

# PIKO Vectron Dual Mode light DB AG VI

Roof area with fan wheel



View into the engine room



Grazil metal pantograph



PIKO vehicle  
information  
06/2024



Vectron Dual Mode light



Use with and without overhead line:  
The Vectron Dual Mode light as H0 models from PIKO!



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The use of electric locomotives is typically not only more environmentally friendly than diesel locomotives, but also more economical. In Germany, however, the situation is that both some main lines and numerous branch tracks are not electrified. In response, Siemens Mobility presented the Vectron Dual Mode in 2019. In addition to a traction diesel engine, the locomotives also have high-voltage equipment for overhead line operation. In this way, the locomotives combine the efficiency advantages of an electric locomotive with the independence of diesel locomotives. The design is based on the Series 247 Diesel Vectron, with space for the main transformer created by reducing the size of the tank. Siemens offers the locomotives in two variants: the Vectron Dual Mode, known in Germany as the 248 series, and the Vectron Dual Mode light, known as the 249 series. These differ in terms of traction power, maximum speed, operating radius and profile. To renew its shunting and freight train fleet, DB Cargo concluded a framework agreement with Siemens in 2020 for up to 400 Vectron Dual machines.

**Our prototype: DB Cargo 249 003-5, acceptance 30.05.22**

## INFO

- Completely new construction
- Open view into the engine room
- Elaborately designed and prototypical roof section
- Excellent model quality
- Filigree etched parts
- Excellent driving characteristics with high tractive power

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The large side surfaces and the roof with three hoods of different heights and only one pantograph characterize the appearance of the Vectron Dual Mode at first glance. The design and tooling placed great emphasis on details with a three-dimensional appearance: Perfect engravings on the bogies, power units and the ends create an outstanding visual effect. The side wall is divided by the ventilation grilles, most of which were made using etching technology and thus allow a clear view of the engine room behind. If you look up again from here into the roof area, the elaborately designed cooling system with separately inserted fan wheel catches the eye. The exterior impression is completed by the harmonious paintwork and printing.

Technically, the model continues the proven line of PIKO designs: A powerful central motor serves as the drive, two flywheel masses provide for cultivated running characteristics, all axles are powered. Two diagonally arranged traction tires on the middle axles make it possible to transport long trains on standard grades. The cab and cab lighting can be controlled in digital operation. A highlight is the combination of the ventilation grilles with indirect engine room lighting. The XP versions offer special operating fun. They are equipped with a pulsed vaporizer, a digital coupler and, for the first time in the history of PIKO, a pantograph that can be raised and lowered by digital command.

NEW MOLD  
2024

XP version with pulsed vaporizer and digitally lift- and lowerable pantograph!



## Locomotive Class 249 Vectron Dual Mode light DB AG VI

51160 DC

51162 DC, incl. PSD XP S and **PIKO TrainSound**® onboard

51163 AC, incl. PSD XP S and **PIKO TrainSound**® onboard

Also available as Expert Plus version:

## Locomotive Class 249 Vectron Dual Mode light DB AG VI

55928 XP DC, incl. PSD XP S and **PIKO TrainSound**® onboard

55929 XP AC, incl. PSD XP S and **PIKO TrainSound**® onboard