



pragoinvest

Reliable Power for Sea Going
and Fishing Vessels

ČKD
MARINE
DIESEL
ENGINES

Output from 30 to 3000 h.p.



GO FISHING THE MODERN WAY WITH DIESEL



ČKD PRAHA

ČKD Diesel Engines for fishing vessels are delivered with outputs of from 30 to 2000 h. p. at the speed up to 1500 rpm, with 2, 3, 4, 6 and 8 inline cylinders.

ČKD Diesel Engines backed by almost 60 years of experience in design and production are the best propulsion units for all types of fishing craft. They are 4-stroke, water-cooled units of sectional design, normally aspirated or turbocharged. ČKD Diesels are built for secure reliability in operation, easy maintenance and extra long service life. Turbocharged engines provide higher outputs at with low weight and low fuel consumption. Larger units can be equipped with automatic remote controls.

Recently added to the range of ČKD marine engines have been several models fully meeting the heavy demands of marine operation. Type 6C270 60 engine, a 6-cylinder normally aspirated or turbocharged unit, delivers 60 and 700 h. p. at 600 r. p. m. It features easy maintenance and interchangeability of some engine components. It is equipped with signal instruments ensuring

safe engine operation. The engine from cover carries all important auxiliaries. The turbocharged engine of the type designation 6C320 8 PV delivers 800 horsepower output at 100 r. p. m.

The control levers in the overhead side can be inclined sideways. Its drive is from the flywheel side via an intermediate wheel. The intake and exhaust valves are arranged in inverted order so that there is no need to lift the individual cylinder heads when grinding valves. The whole reversing manoeuvre including starting and stopping of engine can be done by a single lever.

Merely speaking, it pays to standardize on ČKD Diesels for the propulsion of fishing vessels!

At the works which produce ŠKODA all engines and sets have become part of the ČKD PRAHA Concern, these all engines and sets are, as from 1975, produced only under the ČKD trademark which means the former usage.



CKD MARINE ENGINES SPECIFICATIONS

Type	No. of cyls.	Output H. P.	R. P. M.	Fuel Con- sumption g/hp.hr. @ 50%	Dimensions (mm)			Weight (kg)
					Length	Width	Height	
3 L 110 *	3	30	1500	180	1070	380	1180	370
3 L 110 *	3	48	1500	180	1580	380	1180	1160
4 L 110 *	4	60	1500	180	1800	380	1180	1300
4 L 110 *	4	90	1500	180	2000	380	1180	1580
4 L 160 *	4	135	750	170	2000	370	1340	1800
4 L 160 PM *	4	190	780	160	2000	370	1560	2400
4 L 270 B *	4	270	500	160	4000	1440	1270	10800
4 L 270 B *	4	460	600	160	3840	1470	1300	9600
4 L 270 PM B *	4	330	500	150	4000	1440	1700	11000
4 L 270 B PM *	4	500	600	150	4000	1470	1300	10100
4 L 330	4	600	370	160	3800	1760	1300	13600
4 L 330 PM	4	900	370	150	3900	2000	1400	15000
4 L 330 B PE	4	1470	370	150	7400	1370	1600	13000
4 L 330 B PY	4	2000	300	150	6840	1800	1570	16000

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RANGE L110

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Type:	4-stroke, water-cooled, with horizontal cylinder and crankshaft assembly, normally aspirated, with 4, 6, 8 or 6 cylinders arranged in line.
Engines:	16, 20, 24, 30, 36 & 40 cv (22, 27, 33, 40 & 48 cv).
Size:	150 mm.
Stroke:	150 mm.
Maximum power speed:	1750 rpm.
Excitation:	water by means of a gear pump driven by shaft from the crankshaft.
Lubrication:	pressure circulation by means of a gear pump driven from the crankshaft.
Starting:	hand, electric or compressed air.



TYPE 6L160



Type:	Vertical, water-cooled, with direct fuel injection and the cylinders, normally arranged, with 6 cylinders arranged in line.
Output:	130 h.p. at 1800 r.p.m.
Bore:	100 mm.
Stroke:	100 mm.
Max. piston speed:	1.60 m/sec.
Cooling:	water by means of a pump driven by shaft from the crankshaft.
Lubrication:	forced by means of a gear pump driven from the crankshaft.
Starting:	compressed air.



