the champion of medium-weight vehicles

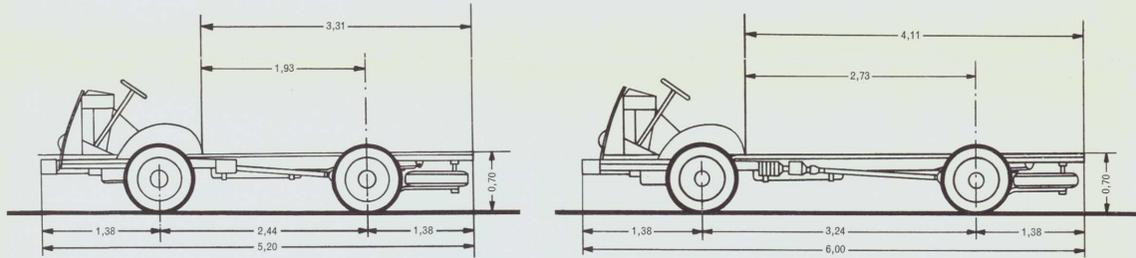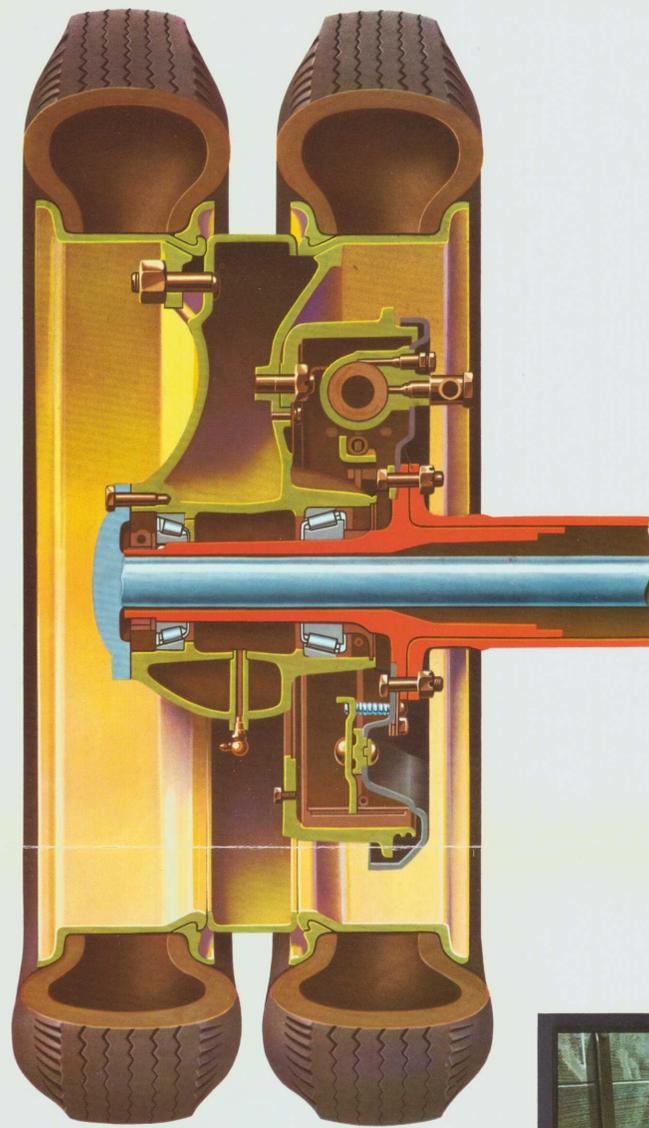Galion RENAULT

a lorry that is solid and safe

The Galion is a light lorry, mechanically designed as if it were a heavy duty vehicle. It embodies many advanced technical details, particularly in regard to the fully floating rear axle in which the differential shafts take the driving torque only, and hollow stub axles and taper roller bearings carry the weight; these details add up to an extremely robust and practical rear axle. In addition to the Chassis and Chassis-cab models, the Galion Normal and Long wheel-base versions offer a wide range of vehicles to suit the operators' particular requirements.

