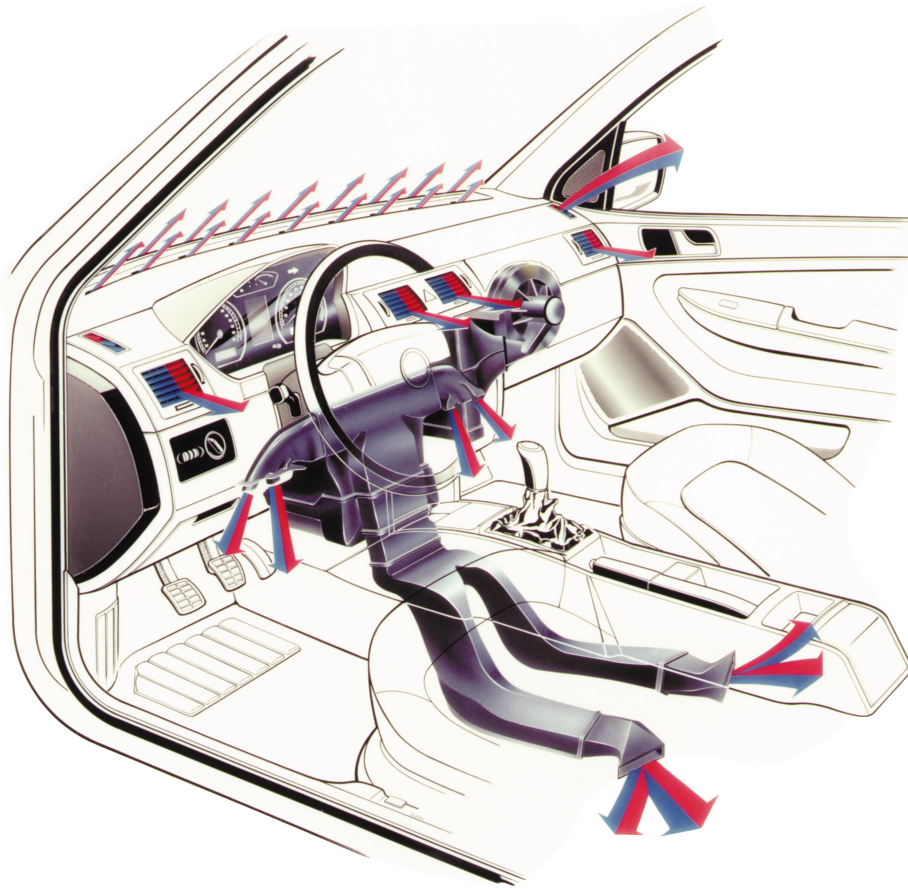


# Heating/Ventilation



SP 32\_111

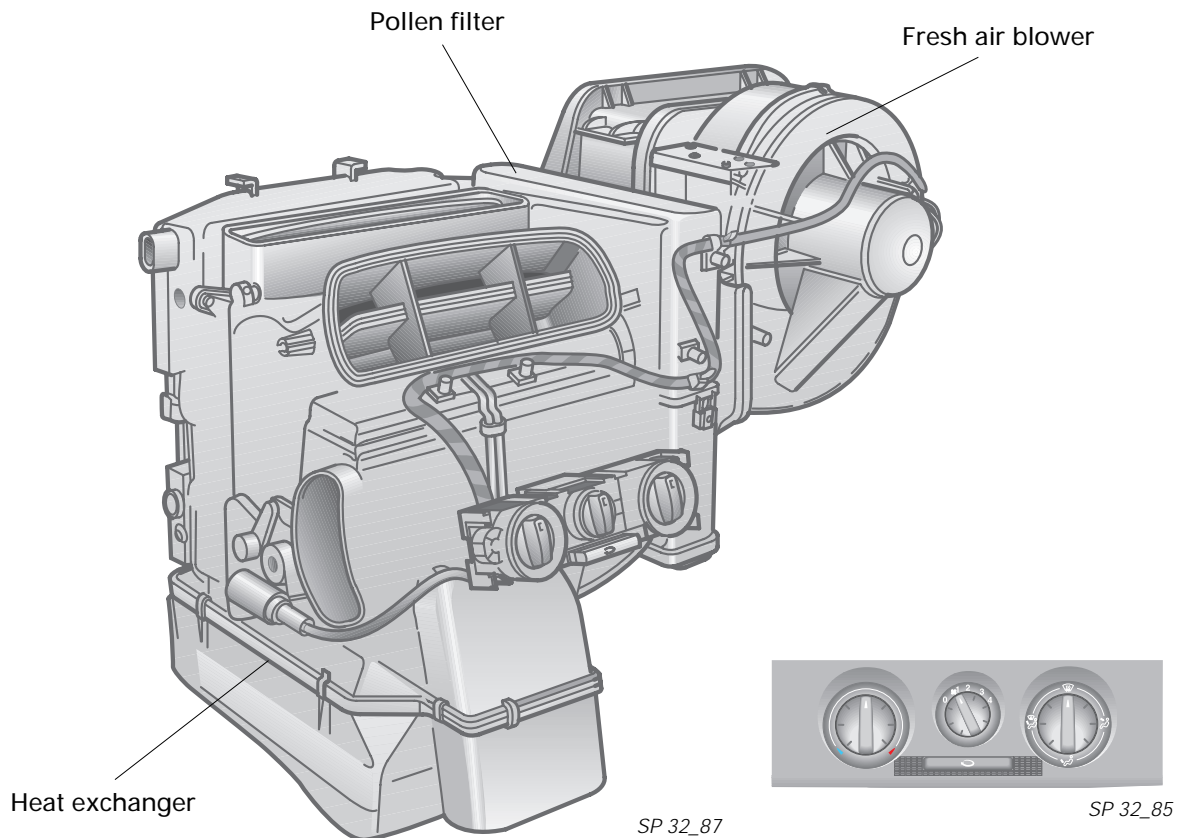
As regards the heating and ventilation system in the Fabia, two equipment versions are available:

- a heater unit
- an automatic heater/air conditioning unit.

