# Cm2 To Psi

# **Strangling**

with a pressure of around 3.4 N/cm2 (4.9 psi), while the trachea demands six times more at approximately 22 N/cm2 (32 psi). As in all cases of strangulation...

#### **DRG Class 44**

reduced to 20 bars (20.4 kgf/cm2; 290 psi) in 1935 and again to 16 bars (16.3 kgf/cm2; 232 psi) in 1939. After the Second World War, number 44 011 went to the...

# Kilogram-force per square centimetre (redirect from Kgf/cm2)

per square centimetre (kgf/cm2), often just kilogram per square centimetre (kg/cm2), or kilopond per square centimetre (kg/cm2) is a deprecated unit of...

#### **DRG Class 05**

sent to Krauss-Maffei to be restored. 05 003 went into regular service in 1950, the other two in 1951. Boiler pressure was reduced to 16 bar or 230 psi, meaning...

# Atmospheric pressure

with a cross-sectional area of 1 square centimetre (cm2), measured from the mean (average) sea level to the top of Earth's atmosphere, has a mass of about...

# Italian aircraft carrier Aquila

at a pressure of 29 kg/cm2 (410 psi), with the superheated steam being fed to the turbines at a pressure of 26 kg/cm2 (370 psi) and a temperature of 320 °C...

#### 7×57mm Mauser

expansion of the combustion gases of smokeless gunpowder equals 3,500 kg/cm2 (49782 psi) Norma homepage: 7×57 R Mauser, August 2012 C.I.P. TDCC datasheet 7...

#### **DRG Class 24**

boiler. These locos ran with a boiler overpressure of 25 bar (25.5 kgf/cm2; 363 psi), but were rebuilt by DB in 1952. The Deutsche Bundesbahn took over 38...

#### **DRB Class 41**

slides of the prototypes which were expensive to manufacture. As with Classes 03, 45 and 50, the 20-bar (290 psi) boiler made of St 47 K steel, which aged...

### **Suffren-class frigate**

powered by four multi-tube, automatic control boilers capable of 45 kg/cm2 (640 psi) at 450 °C (842 °F) creating steam for two sets of Rateau double-reduction...

#### **DRG Class 61**

at the higher level of 20 atm (293.9 psi), whereas those of the standard locos were operated at 16 atm (235.1 psi). Both locomotives were fitted with a...

## **DR Class 23.10**

re-numbered to 35 1001 to 35 1113. The last engines were retired from Nossen in May 1977, number 35 1113 however had to be reactivated due to the energy...

# R-14 Chusovaya

technical point. Each silo was 30 m deep and hardened to withstand overpressures of 2 kg/cm2 (28 psi). The silo design was accepted for service in June 1963...

#### **DRG Class 84**

in the Ore Mountains (Erzgebirge), for which they were specially designed to negotiate tight curves. They were manufactured by the firms of Berliner Maschinenbau...

## **Duquesne-class cruiser**

eight Guyot du Temple small tube boilers built by Indret rated at 20 kg/cm2 (280 psi) while operating at 215 °F (102 °C) setup in four boiler rooms. The forward...

## China Railways SL6

newly opened Jingtu Line between Xinjing (Changchun) and Tumen and connecting to Hoeryeong in Korea. A total of nineteen, classified "Pashi" (??) class, were...

#### Soviet locomotive class OR23

transferred power to the wheels. The purpose was to balance the driving forces on the wheels, allowing the counterweights on the wheels to be smaller and...

#### DR 18 201

employed to haul heritage and special trains, often with a second tender, in order to be able to complete longdistance runs without the need to replenish...

## Soviet destroyer Neustrashimy

machinery" arrangement. The boilers used forced draft to reach a pressure of 64 kg/cm2 (910 psi). The powerplant could be fired up without pre-heating...

## **Baleares-class frigate**

Engineering V2M boilers. The boilers had a working pressure of 84.4 kg/cm2 (1,200 psi) at 510 °C (950 °F). This gave the Baleares class a maximum speed of...

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