

VEHICLE INSPECTION REPORT

ŠKODA SUPERB COMBI

2.0 TDI · DSG · 05/2020 · 156,866 km



Inspection date and place	23 July 2026, Vienna
Seller	Private seller
Asking price	€19,000
Key recommendation	Recommended to buy, subject to the listed actions

An anonymised real-world sample prepared by Car Inspection Austria

1. Summary and final recommendation

RESULT: RECOMMENDED TO BUY

This is a well-equipped, technically convincing car with a body in factory paint. The findings are mostly visible and budgetable: tyres, detailing, small paint chips and follow-up of one archived seat ventilation entry.

Area	Status	Finding
Body / paint	GOOD	Factory paint; representative readings 84–110 µm; no filler detected.
Engine	GOOD	Runs evenly; commanded and actual values plausible; no active engine faults.
DSG	GOOD	Normal test drive; plausible counters; no adaptation errors.
Electronics	ATTENTION	Archived low-voltage/network entries and a record for the right seat-back fan.
Panoramic roof	ATTENTION	Local dry mark; no active moisture or corner tracks found.
Tyres	REPLACE	Rear pair effectively due for replacement.
Brakes	GOOD	No visual need for immediate replacement.
Interior	ATTENTION	Cleaning and leather care needed; no critical damage.

1.1 Why this car makes sense — and what must be done

WHY IT IS A STRONG CANDIDATE

- Rare, strong equipment: light ventilated leather, panoramic roof, large infotainment system and 19-inch wheels.
- Paint measurements are even and consistent with the original factory coating.
- Instrument and available DSG mileage counters are mutually plausible.
- Engine, EGR, fuel pressure and turbo control followed commanded values during the inspection.
- The identified costs are understandable and predictable: tyres, detailing, polishing, chip touch-up and optional wheel repair.

REQUIRED ACTIONS

- Replace the rear tyres before a long journey; assess the fronts when choosing the replacement strategy.
- Check the right front seat ventilation at every level, clear the archived code and scan again.
- Clean the panoramic-roof drains as a preventive measure.
- After purchase: deep-clean the interior, condition the leather, polish the body once and touch up bonnet chips.

2. Vehicle and scope of inspection

Vehicle	Škoda Superb Combi 2.0 TDI DSG
First registration	05/2020
Mileage	156,866 km
Fuel	Diesel
Transmission	Wet-clutch DSG; exact code requires VIN/PR-code confirmation
Body / colour	Estate, metallic blue
Interior	Light perforated leather, ventilated front seats
Keys	Two, according to the seller

METHODS

- Visual inspection of body, gaps, glass, lights, interior, engine bay, wheels, brakes and accessible underside.
- Electronic paint thickness measurement on accessible metal panels.
- Electronic fault-code and live-data scan.
- Test drive assessing engine, DSG, braking, steering and abnormal noise.

LIMITATION: no disassembly and no full lift inspection

3. Body, paint and exterior

KEY FACT: FACTORY PAINT THROUGHOUT THE INSPECTED BODY

Representative readings were approximately 84–110 μm . No local jumps typical of repainting or filler were found.



110 μm



84 μm



Even factory coating



Door aperture and sill

3.1 Recorded cosmetic defects

- Fine surface scratches and wash marks on doors, wings, roof and bumper areas; most should improve substantially with professional polishing.
- Stone chips on the bonnet and front; local touch-up is sensible to protect exposed metal.
- Local wear around handles, edges and apertures.
- Kerb marks and dirt on several 19-inch wheels; cosmetic, with no visible cracks.



Wash/contact marks on roof



Bonnet chips and use marks

3.2 Exterior photo evidence



Surface scratch



Small defect near wheel arch



Front light and bumper condition



Lower bumper stone chips

4. Interior

- Light leather shows normal dirt, darkening and creasing for the mileage. No tears, critical cracks or collapsed padding were found.
- Deep cleaning and leather conditioning should substantially improve the appearance.
- Controls, DSG selector, infotainment and primary electronics operated normally during the inspection.
- An archived record for the right front seat-back fan requires a functional check but does not by itself confirm fan failure.



