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

**Part 3:
Handling, transportation, and storage**

Moteurs diesel — Agent AUS 32 de réduction des NO_x —

Partie 3: Manipulation, transport et stockage

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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).

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).

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For an explanation on 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 the following URL: 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 cancels and replaces the first edition (ISO 22241-3:2008), which has been technically revised by adding a variety of editorial changes throughout the document and by adding flexible compliance methodology to [5.5.1](#).

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

Diesel engines — NO_x reduction agent AUS 32 —

Part 3: Handling, transportation, and storage

1 Scope

This document describes best practice recommendations and requirements for the handling, transportation, and storage of AUS 32. These recommendations and requirements are necessary to preserve the specified quality of AUS 32 from any point of production to the point where it is filled into the on-board tank of a vehicle or other application, in order to ensure the proper function of selective catalytic reduction (SCR) converter systems.

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 22241-1, *Diesel engines — NO_x reduction agent AUS 32 — Part 1: Quality requirements*

ISO 22241-2, *Diesel engines — NO_x reduction agent AUS 32 — Part 2: Test methods*

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 <http://www.iso.org/obp>

3.1

shelf life

period of time starting with the completion of the production of the batch in which a product, stored under specific conditions, remains within the specification

3.2

production batch

quantity of product produced during one operation at a site where the product has (last) been physically or chemically modified to reach compliance with applicable specifications

Note 1 to entry: Comingling of smaller batches into one larger batch does not constitute a physical or chemical modification, provided the smaller batches before comingling meet specification.

3.3

bulk operation

handling of AUS 32 in large containers

EXAMPLE Road tankers, rail cars, storage tanks, and tank vessels.