

GECKO HEAVY INDUSTRIES

VOLVO STABSTERRANGBIL 9392



GE72031
SCALE: 1/72

The Volvo Viking was one of the most recognizable and ubiquitous trucks in Swedish history. Volvo introduced the L385 Viking in 1953 and updated vehicles were produced until 1973. The truck had a payload capacity of up to 8 tons for the heaviest trailing axle versions. 1959 saw the introduction of the refined L485 Viking, including a stronger chassis. From 1961, the truck was available with a turbodiesel. When Volvo introduced its "System 8" in 1965 the truck's name was changed to N86. Beneath the Viking cab, Volvo conducted extensive changes including a



new engine, a fully synchronized eight-speed gear box and a general updating of most components. The Swedish military used early civilian standard L3845s before moving on to the Ltgb 938 general service truck with a 410 cm wheelbase and a winch. This truck achieved notoriety by being designated "Helikopter" in the famous Swedish film "Repmanad" about inventive reservists on maneuvers. There were also some field kitchens some 3 Axle cargo Vikings, and some fuel tank trucks on an NB88 frame, amongst very many others.

The elongated 470 cm wheelbase version Radioterrängbil 936 Ra 620 version featured a van body for radio crews. The early trucks were all Swedish olive green while some were later painted in the splinter camo.

This was followed by the broadly similar L4854 based Ltgb 939AF with a 440 cm wheelbase and the updated D67C engine. The Ltgb 939E featured a double cab and fold down seats in the cargo area for crews of the Coastal Artillery (Küstartilleri).

The Volvo Stabsterrängbil 9392 trucks with a flatbed were able to carry the removable Stabyhyt (command van body) could be placed. It also had large stowage baskets, a rear weather tent over the entrance and radios. The van body was sometimes used on other trucks.

The final big production run on the N86 base with TD70A engines centered on the Ltgb 941 in 4 versions, all with 440 cm wheelbase but with a folding crane.

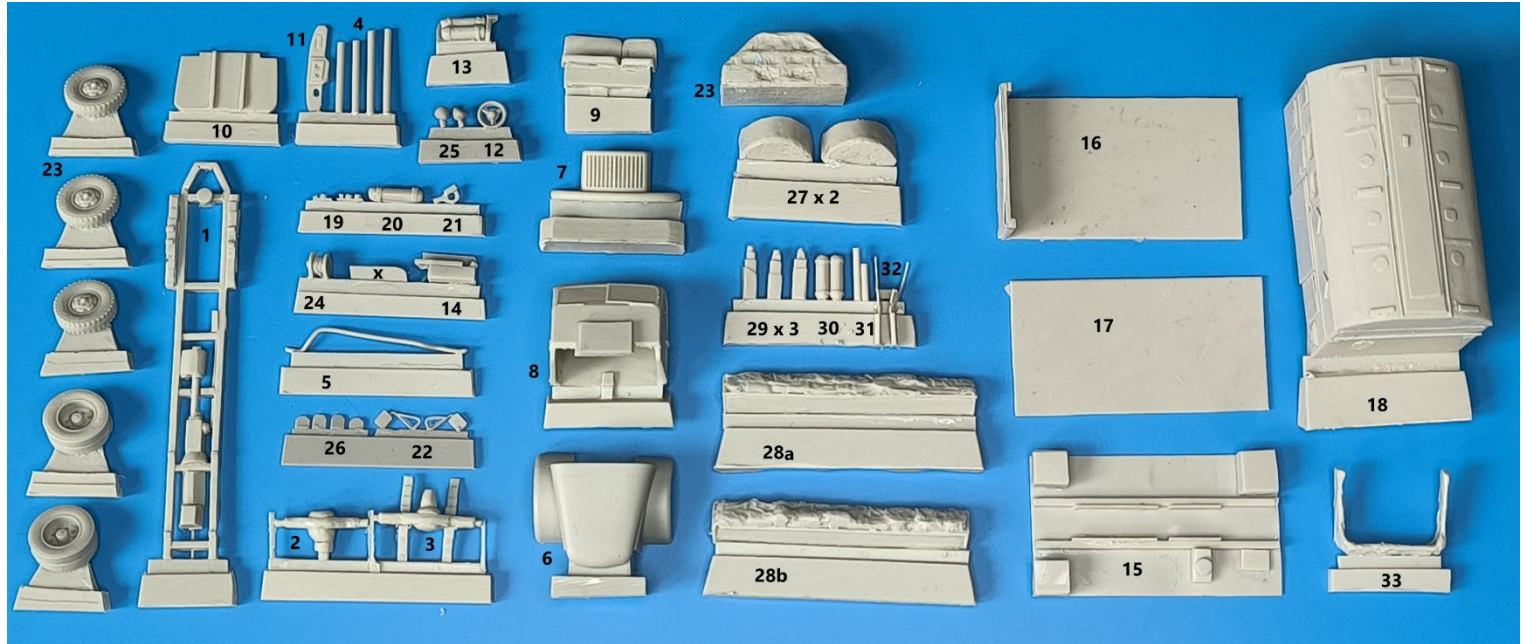
The Flygvapnet (Air Force) had a number of snow removal vehicles with an extra Scania engine to drive various snow blowers as well as a rescue vehicle/fire truck the Räddningsbil 918 on a 410 cm Wheelbase frame.

