Performance

Maximum speed	in km/h	166
Acceleration 0-80 km/h	in seconds	9.6
Acceleration 0-100 km/h	in seconds	14.8

Fuel consumption (l/100 km) / CO_2 (g/km)	**3 doors**	**5 doors**
Town driving	5.9/159	6.0/162
Intercity driving	4.1/111	4.2/113
Total	4.7/127	4.8/130

Weights

		3 doors	5 doors
Maximum authorised weight	in kg	1620	1644
Weight in driving order (with driver)	in kg	1181/1278	1206/1309
Authorised load on front axle	in kg	890	897
Authorised load on rear axle	in kg	775	795
Authorised load on roof[b)]	in kg	75	

[b)] Maximum roof weight including rack (see the “Roof rack” chapter).

Tow weights

Tow without brake on slopes of up to 12%	in kg	600
Tow with brake on slopes of up to 12%	in kg	1000

Engine oil capacity

Engine oil capacity	3.8 l.

Diesel engine 1.4 TDI 55 kW

Engine data

Output kW (HP)	after 1/min	55 (75)/4000
Maximum engine torque	in Nm after 1/min	195/2200
Number of cylinders/Cylinder capacity in cm^3		3/1422
Compression		19.5 ± 0.5
Fuel		Min 49 Cz[a] or RME

[a] **C**etan-**Z**ahl (Cetane Index) = Measurement of fuel combustion power.

Performance

Maximum speed	in km/h	172
Acceleration 0-80 km/h	in seconds	8.9
Acceleration 0-100 km/h	in seconds	13.9

Fuel consumption (l/100 km) / CO_2 (g/km)	**3 doors**	**5 doors**	
Town driving	5.6/151	5.6/151	5.7/154
Intercity driving	4.0/108	4.0/108	4.1/111
Total	4.5/122	4.5/122	4.6/124

Weights

		3 doors	5 doors
Maximum authorised weight	in kg	1620	1644
Weight in driving order (with driver)	in kg	1181/1278	1206/1309
Authorised load on front axle	in kg	890	897
Authorised load on rear axle	in kg	775	795
Authorised load on roof[b)]	in kg	75	

[b)] Maximum roof weight including rack (see the “Roof rack” chapter).

Tow weights

Tow without brake on slopes of up to 12%	in kg	600
Tow with brake on slopes of up to 12%	in kg	1000

Engine oil capacity

Engine oil capacity	3.8 l.

Diesel engine 1.4 TDI 59 kW

Engine data

Output kW (HP)	after 1/min	59 (80)/4000
Maximum engine torque	in Nm after 1/min	195/2200
Number of cylinders/Cylinder capacity in cm^3		3/1422
Compression		19.5 ± 0.5
Fuel		Min 49 Cz[a)]

[a)] **C**etan-**Z**ahl (Cetane Index) = Measurement of fuel combustion power.

Performance

Maximum speed	in km/h	176
Acceleration 0-80 km/h	in seconds	8.7
Acceleration 0-100 km/h	in seconds	12.9

Fuel consumption (l/100 km) / CO_2 (g/km)	**3 doors**	**5 doors**
Town driving	5.7/154	5.8/157
Intercity driving	4.1/111	4.2/113
Total	4.6/124	4.7/127

Weights

		3 doors	5 doors
Maximum authorised weight	in kg	1620	1644
Weight in driving order (with driver)	in kg	1181/1278	1206/1309
Authorised load on front axle	in kg	890	897
Authorised load on rear axle	in kg	775	795
Authorised load on roof[b)]	in kg	75	

[b)] Maximum roof weight including rack (see the “Roof rack” chapter).

Tow weights

Tow without brake on slopes of up to 12%	in kg	600
Tow with brake on slopes of up to 12%	in kg	1000

Engine oil capacity

Engine oil capacity	3.8 l.

Diesel engine 1.9 SDI 47 kW

Engine data

Output kW (HP)	after 1/min	47 (64)/4000
Maximum engine torque	in Nm after 1/min	125/1600-2800
Number of cylinders/Cylinder capacity in cm^3		4/1896
Compression		19.5
Fuel		Min 49 Cz[a] or RME

[a] **C**etan-**Z**ahl (Cetane Index) = Measurement of fuel combustion power.

