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

**Applications**

- EMBRAER 190
- EMBRAER 195
- EMBRAER Lineage 1000

**Performance Specifications**

<table>
<thead>
<tr>
<th>Specification</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maximum takeoff thrust with APR*</td>
<td>20,360 lb</td>
</tr>
<tr>
<td>Bypass ratio</td>
<td>5.4:1</td>
</tr>
<tr>
<td>Maximum overall pressure ratio</td>
<td>29:1</td>
</tr>
<tr>
<td>Thrust/weight ratio</td>
<td>5.4:1</td>
</tr>
<tr>
<td>Fan diameter</td>
<td>53 in</td>
</tr>
<tr>
<td>Maximum diameter</td>
<td>57 in</td>
</tr>
<tr>
<td>Length</td>
<td>145 in</td>
</tr>
<tr>
<td>Weight</td>
<td>3,700 lb</td>
</tr>
<tr>
<td>Noise</td>
<td>Meets or surpasses ICAO Chap. 4 requirements</td>
</tr>
<tr>
<td>Emissions</td>
<td>Meets or surpasses ICAO CAEP/6 requirements</td>
</tr>
<tr>
<td>Specific fuel consumption</td>
<td>0.64</td>
</tr>
</tbody>
</table>

*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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