

# GE Aviation

The **CF34-10E** is an advanced 20,000 pound thrust class turbofan propulsion system. It is a member of GE's family of highly successful CF34® commercial jet engines and has been selected to power the new EMBRAER 190/195 and Lineage 1000. Although the -10E represents a considerable capability increase over the other CF34 engine models, it incorporates the same basic development philosophy and operational features that have earned exceptional market success for the CF34-3 and -8 Series engines: low-risk, proven technology, low operating costs through high reliability, ease of maintenance, best-in-class fuel economy and excellent environmental characteristics.

In addition to drawing upon the proven technologies of other CF34 engine models, the CF34-10E also incorporates the very best demonstrated GE and CFMI technologies from other large commercial engines, including the CFM56, CF6® and GE90® engines. To ensure that the -10E meets the EMBRAER 190/195's thrust power requirements for greater aircraft payload and range, the CF34-10E is capable of delivering up to 20,000 pounds APR thrust. GE provides the total CF34-10E propulsion system for the EMBRAER 190/195 and Lineage 1000 including the nacelle/thrust reverser and Engine-Buildup Unit (EBU) components for underwing installation.

## CF34-10E turbofan propulsion system



20,000 lb thrust class



imagination at work

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# CF34-10E turbofan propulsion

## Applications



EMBRAER 190



EMBRAER 195



EMBRAER Lineage 1000



## Performance Specifications

Maximum takeoff thrust with APR*	20,360 lb
Bypass ratio	5.4:1
Maximum overall pressure ratio	29:1
Thrust/weight ratio	5.4:1
Fan diameter	53 in
Maximum diameter	57 in
Length	145 in
Weight	3,700 lb
Noise	Meets or surpasses ICAO Chap. 4 requirements
Emissions	Meets or surpasses ICAO CAEP/6 requirements
Specific fuel consumption 35K/0.8 Mn max cruise	.64

\*Uninstalled. Sea level flat-rated to 86°F/30°C.

## Milestones

First engine to test	Third Quarter 2002
FAA engine certification	Second Quarter 2004
Entry into service	Third Quarter 2005



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Application photos courtesy of Embraer  
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