

METALLIC COUPLINGS

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.

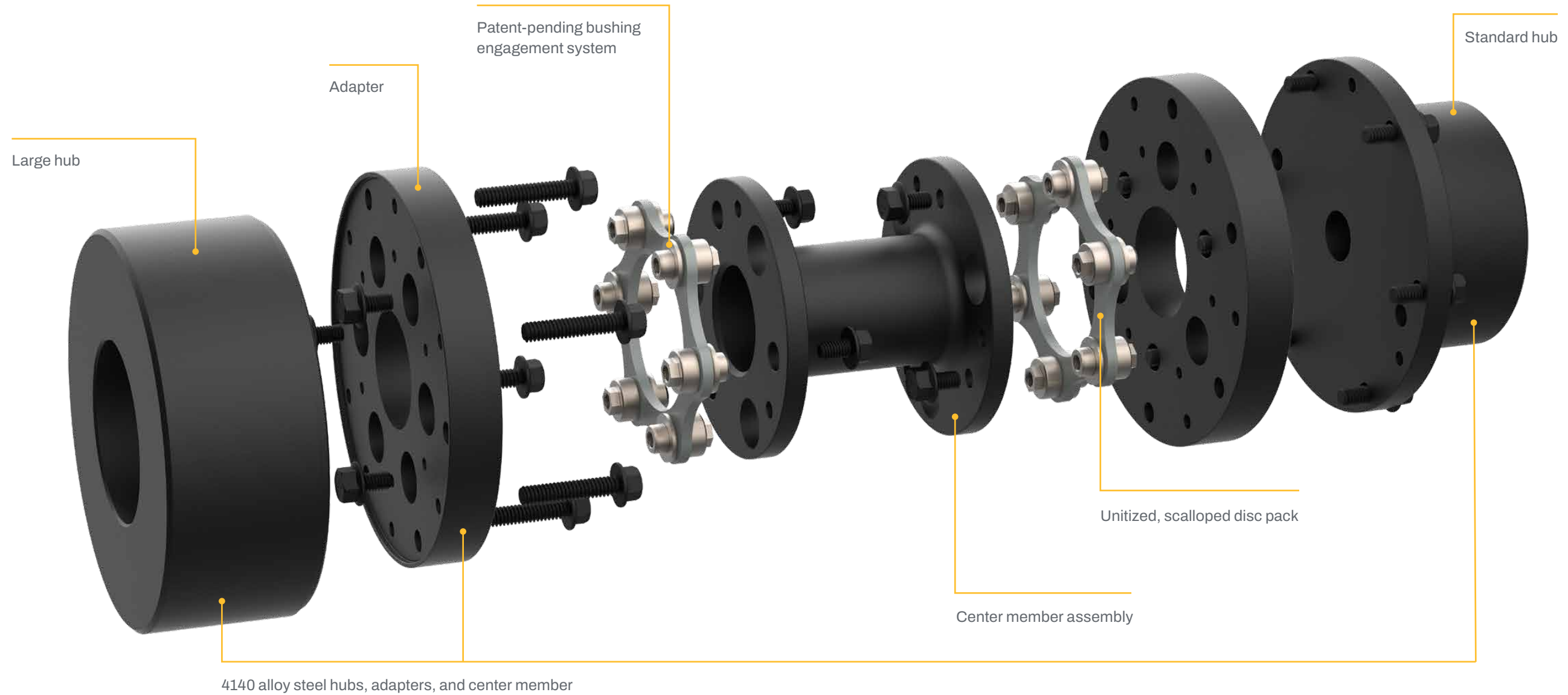
Disc coupling options have historically been narrow, leaving engineers with few choices. We saw an opportunity to design a coupling that is easy to use, and faster to build—all supported by expert service and readily available inventory.

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 increased strength with an average of 11 percent larger bore capacities over existing disc coupling options
- Up to 24 percent lighter—Increased torque and bore capacities reduce coupling size and weight for lower loads and longer driven 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

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.