Infotainment and centre console



Light leather interior



Driver-seat creasing



Local wear without a tear

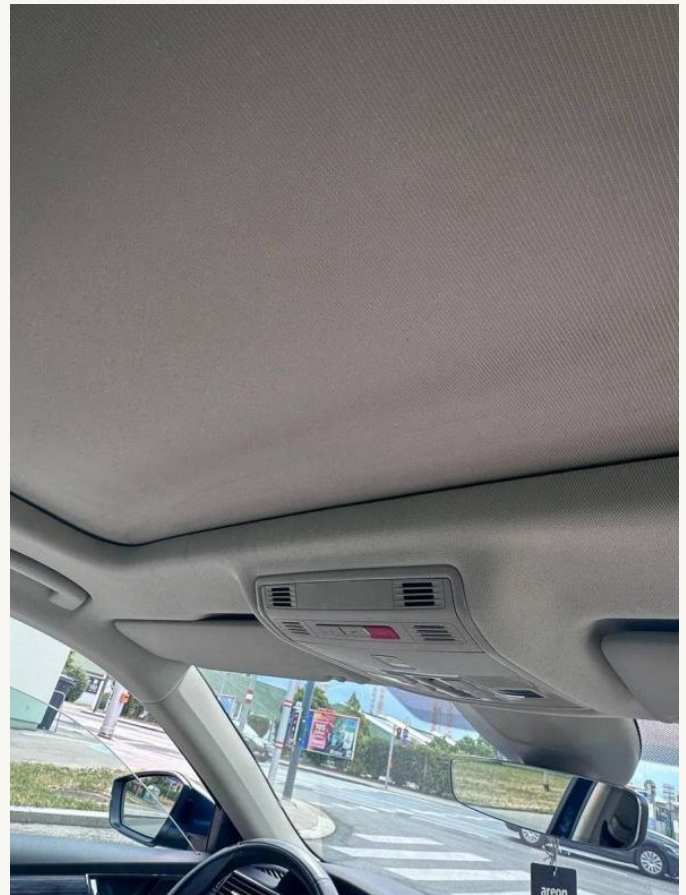
4.1 Panoramic roof

ASSESSMENT OF THE DRY MARK

A local dried mark was visible at the front of the blind/headliner. It was dry during the inspection. No similar tracks or current moisture were found at the frame corners, pillars or adjacent areas. The seller's explanation — water entering during a wash with the roof open or tilted — is technically possible but cannot be proven without a controlled water test. No evidence of a systematic leak was found at the time of inspection.