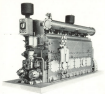
TYPE 6L160 FM



Type	Water-cooled, with direct fuel injection into the cylinders, turbocharged, and 6-cylinder-in-line.
Output	165 h.p. at 750 r.p.m.
Bore	160 mm.
Stroke	160 mm.
Free piston speed	545 in/min.
Cooling	Water in excess of a pump driven by V-belt from the crankshaft. The cooling system of the air-charger is connected to the cooling system of the engine.
Lubrication	Oil is fed by means of a gear pump driven from the crankshaft.
Starting	Compressed air.



TYPE 6L275 III



Type	4-cylinder, water-cooled, with direct fuel injection into the cylinders, normally aspirated, with 4 valves arranged in line.
Output	46 h. p. at 60 r. p. m.
Bore	2 1/4 in.
Stroke	3 1/2 in.
Maximum speed	75 r. p. m.
Cooling	water by means of two rotary pumps arranged on the engine front side.
Lubrication	forced feed by means of a gear pump.
Starting	compressed air.



TYPE 6L275 II PN



Type:	6-cylinder, water-cooled with direct fuel injection from the pistons, turbocharged, and a cylinder arrangement fan.
Output:	700 h.p. at 1800 r.p.m.
Bore:	200 mm.
Stroke:	180 mm.
Maximum speed:	1700 rpm.
Cooling:	water by means of two centrifugal pumps arranged on the engine from side.
Lubrication:	force fed by means of two gear pumps. The lubrication system of the turbocharger is independent.
Starting:	compressed air.



TYPE 6L275 Rr

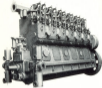
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Type:	4-stroke, water-cooled, with direct fuel injection (two cylinders) with air intake system, naturally aspirated, direct transmission.
Output:	275 h.p. at 200 r.p.m.
Bore:	270 mm
Stroke:	260 mm
Max. piston speed:	6.6 m/sec.
Cooling:	water flow controlled by means of double piston water pump.
Lubrication:	force feed by means of gear pump.
Exhaust:	compression.



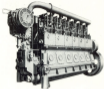
TYPE 6L350



Type	4-cylinder, supercharged, with direct fuel injection, normally asported, with 4 cylinders arranged in line, direct operation.
Output	500 h. p. at 250 r. p. m.
Bore	250 mm.
Stroke	250 mm.
Mean piston speed	6.25 miles.
Cooling	water by means of three pumps arranged on the right hand side.
Lubrication	force feed by means of gear pump.
Starting	compressed air.



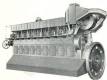
TYPE 6L350 FN



Type:	6-cylinder, water-cooled, with direct fuel injection into the cylinders, turbocharged, with 6-cylinders arranged in two direct injection.
Output:	80 h.p. at 2700 r.p.m.
Bore:	80 mm.
Stroke:	80 mm.
Max. piston speed:	4.2 m/sec.
Cooling:	water by means of two pumps. The cooling system of the turbocharger is connected to the cooling system of the engine.
Lubrication:	forced feed by means of gear oil pump. The lubrication of the turbocharger is by spray injection.
Scavenging:	compressed air.



TYPE 9L350 II P5



Type	Gasoline, water-cooled, with direct fuel injection into six cylinders, turbocharged, with 4 cylinders arranged in line, direct-reversal
Output	14704 p. at 375 r. p. m.
Bore	100 mm.
Stroke	100 mm.
Max. piston speed	4.95 m/sec.
Cooling	Water, turbocharged, with two rotary pumps driven by alternator. Diesel fuel water cooled with heat exchanger through which fresh water circulates.
Lubrication	Controlled by means of rotary pumps driven by alternator.
Starting	Compressed air.



TYPE 6L525 II PV



Type	turbo, water-cooled, turbocharged engine with air intake cyclonic separator direct fuel injection, direct compression.
Output	5000 h.p. at 500 r.p.m.
Rev.	500 r.p.m.
Stroke	170 mm.
Max. piston speed	62 m/sec.
Cooling	fresh water, closed circuit with a heat exchanger through which sea water is circulated.
Lubrication	sea water pressure pump with electric motor serving also for piston cooling.
Starting	compressed air.



Manufacturers:



ČKD PRAHA

Exporters:

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