GECKO HEAVY INDUSTRIES GE72013
SCANIA RADDNINGSTERRANGBIL RTGB 4112A SCALE: 1/72

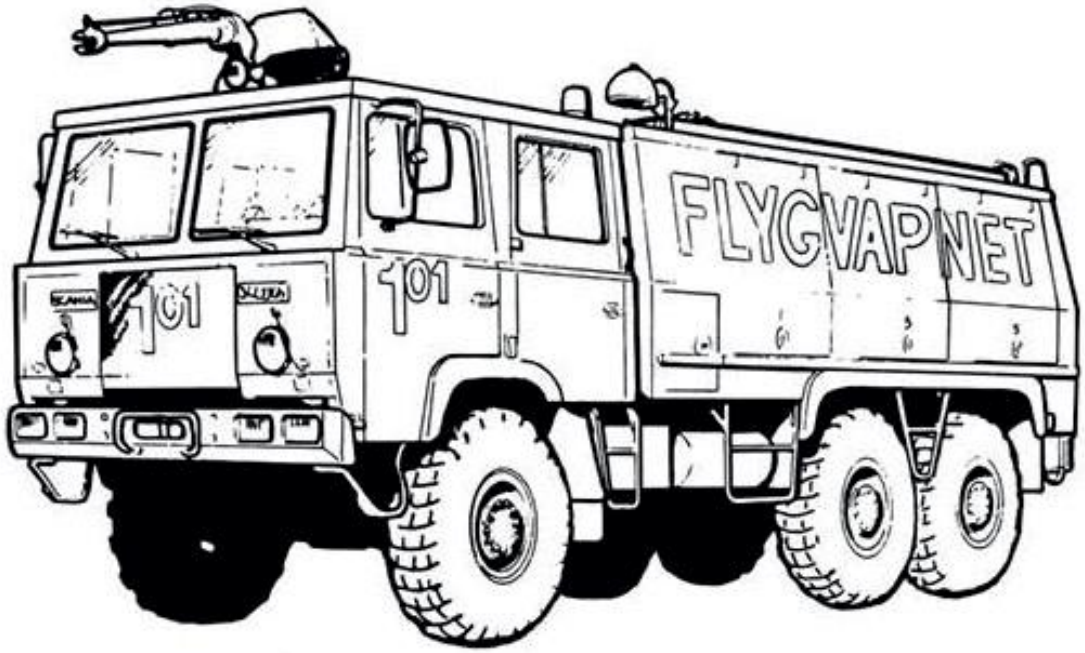


Diagram courtesy of Försvarets Materielverk instruction manual

History

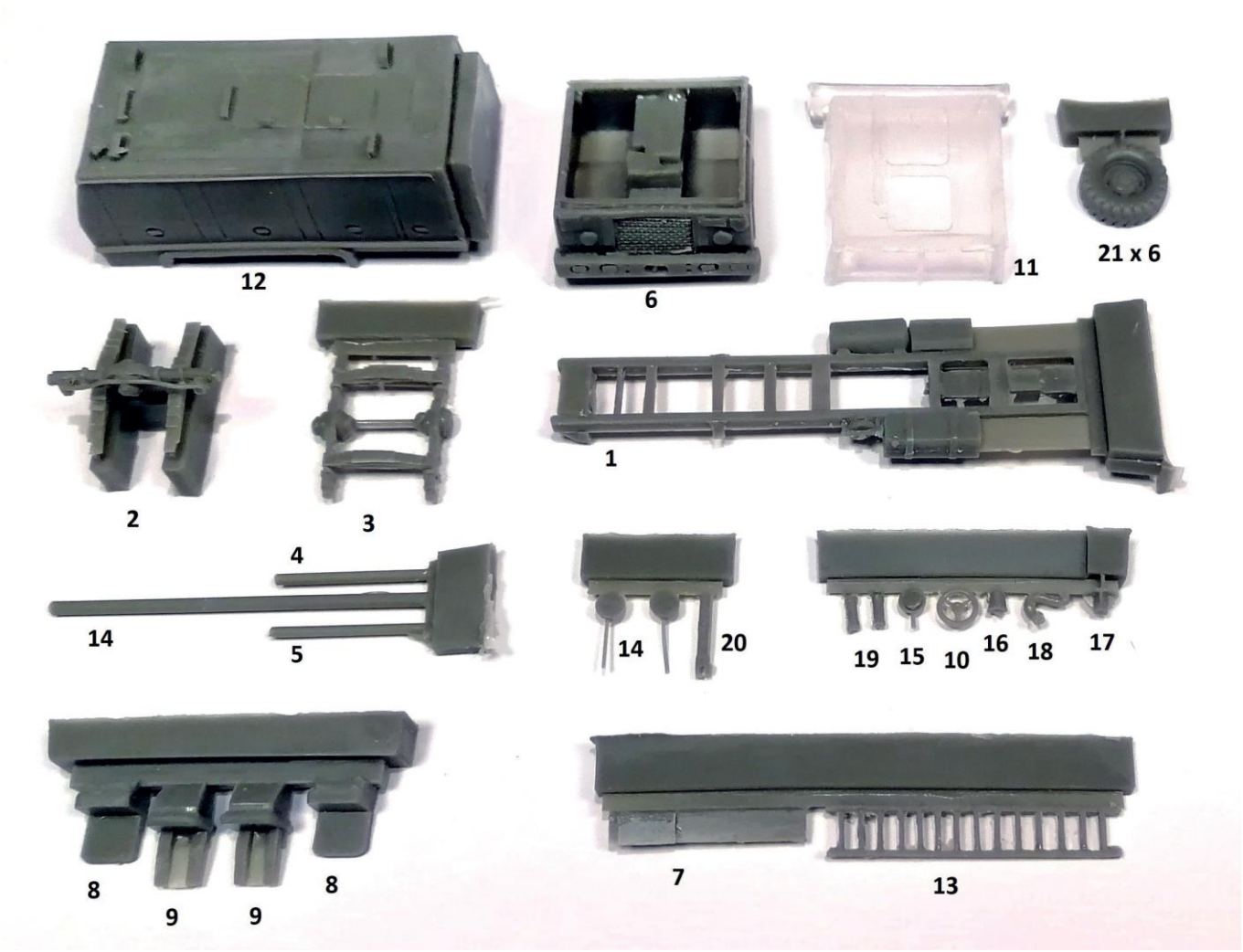
Scania produced around 1700 SBA 2 axle and 800 3 axle SBAT trucks from 1975 to 1981 for the Swedish military. There were some limited exports to Finland, China, Libya, Mozambique, Iceland, Iraq, and some other countries while the Indian army and Egyptian army took much bigger order, amounting in total to over 1200 vehicles. There were also 80 Snow Blowers and finally 50 Rtgb 4112 Rescue Trucks. The SBA111 is a cab over engine vehicle with a 6-cylinder Scania diesel engine with a turbocharger for the SBAT111, a six-gear Scania integrated automatic gearbox and mechanical two-gear transfer case driving all axles with a differential lock and a 87 kN winch. It had very good cross-country mobility and often towed artillery. The Rtgb 4112 (and its TGB 30 and TGB 40 brethren) have now been removed from Armen and Flygvapnet inventory in favour of the Scania 93H Räddningsbil 923, which itself is largely replaced, but some are in museums and with collectors.