Local dry mark

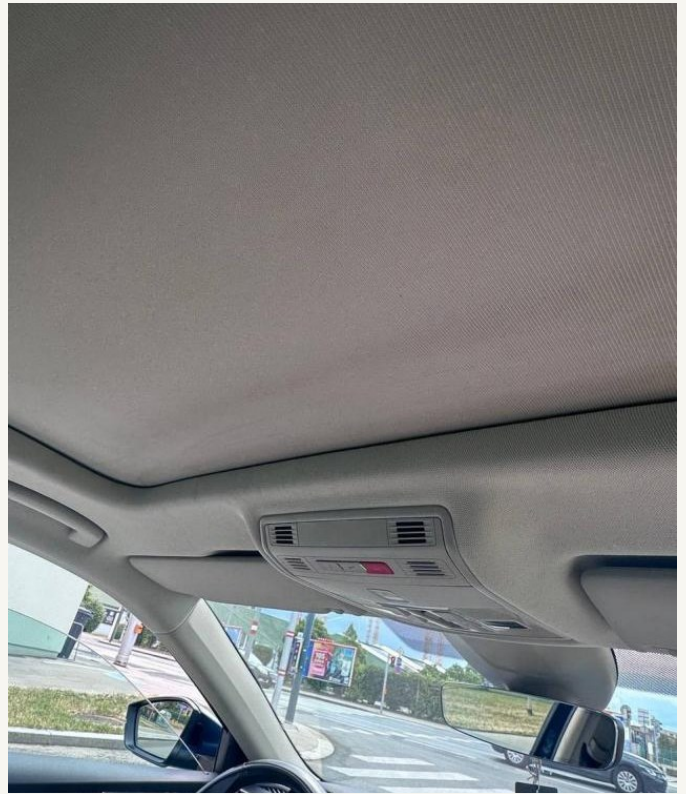


Headliner overview

4.2 Panoramic-roof photo evidence



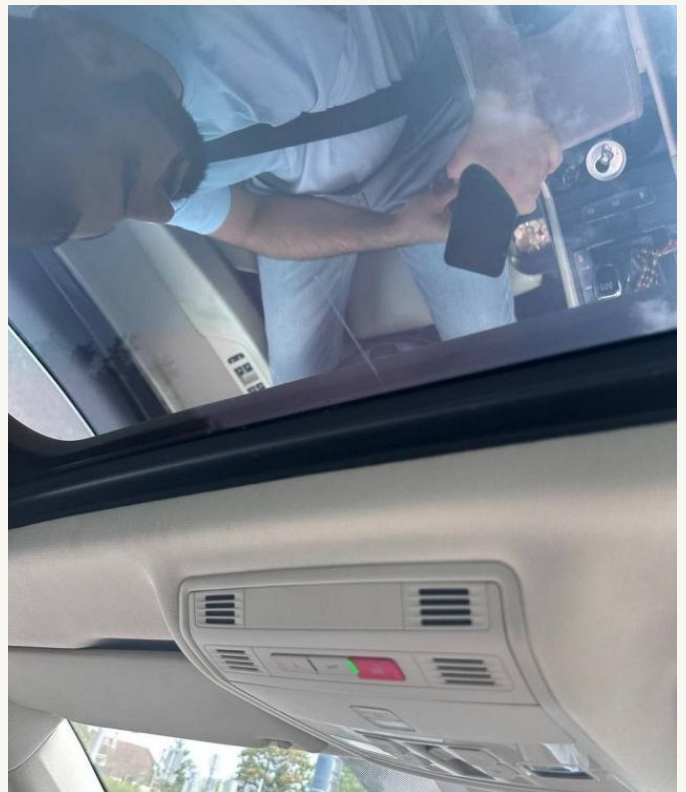
Dry mark at front edge



No pronounced corner tracks



Roof open for frame inspection



Inspection from the cabin

5. Engine, fuel system, EGR and DPF

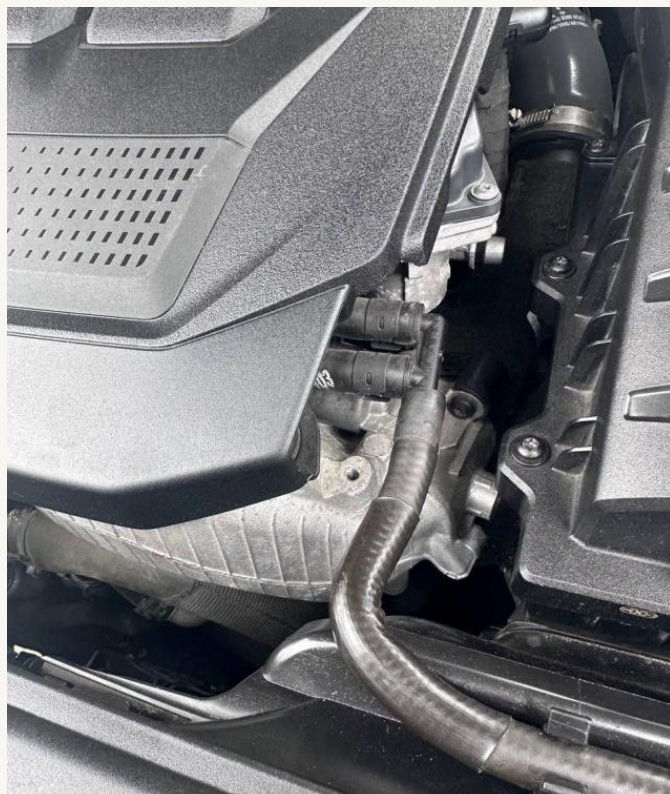
Idle speed	798 rpm
Coolant temperature	88-89 °C
Engine-oil temperature	84 °C
Fuel rail pressure	24,200 kPa commanded / 24,170 kPa actual
EGR A	31.37% commanded / 31.76% actual
Turbo geometry	72.16% commanded / 71.76% actual
DPF differential pressure at idle	1.73 kPa
Active regeneration	Not active during reading
Check Engine / active DTC	Off / none

