



CAUSES OF CATALYST FAILURE

- **MODIFIED** or alterations made to part.
- **NOISE** (as the catalyst is not a silencer, unless caused by defect).
- **SEALING COMPOUNDS** used pre-catalyst (as this can cote the catalyst core/lambda sensor tips reducing or eliminating its efficiency or physically damaging the core).
- **EMISSIONS FAIL AND EML ISSUES**. As this can be caused by fuelling issues.
- **PURPLE / BLUE CATALYST CASING** outer casing (as this indicates possible engine management fault, over fuelling/heating or faulty lambda sensors).
- **EXCESSIVE BLACK SOOT** at inlet and outlet of catalyst (indicating engine management fault/worn engine or faulty lambda sensors etc)
- **TWO PART UNITS**, both the catalyst and connecting pipe must be returned.
- **DAMAGE** caused by impact (dropping or contact with road etc).
- **POOR FIT** area of poor fit must be identified on the product.
- **BLOCKED CATALYST** as this can be caused by soot/engine management fault/worn engine or faulty lambda sensors etc.
- **BELOW THRESHOLD / EFFICIENCY** as this can happen when the catalyst has been degraded by fuelling issues etc.
- **NON TP** products will be returned.

A 4-GAS emission report is required in all emission related failures including efficiency and threshold issues.

TPCATS reserves the right to decline any labour claim returned with any warranty return.

If any of the above apply, TPCATS reserves the right to decline any warranty claims