PETROL : Galion with Lockheed brakes. . . . . Max. Authorised Running Weight. 4.9 T
Galion Normal with Hydrovac brakes . . . . M.A.R.W. 4.9 T
Galion Long wheel-base with Hydrovac brakes . . . . M.A.R.W. 5.5 T
DIESEL : Galion with Hydrovac brakes . . . . M.A.R.W. 5.5 T

The petrol or diesel Galion easily adapts itself to the kind of work for which it is required and provides a spacious payload. In every case, the dead weight is lighter than the payload.

The above diagrams show the dimensions of the Galion Normal and Long Wheel-base models. Their solid structure, sturdy cross-bracing and the bodywork foundation areas mean that "made-to-measure" bodies can be fitted to suit the various professional needs, whilst at the same time retaining all the qualities and sureties of a well proven mechanical article.

for all purpose delivery

As tough and roomy as a heavy lorry (payload volume : 9.70 m3 : 342.5 cu.ft), the Galion is as rapid and economical as a light van.

When used in its platform version, the Renault Galion provides a payload surface of 6.46 m2 (69.4 sq.ft). The sides are fixed. The rear consists of a let-down tail-board complete with footstep. The sturdy flooring is at a convenient height

The forward cab, which is quite separate from the payload, is light and airy and gives maximum visibility. The doors open in the right direction, and the windows are of the wind-down type. All the controls are within easy reach of the driver : sun-vizor, roof-light, ventilators, and there are two roomy glove compartments in the dashboard. Access to the engine - under cover in the cab - is simplicity itself.

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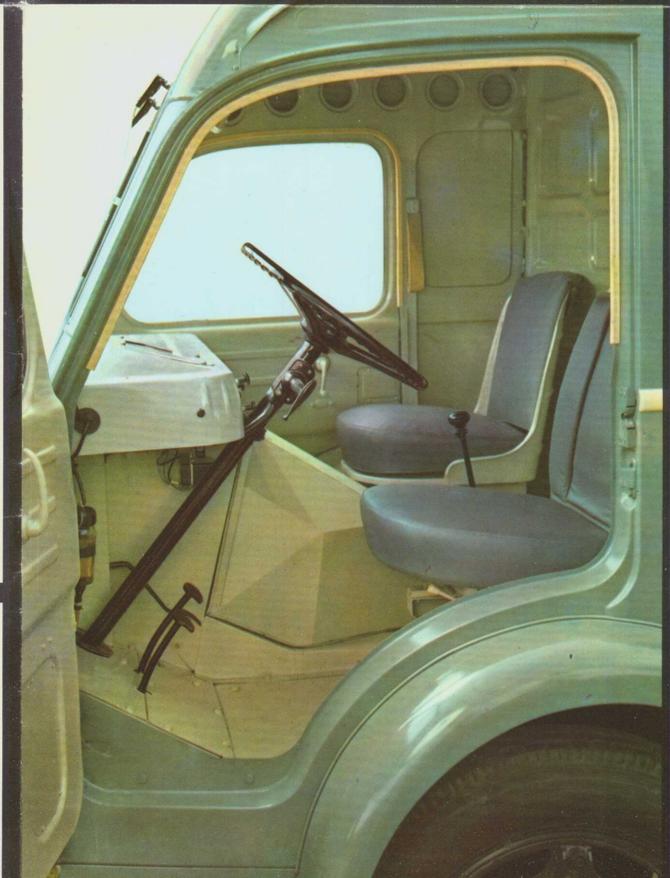
general specifications