- The engine was warm, ran evenly and followed the relevant commanded values.
- Low DPF pressure at idle and absence of relevant faults do not indicate a blocked filter.
- No fresh oil or coolant leaks were found in accessible areas.
- Implausible universal-app values were excluded from the diagnosis.

5.1 Engine-bay photo evidence



Coolant reservoir and connections: dry



Upper engine and intake



Ancillaries and hoses



Front engine bay and washer reservoir

6. DSG operation and adaptation data

DSG oil temperature	71 °C
Maximum stored fluid temperature	108 °C
TCM/DSG mileage counter	156,302.8 km
Instrument mileage	156,866 km
Difference	Approx. 563 km — not suspicious by itself
TCM/DSG operating time	3,465.89 h
Calculated average speed	Approx. 45.1 km/h
Clutch adaptation error counters	0
Last kiss-point records	156,840 km / 156,820 km

INTERPRETATION

The recent kiss-point records can result from normal automatic adaptation and do not prove a clutch, mechatronics or workshop intervention. The test drive was normal, clutch-valve actual currents were close to commanded values and both adaptation error counters were zero. The exact DSG type must be confirmed through VIN/PR codes or factory diagnostics; a generic [DQ500] label is not sufficient.

6.1 DSG data evidence

PLAUSIBILITY CHECK

Instrument cluster	156,866 km
TCM/DSG counter	156,302.8 km
Archived fault record	156,686 km
Clutch 1 kiss point	156,840 km
Clutch 2 kiss point	156,820 km
DSG fluid temperature	71 °C
Maximum stored temperature	108 °C
Adaptation errors, clutch 1	0
Adaptation errors, clutch 2	0

CONCLUSION

The available mileage values form a coherent picture. This is a positive signal, not an absolute guarantee that no intervention has ever occurred.

7. Computer diagnostics and electronics

NO CRITICAL ACTIVE ENGINE OR TRANSMISSION FAULTS

The Check Engine lamp was off and the engine reported zero active fault codes. Readiness monitors were completed. The stored entries were archived/inactive low-voltage and communication faults.

ARCHIVED CODES

- U350100 — control-unit supply voltage too low
- U112300 / U041600 / U042200 / U042800 — implausible data received from related modules
- U140A00 — terminal 30 circuit interruption
- Archived communication entries in the brake booster module.

INTERPRETATION

The inactive group is most logically consistent with a past voltage drop, battery disconnection/replacement or diagnostic work. Voltage was about 12.5 V at rest and 13.1 V with the engine running; estimated state of charge 75%. This does not replace a battery load test.

7.1 Archived electronic records

RIGHT FRONT SEAT-BACK FAN

B14CD56

Fan 1 of right seat backrest — invalid system configuration. The record was archived/inactive but confirmed, frequency 17, stored at 156,686 km. The wording points more toward configuration/coding or signal mismatch than a proven mechanical fan failure. Before purchase, test every ventilation level, clear the archive and scan again.

WHY THE REPORT DOES NOT OVER-DIAGNOSE

A stored code is evidence, not automatically a broken component. Status, frequency, mileage, surrounding codes and a functional test determine what the record actually means.

7.2 Mileage and SRS cross-check

MILEAGE SOURCES

Instrument cluster	156,866 km
TCM/DSG	156,302.8 km
Archived entry dated 18 July 2026	156,686 km

The values are mutually consistent. That supports the displayed mileage, although no electronic cross-check can be an absolute guarantee.

AVAILABLE SRS COUNTERS

Front impacts	0
Rear impacts	0
Side impacts	0
Rollovers	0

These counters are an additional positive signal, not standalone proof that the vehicle has never been in an accident. Implausible multi-million-kilometre values from generic PIDs were excluded.