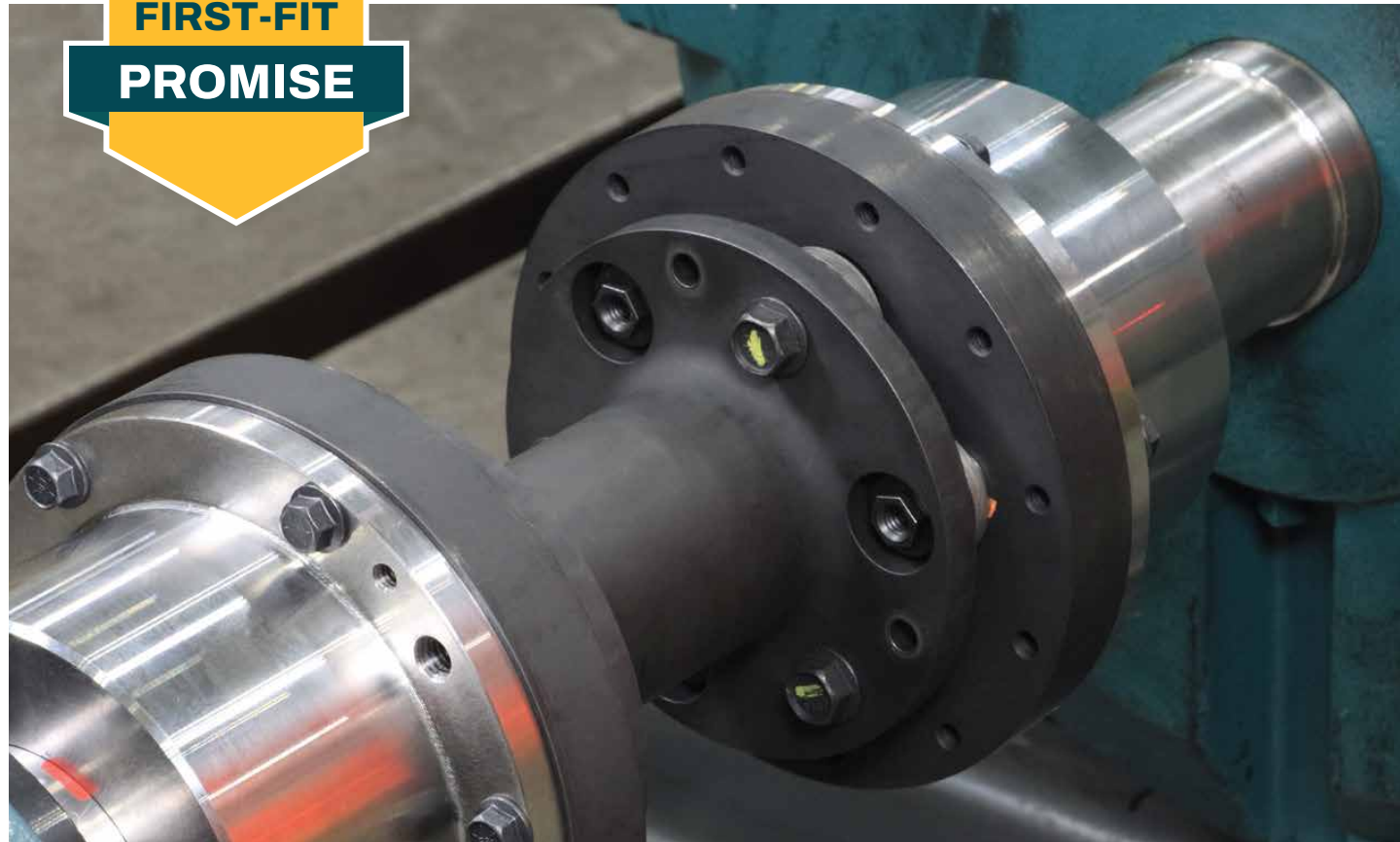
StratoLink D71 unitized disc pack



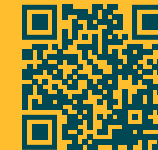
Loose disc pack coupling



**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

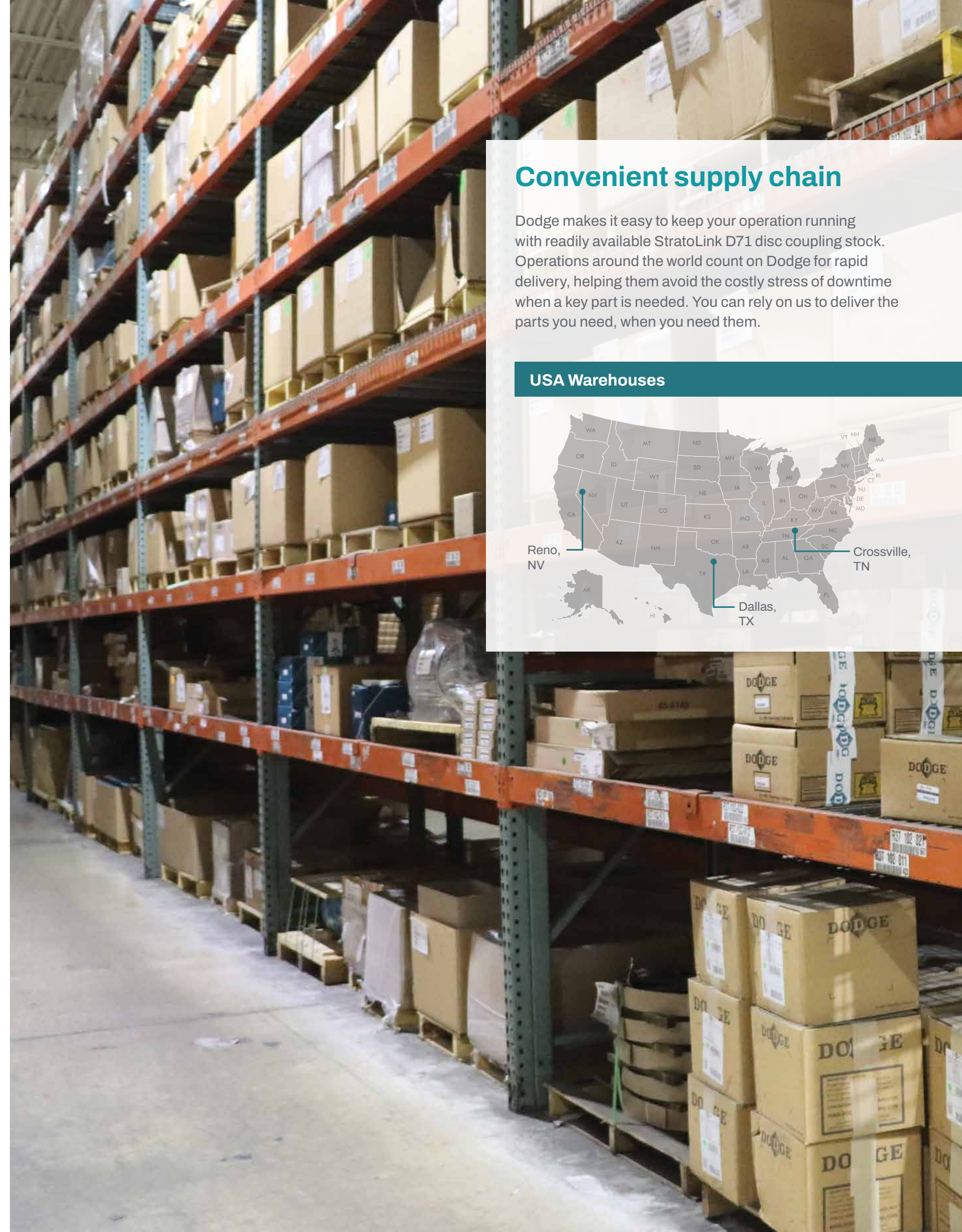
Our industry-leading team of experts at Dodge is based in the USA and is committed to providing premier support to help you succeed.

Email engineering@dodgeindustrial.com
Call +1 864 284 5700



Industry-leading eCommerce site

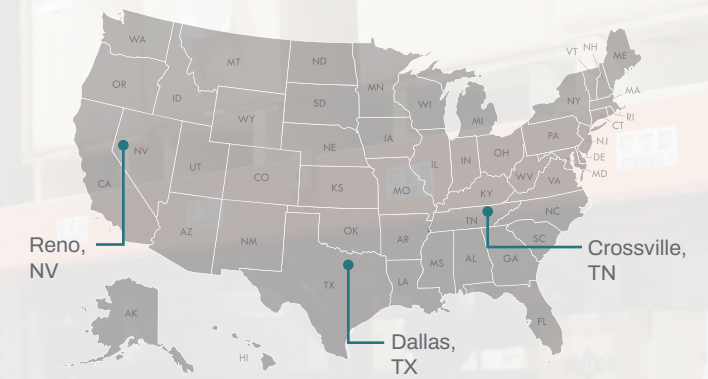
Access stock availability, product information, and more at dodge.ptplace.com.



