

compressed air's capacity on the input in BOSV, that is put to the starting conditions, m <sup>3</sup> /min	<b>4,2 ... 4,5</b> (for BOSV 2/2 5,0/1 U2-01; -02; -03; -04; -05; -06) <b>4,0 ... 4,6</b> (for BOSV 2/2 5,0/1 U2-07; -08)
terminal delivery pressure (overpressure), MPa, no more than	<b>1,0</b>
capability that is used with BOSV (taking into account the heating), kWt, no more than	<b>1,5</b>
maximal size of solid particles on the output from BOSV, mcm, no more than	<b>10</b>
maximal concentration of solid particles on the output from BOSV, mg/m <sup>3</sup> , no more than	<b>2</b>
maximal oil's concentration on the output from BOSV, mg/m <sup>3</sup> , no more than	<b>5</b>
total drag of all the BOSV's stages, MPa, no more than	<b>0,05</b>
air consumption on adsorbent's regeneration in BOSV by the average service pressure, %, no more than*	<b>23</b> (for average service overpressure <b>from 0,65 to 0,75 MPa inclusive</b> ) <b>20</b> (for average service overpressure <b>more than 0,75 to 1,0 MPa inclusive</b> )
- temperature of dew point by the ambient air temperature	<b>is equal or below</b> the ambient air temperature (by temperature below <b>minus 40 °C</b> ), not higher than <b>minus 40 °C</b> (by temperature <b>from minus 40 °C to minus 20 °C inclusive</b> ), no less than <b>20 °C</b> below the ambient air temperature (by the temperature above <b>minus 20 °C</b> )

*\*Average operating pressure is an arithmetic overage of the overpressure's upper and lower limit in main reservoirs of the railway vehicles.*