Engine : 4 cylinders, 4-stroke. Bore : 88 mm (3.464''). Stroke : 88 mm (3.464''). Capacity : 2.14 litres (2.140 cc). 10 hp (French rating). Rocker-arm distribution. Carburettor with regulator. Removable wetliners. Dry-type air filter (oil-bath type on request). Maximum revs : 3.300 r.p.m. Battery : 6 V 90 Amp/hr. Average consumption 18/19 litres per 100 kms (15 m.p.g.) according to tyres. Perkins diesel engine on request.
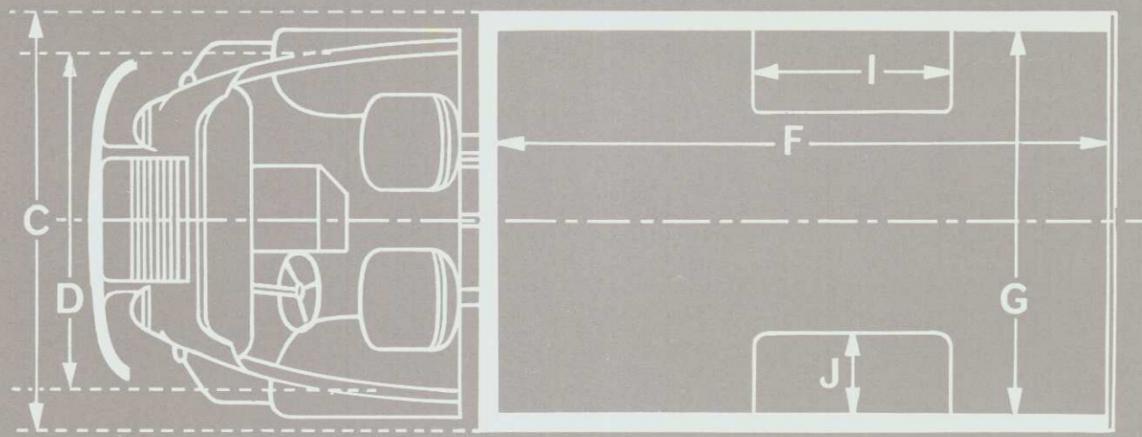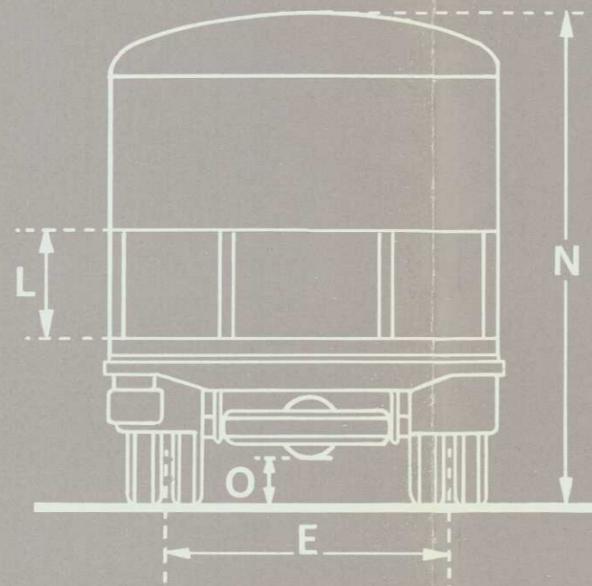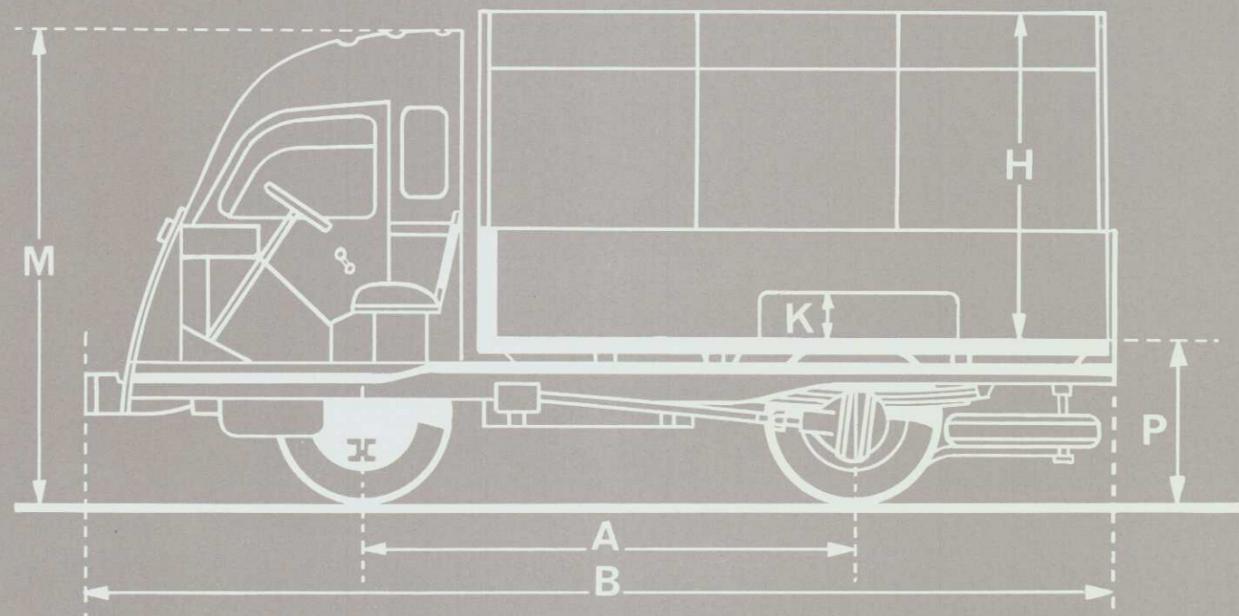
Chassis : Single dry-plate clutch, 4 speeds (2nd, 3rd, and 4th synchronised) and 1 reverse. Ratio lst : 5.27 ; 2nd : 2.64 ; 3rd : 1.48 ; 4th : 1 ; reverse : 7.44. Transmission by propeller shaft, 2 needle-type universal joints (Glaenzer-spicer licence) with trunnion. Fully-floating rear axle. Bevel gear 6 x 45. Steering : worm and roller. Hydraulic brakes. Suspension by leaf springs and hydraulic shock-absorbers (double flexibility suspension at the rear). Dual rear tyres.

