

In3

IN3

IN3, or similar, may refer to: cubic inch (in3), a unit of volume
Indiana State Road 3, a road in the eastern part of the U.S. state of Indiana.
Indiana's 3rd congressional district, a congressional district in the U.S. state of Indiana

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Internet Interdisciplinary Institute, the research body of the Open University of Catalonia

Iodine azide, chemical formula IN3

Cubic inch

The cubic inch (symbol in3) is a unit of volume in the Imperial units and United States customary units systems. It is the volume of a cube with each - The cubic inch (symbol in3) is a unit of volume in the Imperial units and United States customary units systems. It is the volume of a cube with each of its three dimensions (length, width, and height) being one inch long which is equivalent to $\frac{1}{231}$ of a US gallon.

The cubic inch and the cubic foot are used as units of volume in the United States, although the common SI units of volume, the liter, milliliter, and cubic meter, are also used, especially in manufacturing and high technology. One cubic inch is exactly 16.387064 mL.

One cubic foot is equal to exactly 1,728 cubic inches (28.316846592 L), as $12^3 = 1728$.

Gallon

and a smaller gallon 224 in3 (3.670702336 L) was actually in use, which required this statute to resolve these issues: 231 in3 remains the definition of - The gallon is a unit of volume in British imperial units and United States customary units.

The imperial gallon (imp gal) is defined as 4.54609 litres, and is or was used in the United Kingdom and its former colonies, including Ireland, Canada, Australia, New Zealand, India, South Africa, Malaysia and some Caribbean countries, while the US gallon (US gal) is defined as 231 cubic inches (3.785411784 L), and is used in the United States and some Latin American and Caribbean countries.

There are four gills in a pint, two pints in a quart, and four quarts (quarter gallons) in a gallon, with the imperial gill being divided into five imperial fluid ounces and the US gill being divided into four US fluid ounces: this, and a slight difference in the sizes of the imperial fluid ounce and the US fluid ounce, give different sizes for the imperial gallon and US gallon.

The IEEE standard symbol for both the imperial and US gallons is gal, not to be confused with the gal (symbol: Gal), a CGS unit of acceleration.

General Motors G platform (RWD)

Coupe 3.8 L (231 in3) V6 Turbo 1982, 1984–1987 Buick Grand National 3.8 L (231 in3) V6 Turbo 1983–1986 Buick Regal T-Type 3.8 L (231 in3) V6 Turbo 1982–1987 - The General Motors G platform (also called G-body) was an automobile platform designation used for mid-sized rear-wheel drive cars. It made its first appearance from the 1969 to 1972 model years, adapted from GM's A-body, and reappeared from 1982 to 1988. The second series of G-bodies began production designated as A-body cars in 1978, but were redesignated as G-body when the new front-wheel drive A-body platform was introduced in 1982.

Wright R-3350 Duplex-Cyclone

Super Constellation airliners into the 1950s. Its main rival was the 4,360 in3 (71.4 L), 4,300 hp (3,200 kW) Pratt & Whitney R-4360 Wasp Major, which first - The Wright R-3350 Duplex-Cyclone is an American twin-row, supercharged, air-cooled, radial aircraft engine with 18 cylinders displacing nearly 3,350 cubic inches (54.9 L). Power ranged from 2,200 to 3,700 hp (1,640 to 2,760 kW), depending on model. Developed before World War II, the R-3350's design required a long time to mature, and was still experiencing problems with reliability when used to power the Boeing B-29 Superfortress.

After the war, the engine had matured sufficiently to be used in many civilian airliners, notably in its turbo-compound forms, and was used in the Lockheed L-1049 Super Constellation airliners into the 1950s. Its main rival was the 4,360 in3 (71.4 L), 4,300 hp (3,200 kW) Pratt & Whitney R-4360 Wasp Major, which first ran some seven years after the Duplex-Cyclone. The engine is commonly used on Hawker Sea Fury and Grumman F8F Bearcat Unlimited Class Racers at the Reno Air Races.

Holden Monaro

base Monaro had a standard 161 in3 (2,640 cc) straight-6 engine or the extra-cost options of two versions of 186 in3 (3,050 cc) straight-6 engines (Monaro - The Holden Monaro (Mon-AH-ro) is a car that was manufactured by General Motors' Australian division Holden. It has a front-engine, rear-wheel-drive layout and was produced with a two-door coupé body from 1968 to 1976 and again from 2001 to 2006 and with a 4-door sedan body from 1973 to 1979.

Three generations of the Monaro coupe have been produced, the first covering the HK, HT, and HG series from 1968 to 1971, the second covering the HQ, HJ, HX, and HJ series from 1971 to 1979, and the third covering the VX, VY, and VZ series from 2001 to 2006.

The first generation Monaro coupe was also manufactured by General Motors South Africa from 1970 to 1973, utilising CKD kits imported from Australia.

