
**Diesel engines — NO_x reduction agent
AUS 32 —**

**Part 4:
Refilling interface**

*Moteurs diesel — Agent AUS 32 de réduction des NO_x —
Partie 4: Interface de remplissage*



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Contents

Page

Foreword.....	iv
1 Scope	1
2 Normative references	1
3 Terms and definitions.....	1
4 Requirements	2
4.1 Functional requirements	2
4.2 Filler neck	4
4.3 Inlet adapter.....	4
4.4 Filler cap	5
4.5 Filler nozzle	6
4.6 Minimum free space for refilling	7
Annex A (informative) Compatibility conditions for sealed refilling systems	10
Bibliography	13

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.

International Standards are drafted in accordance with the rules given in the ISO/IEC Directives, Part 2.

The main task of technical committees is to prepare International Standards. Draft International Standards adopted by the technical committees are circulated to the member bodies for voting. Publication as an International Standard requires approval by at least 75 % of the member bodies casting a vote.

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.

ISO 22241-4 was prepared by Technical Committee ISO/TC 22, *Road vehicles*, Subcommittee SC 5, *Engine tests*.

ISO 22241 consists of the following parts, under the general title *Diesel engines — NO_x reduction agent AUS 32*:

- *Part 1: Quality requirements*
- *Part 2: Test methods*
- *Part 3: Handling, transportation and storing*
- *Part 4: Refilling interface*

Diesel engines — NOx reduction agent AUS 32 —

Part 4: Refilling interface

1 Scope

This part of ISO 22241 specifies the refilling interface for the NOx reduction agent AUS 32 in compliance with ISO 22241-1, which is needed to operate converters with a selective catalytic reduction (SCR) exhaust treatment system.

This part of ISO 22241 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 part of ISO 22241 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 part of ISO 22241 also applies to the nozzle of stationary off-board refilling systems.

NOTE Throughout this part of ISO 22241, the term “NOx reduction agent AUS 32” is abbreviated as “AUS 32”.

2 Normative references

The following referenced documents are indispensable for the application 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 — NOx reduction agent AUS 32 — Part 1: Quality requirements*

ISO 22241-3, *Diesel engine — NOx reduction agent AUS 32 — Part 3: Handling, transportation and storing*

3 Terms and definitions

For the purposes of this document, the following terms and definitions apply.

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** (3.6)

3.2

off-board refilling system

stationary equipment for dispensing AUS 32 into the on-board tank of the **vehicle** (3.6), consisting typically of tank, pump, hose and **filler nozzle** (3.2.1)