A recirculated air mode is available on both versions.

On models fitted with a diesel engine, the heating system is assisted by an electric auxiliary heater (PTC auxiliary heater).

A dust and pollen filter traps impurities in the air, filters the entire air flow both in the fresh air as well as in the recirculated air mode. It is accessible from the interior of the vehicle.



The heater unit is installed in the interior of the car below the instrument panel.

The coolant constantly flows through the heat exchanger.

An electric auxiliary heater (PTC auxiliary heater) is installed if a diesel engine is fitted.

Its operation is controlled by the engine control unit in line with the ambient temperature.

The fresh air blower is a 4-speed blower with a 0 position.

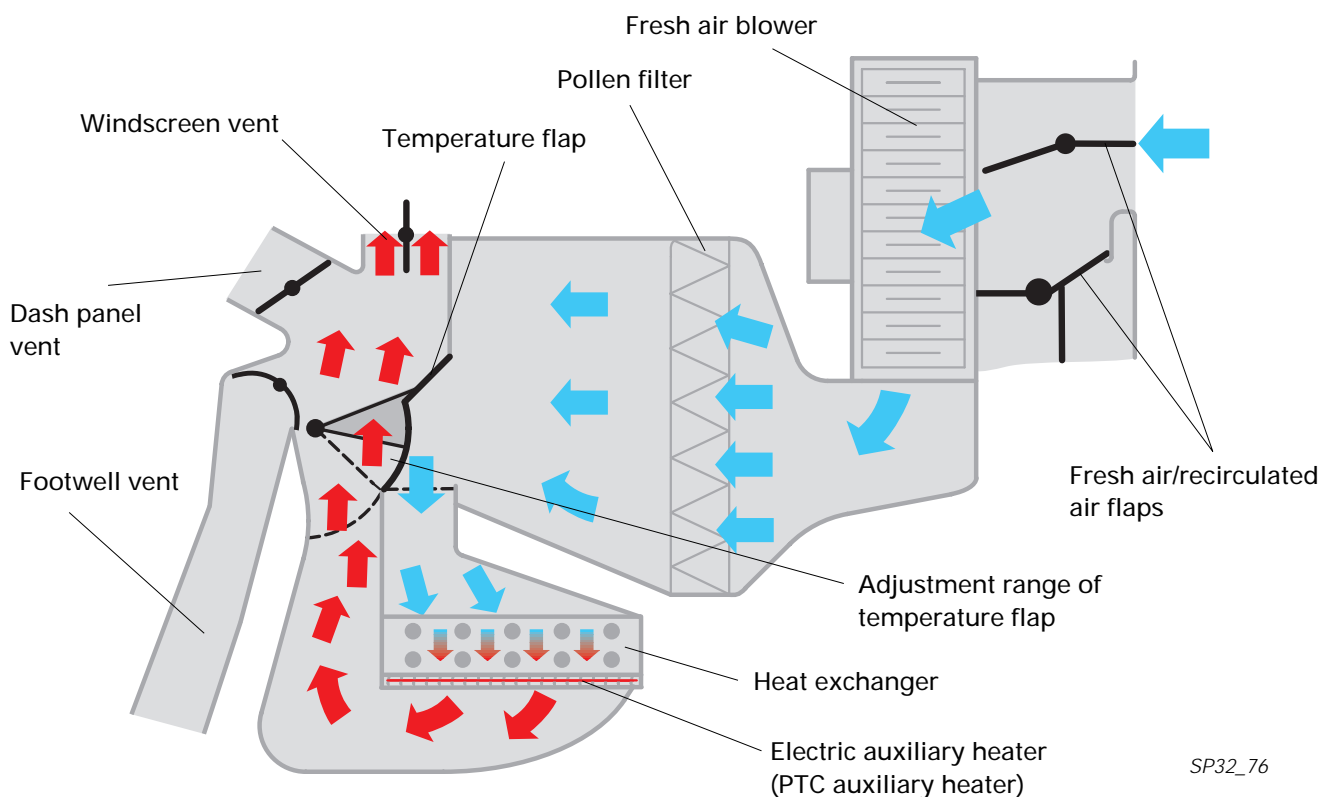
A separate series resistor for the fresh air blower with overheating protection is located directly in the fresh air flow and is cooled by this flow of air.

The heating system – as on the FELICIA and OCTAVIA – is controlled at the air side (temperature flap) and features a recirculated air mode.

The rotary switches for the temperature flap, for the blower and for the air distribution and the pushbutton switch for recirculated air are all located within convenient reach in the centre console.

# Heating/Ventilation

Diagram of air flow – simplified presentation



SP32\_76

Air flow for heating system/flap in Defrost position

The outside air flows into the heating system ahead of the windscreen.

The fresh air blower passes the air through a pollen filter into the heating system housing.

The combined flap system directs the air flow without any losses to the vents, in line with the individual selection of the flap position.

Depending on the position of the temperature flap, the air flows through the heat exchanger where it is heated, or directly as a fresh air flow through the vents.

**Temperature flap**  
infinitely adjustable, with worm drive



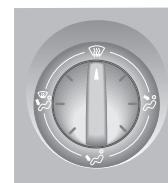
SP 32\_77

**Fresh air blower**  
0 - position  
4 - blower speeds, controlled by resistors



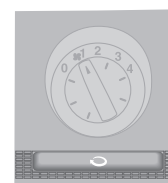
SP 32\_78

**Air distribution**  
manual, steplessly adjustable, new mechanism, dash panel vents, footwell vents and windscreen vents in combination