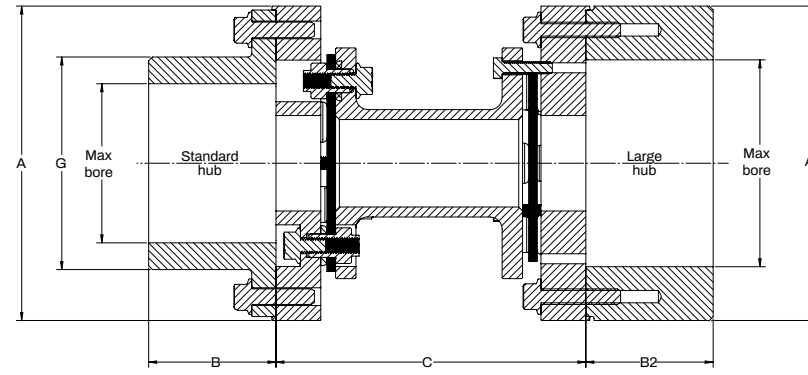
Convenient supply chain

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 (in)

Size	Max bore		A	B	B2	Std. C	Min. C	Max. C	G
	Standard hub*	Large Hub*							
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

Size	Horsepower (hp)/100 Service factor 1.0	Max speed (rpm)***	Max continuous torque (lb-in)	Peak overload torque (lb-in)	Weight** (lbs)	Inertia** (lb-in ²)	Inertia per inch of "C" (lb-in ²)	Axial misalignment capacity +/- (in)
6-bolt design								
225	7.93	12,000	5,000	10,000	15	43.0	0.13	0.024
300	21.4	10,000	13,500	27,000	30	130.0	0.41	0.030
350	21.4	10,000	13,500	27,000	40	231.0	0.41	0.030
375	36.5	8,000	23,000	46,000	53	376.0	0.85	0.042
412	36.5	8,000	23,000	46,000	67	530.0	0.85	0.042
462	65	7,500	41,000	82,000	99	1,009.0	1.56	0.060
512	116	7,000	73,000	146,000	138	1,740.0	3.42	0.076
562	158	6,500	100,000	200,000	181	2,820.0	5.18	0.086
600	158	6,200	100,000	200,000	222	3,884.0	5.18	0.086
8-bolt design								
425-8	215	6,700	136,000	272,000	167	2,512.0	8.58	0.070
450-8	290	6,100	185,000	370,000	216	3,836.0	12.41	0.084
500-8	524	5,750	330,400	660,800	339	8,068.0	28.59	0.120
550-8	524	5,250	330,400	660,800	411	11,713.0	28.59	0.120

* Consult your local Dodge Sales Engineer or Application Engineering for minimum rough bore sizes

** Weight and inertia with standard length hubs, maximum bore and standard "C"

*** Max speed (rpm) as manufactured; Speed is based on AGMA 9000-D11 class 10 specifications. Higher speeds available by dynamic balancing

Part numbers

Size	Rough-stock-bore (RSB) hubs		Disc pack repair kit**	Hardware kit		Center member assembly***	
	Standard hub	Large hub*		Standard hub	Large hub	"C" dimension (in)	Part number
225	026738	026751	026764	026773	026787	3.5	026709
						5	026710
						5.5	026711
						7	026712
300	026739	026752	026765	026774	026788	5	026713
						5.5	026714
						7	026715
						5	026716
350	026740	026753	026775	026789	5.5	026717	
					7	026718	
375	026741	026754	026766	026776	026790	5.5	026719
						7	026720
412	026742	026755	026766	026776	026790	7	026721
						7	026722
462	026743	026756	026767	026778	026791	7	026723
						7.5	026724
512	026744	026757	026768	026779	026792	8	026725
						7	026726
562	026745	026758	026769	026780	026793	8	026727
						8	026728
600	026746	026759	026769	026780	026793	9	026729
						8	026731
425-8	026747	-	026770	026782	-	8	026732
450-8	026748	-	026771	026783	-	9	026733
500-8	026749	-	026772	026784	-	11	026735
550-8	026750	-	-	026785	-	12	026737

