

## Emd 710 Engine Specs

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### Emd 710 Engine Specs

Model 710G7 Engines 8-cylinder: 1800 12-cylinder: 2800 16-cylinder: 3600 20-cylinder: 4300

### EMD 710 - Wikipedia

EMD 710 Bore, stroke, displacement and compression ratio Bore 9 1/16 in, 230.19 mm Stroke 11.0 in, 279.4 mm Displacement per cylinder = 11,635 liter, 710 CID 8 cyl = 93.0 liter, 5 680 CID 12 cyl = 139.6 liter, 8 520 CID 16 cyl = 186.1 liter, 11 360 CID 20 cyl = 232.7 liter, 14 200 CID Compression Ratio 18.0:1

### EMD 710 diesel engine manual, specs and bolt torques

EMD 710 SERIES ENGINE BENEFITS ENGINES 710 SERIES ENGINES EMD 710 Bore, stroke, displacement and compression ratio Bore 9 1/16 in, 230.19 mm Stroke 11.0 in, 279.4 mm Displacement per cylinder = 11,635 liter, 710 CID 8 cyl = 93.0 liter, 5 680 CID 12 cyl = 139.6 liter, 8 520 CID 16 cyl = 186.1 liter, 11 360 CID 20 cyl = 232.7 liter, 14 200 CID Compression Ratio 18.0:1

### Emd 710 Engine Specifications - trumpetmaster.com

However, the power plant still carried a two-stroke, "V" design that has always been uncommon in the world of diesel locomotives. Its engine speed of 900-950 rpm stayed true to the 645 model although horsepower took a jump to 3,800 over the 3,600 normally offered among EMD's standard line up until that time.

### EMD "710" Engine: Specifications, Photos, History

All 710 engines are two-stroke 45 degree V-engines. The 710, and the earlier 645 and 567, are the only two-stroke engines commonly used today in locomotives. The 710 model was introduced in 1985 and has a 1 inch (25.4 mm) longer stroke than the 645. The engine is a uniflow design with four poppet-type exhaust valves in the cylinder head.

### EMD 710 - Specification

RAPID ENGINE LOAD RESPONSE Superior adhesion control during wheel slip events EMD 710 SERIES ENGINE SPECIFICATIONS ENGINE DESIGNATION 8-710 12-710 16-710 20-710 Cylinders, Arrangement 8 cylinders, 45°V 12 cylinders, 45°V 16 cylinders, 45°V 20 cylinders, 45°V Bore Diameter 230.2 mm (9.1 in) 230.2 mm (9.1 in) 230.2 mm (9.1 in) 230.2 mm (9.1 in)

### **EMD 710 SERIES ENGINE BENEFITS ENGINES 710 SERIES ENGINES**

EMD 8-710 G7C-T2 HP2000@900 vs MTU 12V-396-TE74L 2012 HP. EMD 8-710 G7C-T2 HP2000@900 vs Cummins QSK60-M-T2 1999 HP. EMD 8-710 G7C-T2 HP2000@900 vs Detroit Diesel DDC-MTU16V-4000 2260 HP.

### **EMD 8-710 G7C-T2 HP2000@900 - Maritime Propulsion**

Engine Model 8-710G3A-T3 / 12-710G3A-T3. Engine Type Two Cycle - 45o Vee. Brake Power 2,320 hp / 3,150 hp. Number of Cylinders 12-Aug. Displacement Per Cylinder 710 cu. in. Compression Ratio 18:01. Bore and Stroke 9.06 x 11 in. Fuel Injectors Electronic Unit Injection. Charge Air Single Turbocharger

### **Progress Rail | EMD® 710ECO™**

LEGACY Superior reliability means the 710 engine can operate more than three years without experiencing a road failure, setting... Lightweight medium-speed engine Custom design and integration for optimized performance across a wide range of operating environments Inherently emissions friendly and ...

### **Progress Rail | Locomotive Engines**

The EMD ® 710 Series engine is available in 8-, 12-, 16-, and 20-cylinder configurations with continuous power ratings from 2,000 to 5,000 horsepower. Leveraging our engineering expertise and continuous investments, we have enhanced the EMD ® 710 engine with advanced technologies for new and existing locomotives. We are recognized worldwide for setting rail industry standards for performance and reliability and delivering optimized efficiency for our customers.

### **EMD® ENGINES - Progress Rail**

- 1033: EPA Locomotive Engine Families – Eleven EMD 710 engine families – Two EMD 645 engine families • 1042: 8 EPA Marine Engine Families – Eight EMD 645 engine families – One additional EMD 710 engine family in test • Most MY2010 Certificates issued October 2009 – Tier 2 Marine Sept 2010

### **Progress Rail Services and Locomotive Emissions Webinar**

The General Motors EMD engine line is typical of the two-stroke diesel breed. These engines were introduced in the 1930s and power a large number of the diesel locomotives found in the United States. There have been three successive series in the EMD line: the 567 series, the 645 series, and the 710 series. The numbers refer to the number of cubic inches per cylinder, with a typical engine having 16 cylinders (for a total displacement on the order of 10,000 cubic inches!).

### **General Motors EMD Engines | HowStuffWorks**

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### **Emd 710 Engine Specifications - download.truyenyy.com**

The SD90MAC was introduced in 1995, along with the SD80MAC locomotives. The SD90MAC was designed to utilize the new 16-cylinder H-engine, while the SD80MAC was designed to use the 20-cylinder version of the existing 710G engine. However, technical problems with the 6,000

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horsepower (4,500 kW) engine resulted in the first locomotives being shipped with 4,300 hp (3,210 kW) 16-cylinder 710G ...

### **EMD SD90MAC - Wikipedia**

Turbocharged 12V cylinder diesel with 2 ratings to max 2547 SAE HP [1899kW]. Current Model. Turbocharged 12V cylinder diesel with 2 ratings to max 3003 SAE HP [2240kW]. Current Model. 16V cylinder diesel with rating of max 2098 SAE HP [1565kW]. Current Model.

### **EMD Marine Diesel Engines**

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### **EMD 16-710 Engine Sound - JointedRail.com**

Initial orders for the 265H engine powered locomotives were delivered powered by 4300 hp EMD 710 engines (referred to as SD9043MAC), intended to be converted to the 4 stroke design later once the engine's teething troubles were resolved. Canadian Pacific, Union Pacific and lessor CIT Group acquired this locomotive type. Only CP and UP operated H-engine powered units (SD90MAC-H).

### **EMD 1010 - Wikipedia**

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