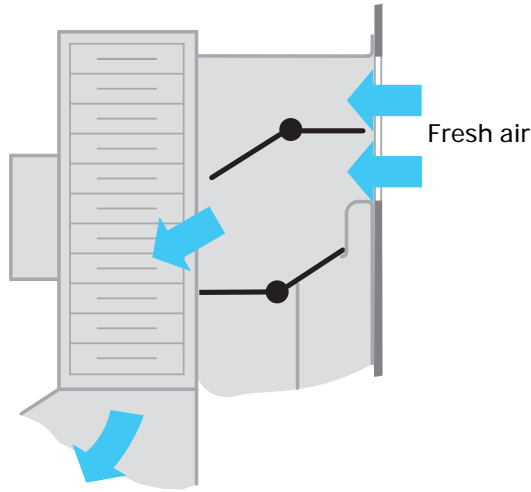
SP 32\_79

**Fresh/recirculated air flaps**  
operated electrically



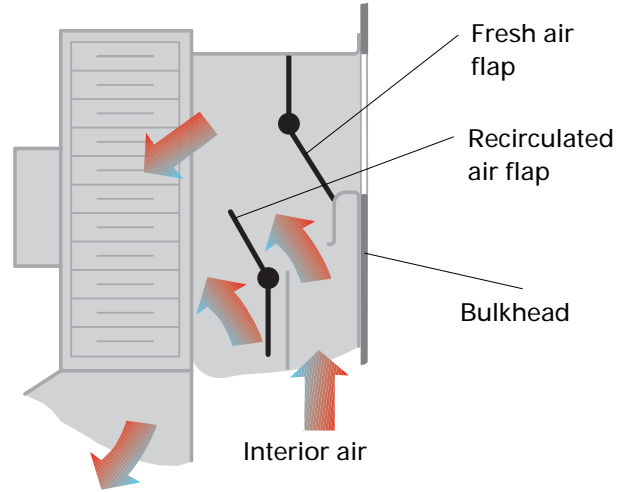
SP 32\_80

## Recirculated air mode



SP 32\_81

Flaps in fresh air position



SP 32\_82

Flaps in recirculated air position

The driver is able to switch over from the fresh air to the recirculated air mode by means of the recirculated air switch.

This switch is similar in terms of its positioning and function as on the heating and air conditioning system.

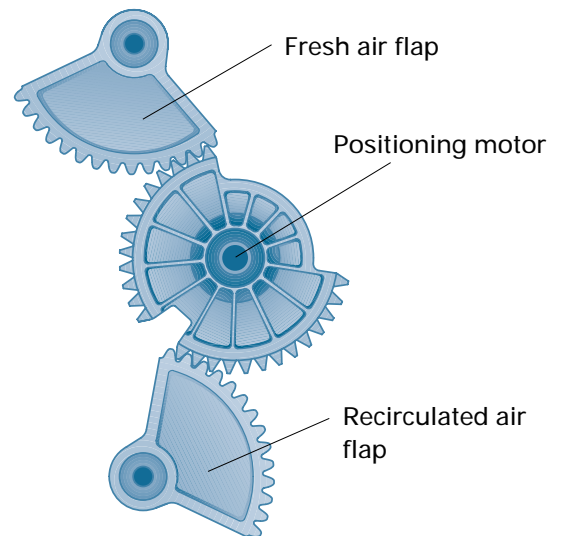
In the recirculated air position, interior air is drawn in behind the bulkhead.

The switchover of the fresh air/recirculated air flaps is performed electrically by means of a positioning motor. The combined adjustment is made possible by means of a gear segment at each flap shaft.



### Note:

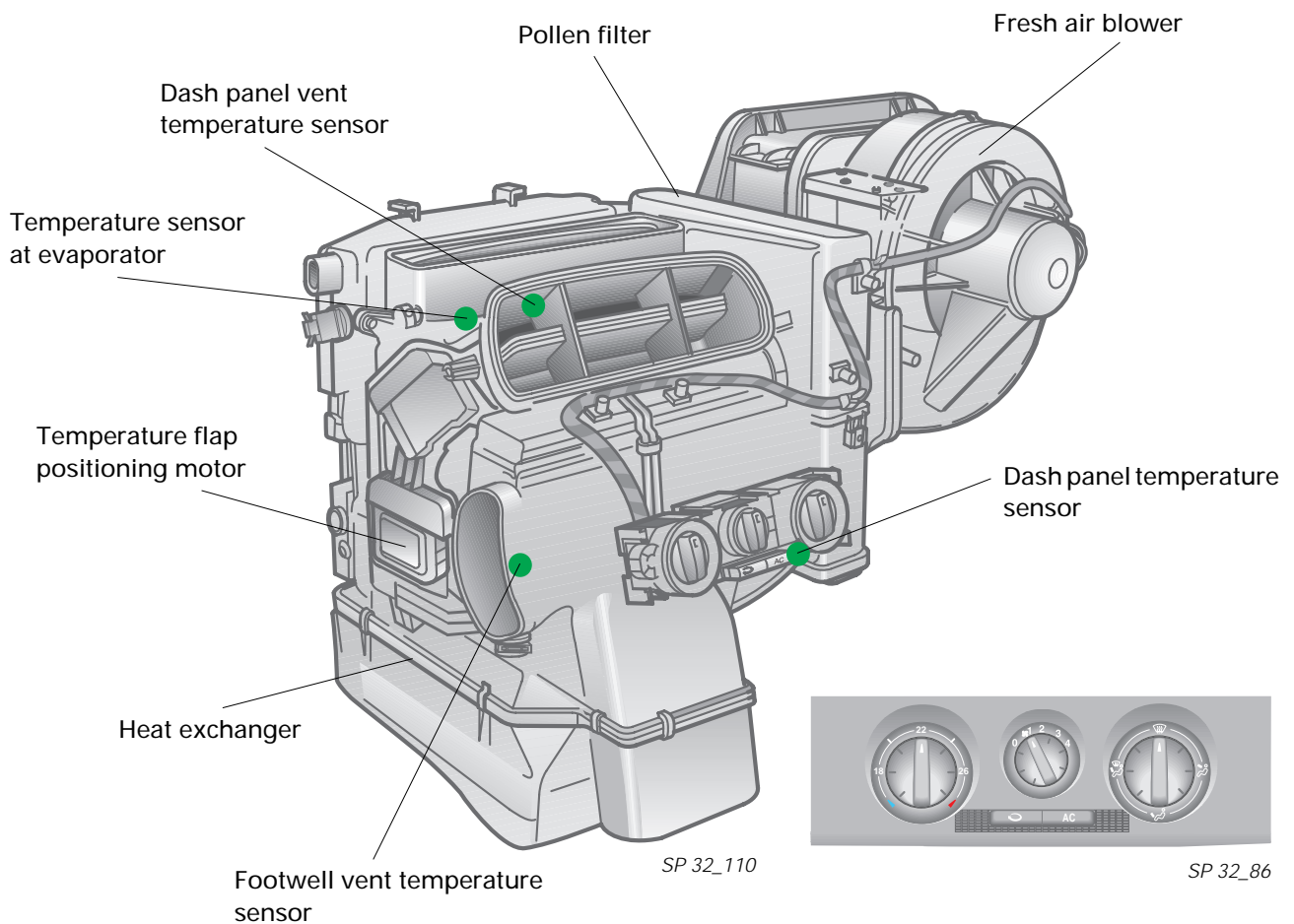
It is not possible to select the recirculated air mode in every position of air distribution. The recirculated air switch is blocked electronically in the "Defrost" position. This avoids the risk of the windscreen misting up if the interior air is moist. When the ignition is switched on, the positioning motor moves back automatically into the "fresh air" position. It is possible to overcome this blocking mechanism by pressing the switch twice.



