

Løkken Smede- & Maskinværksted A/S - LSM Diesel A/S

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BUKH's history in brief:

When one looks at Bukh's history for the last 100 years, one can not help being impressed. Impressed by the fact that it has been possible, and still is possible to produce a Danish diesel engine, which can compete on the market all over the world.

That would not have been possible if the engines had not been of a very high quality.

Today Bukh engines are produced in sizes from 10-48HP. The engines are primary used in boats from 15-40 feet. They are also used for generators, pumps and so on.

Bukh's engines are approved as life boat engines by all major insurance companies.

1904:

Jens Bukh and Johannes Gry started a company in the village called Hoerve.

Here they started to produce wind mills and internal combustion engines.

The fuel was petroleum and kerosene. At that time there was a great need for engines both in farming and in all sorts of industry.

1910:

In 1910 they were ready to market the first diesel engine without compressor. Production increased steadily.

1915:

The factory was moved to Kalundborg and took the name: "Kalundborg Motorfabrik A/S . Production of marine engines was started.

1916-1927:

BUKH produces types A- and B-engines. New types as 2-B320, 2-3B260, B245, 2B245, A130, A155, A175 and A Junior.

1928:

BUKH produces the first diesel engine with direct fuel injection.

1929:

Business speeds up. A.P. Moeller buys the factory.

Engine types as B90, B100, B115, B135, B155, B160, B185, B220 and B225 are produced. Those engines are used all over the world.

1932-1933:

Engine types B230 and B240 are made as engines with 1- to 6-cylinders.

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1935-1936:

Engine types C240 gets to the market as 1- to 6-cylinder engines

1940-1945:

BUKH produces gas generators for all types of engines. Those generators are made in big numbers.

1947-1955:

The old factory burns down. BUKH moves to an new built factory and starts to manufacture tractors.

1956:

BUKH starts marketing the tractors DZ30 and DZ45. At the same time BUKH produces marine engine types EV100, 2EV100 and 3EV100.

1959-1961:

Tractors D30, D45 and 452 (100mm cylinders) are marketed.

1-2-3EV100's are modernized.

1962-1966:

Tractors as 302, 403, 554 and 452(105mm cylinders) marketed.

Marine diesels as G105, 2-3G105, 4-6K105 are marketed.

1967:

Tractors Juno, Jupiter and Hercules are marketed.

1968:

Production of tractors stops.

1971-1974:

Marine diesels DV10, DV20, DV36 and DV48 introduced to the market.

1977:

Marine diesels DV8(later DV10L) and DV18 are marketed.

1985:

Production nearly stops due to market conditions but continues.

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1994:

Production is taken over by Aabenraa Motorfabrik A/S. Here BUKH-engines and spare parts are made now. Aabenraa Motorfabrik A/S produces 1-2000 BUKH-engines every year.

2000:

Marine diesel type DV32 is introduced to the market.

This was some of BUKH's history. BUKH of course has made many other things than described here - 100 years in business is a long time.

Tractors and engines produced before 1962

Unfortunately the factory burned down in the late forties, and all models, spare parts and drawings were lost.

The oldest types we can service are made after 1952 and are marine engine types 1-2-3EV100 and tractors made with 100mm cylinders.

Spare parts for these engines are limited due to age. However we are often able to find fine used spare parts for these engines. All gaskets are in stock. Contact us if you need parts.

We have found it too big a task to make web pages for all tractor engines with 105mm cylinders however we do have the spare parts for these engines:

Parts for 302: Click on 2G105.

Parts for 452. 403 and Juno: Click on 3G105.

Parts for 554 and Jupiter: Click on 4K105.

Parts for Hercules: Click on 6K105.

There might be small differences in the look of gaskets, but if you let us know the type of engine the parts are for, we will deliver the right parts.

Technical data and torques for tractors are the same as for marine engines.

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