



Galion

Operator's Manual

160 Series B

Motor Grader

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or Call 800-443-0625

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Operator's Manual

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GA-O-160B GRADER

TABLE OF CONTENTS

SECTION I	GENERAL DESCRIPTION
SECTION II	OPERATING ADJUSTMENTS
SECTION III	PUTTING THE MACHINE INTO SERVICE
SECTION IV	GENERAL ENGINE OPERATION
SECTION V	CARE & ADJUSTMENT OF GRADER

TO THE OPERATOR

Before you start your Galion Motor Grader, take a few minutes and read through this manual. It has been prepared to help you properly operate and maintain your grader. After you have read through it, put it with the motor grader so it can be referred to regularly.

Your Galion Motor Grader has been designed to give you many thousands of hours of dependable, trouble free service if it is properly operated and maintained.

THE GALION IRON WORKS & MFG. CO.
General and Export Offices Galion, Ohio, U. S. A.

GENERAL DESCRIPTION

OPERATING ADJUSTMENTS

PUTTING THE MACHINE INTO SERVICE

GENERAL ENGINE OPERATION

CARE & ADJUSTMENT OF GRADER

CLICK ANYWHERE FOR MORE DETAILS

SPECIAL INFORMATION

Upon receipt of grader, insert the following information for future use:

Engine Model No. _____

Engine Serial No. _____

Transmission Serial No. _____

Tire Size & Ply Rating _____

Attachments: _____

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GENERAL DESCRIPTION

160 SERIES "B"

Dimensions:

Overall length	28'
Overall width	8'
Height with cab	10' 9 1/2"
Wheelbase	19' 2"
Tread, front & rear E to E of tires	7' 8"
Turning radius	36'

Speeds, MPH: (Variable by governor control)

First	.67 - 2.5
Second	1.1 - 4.1
Third	1.7 - 6.2
Fourth	2.4 - 8.7
Fifth	4.0 - 14.5
Sixth	6.1 - 22.3
Low reverse	.80 - 3.0
High reverse	2.9 - 10.5

Tire Pressures: (Max. P.S.I.)*

14:00 x 24 - 10 ply	30
14:00 x 24 - 12 ply	35
17.5 x 25 - 12 ply	30

Shipping weight: (Approx) 27,200

Engine Specifications:

GM ENGINE

Cummins HR160-CI

RPM governed load speed	2000
Brake horsepower	160
Bore & stroke, inches	5 1/8 x 6
Number of cylinders	6

Capacities: (U.S. Gallons)

Fuel tank	64
Engine cooling system	13 1/2
Engine crank case	8
Air cleaner	Dry

*Pressure may be increased 50% when operating on paved or improved roadways.

GENERAL DESCRIPTION

These illustrations show various types of work done with a grader:



Fig. 2 Bank Cutting

Here the grader is riding the bank. This is normal as long as the slope can be held as shallow as 3 to 1. Steeper banks should be cut as shown in subsequent illustrations.



Fig. 4 Ditching

Cutting a ditch at the bottom of what will be the bankslope. As the dirt is cut out of banks or out of ditches, it is spread on the new road bed or sometimes hauled away to fill low spots or widen narrow portions of the road.



Fig. 3 Low Bank Cutting or Grading

The grader is cutting backslope with moldboard extended to the side. This is generally the proper method for low bank cutting. Finished bankslope is made in this manner (Fig. 3).



Fig. 5 High Bank Slopes

Banksloping a high bank. A ditch will be cut along the bottom of this bank upon the completion of the banksloping operation.

GENERAL DESCRIPTION



Fig. 6 Maintenance

The surface must be maintained or kept smooth for high speed travel after roads have been properly ditched for drainage. This grader is smoothing the surface of an existing road.



Fig. 8 Mixing Surface Courses

Sand, gravel; crushed stone, or slag is applied to give a road a stabilized or all weather surface. It is then covered with tar, asphalt, road oil, or other binder material. The aggregate and binder are thoroughly mixed by blading it back and forth across the road until the desired mixture has been obtained.

In Fig. 8 the grader is spreading the material evenly over the surface after the mixing phase. The surface will be rolled with rollers or allowed to become traffic compacted depending upon the character or type of material used.



Fig. 7 Scarifying

It is necessary to scarify the surface prior to re-working when road surfaces covered with such materials as gravel, crushed stone, or bituminous paving become too rough for travel. The scarifier is used since the material is usually too hard for the blade to cut. The grader in Fig. 7 is scarifying old black top.

CLICK ANYWHERE FOR MORE DETAILS



GENERAL DESCRIPTION

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Fig. 9 Component Grader Parts
Know these components and their common names.

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