SP 32\_84

Segment in "fresh air" position

# Air Conditioning System



The heater/air conditioning unit is based on the heater unit.

It offers the following additional features:

- evaporator with the familiar expansion valve
- a positioning motor for the temperature flap
- 4 temperature sensors:
  - in the dash panel vent
  - at the evaporator
  - in the footwell vent
  - in the air conditioning operating unit

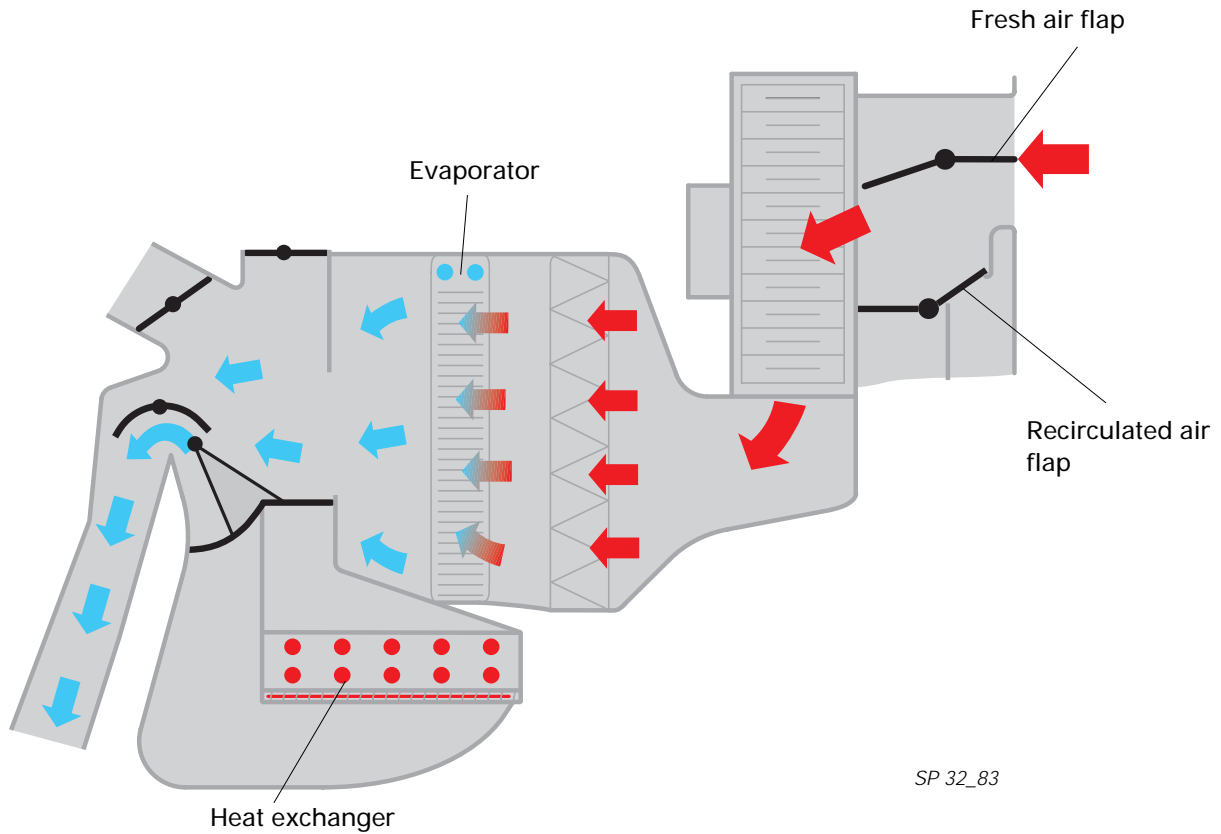
In terms of the system control, the air conditioning system is completely new – externally controlled compressor without magnetic clutch.

In addition to the air conditioning of the interior, two compartments in the instrument panel are also cooled – the glove compartment and the storage compartment on the driver side.

The cooling of the glove compartment can be switched on or off individually.

## Air conditioning –

### Air flow diagram - simplified presentation



Air flow in fresh air position and interior air flow cooled

The air conditioning system operates automatically.

The temperature level can be steplessly selected to any individual setting.

The temperature selector switch has three temperature settings 18 - 22 - 26°C as reference points.

The automatic system then adjusts the temperature flap by means of a positioning motor.

The other flaps and the fresh air blower are set manually.

The recirculated air mode is similar in design to that with the heater unit. Fresh air and recirculated air flaps are interlinked.