Payload surface : 6.46 m2 (69.4 sq.ft.)
Payload volume (with canvas top) : 9.70 m3 (342.5 cu.ft.).

Special "tropiques" equipment : large capacity oil-bath air filter for dusty conditions. Anti-sand ignition and fuel pump. Clutch shaft mounted on bearings. Pressurised radiator without calorstat. Deflector shutters fitted to the front doors provide the cab with good ventilation. Spiral-type hooks may be fitted to either front or rear on request.

	Maximum authorised running weight 4,900 kgs. (10800 lbs)	Maximum authorised running weight 5,500 kgs. (12100 lbs)
Tyres	6.50 — 20 C	7.00 — 20 C
	6.50 — 20 TT	7.00 — 20 TT
	7.00 — 20 C	on request
	7.00 — 20 TT	6.50 — 20 X
	on request	32 X 6
	6.50 — 20 X	
	32 X 6	
Weight, unloaded (in running order) Fixed side platform.	2,120 kgs. (4664 lbs) 2,200 kgs. (4840 lbs).	2,165 kgs. (4763 lbs) 2,245 kgs. (4939 lbs)
Canvas-top platform.		

A. Wheelbase	2.44 m	(8 ft. 2 in.)
B. Overall length	5.20 m	(17 ft. 4 in.)
C. Overall width	2.20 m	(7 ft. 4 in.)
D. Front track (ground)	1.60 m	(5 ft. 4 in.)
E. Rear track	1.53 m	(5 ft. 1 in.)
F. Payload length	3.20 m	(10 ft. 8 in.)
G. Width of payload	2.02 m	(6 ft. 9 in.)
H. Height of payload (canvas-top)	1.60 m	(5 ft. 4 in.)
I. Length of wheel arch	0.90 m	(3 ft.)
J. Depth of wheel arch	0.51 m	(1 ft. 8 in.)
K. Height of wheel arch	0.14 m	(5 1/2 in.)
L. Height of sides (inside)	0.50 m	(1 ft. 7 in.)
M. Height, cab, unloaded (tyres 6.50 x 20)	2.43 m	(8 ft. 1 in.)
N. Overall height (canvas-top), unloaded	2.61 m	(8 ft. 9 in.)
O. Ground clearance	0.24 m	(9 1/2 in.)
P. Height of floor, unloaded	0.98 m	(3 ft. 2 1/2 in.)
Height of floor, loaded	0.84 m	(2 ft. 9 in.)
Turning radius (tyre axis)	5.20 m	(17 ft. 4 in.)

The Renault Galion has proved its worth under all conditions.

For delivery purposes, it has a turning radius equal to that of a light van.

For long distance transport, it is rapid and has good road-holding properties. High average speeds are obtained.

For work-sites and shuttle transport, it is as solid as a rock.

For every aspect of working life, and with the lowest cost price per mile, it is indisputedly the most economical vehicle in its category.

Lastly, with its varied range, diesel or petrol, normal or long wheelbase Lockheed or Hydrovac brakes, it can be adapted to the operators' exact requirements.