

METALLIC COUPLING

# StratoLink™

More torque, more capacity, and drop-in ready



**New!**



## Your trusted partner

For over 145 years, Dodge® Industrial has delivered power transmission solutions that continuously perform in the world's most demanding environments. Built on a foundation of engineering excellence and hands-on industry experience, our products are trusted to perform under pressure, day in and day out.

From grain and mining to forest products and food processing, our solutions are designed to reduce downtime, extend equipment life, and boost productivity. With a legacy of reliability and a future driven by innovation, Dodge remains the partner operations rely on when performance matters most.



## Couplings that keep the industry moving

For more than seven decades, we have delivered coupling solutions that combine strength, flexibility, and reliability. Our Para-Flex® coupling offers exceptional misalignment handling and vibration damping. Raptor couplings, feature a patented WingLock design, simplifying installation and providing enhanced performance. Sidewinder™ wrap couplings with patent-pending CoreStrike™ technology overcomes common failure points effortlessly. Trusted in demanding operations, our couplings are engineered to extend driven equipment life and reduce downtime.

Disc coupling options have historically been narrow, leaving engineers with few choices. We saw an opportunity to design a coupling that is easy to use, and faster to build—all supported by expert service and readily available inventory.

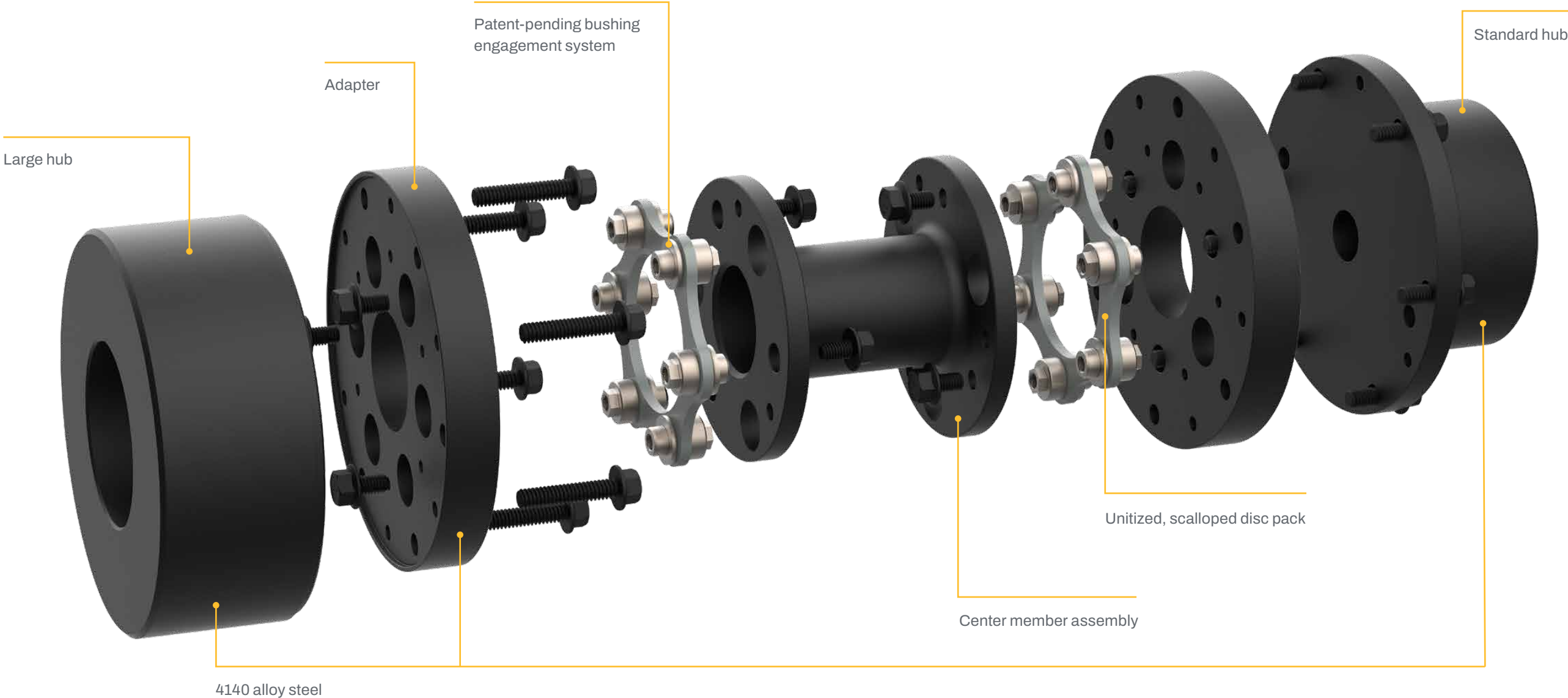
Dodge is now proud to introduce the StratoLink disc coupling line, launching with the D71 API 610 disc coupling. This next-generation, high-performance disc coupling delivers more torque and shorter lead times, all without the need to re-engineer your application.