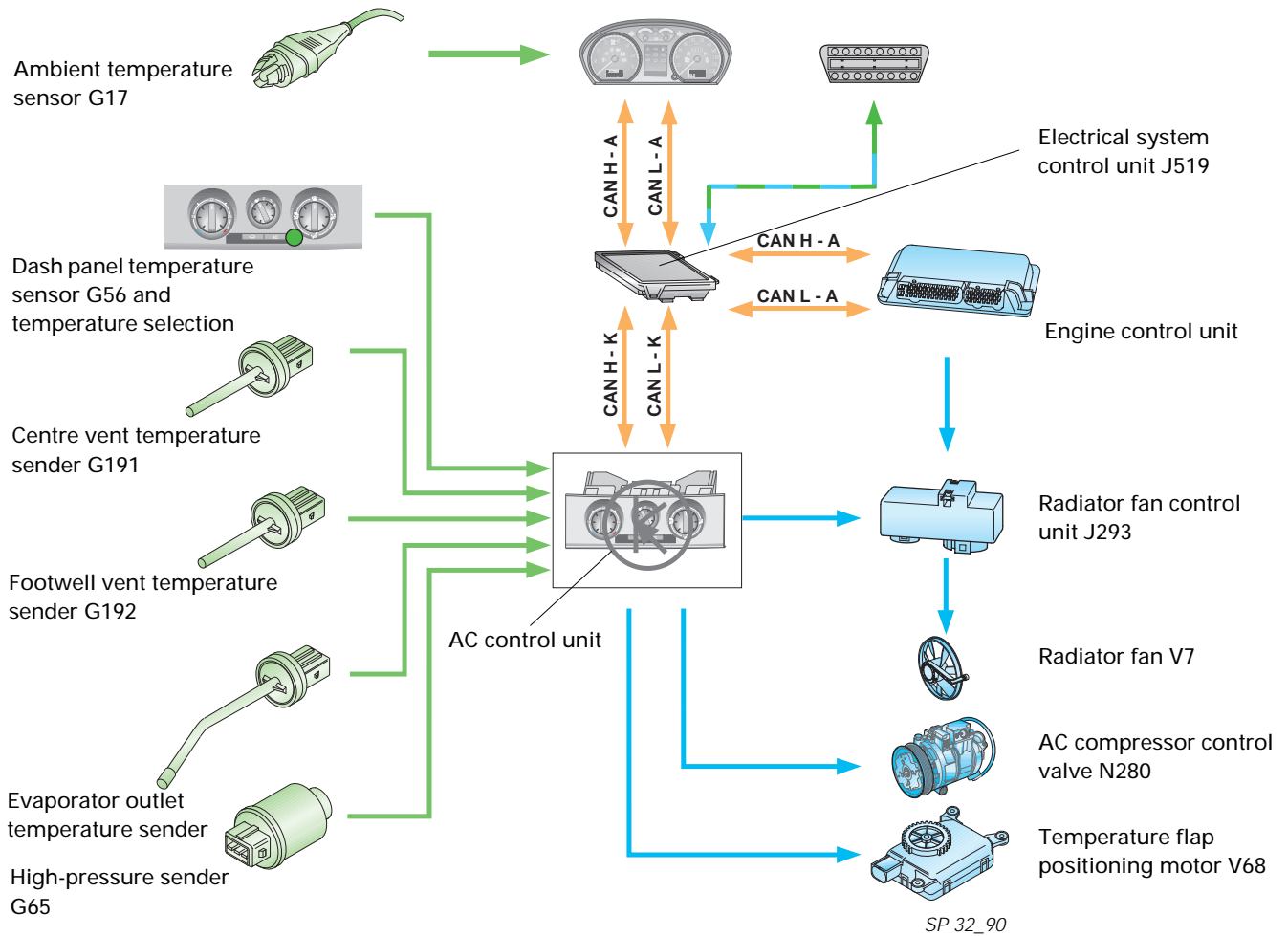
The air conditioning mode is only possible from position "1" of the fresh air blower.

The air conditioning has a self-diagnostic capability.

It is also possible to test the radiator fan with the self-diagnosis of the air conditioning system.



## Overview of air conditioning system



The following are incorporated in the system control:

- the vent temperatures (sensors in air conditioner)
- the outlet temperature at the evaporator
- the ambient temperature (through CAN from control unit in dash panel insert) from sensor in bumper
- the interior temperature from the temperature sensor in the AC operating unit and temperature selection
- the pressure level in the refrigerant circuit
- specific engine data (e.g. high coolant temperature, acceleration, idling)

The AC control unit is linked over the convenience CAN BUS with the other control units.

The automatic air conditioning system is controlled by the AC control unit.

The refrigeration capacity demand of the compressor is determined from the outside - externally - by the control unit through the compressor control valve.

The compressor is reduced to part load at the request of the engine control unit, for example, in line with the vehicle acceleration.

The outlet temperature downstream of the evaporator can be regulated from +3 to +13°C.



# Service

## Workshop information

The system of direct information regarding the as-built configuration of the vehicle is continued with the vehicle data sticker.

This is located on the floor of the luggage compartment and contains the familiar data. The vehicle data are also indicated in the Service Schedule.

For repairs, the technical documentation of the workshop literature is continued in the familiar form of binders using the loose-leaf system.

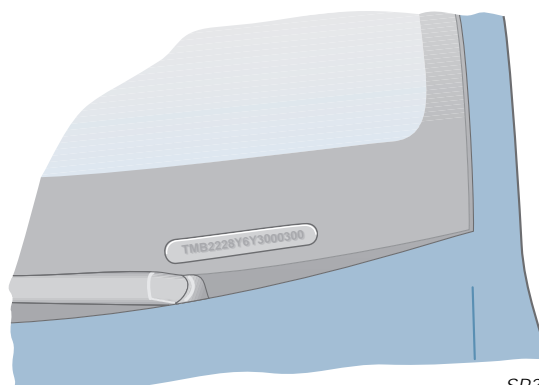
You can recognize the binders from the new blue spine insert.