Instructions

See parts layout overleaf.

Sand off any remaining casting blocks. Attach front (2) and rear (3) axles to the bottom of the chassis (1). Fit the front drive shaft (4) between rear of differential and the front of the transmission on the chassis and the rear drive shaft (5) between the rear of the transmission and the front of the rear differential. Prime and paint inside of cabin (6 + 11) olive drab after masking the windows. The seats tended to be dark gray Naugahyde. The front seats (8), once painted, are placed on top of the wheel arches on either side of the middle console while the rear seats with the shoulder restraints (9) are cemented against the rear of the cab on either side of the engine case. The instrument panels were black with red, green, white and silver highlights. Place instrument panel (7) at front of cab in slot in front of the middle console. There was a brown insulated pipe connecting the water cannon on the roof through the cab to the rear of the cab connecting with the utility compartment, which is not provided here. Once all cab parts are dry, gently cement transparent cab roof (11) to the cab bottom using white glue, as super glue will fog the windows. Cement utility compartment (12) to the rear of the chassis behind the cab. The ladder (13) goes between the rectangular protrusions on the outside of the utility section roof while the firehose transport tube (14) goes just on the inside of the protrusion on the other side. Sometimes the ladder was upright on its side. Each truck had this different, depending on the taste of the crew. There should be 2 holes for the searchlights (14) on the front corners of the utility compartment. These were sometimes folded down for protection. Glue the water cannon base (17) to the front of the cab roof service hatch and the loudspeaker (16) to the right of the base. Mask all windows, prime and air brush the entire vehicle olive drab and accent engine, transmission, suspension and drive shafts in gun metal and rust. Gloss coat top of vehicle to accept decals. Attach pre-painted wheels. Assemble pre-painted rest of water cannon as per the drawing above. There were 2 D shaped

hoops on the rectangular protrusions in the middle of the utility compartment roof, which a modeller can make from electric copper wire. Likewise, the 2 rear ladders can be made from paper clips cut and bent into shape and steps from stretched sprue. The rear lights were creamy white and red. Sometimes there were also red and yellow diagonal stripes on the rear of the utility compartment or on the mud flaps. The modeller can also make the rear view mirrors with copper wire bent into shape with a rectangular piece of plasticard painted silver.



Decaling

The Scania had license plates with 5 digit numbers starting 340xx consisting of yellow letters on a black background. These went on the right front of the cab and the top middle of the utility compartment. The vehicles had pennant numbers 100 through 150 which were on the doors, grill and front access hatch on the top of the utility compartment and the rear bulkhead of the utility compartment. Number 100 originally had an attractive yellow and green striped scheme and number 131 was the only splinter camouflaged unit know to us. The pennant numbers were in 2 styles of large numbers or smaller 2nd and 3rd number. Refer to references. There were numerous yellow stencils all over the truck, particularly the numbers under the hatches (1-9).

References & Credits

There is a selection of photos of both vehicles under: https://www.facebook.com/groups/1599052557035228/
This is the IPMS Swedish and Finnish SIG Facebook Group.
There is no guarantee that this website or Facebook group will be available in the long term.
Special thanks to Andreas Samuelsson of the Flygvapnets Fordon Facebook Group for providing much information, photos and advice without which these models would not have been possible.

General Instructions

We try to make our parts as easy to fit as possible but these are kits for relatively experienced modelers. First, we urge you to clean up the parts with soap and water, to remove possible remains of release agents. This goes for common plastic injected parts as well. If parts are warped, dip in very hot water and gently bend back to rights shape. The usual plastic cement does not work on resins and metals. Cyano acrylate glue or epoxy does the job. Resin Parts are preferably sanded wet, to avoid inhaling the dust. The use of Cyano acrylate and epoxies is also to be done under well ventilated conditions. Read the instructions of your adhesive products.

NOT RECOMMENDED TO CHILDREN UNDER THE AGE OF 14.