

BS ISO 22241-5:2012



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Diesel engines — NO_x reduction agent AUS 32

Part 5: Refilling interface for passenger cars

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National foreword

This British Standard is the UK implementation of ISO 22241-5:2012.

The UK participation in its preparation was entrusted to Technical Committee MCE/22, Engines for road vehicles.

A list of organizations represented on this committee can be obtained on request to its secretary.

This publication does not purport to include all the necessary provisions of a contract. Users are responsible for its correct application.

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ISBN 978 0 580 69314 4

ICS 43.060.40

Compliance with a British Standard cannot confer immunity from legal obligations.

This British Standard was published under the authority of the Standards Policy and Strategy Committee on 31 December 2012.

Amendments issued since publication

Date	Text affected
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INTERNATIONAL STANDARD

BS ISO 22241-5:2012

ISO
22241-5

First edition
2012-12-01

Diesel engines — NOx reduction agent AUS 32 —

Part 5: Refilling interface for passenger cars

Moteurs diesel — Agent AUS 32 de réduction des NOx —

Partie 5: Interface de remplissage pour voitures particulières



Reference number
ISO 22241-5:2012(E)

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Published in Switzerland

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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.

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 22241-5 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*
- *Part 5: Refilling interface for passenger cars*

Introduction

The refilling system specified in this part of ISO 22241 has been developed in accordance with passenger vehicle manufacturer's specifications. The functional requirements include a filling system that has minimal obtrusive odours, has minimal spill risk, limits pressure build-up and includes mismatch prevention. The system should be designed to prevent the deleterious effects of AUS 32, including, but not limited to, uncontrolled flow into gaps in body work with the potential to cause corrosion, smell nuisance and crystal formation.

Diesel engines — NOx reduction agent AUS 32 —

Part 5: Refilling interface for passenger cars

1 Scope

This part of ISO 22241 applies to diesel engine powered road vehicles using selective catalytic reduction (SCR) technology. It is primarily intended for use by passenger cars and light commercial vehicles including buses with a gross vehicle mass of not more than 3,5 t, but may also be used by vehicles with a gross vehicle mass of over 3,5 t.

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 selective catalytic reduction (SCR) exhaust treatment system. This part of ISO 22241 specifies the essential functional and geometric requirements of the refilling system in order to ensure compatibility between the on-board refilling system and the off-board refilling system.

For light commercial vehicles and buses having a gross vehicle mass of not more than 3,5 t, the open refilling system specified in ISO 22241-4 can be used.

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

2 Normative references

The following documents, in whole or in part, are normatively referenced in this document and are indispensable for its application. For dated references, only the edition cited applies. For undated references, the latest edition of the referenced document (including any amendments) applies.

ISO 22241-3, *Diesel engines — 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 vehicles

3.2

canister

container of size 1 to 10 litres capacity, with spout used to refill the vehicle on-board tank