SP32\_35

## Chassis number

A new feature is the additional chassis number below the windscreen. It facilitates recognition of the vehicle when carrying out service work and is a duplicate of the number stamped on the right-hand shock absorber dome. An added security feature in the event of theft.



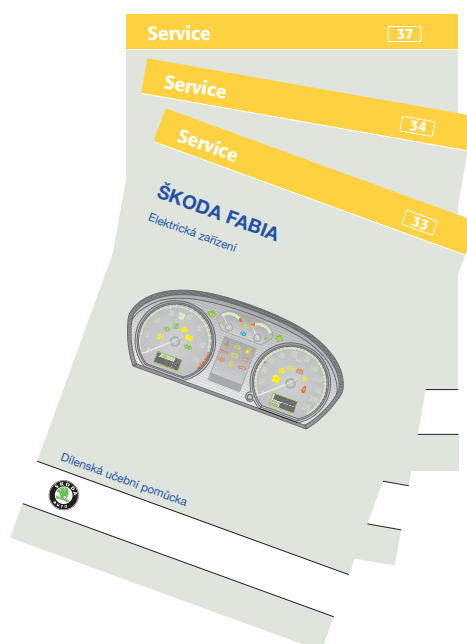
SP32\_34

## Self-Study Programmes

Additional self-study programmes are scheduled on the function and design of the new components and systems. These will provide you with additional information.

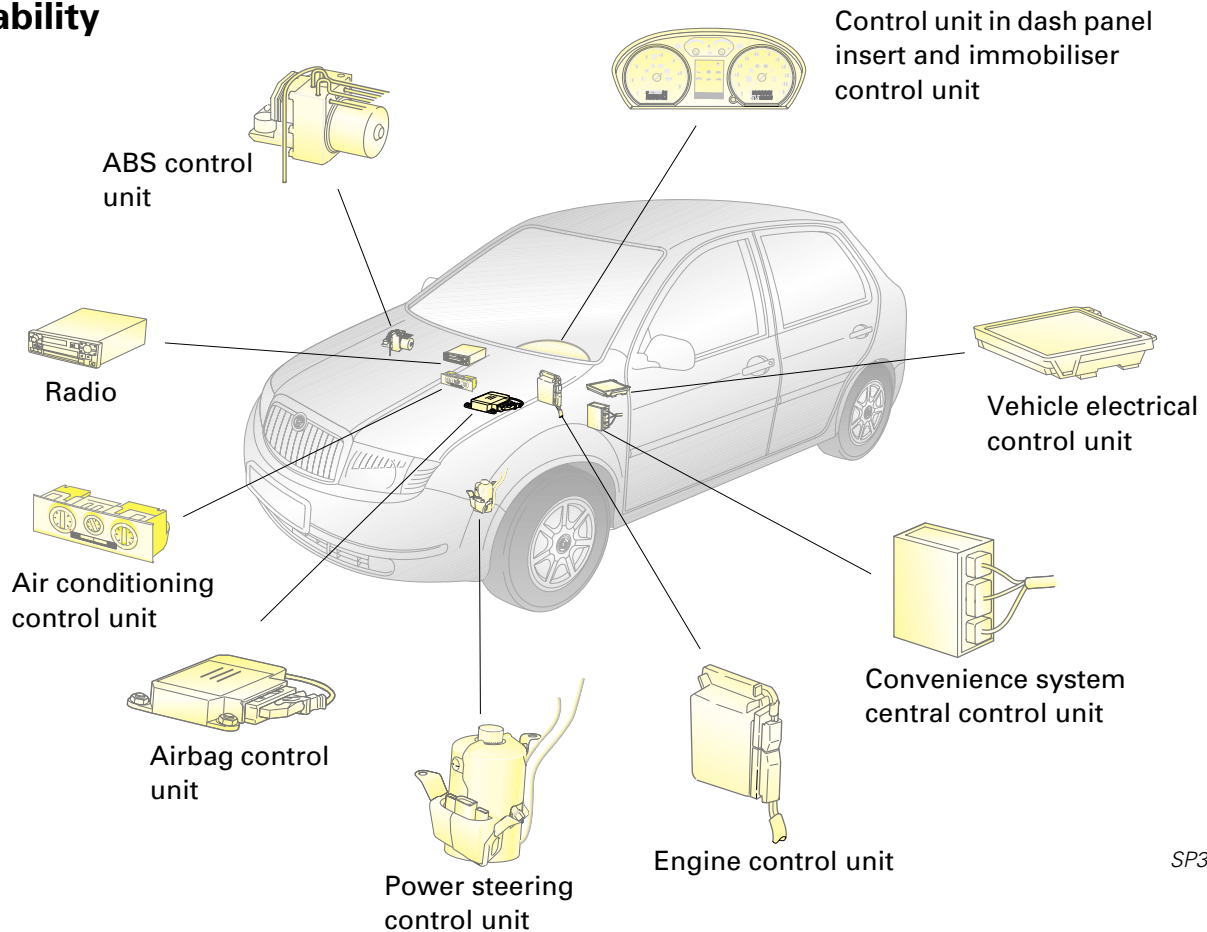
The following are presently scheduled:

- Nr. 33 - Vehicle Electrical System
- Nr. 34 - Electrohydraulic Power Steering
- Nr. 35 - The New Petrol Engines
- Nr. 36 - The New Diesel Engine with Unit Injection
- Nr. 37 - The New Gearboxes



SP32\_33

## Vehicle systems with self-diagnosis capability



SP32\_50

Increasing use is made of the CAN lines for diagnosis. Separate diagnosis lines (K line) are at present still provided for the engine control unit and the convenience system control unit.