Whether you are building new equipment or retrofitting old—get more with StratoLink.





# Innovative features and benefits



## Rethink new equipment design

- Drop-out spacer design allows for maintenance without moving equipment
- Class 9 AGMA coupling balance
- Positively retained center member assembly
- Advanced design provides an average of 26 percent greater torque capacity than existing designs
- 4140 alloy steel provides maximum strength with an average of 11 percent larger bore capacities over existing disc coupling options
- Up to 24 percent lighter—downsizing reduces load and extends equipment life

## Rethink existing equipment

- Center member assembly is a drop-in interchange for Rexnord® Thomas® Series 71 disc couplings, mounting directly to Series 71 hubs
- Switch easily using only common tools with no modifications or realignment needed
- During rebuilds, the disc pack is pulled into place through the patent-pending bushing system—achieving the necessary pre-stretch for optimal performance and avoiding modifications, eliminating hammering and unsafe installation methods
- Unitized disc pack and bushing engagement system makes rebuilds easy, safe, and up to two times faster than loose disc pack couplings

# With the First-Fit Promise, you can switch with confidence

## When switching products, two questions matter

Will it fit, and will it work? With StratoLink D71 disc couplings, the answer is yes to both and we back that up with our First-Fit Promise.

The StratoLink D71 center member assembly is engineered to fit directly onto Thomas Series 71 hubs, the first time and every time, with zero modifications. With Dodge, you can trust that our products are designed for maximum reliability, and we guarantee you'll get equal or better performance.

If StratoLink doesn't live up to those promises, simply return it with no restocking fee—that's the First-Fit Promise. Change doesn't have to be uncertain, it can be seamless, risk-free, and backed by Dodge.

For additional information, visit [dodgeindustrial.com/first-fit-promise](https://dodgeindustrial.com/first-fit-promise)

StratoLink D71	Thomas S71
225	225
300	300
350	350
375	375
412	412
462	462
512	512
562	562
600	600
425-8	425-8
450-8	450-8
500-8	500-8
550-8	550-8

Note: Interchanges reflect complete assembled coupling or center-member assembly for the respective size; for additional support, contact your local Dodge Sales Engineer or Application Engineering

# Patent-pending bushing engagement system

Unitized disc packs with a patent-pending self-aligning bushing system make rebuilds up to two times faster by eliminating hammering and other unsafe practices. The bushing system automatically pulls the disc pack into precise position while correctly stretching disc pack chords to the proper distance needed for reliable operation.

