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**Diesel engines — NO<sub>x</sub> reduction agent  
AUS 32 —**

**Part 4:  
Refilling interface**

*Moteurs diesel — Agent AUS 32 de réduction des NO<sub>x</sub> —*

*Partie 4: Interface de remplissage*



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## Foreword

ISO (the International Organization for Standardization) is a worldwide federation of national standards bodies (ISO member bodies). The work of preparing International Standards is normally carried out through ISO technical committees. Each member body interested in a subject for which a technical committee has been established has the right to be represented on that committee. International organizations, governmental and non-governmental, in liaison with ISO, also take part in the work. ISO collaborates closely with the International Electrotechnical Commission (IEC) on all matters of electrotechnical standardization.

The procedures used to develop this document and those intended for its further maintenance are described in the ISO/IEC Directives, Part 1. In particular, the different approval criteria needed for the different types of ISO documents should be noted. This document was drafted in accordance with the editorial rules of the ISO/IEC Directives, Part 2 (see [www.iso.org/directives](http://www.iso.org/directives)).

Attention is drawn to the possibility that some of the elements of this document may be the subject of patent rights. ISO shall not be held responsible for identifying any or all such patent rights. Details of any patent rights identified during the development of the document will be in the Introduction and/or on the ISO list of patent declarations received (see [www.iso.org/patents](http://www.iso.org/patents)).

Any trade name used in this document is information given for the convenience of users and does not constitute an endorsement.

For an explanation of the voluntary nature of standards, the meaning of ISO specific terms and expressions related to conformity assessment, as well as information about ISO's adherence to the World Trade Organization (WTO) principles in the Technical Barriers to Trade (TBT) see [www.iso.org/iso/foreword.html](http://www.iso.org/iso/foreword.html).

This document was prepared by Technical Committee ISO/TC 22, *Road vehicles*, Subcommittee SC 34, *Propulsion, powertrain and powertrain fluids*.

This second edition of ISO 22241-4 cancels and replaces the first edition (ISO 22241-4:2009) which has been technically revised. The main changes compared to the previous edition are as follows:

- the definition of AUS 32 has been deleted as it is included in ISO 22241-1 and the document is cited normatively;
- new definitions have been added;
- the status of [Annex A](#) has been changed to normative and the Annex has been revised accordingly;
- [Table 1](#) has been editorially and technically revised.

A list of all parts in the ISO 22241 series can be found on the ISO website.

Any feedback or questions on this document should be directed to the user's national standards body. A complete listing of these bodies can be found at [www.iso.org/members.html](http://www.iso.org/members.html).

# Diesel engines — NO<sub>x</sub> reduction agent AUS 32 —

## Part 4: Refilling interface

### 1 Scope

This document specifies the refilling interface for the NO<sub>x</sub> reduction agent AUS 32 in conformance with ISO 22241-1, which is needed to operate converters with a selective catalytic reduction (SCR) exhaust treatment system.

This document specifies the minimum functional and geometric requirements of an open refilling system, in order to ensure compatibility between the on-board refilling system and the off-board refilling system. Compatibility conditions for a sealed refilling system are provided in [Annex A](#).

This document applies to commercial vehicles and buses as defined in ISO 3833 and having a gross vehicle mass of more than 3,5 t, designed to use stationary off-board refilling systems. This document also applies to the nozzle of stationary off-board refilling systems.

NOTE Throughout this document, the term “NO<sub>x</sub> reduction agent AUS 32” is abbreviated to “AUS 32”.

### 2 Normative references

The following documents are referred to in the text in such a way that some or all of their content constitutes requirements of this document. For dated references, only the edition cited applies. For undated references, the latest edition of the referenced document (including any amendments) applies.

ISO 2575, *Road vehicles — Symbols for controls, indicators and tell-tales*

ISO 22241-1, *Diesel engines — NO<sub>x</sub> reduction agent AUS 32 — Part 1: Quality requirements*

ISO 22241-3, *Diesel engines — NO<sub>x</sub> reduction agent AUS 32 — Part 3: Handling, transportation, and storage*

### 3 Terms and definitions

For the purposes of this document, the terms and definitions given in ISO 22241-1 and the following apply.

ISO and IEC maintain terminological databases for use in standardization at the following addresses:

- IEC Electropedia: available at <http://www.electropedia.org/>
- ISO Online browsing platform: available at <https://www.iso.org/obp>

#### 3.1

##### refilling system

off-board system and on-board system, including their refilling interface, for dispensing AUS 32 into the on-board tank of the *vehicle* ([3.12](#))

#### 3.2

##### off-board refilling system

stationary equipment for dispensing AUS 32 into the on-board tank of the *vehicle* ([3.12](#)), consisting typically of tank, pump, hose and *filler nozzle* ([3.3](#))