

PIKO electric locomotive class V43 MÁV



PIKO Vehicle
information
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PIKO

Detailed bogies



Electric loco class V43 MÁV



V43 1282

H-MÁVTR

View into the engine room



V43
1282
H-MÁVTR

Fine metal pantographs



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Üdvözlöm, Szili a nevem!

The silicon rectifier locomotive of the V43 series
as Expert model from PIKO

Electric locomotive class V43 MÁV



In order to expand electric traction, MÁV purchased a license for the V43 series from the „Working group for planning and implementation for 50 Hz railway electrification” in 1960. The production of these universal locomotives began in Essen, but was relocated to Hungary starting with the V43-1008. By 1982, a total of 379 locomotives has been built, which were quickly nicknamed „Szili” due to the silicon rectifiers installed. In order to adapt the 130 km/h locomotives to the requirements of modern rail traffic, some locomotives were rebuilt starting in 1999. From the outside, these were primarily recognizable by the new UIC cans under the front windows as well as the usually very eye-catching paint scheme. The latter coined the nickname „Papagáj-Szili” for the machines incorporated as V43.2. With the takeover of DB AG control cars, further machines were rebuilt and henceforth incorporated as V43.3. Equipped with shuttle control, on-board electronics and air conditioning, the machines will continue to shape the image of MÁV and GySEV for years to come, even if their range of use is becoming increasingly smaller due to the lack of multi-system capability.

Our prototype: Locomotive V43 1282 MÁV

INFO

- Completely new construction
- Free-standing roof lines
- Fine metal pantographs
- Etched roof walkways and finest metal handrails
- Detailed bogies with many individual parts (dampers, brake pads, sand pipes)
- Driver's cab, driver's desk and engine room lighting

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The simple exterior of the locomotive at first glance reveals a multitude of small details upon closer inspection. These are faithfully reproduced in PIKO's new design and the proportions are perfectly captured. Filigree pantographs, the finest roof lines, and etched roof walkways make the locomotive a special eye-catcher. The striking shape is broken up again and again by flush-mounted windows, ventilators and separately applied handrails and windshield wipers made of metal. The running gear does not have to hide either. The bogie panels features free-standing steps, sand pipes and a filigree linkage. Even the interior of the machines has been designed with great attention to detail: Crystal clear windows provide a view of the prototypical engine room equipment and a highly detailed driver's cab rear wall. Inside the model, a combination of proven drive technology and state-of-the-art electronics ensures excellent driving characteristics. The sound version is equipped ex works with a new PSD XP 5.1 S. Thanks to PIKO TrainSound®, sounds are triggered synchronously with motor control and functions. The analog version can be retrofitted for digital operation in no time at all using the PluX22 interface.



Electric locomotive class V43 MÁV era VI

51430 DC

51431 AC, incl. PSD XP 5.1

🔊 51432 DC, incl. PSD XP 5.1 S with **PIKO TrainSound®** onboard

🔊 51433 AC, incl. PSD XP 5.1 S with **PIKO TrainSound®** onboard

Whether freight train, suburban service or upscale use in front of a EuroCity, the V43 from PIKO always cuts a fine figure.