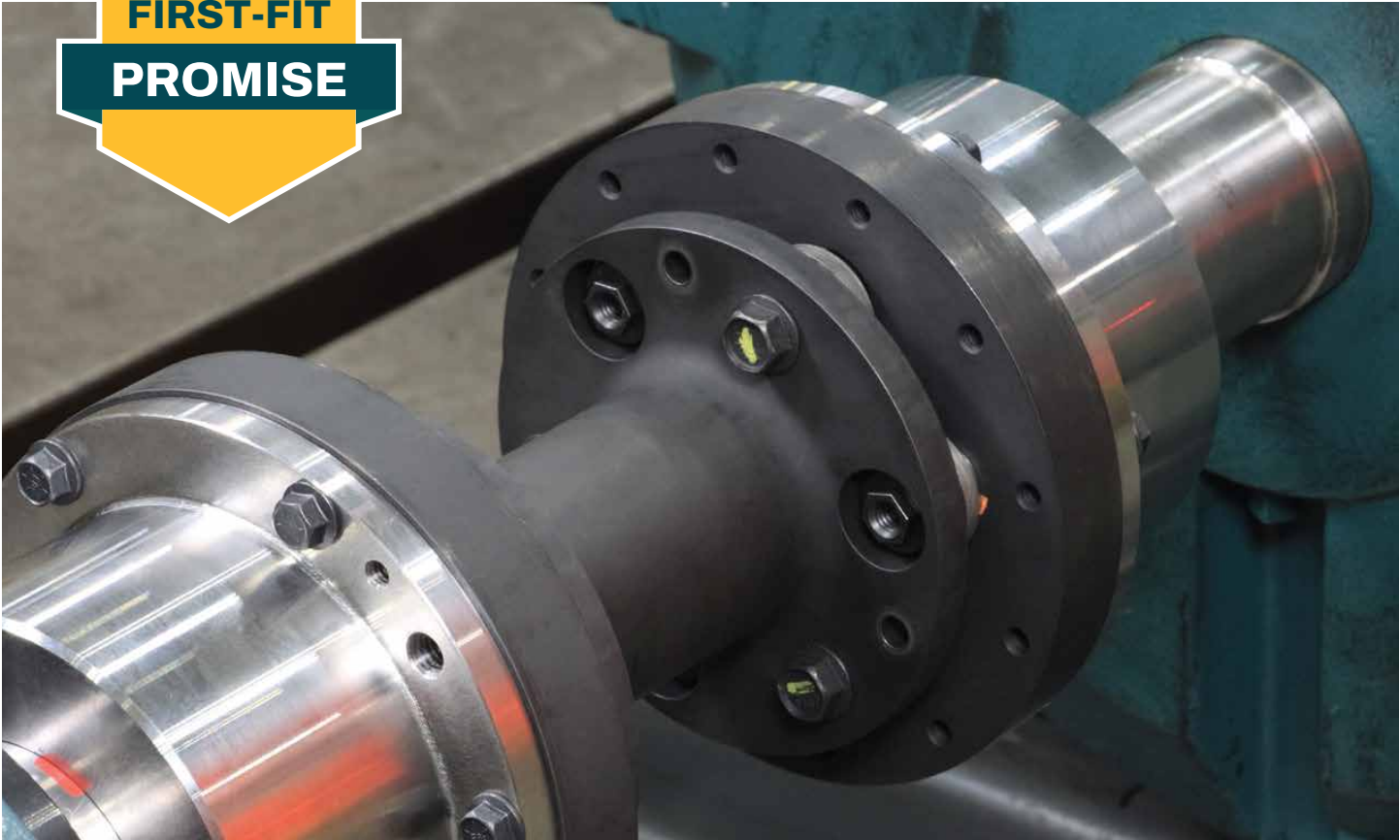
StratoLink D71 unitized disc pack



Loose disc pack coupling



**FIRST-FIT  
PROMISE**



StratoLink D71 center member assembly installed on Thomas Series 71 hubs



## See for yourself

When we say StratoLink D71 will save you time, we mean it. Scan and see what two times faster looks like!







## Premier customer service

Access to local sales engineer support and award-winning customer service is available at your fingertips when you need it most.

