



A classic meets a technical quantum leap!

The sound and AC versions of the E 32 from PIKO are the first models to receive the new PIKO SmartDecoder XP 5.1.

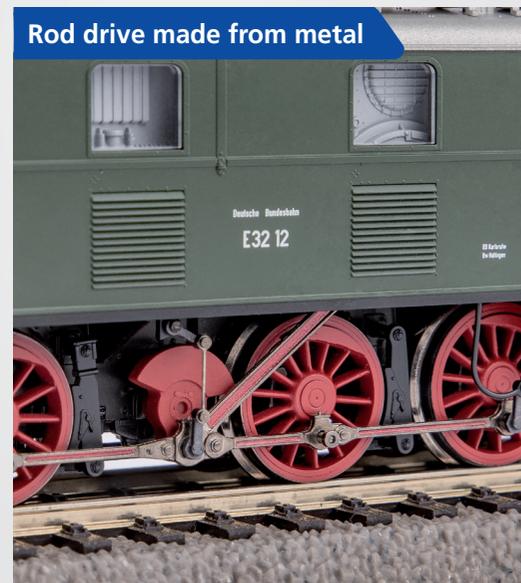
Replicated engine room with illumination



Roof riveting



Rod drive made from metal



A Bavarian H0 scale evergreen!

The E 32 of the DB as an Expert model by PIKO



The first PIKO model with the new PIKO SmartDecoder XP 5.1

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Load-controlled sound

RailComPlus[®]*** and mfx[®]-capable***

Wheel synchronized****

Innovative Powermanagement

Backward compatible to all digital PIKO products

Optimized performance for all PIKO vehicles

Coupling of Sounds

PIKO TrainSound[®] onboard

** RailComPlus[®] is a registered trademark by Lenz Elektronik GmbH, 35398 Gießen
*** mfx[®] is a registered trademark by Gebr. Märklin & Cie. GmbH, Göppingen
**** The calibration was done manually, by the PIKO sound specialists.

Digitalization at it's best!

The PIKO SmartDecoder XP 5.1 Sound delivers a superior sound experience. The sound fulfills the new quality seal PIKO TrainSound® onboard. Up to 8 sound channels can be played simultaneously, with a maximum of 8 minutes of sound memory. A sound fader allows volume reductions. This makes it possible to simulate tunnel runs, for example. Furthermore, locomotive and sound control are coordinated with each other.

A milestone is the filigree adjustable load dependence of the sound control. The decoder automatically detects whether the locomotive is running uphill, on level ground, or downhill. The sound automatically adjusts to this in sync with the wheels. Without a factory-installed sensor, this is done by the most precise adjustment of the PIKO sound specialists. The sound of the driving rods has been adapted exactly to the driving behavior of the locomotive. Model and sound merge into a complete work of art. Sound functions can be linked to other sound functions and trigger each other. For even more realism, this can also be done randomly.

The volume of the sound can be adjusted in five volume levels by a function key. In curves and during braking, squealing sounds can be adjusted depending on the speed. With the PIKO SmartProgrammer, this can be done easily without complicated programming of CV values.

The new decoder generation remains future-oriented right from the start. The fulfillment of the latest standards was considered during development. Thus, the PIKO SmartDecoder XP 5.1 comes up trumps with broad connectivity. The registration at the digital command station is done automatically by RailComPlus®. For AC operation, the PIKO SmartDecoder XP 5.1 features mfx capability, which ensures the highest functionality.

Suitable accessories:



56415 PIKO SmartProgrammer

56416 PIKO SmartTester



Photo: Karl-Friedrich Seltz

Between 1924 and 1926, the Bavarian Group Administration of the Deutsche Reichsbahn commissioned the BBC and Maffei companies to supply a total of 29 electric locomotives for light passenger train service. The locomotives were designated EP 2 and given the numbers 20006 to 20034. The operational areas of the striking machines were initially Upper Bavaria and Swabia. In 1927, the locomotives were renamed E 32 006 - 034. A characteristic feature of the E 32 was the diagonal rod drive in combination with spoked wheels. The maximum speed was 90 km/h. After World War II, the German Federal Railroad took over 24 still intact machines and operated them as the E 32, and from 1968 as the class 132. As a replacement for the E 71 electric locomotive and the ET 25 railcar, the class 132 was given a new area of operation in Baden. The last remaining eight locomotives were retired on August 1, 1972.

Our prototype: Locomotive E 32 12 of the DB. BD Karlsruhe, Bw Haltingen, Unt MF 11.3.59.

The now extensive family of old-style electric locomotives from PIKO is getting another addition. The latest classic of electric traction from PIKO impresses with its outstanding design. The metal inclined rod drive is faithfully reproduced. Spoked wheels further enhance the visual appearance and bring back memories of bygone days on the rails. Painting and printing are on a high PIKO level down to the smallest detail. The locomotive is completed by a flawless roof. The finest rivets contribute to this just as much as prototypical roof lines, completed by filigree metal pantographs.



51410 Electric locomotive BR E 32 DB III

51411 ~Electric locomotive BR E 32 DB III, incl. PIKO SmartDecoder XP 5.1



51412 Electric locomotive / Sound BR E 32 DB III, incl. PIKO SmartDecoder XP 5.1 Sound

51413 ~Electric locomotive / Sound BR E 32 DB III, incl. PIKO SmartDecoder XP 5.1 Sound

- Completely new construction
- Replicated engine room with illumination
- Free view through the engine room
- Fine detailed spoked wheels
- Filigree SBS 10 pantographs
- Rod drive made from metal
- Sound- and AC-Versions equipped with new mfx-capable PIKO SmartDecoder XP 5.1
- Soundversions with **PIKO TrainSound®** onboard
- Outstanding price-performance ratio

INFORMATION

With a lot of handwork and enthusiasm, the numerous details and attachments on the model have been implemented. These include the free-standing handrails, the lamps, brake pipes and also sandboxes. The buffer plank can be equipped with enclosed accessory parts. Thanks to the existing PluX22 interface, digitalization of the analog DC version is easily possible at any time. Four traction tires support the powerful motor with flywheel masses during the drive.

The PIKO model offers the possibility to relive the fascination of early electric traction. Set in Era 3, it offers numerous interesting train combinations. PIKO owner Dr. René F. Wilfer has documented the production of the E 32 by PIKO himself. The V-Log published on the PIKO YouTube channel gives interesting and exciting insights into the production.

