

**Tow-starting or jump-starting**

Tow-starting or jump-starting with the battery of another vehicle can be performed when the engine is cold and the catalytic converter system has cooled down. Avoid repeated attempts at starting, however. If the engine does not start **immediately**, do not make any further attempts to start the engine if it is at operating temperature in order to protect the catalytic converter system.

**Checking catalytic converter system for thermal damage**

If the catalyst is subjected to thermal stresses, it will be damaged. This can be checked visually with the exhaust system removed. Complaints regarding engine performance following engine faults are an indication that the catalyst has been subjected to thermal stresses. Residues of the molten catalyst block the exhaust pipe.

**Fuel additives**

As a matter of principle, these should not be used on vehicles fitted with a catalytic converter. It is important to ensure that only the specified quality of fuel is used.

**Use of leaded fuel**

If leaded fuel has inadvertently been used, check the operation of the lambda control. If the sensor is faulty, it must be replaced. If the emissions level exceeds 0.5 % CO, the complete catalytic converter system must be replaced.

**Engine oils**

The same oil recommendations (approved products, oil change intervals etc.) apply to vehicles **with** catalytic converter as to vehicles **without** catalytic converter.

Pay attention to the Specifications for Service Products.

**Obnoxious odours**

Hydrogen sulfide may be formed as a result of deposits of sulfur elements from the fuel in the catalytic converter. Hydrogen sulfide already causes obnoxious odours in minute concentrations, but is not harmful to health.

**Risk of fire (parking off-road)**

The catalytic converters are thermally insulated to ensure effective emissions control under all operating conditions. Provided the engine is operating properly, the temperatures which occur are no higher than in conventional silencer systems. Excessive temperatures only occur if (e. g. as a result of faults in the fuel ignition and injection system) uncombusted fuel air mixture gets into the catalytic converter.