Call +1 864 297 4800  
Text +1 833 416 3018



## Dedicated engineering support

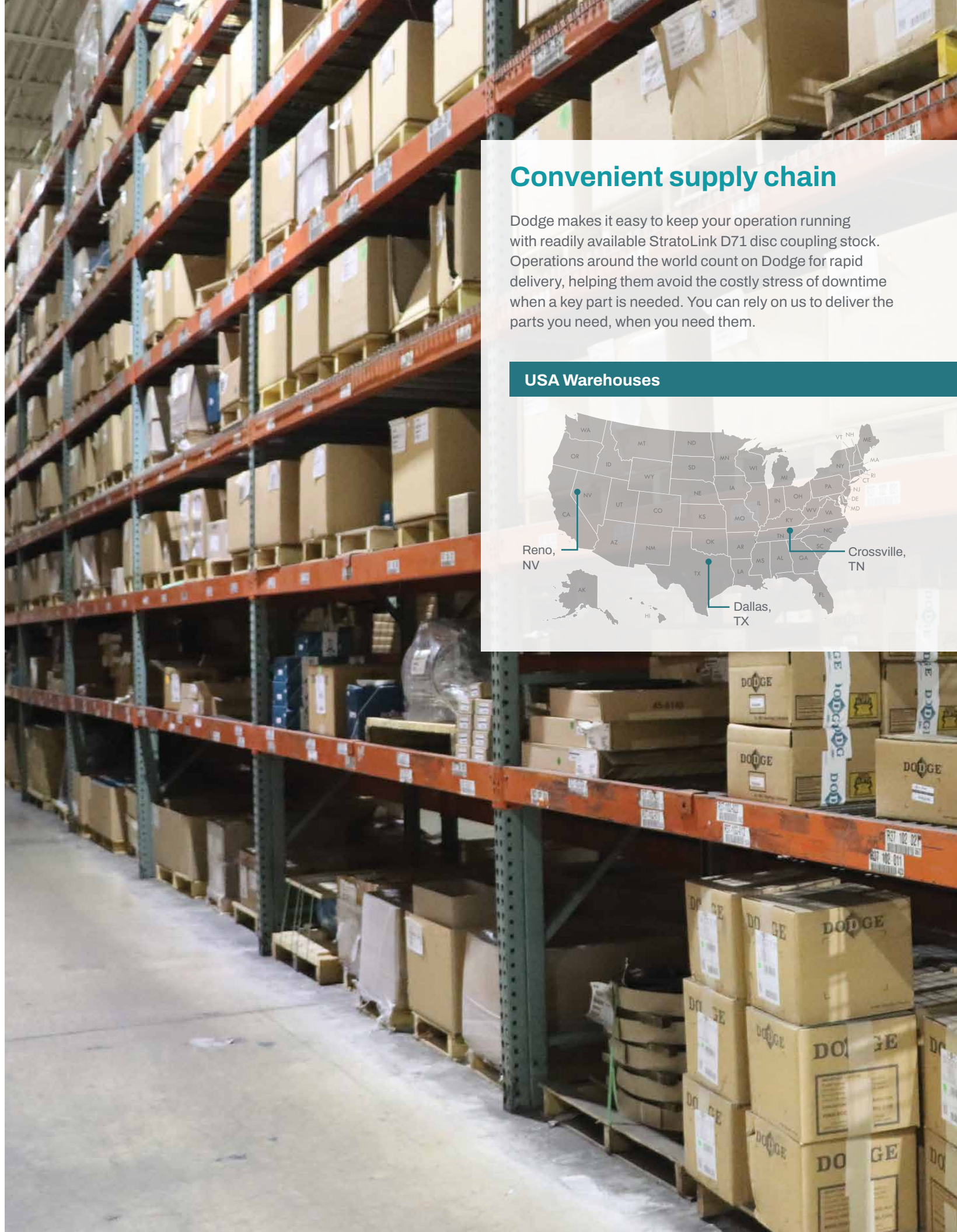
Our industry-leading team of experts at Dodge is based in the USA and is committed to providing premier support to help you succeed.

Email [engineering@dodgeindustrial.com](mailto:engineering@dodgeindustrial.com)  
Call +1 864 284 5700



## Industry-leading eCommerce site

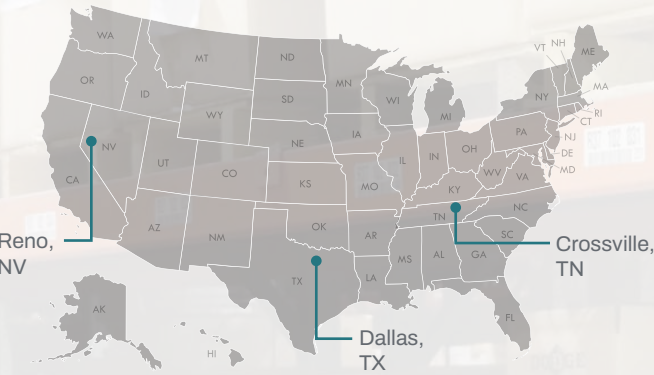
Access stock availability, product information, and more at [dodge.ptplace.com](https://dodge.ptplace.com).



