



LOCOMOTIVE TRACTIVE EFFORT

Retrofit your aging fleet with the BOA™-II to get the most advanced excitation and locomotive wheel slip protection, in an easy-to-install package. The BOA™-II improves locomotive tractive effort, equipment protection and reliability for better train handling, adhesion and performance. With the BOA™-II wheel slip control system you can extend the life of your fleet and ensure you get the most value.

See how BOA-II can benefit your fleet

Greater tractive effort

Increased adhesion through tractive effort improvements of up to 80% for DC main generator units and up to 25% for AC main generator units.

Enhanced reliability and equipment protection

Main generator and traction motor automatic short-term current regulation, voltage and current protection, and grid current protection.

Intuitive diagnostic interface

Integrated monitoring, diagnostics, logging and event counting through an intuitive web browser interface. No need to install proprietary software for setup and commissioning operations.

Superior train handling and control

Improved throttle response with superior train lifting and handling capabilities, transition and field shunt control.

Locomotive life extension

Additional operating performance improvements provide the most cost-effective locomotive adhesion control available to extend the life of your locomotive.

Flexible hardware options

Compatible with typical 4 and 6 axle traction motor configurations. Designed using the FLEX platform hardware allowing for easy installation and future upgrades.

Keep your aging fleet **on track**
with the BOA-II, the most **reliable**,
proven, and **advanced** wheel slip
control **system** available.

Product Options

- Two-speed dynamic brake
- Traction motor stall detection
- Locomotive speed limiter*
- Automatic ground relay reset with limiter
- Engine cooling control**



With the BOA-II wheel slip control system, you can extend the life of your fleet and ensure you get the most value.



* Locomotive speed limiter - limited to excitation regulation and does not use the dynamic or mechanical brakes.

** Engine cooling control - available on all 6 axle locomotives and on 4 axle locomotives that do not require the grid blower health monitoring feature.

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