8. Tyres, brakes, suspension and underside

TYRES: PLANNED REPLACEMENT, REAR FIRST

The remaining life of the set was limited. Rear tread was close to the wear indicators and should be replaced before intensive use or a long journey. Remaining depth was assessed visually, not measured in millimetres.

BRAKES

- Working surfaces showed no critical grooves, cracks or pronounced lip; no immediate replacement indicated visually.
- Seller stated the brakes were replaced about one year ago; documentary proof was not checked in this photo report.
- Pad thickness and inner disc faces are assessed more reliably on a lift.

SUSPENSION AND UNDERSIDE

- Accessible dampers dry; springs visually intact; steering and driveshaft boots without obvious tears.
- No fresh oil leaks underneath or pronounced impact marks on structural parts.
- Normal surface oxidation on exhaust and individual parts; no critical corrosion in accessible areas.

8.1 Wheels and underside photo evidence



19-inch wheel: kerb marks



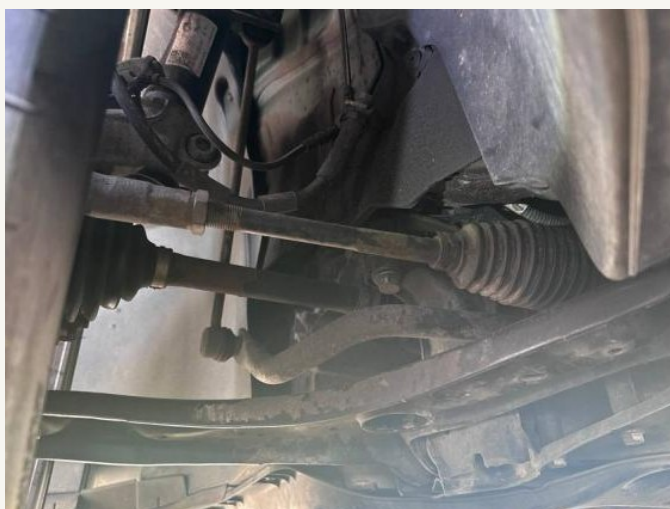
Rear tread near wear indicators



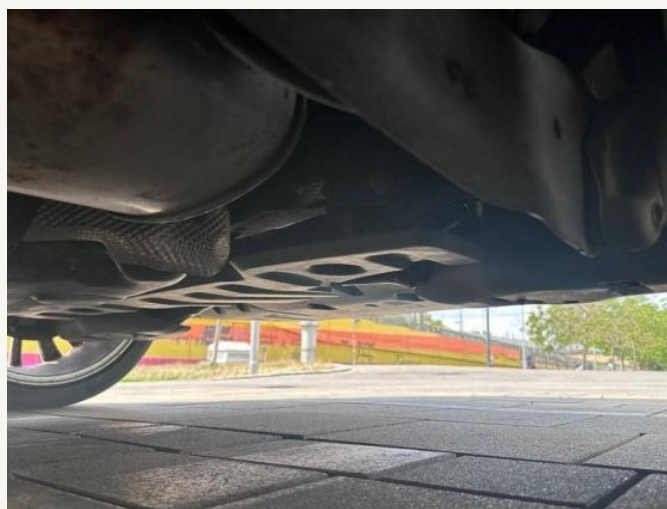
Spring and damper: accessible view



Normal exhaust oxidation



Steering and suspension elements



Underbody protection in place

9. Action plan and final conclusion

Area	Status	Finding
Before payment	ATTENTION	Test right-seat ventilation and rescan after clearing the archived record.
Before payment	ATTENTION	Perform a controlled water test or document that the seller knows of no leak.
Before payment	INFO	Match VIN in all documents, confirm two keys and DSG service evidence.
Immediately after purchase	REPLACE	Replace rear tyres; assess fronts with the tyre specialist.
After purchase	INFO	Deep-clean interior, condition leather and clean panoramic-roof drains.
Optional	INFO	One-stage polish, chip touch-up, cosmetic wheel repair and lift inspection.