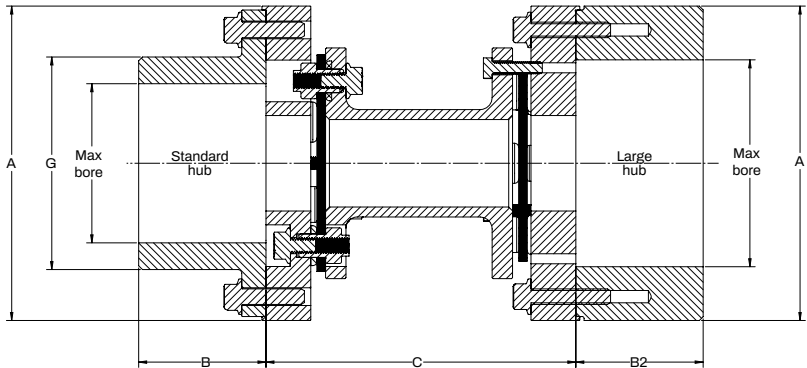
## Convenient supply chain

Dodge makes it easy to keep your operation running with readily available StratoLink D71 disc coupling stock. Operations around the world count on Dodge for rapid delivery, helping them avoid the costly stress of downtime when a key part is needed. You can rely on us to deliver the parts you need, when you need them.

### USA Warehouses



Dimensions and selection



Dimensions - Inches

Size	Max Bore Standard <sup>(1)</sup>	Max Bore Large <sup>(1)</sup>	Dimensions						
			A	B	B2	Std. C	Min. C	Max. C	G
6-Bolt Design									
225	2.50	3.75	4.94	2.00	2.00	5.00	3.25	12.00	3.34
300	3.25	3.75	5.97	2.62	2.62	5.00	4.25	14.00	4.44
350	4.00	5.25	6.75	3.12	3.12	5.00	4.25	14.00	5.25
375	4.25	4.75	7.62	3.25	3.25	5.50	4.75	15.00	5.66
412	4.50	5.25	8.00	3.62	3.62	7.00	4.75	15.00	6.09
462	5.13	6.00	9.06	4.12	4.12	7.00	5.50	16.00	6.84
512	5.63	6.75	10.09	4.50	4.50	7.00	6.88	21.00	7.62
562	6.38	7.50	11.06	5.00	5.00	8.00	7.75	24.00	8.38
600	6.63	8.00	11.81	5.25	5.25	9.00	7.75	24.00	8.40
8-Bolt Design									
425-8	6.25	–	10.75	4.88	–	8.00	8.00	24.00	8.44
450-8	6.75	–	11.56	5.06	–	9.00	8.63	24.00	9.28
500-8	7.50	–	13.13	5.94	–	11.00	10.50	28.00	10.50
550-8	8.63	–	14.69	6.56	–	12.00	10.50	28.00	11.50

Ratings

HP/100	Max Speed (rpm)						
Service Factor 1.0	As Manufactured <sup>(3)</sup>	Max Continuous Torque (lb-in)	Peak Overload Torque (lb-in)	Weight <sup>(2)</sup> (lbs)	Inertia <sup>(2)</sup> (lb-in <sup>2</sup> )	Inertia Per Inch of "C" (lb-in <sup>2</sup> )	Axial Capacity +/- (in)
6-Bolt Design							
7.93	12,000	5,000	10,000	15.0	43.0	0.13	0.024
21.4	10,000	13,500	27,000	30.0	130.0	0.41	0.030
21.4	10,000	13,500	27,000	40.0	231.0	0.41	0.030
36.5	8,000	23,000	46,000	53	376.0	0.85	0.042
36.5	8,000	23,000	46,000	67	530.0	0.85	0.042
65	7,500	41,000	82,000	99	1009.0	1.56	0.060
116	7,000	73,000	146,000	138	1740.0	3.42	0.076
158	6,500	100,000	200,000	181	2820.0	5.18	0.086
158	6,200	100,000	200,000	222	3884.0	5.18	0.086
8-Bolt Design							
215	6,700	136,000	272,000	167	2512.0	8.58	0.070
290	6,100	185,000	370,000	216	3836.0	12.41	0.084
524	5,750	330,400	660,800	339	8068.0	28.59	0.120
524	5,250	330,400	660,800	411	11713.0	28.59	0.120

(1) Consult your local Dodge Sales Engineer or Application Engineering for minimum rough bore sizes  
(2) Weight and inertia with standard length hubs, maximum bore and standard “C”  
(3) Max speed (rpm) as factory assembled. Speed is based on AGMA 9000-D11 class 10 specifications

