GECKO HEAVY INDUSTRIES
PANSARBANDVAGN 301

GEC72003
SCALE: 1/72

History

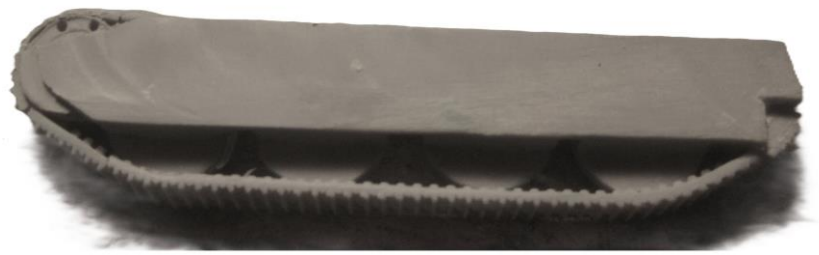
The Swedish army became interested in the Czechoslovakian TNH tank, also known as the Panzerkampfwagen 38(t) from 1937 onward. After negotiations with the German authorities, Scania-Vabis received a license to build their own 220 tanks from December 1942 to October 1943. The completely obsolete but reliable Stridsvagn m/41 was used until the late 1950s when it was considered as a cost efficient platform for rebuilding into APCs under the designation Pbv 301. As the army planned a series of more than 200 vehicles, the project was very interesting for both AB Landsverk and Hägglund & Söner who then developed the vehicle during 1958-59. The original engine was replaced by a SFA B44 engine with 150hp which gave the Pbv 301 a maximum speed of 45km/h. It was finally armed with a 20mm automatic cannon m/45B in its own unmanned turret. In 1961, Hägglund & Söner received a contract to produce the 220 Pbv 301 on all remaining m/41 chassis. All vehicles were delivered by April 1963. The Pbv 301 replaced the open-topped SKP-bil armoured car as the standard armoured troop transport in the Swedish Army. It had room for 2 crew and for transporting 8 fully armed soldiers. There were two hatches on the combat compartment roof which could be opened, enabling 4 men to fire from inside the vehicle. The Pbv 301 was essentially an interim solution and removed from service by 1969 when the replacement Pbv 302 was in wide usage.

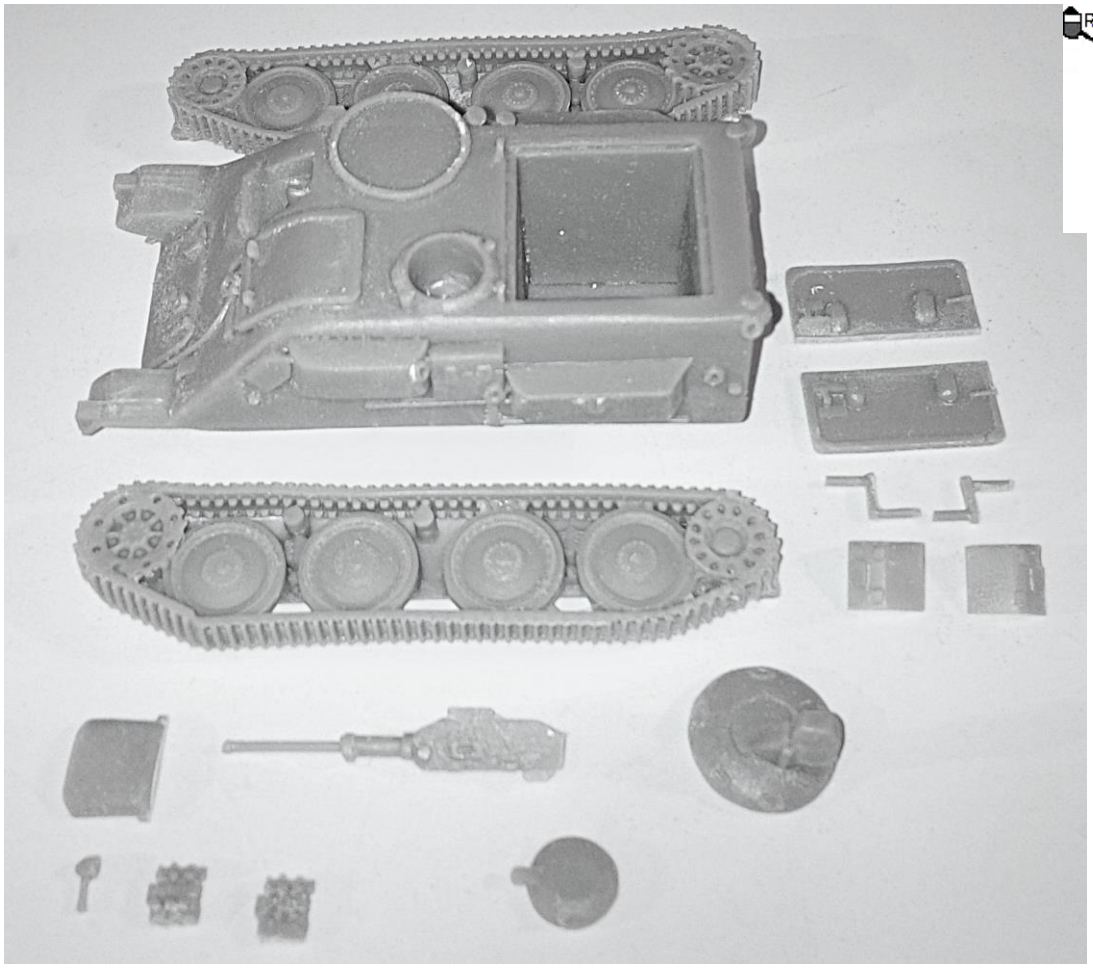
The Pbv 301 led the way for future infantry fighting vehicles rather than pure battle taxis like the M113. Despite having a recycled platform and drive train from an obsolete tank, it still compared favourably with vehicles of similar vintage such as the Hotchkiss Spz Kurz 11-2 or Hispano Suiza HS30 used in Germany at the time, which were complete failures. Several Pbv 301 are preserved today in Swedish and other European museums.