Performance

Maximum speed	in km/h	162
Acceleration 0-80 km/h	in seconds	11.1
Acceleration 0-100 km/h	in seconds	17.0

Fuel consumption (l/100 km) / CO_2 (g/km)	3 doors	5 doors	
Town driving	6.3/170	6.3/170	6.4/173
Intercity driving	4.0/108	4.0/108	4.1/111
Total	4.8/130	4.8/130	4.9/132

Weights

		3 doors	5 doors
Maximum authorised weight	in kg	1613	1638
Weight in driving order (with driver)	in kg	1180/1274	1205/1299
Authorised load on front axle	in kg	882	887
Authorised load on rear axle	in kg	780	800
Authorised load on roof[b)]	in kg	75	

[b)] Maximum roof weight including rack (see the “Roof rack” chapter).

Tow weights

Tow without brake on slopes of up to 12%	in kg	600
Tow with brake on slopes of up to 12%	in kg	1000

Engine oil capacity

Engine oil capacity	4.3 l.

Diesel engine 1.9 TDI 74 kW

Engine data

Output kW (HP)	after 1/min	74 (101)/4000
Maximum engine torque	in Nm after 1/min	240/1800-2400
Number of cylinders/Cylinder capacity in cm^3		4/1896
Compression		19
Fuel		Min 49 Cz[1)] or RME

[a)] **C**etan-**Z**ahl (Cetane Index) = Measurement of fuel combustion power.

Performance

Maximum speed	in km/h	190
Acceleration 0-80 km/h	in seconds	7.4
Acceleration 0-100 km/h	in seconds	10.8

Fuel consumption (l/100 km) / CO_2 (g/km)	**3 doors**	**5 doors**
Town driving	6.4/173	6.5/176
Intercity driving	4.0/108	4.1/111
Total	4.9/132	5.0/135

Weights

		3 doors	5 doors
Maximum authorised weight	in kg	1658	1682
Weight in driving order (with driver)	in kg	1219/1317	1244/1347
Authorised load on front axle	in kg	920	926
Authorised load on rear axle	in kg	784	804
Authorised load on roof[b)]	in kg	75	

[b)] Maximum roof weight including rack (see the “Roof rack” chapter).

Tow weights

Tow without brake on slopes of up to 12%	in kg	600
Tow with brake on slopes of up to 12%	in kg	1200

Engine oil capacity

Engine oil capacity	4.3 l.

Diesel engine 1.9 TDI 96 kW

Engine data

Output kW (HP)	after 1/min	96 (131)/4000
Maximum engine torque	in Nm after 1/min	310/1900
Number of cylinders/Cylinder capacity in cm^3		4/1896
Compression		19
Fuel		Min 49 Cz[a] or RME

[a] **C**etan-**Z**ahl (Cetane Index) = Measurement of fuel combustion power.

Performance

Maximum speed	in km/h	206
Acceleration 0-80 km/h	in seconds	6.4
Acceleration 0-100 km/h	in seconds	9.4

Fuel consumption (l/100 km) / CO_2 (g/km)	3 doors	5 doors
Town driving	7.0/189	7.1/192
Intercity driving	4.4/119	4.5/122
Total	5.3/143	5.4/146

Weights

		3 doors	5 doors
Maximum authorised weight	in kg	1675	1693
Weight in driving order (with driver)	in kg	1249/1324	1252/1354
Authorised load on front axle	in kg	935	940
Authorised load on rear axle	in kg	783	810
Authorised load on roof[b)]	in kg	75	

[b)] Maximum roof weight including rack (see the “Roof rack” chapter).

Tow weights

Tow without brake on slopes of up to 12%	in kg	600
Tow with brake on slopes of up to 12%	in kg	1200

Engine oil capacity

Engine oil capacity	4.3 l.

Technical data

Measurements and capacities

Measurements

Length/Width	3953 mm, 1698 mm	
Height at free standing weight	1441 mm	
Front and rear overhang	831 mm / 662 mm	
Wheel base	2460 mm	
Turning ratio	10.54 m	
Wheel gauge[a)]	**Front**	**Rear**
	1435 mm	1424 mm
	1419 mm	1408 mm

[a)] This data may vary depending on the type of alloy.

Capacities

Fuel tank	45 l. Reserve 7 l.
Windscreen/Headlight washer tank	2 l./4.5 l.

Tyre pressures

Summer tyres:
Tyre pressure is shown on the adhesive on the inside of the fuel cap.

Winter tyres:
The pressure of these tyres is identical to summer tyres. Just add 0.2 bars.

General index

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Inglés 6L6012003BR (02.05) (GT9)

SEAT

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