Part numbers

Size	Rough Stock Bore Hubs		Disc Pack Repair Kit <sup>(2)</sup>	Hardware Kit		Standard Center Member Assembly <sup>(3)</sup>	
	Standard Hub	Large Hub <sup>(1)</sup>		Standard Hub	Large Hub	"C" Dimension	Part Number
D71-225	026738	026751	026764	026773	026787	3.5	026709
						5	026710
						5.5	026711
						7	026712
D71-300	026739	026752	026765	026774	026788	5	026713
						5.5	026714
						7	026715
						5	026716
D71-350	026740	026753	026766	026775	026789	5.5	026717
						7	026718
						5	026719
						5.5	026720
D71-375	026741	026754	026766	026776	026790	7	026721
						7	026722
						7	026723
						7.5	026724
D71-412	026742	026755	026767	026778	026791	8	026725
						7	026726
						8	026727
						8	026728
D71-462	026743	026756	026769	026780	026793	9	026729
						8	026731
						9	026732
						11	026735
D71-512	026744	026757	026771	026779	026792	12	026737
						8	026738
						8	026739
						8	026740
D71-562	026745	026758	026772	026784	026795	9	026741
						9	026742
						9	026743
						9	026744
D71-600	026746	026759	026773	026785	026797	9	026745
						9	026746
						9	026747
						9	026748
D71-425-8	026747	–	026770	026782	–	8	026731
						9	026732
						9	026733
						9	026734
D71-450-8	026748	–	026771	026783	–	9	026732
						9	026733
						9	026734
						9	026735
D71-500-8	026749	–	026772	026784	–	11	026735
						11	026736
						11	026737
						11	026738
D71-550-8	026750	–	026773	026785	–	12	026737
						12	026738
						12	026739
						12	026740

(1) If ordering a large hub, a large hub hardware kit must be purchased separately.  
(2) One disc pack and set of mounting hardware. Qty. (2) needed for a complete center member assembly.  
(3) Center member assemblies are supplied with compression fasteners for installation.



# Service factor

Service Factor - Table 3	D71
<b>Agitators</b>	
Pure Liquids	1.00
Variable Density	1.50
<b>Blowers</b>	
Centrifugal	1.00
Lobe	1.50
Vane	1.50
<b>Brewing and distilling</b>	
Bottling machinery, brew kettle	1.00
Cooker (continuous duty)	1.00
Mash tub	1.00
Scale hopper-frequent starting peaks	1.50
Can filling machine	1.00
Car dumper	2.50
Car puller	1.50
Clarifier	1.00
Classifier	1.00
<b>Clay-working machines</b>	
Brick press, briquette mach., clay working mach., pug mill	2.00
<b>Compressors**</b>	
Centrifugal	1.00
Lobe	1.50
Screw	1.50
Lobe, rotary	1.50
Reciprocating	
1 cylinder - single acting	–
1 cylinder - double acting	–
2 cylinder - single acting	–
2 cylinder - double acting	–
3 cl. or more - single acting	–
3 cl. or more - double acting	–
<b>Conveyors</b>	
Apron, assembly, belt, chain, flight, oven	1.50
Reciprocating	3.00
Screw	1.50
<b>Cranes and hoists</b>	
Main hoist-medium duty	1.75
Main hoist-heavy duty	2.00
Skip hoist, travel motion, trolley	1.75
Motion, slope	1.75
<b>Crushers</b>	
Cane	3.00
Gyratory	3.00
<b>Dredges</b>	
Cable reel, screen drive, stacker	2.00
Conveyor	1.50
Cutter head drive, jig drive	2.50

Pump, utility winch	1.50
Dynamometer	1.50
<b>Elevators</b>	
Bucket, freight	2.00
Exciter	1.50
<b>Fans</b>	
Centrifugal	1.50
Cooling tower	1.50
Heavy duty (forced draft)	1.50
Induced draft	1.50
Light	1.00
Propeller indoor	1.50
<b>Food industry</b>	
Beet slicer	2.00
Cereal cooker	1.50
Dough mixer, meat grinder	2.00
<b>Generators</b>	
Even load	1.50
Hoist or railway service	1.50
Welder load	3.00
<b>Grizzly</b>	1.50
<b>Kiln</b>	1.50
<b>Laundry machines</b>	
Tumbler washer	2.00
<b>Line shafts</b>	
Driving processing machinery	1.50
Light	1.50
<b>Lumber industry</b>	
Band resaw	1.75
Circular resaw	2.00
Edger head rig, hog, log haul	2.00
Planer	2.00
Rolls non-reversing	1.75
Rolls reversing	2.00
Sawdust conveyor	1.50
Slab conveyor	1.50
Sorting table	1.50
<b>Machine tools</b>	
Auxiliary	1.50
Main drive	1.50
Notching press, planer (reversing), plate planer, punch press	2.00
Traverse	1.00
<b>Metal forming machines</b>	
Draw bench, carriage, main drive, extruder,	2.50
Wire drawing, flattening machine	2.00