EXPERT POSITION: I WOULD BUY THIS CAR

It is not cosmetically perfect and needs tyres and detailing, but the technically important evidence is favourable: factory paint, coherent mileage counters, normal engine and DSG operation, no active powertrain faults and understandable, verifiable findings.

Overall vehicle condition



Factory paint, even panel gaps and preserved side geometry.

Appendix A. Body and cosmetic condition



Factory orange-peel texture, no repair waves



Even colour and gloss

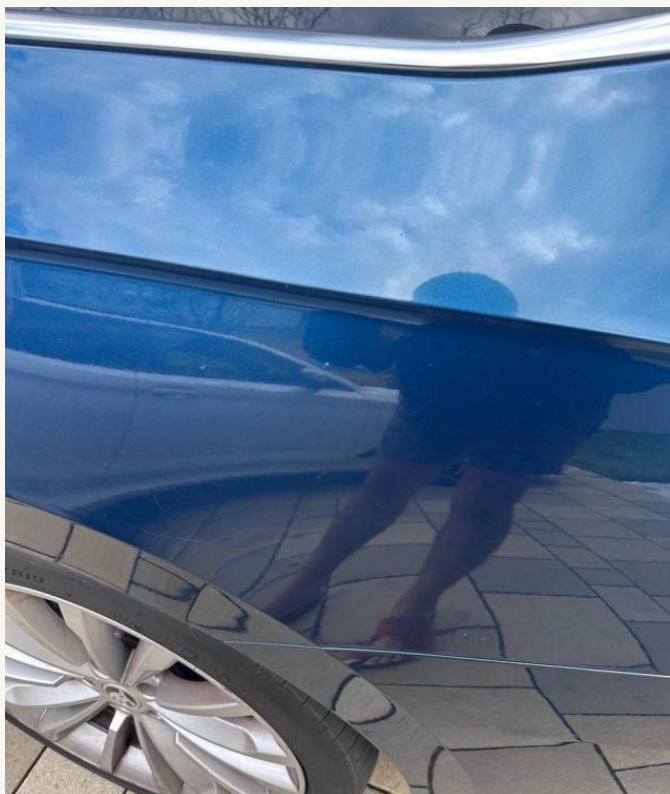


Front bumper and headlamp



Small lower-bumper chips

Appendix A. Body details



Side panel: fine surface scratch



