

## 00-9001 Catalytic converters

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### **Ignition faults**

In the event of ignition faults the catalytic converters are endangered, since the fuel-air mixture is converted in the hot catalytic converter. If severe ignition faults occur, the engine may only be operated briefly at low load. The cause of the damage must be eliminated immediately. In case of doubt, the catalytic converters should be checked for thermal damage after eliminating the damage in the ignition system.

### **Checking catalytic converter system for thermal damage**

The catalytic converter is damaged by thermal overload. This can be checked by a visual inspection when the exhaust system is removed. Complaints about performance after engine malfunctions indicate thermal overload of the catalytic converter. Residues of the molten catalytic converter block the exhaust pipe.

### **Fuel additives**

These should be rejected on vehicles with catalytic converters. It should be borne in mind that only the specified fuel quality may be used.

### **Use of leaded fuel**

If leaded fuel has been used inadvertently, the function of the Lambda control should be checked. If the oxygen sensor is defective, it must be replaced. If the emission value of 0.5% CO is exceeded, the complete catalytic converter system should be replaced.

### **Unpleasant odors**

Hydrogen sulfide can form in the catalytic converter as a result of deposits from sulfur constituents from the fuel. Hydrogen sulfide causes unpleasant odors even in the smallest concentrations but is not hazardous to health.

### **Danger of fire (stopping off-highway)**

The catalytic converters are thermally insulated to ensure efficient emission control under all operating conditions. When the engine is working correctly, therefore, higher temperatures than on conventional muffler systems should not occur. Elevated temperatures only arise when (for example owing to faults in the ignition or injection systems) unburnt fuel-air mixture enters the catalytic converter.