Volvo Stabsterrängbil 9392 Command Van Model Instructions

Efforts were made to offer modelers 7 recognizably different versions of the Viking in 3 Chassis lengths, using as many standard components as possible. Carefully remove all parts from their casting blocks. Assemble axles **(2, 3)**, exhaust **(5)**, hydraulic tank **(20)**, tow hook **(21)** and drive shafts **(4)** to chassis frame **(1)**. Cement hood **(6)** and grill **(7)** to front of frame **(1)**. The interior paint of the cab **(8)** was greyish green with dark grey vinyl seats **(9)** and grey door and cab paneling. Place seats on platform **(10)** so that cab can easily slide over them, attach pre-painted instrument panel **(11)** and steering wheel **(12)** to interior of cab, taking care that windows do not mist over. Mask windows and cement running boards **(13,14)** to either side of cab, the boxy one on the right and the one with 2 pressure tanks on the left. A further 2 pressure tanks **(30)** were directly behind them under van body. Attachment point for winch **(24)** is marked on right side of chassis. Glue rear frame **(15)** to chassis and flatbed **(16)** over it. The truck can be used as a flatbed and the command van body used elsewhere such as the later Scania TGB30 truck. Regardless, cement floor **(27)** to bottom of van body **(18)** and stowage baskets **(28a, 28b)** on either side of roof. The angular

stowage basket (23) went to the front and the tent like structure (33) over the rear entrance. Make thin support struts for front basket using stretched sprue. Some trucks featured radically different hut configurations and a lot of individualizations, which could be achieved using some scratch building techniques. 2 radios (29) tended to be on the front basket and one at the rear of the van body. Stowage tube (31) tended to be attached to rear of van body. Prime and paint in Swedish olive green or splinter camo as desired. Attach pre-painted details like wheels (23), wing mirrors (22), headlights (25), rear lights (19), ladder (12) and tactical signs (26), if applicable. Adjust rear mud guards (27) to fit rear frame and wheels. Refer to website <https://www.geckoheavyindustriesmodels.de/gec72031-volvo-stabsterrangbil-9392/> for period and colour reference photos using access code on printed kit instructions

Kit Components



Rear van body equipment configuration

Note foldable ladder and case for radio as well as stowage basket positioning.

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. 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. Bent resin parts can be straightened by gently dipping in hot water. **NOT RECOMMENDED TO CHILDREN UNDER THE AGE OF 14.**