



## **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.

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**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**

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