



## SECONDARY AIR INJECTION PUMPS

11802



### SYMPTOMS

- Error code P0410 Malfunction
- Error code P0411 Insufficient quantity
- Noisy secondary-air pump
- No secondary-air pump operation

In petrol engine vehicles, secondary air injection is a proven method of reducing harmful substance emissions during cold starting. A petrol engine needs a „rich mixture“ for reliable cold starting. This means that the fuel/air mixture contains excess fuel. As a result, high quantities of carbon monoxide and unburned hydrocarbons are produced during cold starting. Since the oxygen sensor emissions control and the catalytic converter have not yet reached their operating temperature at the time of this phase, these harmful exhaust gas components can escape into the environment if not re-treated.



### CAUSES OF FAILURE

- Defective non-return valve
- Incorrect actuation of the secondary-air valve
- Contamination of the engine air filter

To reduce harmful substances during cold starting, ambient air containing high levels of oxygen („secondary air“) is injected into the exhaust gas manifold using the secondary air system. This causes post-oxidation („post-combustion“) of the harmful substances, creating harmless carbon dioxide and water. The heat generated as a result of this process also heats the catalytic converter and reduces the time taken for the oxygen sensor emissions control to commence operation.

### SEKUNDÄRLUFTPUMPE



<b>Audi</b>	A3, A4, A6, A8
<b>Škoda</b>	Octavia
<b>VW</b>	Golf

X-Ref 06A 959 253 E

**V10-63-0057**

## VEMO ADVANTAGES

- comprehensive range
- 100 % matching accuracy
- latest coverage

VEMO offers 66 high-quality secondary air pumps for AUDI, BMW, MERCEDES-BENZ, FORD, PORSCHE, TOYOTA, VOLKSWAGEN and VOLVO.

**ATTENTION: SECONDARY AIR INJECTION PUMPS ARE MEANT TO BE USED IN SHORT-HAUL OPERATION LESS THAN 90 SECONDS.**

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