Application	Service factor
<b>Mills rotary type</b>	
Ball or pebble direct or	2.50
On LS shaft gear reducer	2.50
On HS shaft gear reducer	2.00
Dryer and cooler	2.00
Rod or tube direct or	2.00
On LS shaft gear reducer	2.00
On HS shaft gear reducer	1.50
Tumbling barrel	2.00
<b>Mixers</b>	
Concrete (continuous or intermittent)	2.00
Muller-Simpson type	2.00
<b>Oil industry</b>	
Chiller	1.50
Oil well pumping (not over 150% peak torque)	2.00
Paraffin filter press	2.00
<b>Paper mills</b>	
Agitator	2.00
Barking drum	2.50
Beater and pulper	2.00
Bleacher	1.00
Calender	2.00
Chipper	2.50
Couch cylinder dryer	2.00
Felt stretcher	1.50
Fourdrinier	1.75
Jordan	2.00
Press	2.00
Pulp grinder	1.75
Stock chest	1.50
Stock pump (Reciprocating)	2.00
Suction roll	2.00
Winder	1.50
Paraffin filter press	2.00
Printing press	1.50
Propeller marine	1.50
<b>Pullers</b>	
Barge hall	2.00
<b>Pulverizers</b>	
Hammermill	3.00
Hog	2.50
Roller	2.50
<b>Pumps</b>	
Centrifugal	1.00
Descaling gear type	1.50
Oil well pumping (not over 150% peak torque)	2.00

Rotary - other than gear	1.50
Reciprocating	–
1 cylinder - single acting	2.50
1 cylinder - double acting	2.00
2 cylinder - single acting	2.50
2 cylinder - double acting	2.00
3 cylinder or more	2.00
<b>Rubber industry</b>	
Banbury mixer	3.00
Calender	2.00
Cracker mixing mill plasticator	2.50
Refiner, sheeteer	2.00
Tire-building machine	2.50
Tire and tube press opener based on peak torque	1.00
Tuber and strainer	2.00
Warming mill	2.00
Washer	2.50
<b>Screens</b>	
Air washing	1.00
Coal and sand rotary	1.50
Vibrating	2.50
Water	1.50
Sewage disposal equipment	1.50
Shovel	2.00
Shredder	1.50
<b>Steel industry</b>	
Cold mills	
Coiler up or down	2.00
Strip, temper	2.50
Hot mills	
Coiler up or down	2.00
Edger drive	2.00
Feed roll blooming	3.00
Roughing mill delivery	3.00
Non-reversing, sheet strip	3.00
Rod mill	3.00
Soaking pit cover drive lift	1.50
Soaking pit cover drive travel	2.00
Steering gear	1.50
Stoker	1.50
<b>Textile mills</b>	
Batcher	1.50
“Calender, card machine, D can”	2.00
Dyeing machine	1.50
Loom	1.50
Mangel, napper, soaper	1.50
Spinner, tenter frame	1.50
Windlass	2.00
Woodworking machines	1.50