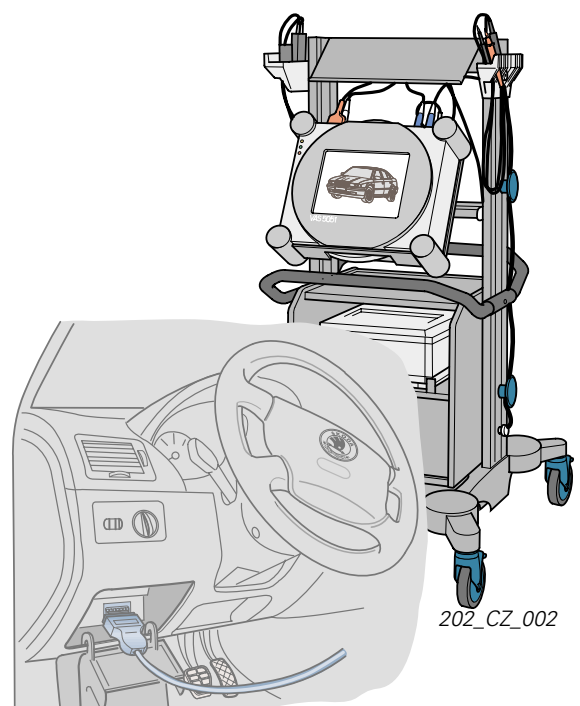
To nevertheless enable non-CAN capable testers to still operate, data are transmitted in the gateway over the K wire to the diagnostic connection for the other control units (refer to the section on Gateway).

Diagnosis can be carried out using the vehicle system tester V.A.G 1552, fault reader V.A.G 1551, or the vehicle diagnosis, measuring and information system VAS 5051.

The connection for the diagnostic tester is located behind a flap of the storage compartment in the dash panel trim on the driver side.



**Note:**  
Detailed descriptions of self-diagnosis contained in the workshop manuals of the individual technical fields.

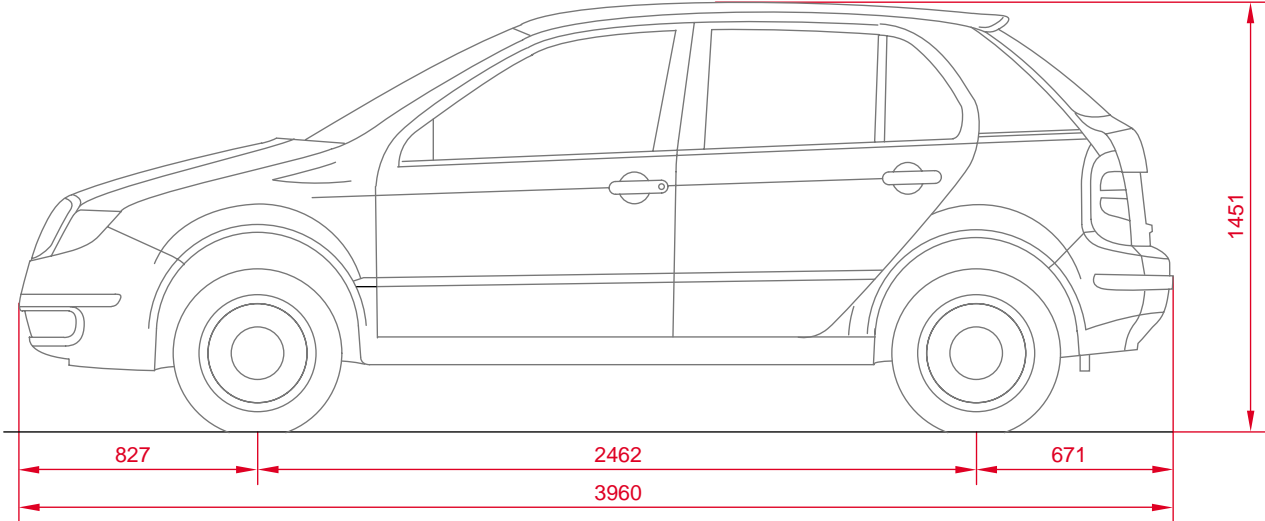


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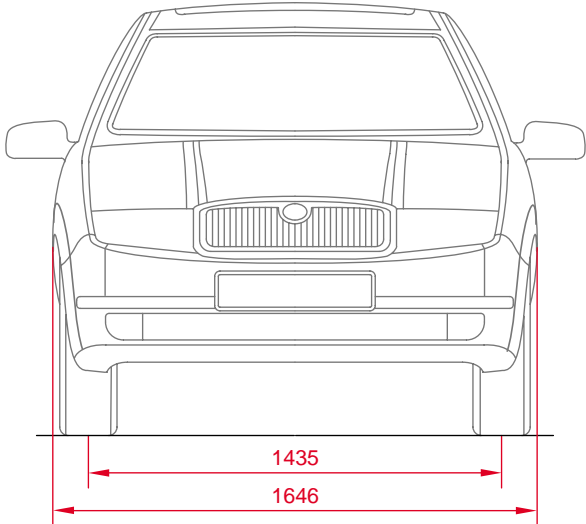
SP32\_51