The third generation Monaro coupe was manufactured not only for domestic Australian consumption but also for export as variously a Chevrolet Lumina Coupe (Middle East), Vauxhall Monaro (UK), or Pontiac GTO (USA) badged vehicle. The third generation was also 'remanufactured' in Australia by HSV (Holden Special Vehicles) from 2001 to 2006, marketed in a range of HSV-badged high performance derivatives without application of the Monaro nameplate.

Mercedes-Benz OM601 engine

built: a 2.0 L; 120.6 in³ (1,977 cc) model, a 2.2 L; 134.1 in³ (2,197 cc) version built for the US market, and a 2.3 L; 140.3 in³ (2,299 cc) for commercial - The Mercedes-Benz OM601 engine is an inline-four diesel engine that was manufactured by Mercedes-Benz from 1983 to 2000.

Three variants of the engine were built: a 2.0 L; 120.6 in³ (1,977 cc) model, a 2.2 L; 134.1 in³ (2,197 cc) version built for the US market, and a 2.3 L; 140.3 in³ (2,299 cc) for commercial vehicles. The first two were rated by the manufacturer for 72 bhp (54 kW) at 4200 rpm and 96 lb·ft (130 N·m) of torque at 2800 rpm; the increase in displacement reduced emissions in order to meet US automobile emissions requirements. The commercial vehicle version had 78 bhp (58 kW) in standard variants, the turbocharged version (OM601.970) in the V230 TD and Vito 110D had 96 bhp (72 kW).

It is closely related to the 5 cylinder OM602 and the 6 cylinder OM603 engine families of the same era.

The OM601 was built with an aluminum head on an iron block. The camshaft and fuel injection pump are driven by a duplex chain from the crankshaft. A separate single row chain drives the oil pump from the crankshaft.

Fuel supply is indirect injection via a prechamber arrangement. The OM-601's injection pump is a mechanical fuel injection unit with a 5,150 rpm ($\pm$ 50 rpm) mechanical governor, automatic altitude compensation, and a 'load sensing' automatic idle speed control. The pump is lubricated by a connection to the engine oil circulation.

Use of the block heater was recommended in climates where it drops below 10 °F ($\approx$ 12 °C) for long periods.

The engine was used in the 208D 308D and 408D Mercedes-Benz T1 and later the Phase 1 308D Mercedes-Benz Sprinter.

Volvo V50

(97.4 in³) I4 16V Multipoint fuel injection 1.8 B4184S11 2005–2010 125 PS (92 kW; 123 hp) at 6000 165 N·m (122 lb·ft) 4000 1,798 cc (109.7 in³) I4 16V - The Volvo V50 is the station wagon version of the Volvo S40 small family car ("C-segment") first unveiled at the 2003 Bologna Motor Show, both assembled at Ghent, Belgium. Sharing the Volvo, Ford, and Mazda Global C-car Platform with the European 2nd-gen Ford Focus and the Mazda3, the V50 featured interior "theatre" lighting, a floating center console, and "Volvo Intelligent Vehicle Architecture".

English units

bottom being 18+1⁄2? wide throughout and 8? deep" (i.e. a dry measure of 2150 in³ per gallon). 1706 6 Ann. c. 11 — Act of Union decreed the weights and measures - English units were the units of measurement used in England up to 1826 (when they were replaced by Imperial units), which evolved as a combination of the Anglo-Saxon and Roman systems of units. Various standards have applied to English units at different times, in different places, and for different applications.

Use of the term "English units" can be ambiguous, as, in addition to the meaning used in this article, it is sometimes used to refer to the units of the descendant Imperial system as well to those of the descendant system of United States customary units.

The two main sets of English units were the Winchester Units, used from 1495 to 1587, as affirmed by King Henry VII, and the Exchequer Standards, in use from 1588 to 1825, as defined by Queen Elizabeth I.

In England (and the British Empire), English units were replaced by Imperial units in 1824 (effective as of 1 January 1826) by a Weights and Measures Act, which retained many though not all of the unit names and redefined (standardised) many of the definitions. In the US, being independent from the British Empire decades before the 1824 reforms, English units were standardized and adopted (as "US Customary Units") in 1832.

Chevrolet 150

235 in3 "Blue Flame" I6 rated at 123 hp (92 kW) (manual transmission) 235 in3 "Blue Flame I6 rated at 136 hp (101 kW) (automatic transmission) 265 in3 "Turbo-Fire" - The Chevrolet One-Fifty (or 150) was the economy/fleet model of the Chevrolet car from 1953 until 1957. It took its name by shortening the production series number (1500) by one digit in order to capitalize on the numerical auto name trend of the 1950s. The numerical designation "150" was also sporadically used in company literature. It replaced the Styleline Special model available in previous years. This model was discontinued following the 1957 model year to be replaced by the Delray.

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