Misalignment

Misalignment ratings

Coupling Size	Hub Flange Diameter		DBSE	Installation Alignment Limits <sup>(3)</sup>				Max Angular (X-Y)		Axial Misalignment Capacity +/-	
	(in)	(mm)		STD "C" (in)	Parallel Misalignment Maximums						
					TIR (in) <sup>(1)</sup>	TIR (mm) <sup>(1)</sup>	P (in) <sup>(2)</sup>	P (mm) <sup>(2)</sup>	(in)	(mm)	(in)
D71-225	4.81	122.2	3.5	0.005	0.13	0.002	0.05	0.01	0.27	0.024	0.61
			5	0.008	0.2	0.004	0.1				
			5.5	0.009	0.23	0.005	0.13				
			7	0.013	0.33	0.006	0.15				
D71-300	5.84	148.3	5	0.008	0.2	0.004	0.1	0.013	0.32	0.03	0.76
			5.5	0.009	0.23	0.004	0.1				
			7	0.012	0.3	0.006	0.15				
D71-350	6.63	168.4	5	0.008	0.2	0.004	0.1	0.014	0.37	0.03	0.76
			5.5	0.009	0.23	0.004	0.1				
			7	0.012	0.3	0.006	0.15				
D71-375	7.5	190.5	5	0.007	0.18	0.004	0.1	0.016	0.42	0.042	1.07
			5.5	0.008	0.2	0.004	0.1				
			7	0.012	0.3	0.006	0.15				
D71-412	7.88	200.2	7	0.012	0.3	0.006	0.15	0.017	0.44	0.042	1.07
D71-462	8.88	225.6	7	0.011	0.28	0.005	0.13	0.019	0.49	0.06	1.52
			7.5	0.012	0.3	0.006	0.15				
			8	0.013	0.33	0.006	0.15				
D71-512	9.91	251.7	7	0.01	0.25	0.005	0.13	0.022	0.55	0.076	1.93
			8	0.012	0.3	0.006	0.15				
D71-562	10.84	275.3	8	0.011	0.28	0.006	0.15	0.024	0.6	0.086	2.18
D71-600	11.6	294.6	9	0.014	0.36	0.007	0.18	0.025	0.64	0.086	2.18
D71-425-8	10.75	273.1	8	0.008	0.2	0.004	0.1	0.016	0.4	0.07	1.78
D71-450-8	11.56	293.6	9	0.009	0.23	0.004	0.1	0.017	0.43	0.084	2.13
D71-500-8	13.13	333.5	11	0.011	0.28	0.006	0.15	0.019	0.49	0.12	3.05
D71-550-8	14.69	373.1	12	0.013	0.33	0.006	0.15	0.021	0.54	0.12	3.05

(1) Parallel misalignment measured by rotating the hubs in unison with a dial indicator on the outside hub diameter will result in a maximum Total-Indicated-Reading of 0.0012 inch per inch of "C" dimension (or 0.0012 mm per mm of "C" dimension. For non-standard "C" dimensions, multiply "C" x 0.0012 to dimension).

(2) Parallel offset "P" is equivalent to one-half of the TIR measurement using dial indicators.

(3) During installation and/or operation, do not exceed the maximum misalignment capacity of coupling. For sizes 225-562, maximum misalignment capacity of coupling is 1/2" per disc pack. For sizes 562 and above, maximum misalignment capacity of coupling is 1/3" per disc pack.

Engineering selection methods

Torque method

Step 1:

Obtain required S.F. (service factor) from Table 3 on pages 12 and 13.

Step 2:

Determine torque required for application.

Torque (in. - lbs.) =  $\frac{63025 \times \text{motor Hp} \times \text{S.F.}}{\text{Coupling RPM}}$

Step 3:

From rating tables, find a rating equal to or greater than the torque. Note coupling size from left hand column.

Step 4:

Check maximum RPM capability.

Step 5:

Check maximum bore capacity. If maximum bore is exceeded, move to larger size with adequate bore. Be sure maximum RPM of coupling is not exceeded.

Notes:

- 1. If system peak torque is known and is nonreversing, start at step 3. If system peak torque is known and reversing, multiply by 2.0 and start at step 3.
- 2. If ambient temperature of the application is above 180°, a high temperature adjustment must be made to the system service factor. See page 34 for high temperature adjustment factors.
- 3. If spring set motor brake is used, and brake Hp is greater than prime mover, use brake Hp in place of motor Hp.

Hp/100 method:

Step 1:

Obtain required S.F. (service factor) from service factor tables on pages 16 and 17.

Step 2:

Determine the application Hp per 100 RPM:

Hp / 100 RPM =  $\frac{\text{Motor Hp} \times 100 \times \text{S.F.}}{\text{Coupling RPM}}$

Step 3:

From rating tables, find a rating equal to or greater than the Hp/100 RPM. Note coupling size from left hand column.

Step 4:

Check maximum RPM capability.

Step 5:

Check maximum bore capacity. If maximum bore is exceeded, move to larger size with adequate bore. Be sure maximum RPM of coupling is not exceeded.







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