



HO SD70ACe(SD70AH) Diesel

Announced 2.08.19
Orders Due: 3.15.19

ETA: December 2019

Union Pacific*

**EQUIPPED WITH:
LEDs, & RUBBER MU HOSES**



Photo: santoro2020 - <https://youtu.be/sTJmORIBac?t=56>

Without Sound

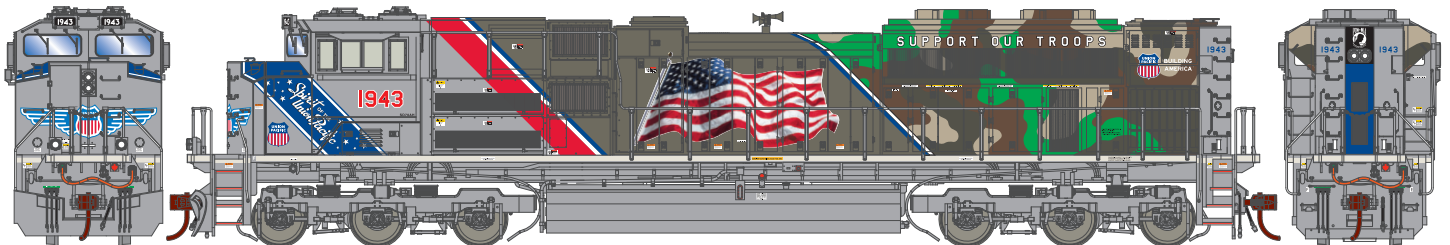
ATHG19430 HO SD70ACe, Spirit of UP #1943

With Sound

ATHG01943 HO SD70ACe w/DCC & Sound, Spirit of UP #1943

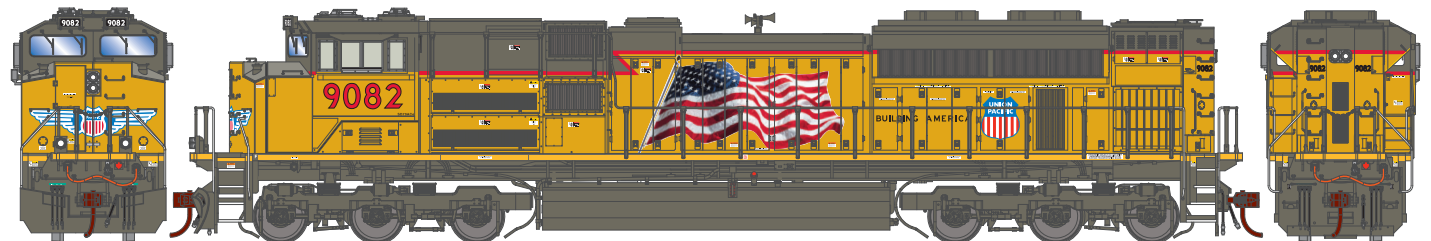
UP 1943 FEATURES:

- Tier 4 credit unit built in 2016
- PTC antenna array
- Nose mount headlight
- Illuminated front ditch lights
- Late handrails



Era: 2017+

w/o Sound \$249.98_{SRP} With Tsunami² Sound \$339.98_{SRP}



Era: 2014+

Without Sound

ATHG89646 HO SD70ACe (SD70AH), UP #9082

With Sound

ATHG89846 HO SD70ACe (SD70AH) w/DCC & Sound, UP #9082

UP FEATURES:

- UP 9082 ran with UP 1943 as it traveled to the East Coast for display

w/o Sound \$239.98_{SRP} With Tsunami² Sound \$329.98_{SRP}

These items are subject to Horizon's MAP policy

* Union Pacific Licensed Product



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All Railroads

SOUND EQUIPPED MODELS ALSO FEATURE

- Onboard DCC decoder with SoundTraxx Tsunami2 sound
- Sound units operate in both DC and DCC
- Full DCC functions available when operated in DCC mode
- Engine, horn, and bell sounds work in DC
- All functions NMRA compatible in DCC mode
- Slow speed control
- Program a multiple unit (MU) lashup with lead unit only horn, bell, and lights
- Many functions can be altered via Configuration Value (CV) changes
- CV chart included in the box

PROTOTYPE SPECIFIC INFORMATION

In order to meet stricter diesel locomotive emissions standards imposed by EPA Tier II regulations, EMD modified the SD-70MAC to create the SD70ACe and SD70M-2. Each model is powered by a 16-cylinder, 4300-horsepower diesel engine. On the SD70M-2, the prime mover drives an alternator and produces AC current that is rectified to DC current, which powers the traction motors. On the SD70ACe, the DC current is then "chopped" back into AC to power the traction motors.

Much of the external design is based on the SD90 series locomotives. Similar features include the full height nose door and rectangular windshields, the large flared radiators with two fans, and the positioning of the dynamic brake equipment at the rear of the long hood. In addition, the inverters were moved from inside the long hood to a box on the walkway behind the fireman's side of the cab.

SD70ACe AND SD70M-2 SPECIFIC FEATURES

- New for the SD70ACe and SD70M-2, **LED lighting**
- Correctly-sized illuminated ditch lights
- Snowplow
- Front and rear trainline air hose with silver tips
- Multiple unit (MU) hoses with silver tips
- Coupler cut bars
- Train line air hoses
- Flat or tapered front and rear anticlimbers
- Safety tread on the walkways
- Nose or cab mounted headlight
- Standard or isolated cab
- Windshield wipers
- Tinted side windows
- Mirrors
- Detailed and painted cab interior with control stand, display screens, detailed crew seats and optional grade crossing camera
- Airchime K5LLA horn with square or "tube" style mounting bracket
- GPS Domes or PTC antennas per prototype
- Inverter box with original X-panels, X-panels with retrofitted louvers, factory louvers, late EMD large intake or retrofit large intake
- See-through radiator fans
- Etched dynamic brake grille and screen with appropriate grid detail underneath
- Dynamic brake louver variations per prototype
- Chicago Blower brand air blower visible behind the see-through grilles at the rear of the locomotive
- Early or late hand brake housing and wheel
- Early or Late Sander Brackets
- Factory installed wire grab irons
- Jacking pads per prototype
- Plumbing alongside the frame appropriate to the specific railroad and purchase order
- Fuel tanks with single or dual fuel fillers
- HTCR or HTSC trucks per prototype
- Non-sound QuickPlug™ equipped with NEM 21-pin DCC plug
- McHenry scale knuckle spring couplers
- Minimum radius: 18"
- Recommended radius: 22"

w/o Sound \$239.98_{SRP} With **Tsunami2** Sound \$329.98_{SRP}

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