Rear side: cosmetic marks without deformation



Door and handle: normal use marks



Small lower-door / wing scratch

Appendix B. Wheels and wheel arches



Kerb marks on rim edge



Wheel arch and tyre



Wheel and brake mechanism



Spring and damper strut

Appendix C. Engine bay



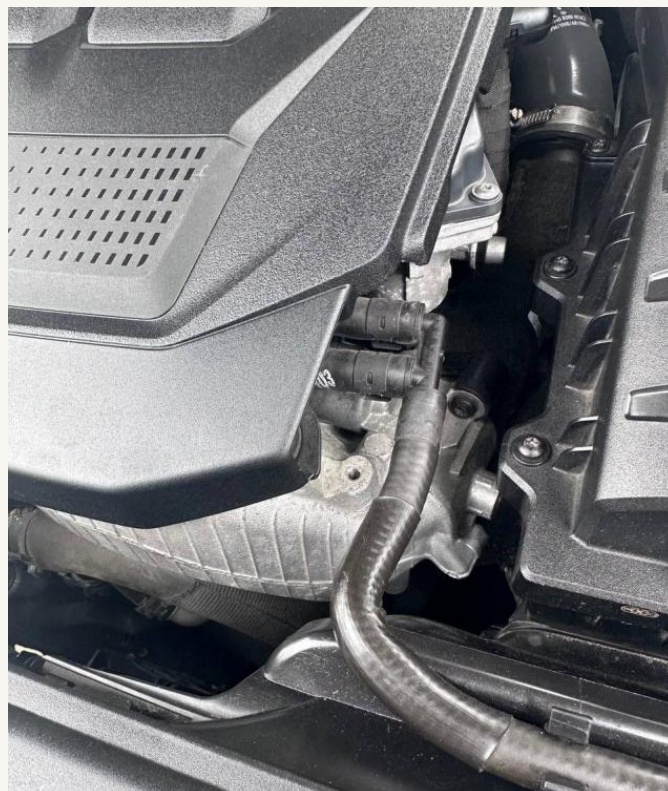
Battery/fuse area



Front wiring and hoses



Coolant reservoir and level

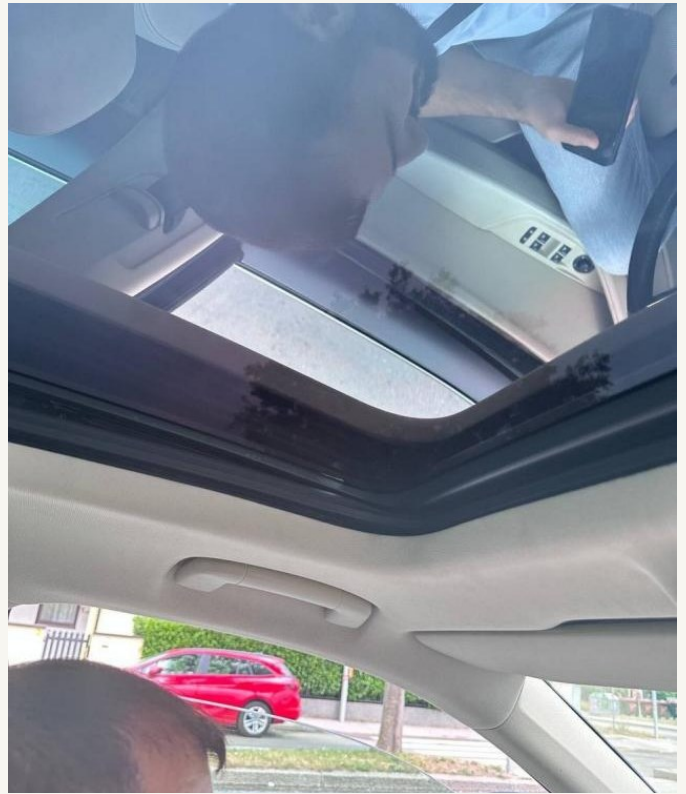


Engine and adjacent connections

Appendix D. Panoramic roof and interior



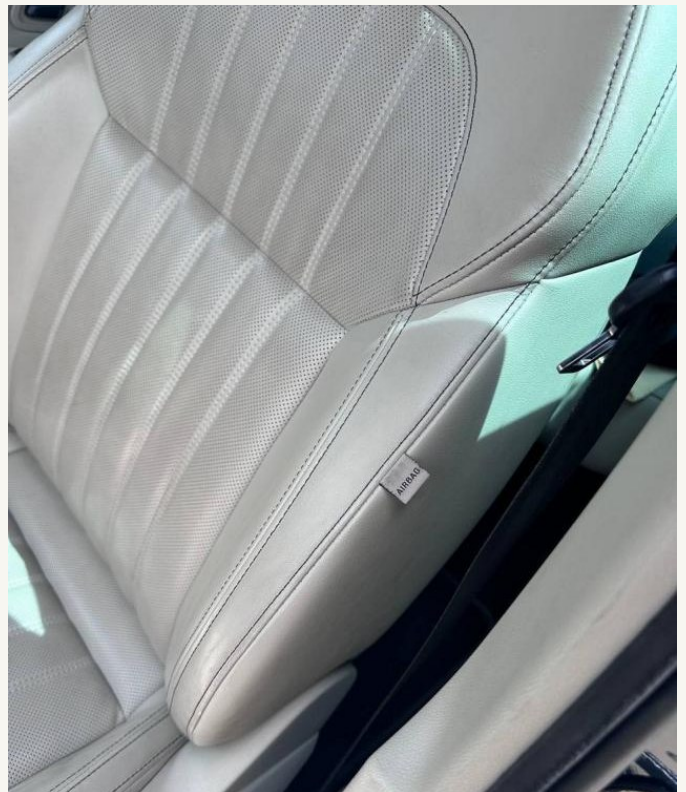
Local dry mark near panorama



Open panoramic roof



Infotainment and centre console



Light leather interior