53

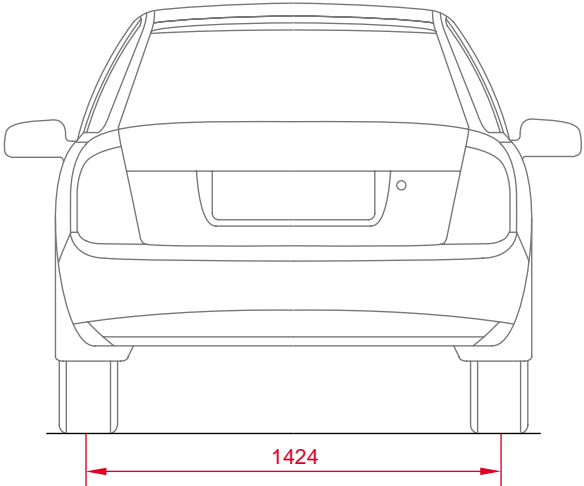
# Dimensions



SP32\_69

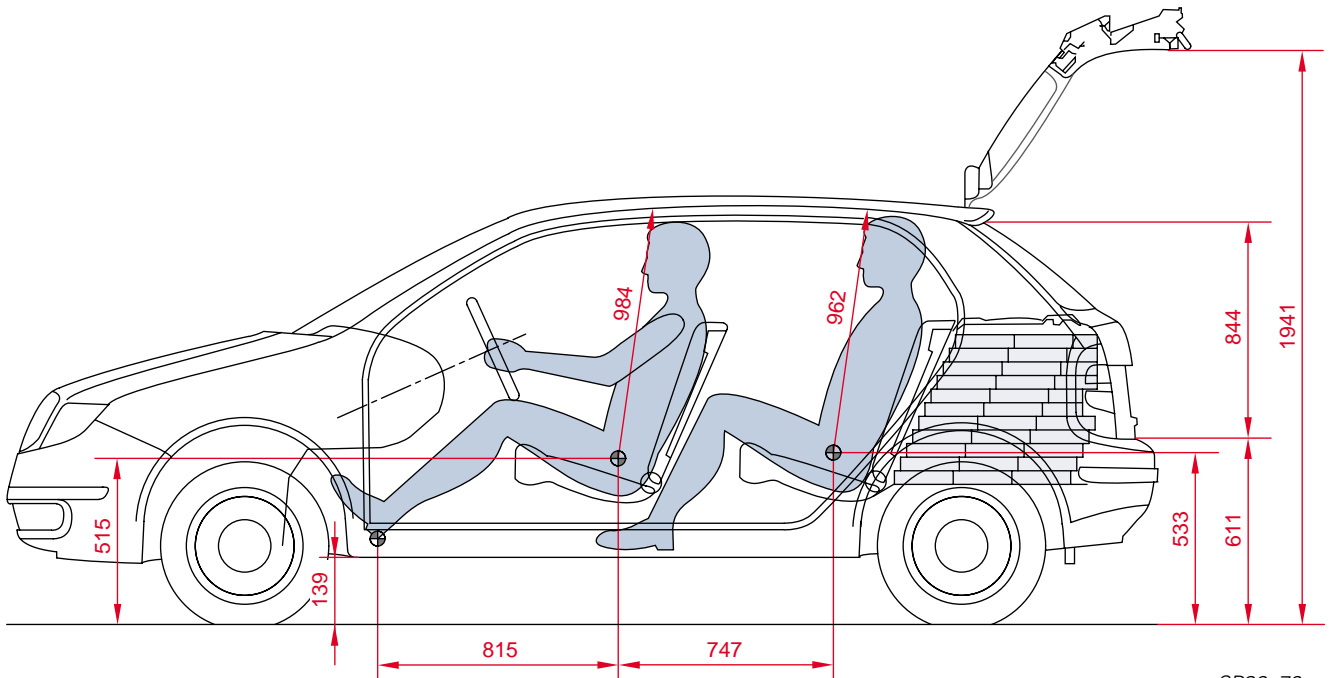


SP32\_71



SP32\_70

FABIA



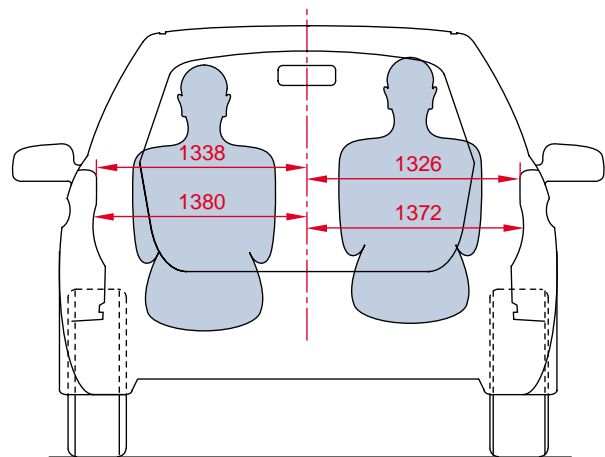
SP32\_72

The volume of the luggage compartment is  
 up to the tailgate 248 ltr.  
 with rear seat folded forward up to height of ceiling 1016 ltr.

The payload depends on the vehicle  
 equipment (engine) and is 435 - 495 kg

Permissible trailer load  
 (depending on engine)  
 unbraked 400 ... 450 kg  
 braked 400 ... 850 kg

Permissible roof load 50 kg



front

rear

SP32\_73

# FABIA

## The ŠKODA logo



SP32\_103

A company logo sets off the front end of the FABIA. This logo originates from a trademark application submitted to the Office for the Registration of Trademarks and Patterns in Pilsen dated 15.12.1923, and features

an arrow with three stylised springs within a closed circle.

This stylistically perfect design is something we find reflected in the ŠKODA logo throughout the ages.

It symbolises:

The **large ring** – universality of production, perfection of manufacture, the globe, the world.

The **spring** – technical progress, range of production programme, worldwide sales of the product.

The **arrow** – progressive production methods, high labour productivity.

The **small ring**/the eye – accuracy of production, engineering acumen, perspective.



SP32\_104

From 1993 on the “green” was added to the traditional circle and arrow to form the new company logo of ŠKODA automobilová a. s. Mladá Boleslav.

Green in the ŠKODA logo signifies a greater level of independence.

In comparison, green does not appear in the logos of other competitors in the car industry.

Apart from its freshness, the colour green signals concentrated attention on the new challenges of the age. These are environmental protection, the recycling of used materials as well as environmentally-friendly production.

The colour green is the clearest symbol of the changed positioning of the ŠKODA brand in the competitive international market as a part of the Volkswagen Group.



SP32\_105

The logo fitted to each car acquired a new symbolic character with the start of production of the new ŠKODA FELICIA model in the year 1994:

The winged arrow hovers over laurel branches, shielded by the ŠKODA logo.

The symbol in this way accentuates the 100 years' tradition of the company founders and their symbolism with the laurel branch, as Laurin and Klement used on their vehicles up to 1926.

The logo with the laurel branch emphasises the determination to offer ŠKODA vehicles worldwide for satisfied customers.



**Note:**

**You can find further information on this subject at:**

**<http://www.skoda-auto.com/company/>  
and then select → "History"**

FABIA

FABIA