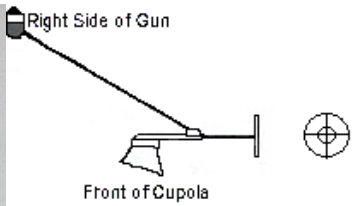
Source: Wikipedia, SPHF, Achtung Panzer

Instructions Pansarbandvagn 301

Carefully remove parts from the casting blocks. Clean all components and sand off any remaining injection gates. Cut a corner from the rear track frame, as per photo. The rear mud guards will fit on the remaining part of the track frame. Prime all components with Gunze Sangyo Mr. Surfacer, Hallfords Grey or similar automobile primer spray paint in a well-ventilated room.







The modeler may assemble the hatches open or closed and position the gun as desired. The top hatches fold onto the rear sides of the vehicles and are held in place by the Z shaped hinges. Due to the limitations of the moulding process, the interior is not to scale but may be used for eventual crew figures. The headlight recesses into the orifice in the middle front of the glacis. Paint or airbrush all remaining components before further assembly. The interior of the tank was gloss white and the exterior light/faded olive green. Please refer to the internet for paint schemes and attachment of details.

When paint is dry, make own decals of serial number consisting of yellow numbers on black background on the lower front hull. When dry, cement tracks to hull. Cement 2 spare track links at the front of the glacis according to internet photos. Coat entire tank in mat varnish. Weather to taste. If modeling the Pbv 301 with open driver's hatch, Swedish tank crews wore black leather helmets similar to that of post war German, French or WWII Soviet tank crews which are available in white metal from wargaming model companies like S&S or other kits. The head and neck of a helmeted driver will fit under the driver's hatch. If you intend to depict the operating bars and cross hairs of the gun, please refer to the accompanying diagram and photos of the internet. Use about 1 mm thick stretched sprue or straight metal wire cut to shape and superglue into correct position at the top front of the cupola and right front of the gun receiver.

General instructions

Most of the original period photos of the tanks are copyrighted and therefore cannot be included with these instructions. Please refer to the internet using a search engine for help with paint schemes and hatch positions.

Useful Web Sites:

http://en.wikipedia.org/wiki/Pansarbandvagn_301
http://www.massimocorner.com/afv/Surviving_Pansarbandvagn_Pbv_301.pdf
http://www.primeportal.net/apc/thord_wedman/pbv_301/index.php?Page=2
http://www.sphf.se/Axvall/301.htm
http://www.militaryphotos.net/forums/showthread.php?66728-Pbv-301-(conversion-of-Strv-m-41-MBTs-to-cold-war-APCs)
http://www.achtungpanzer.com/swedish-tnh-variants.htm

There is no guarantee that these websites will be available in the long term.

We try to make our details and conversions as easy to fit as possible. However, we expect our customers to have some experience in modelling. We urge you to clean up the parts with soap and water, to remove possible remains of release agents. 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 should be done under well ventilated conditions. Read the instructions of your adhesive products.

NOT RECOMMENDED TO CHILDREN UNDER THE AGE OF 14.