* If ordering a large hub, a large hub hardware kit must be purchased separately

** Includes one disc pack and set of mounting hardware; two disc packs and sets of mounting hardware are needed for a complete center member assembly

*** Center member assemblies are supplied with compression fasteners for installation

Service factor

Application	Service factor
Agitators	
Pure Liquids	1.00
Variable Density	1.50
Blowers	
Centrifugal	1.00
Lobe	1.50
Vane	1.50
Brewing and distilling	
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
Clay-working machines	
Brick press, briquette mach., clay working mach., pug mill	2.00
Compressors	
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 cylinder. or more - single acting	–
3 cylinder. or more - double acting	–
Conveyors	
Apron, assembly, belt, chain, flight, oven	1.50
Reciprocating	3.00
Screw	1.50
Cranes and hoists	
Main hoist-medium duty	1.75
Main hoist-heavy duty	2.00
Skip hoist, travel motion, trolley	1.75
Motion, slope	1.75
Crushers	
Cane	3.00
Gyratory	3.00
Dredges	
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
Elevators	
Bucket, freight	2.00
Exciter	1.50
Fans	
Centrifugal	1.50
Cooling tower	1.50
Heavy duty (forced draft)	1.50
Induced draft	1.50
Light	1.00
Propeller indoor	1.50
Food industry	
Beet slicer	2.00
Cereal cooker	1.50
Dough mixer, meat grinder	2.00
Generators	
Even load	1.50
Hoist or railway service	1.50
Welder load	3.00
Grizzly	1.50
Kiln	1.50
Laundry machines	
Tumbler washer	2.00
Line shafts	
Driving processing machinery	1.50
Light	1.50
Lumber industry	
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
Machine tools	
Auxiliary	1.50
Main drive	1.50
Notching press, planer (reversing), plate planer, punch press	2.00
Traverse	1.00
Metal forming machines	
Draw bench, carriage, main drive, extruder,	2.50
Wire drawing, flattening machine	2.00

Application	Service factor
Mills rotary type	
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
Mixers	
Concrete (continuous or intermittent)	2.00
Muller-Simpson type	2.00
Oil industry	
Chiller	1.50
Oil well pumping (not over 150% peak torque)	2.00
Paraffin filter press	2.00
Paper mills	
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
Pullers	
Barge hall	2.00
Pulverizers	
Hammermill	3.00
Hog	2.50
Roller	2.50
Pumps	
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
Rubber industry	
Banbury mixer	3.00
Calender	2.00
Cracker mixing mill plasticator	2.50
Refiner, sheeter	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
Screens	
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
Steel industry	
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
Textile mills	
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

Size	Hub flange diameter		Distance between shaft ends (DBSE)	Installation alignment limits*							
	(in)	(mm)		Parallel max				Angular max(X-Y)		Axial capacity +/-	
			C std. dimension (in)	TIR'' (in)	TIR'' (mm)	P''' (in)	P''' (mm)	(in)	(mm)	(in)	(mm)
225	4.81	122.2	3.5	0.005	0.13	0.002	0.05	0.010	0.27	0.024	0.61
			5	0.008	0.20	0.004	0.10				
			5.5	0.009	0.23	0.005	0.13				
			7	0.013	0.33	0.006	0.15				
300	5.84	148.3	5	0.008	0.20	0.004	0.10	0.013	0.32	0.030	0.76
			5.5	0.009	0.23	0.004	0.10				
			7	0.012	0.30	0.006	0.15				
350	6.63	168.4	5	0.008	0.20	0.004	0.10	0.014	0.37	0.030	0.76
			5.5	0.009	0.23	0.004	0.10				
			7	0.012	0.30	0.006	0.15				
375	7.50	190.5	5	0.007	0.18	0.004	0.10	0.016	0.42	0.042	1.07
			5.5	0.008	0.20	0.004	0.10				
			7	0.012	0.30	0.006	0.15				
412	7.88	200.2	7	0.012	0.30	0.006	0.15	0.017	0.44	0.042	1.07
			7	0.011	0.28	0.005	0.13				
462	8.88	225.6	7.5	0.012	0.30	0.006	0.15	0.019	0.49	0.060	1.52
			8	0.013	0.33	0.006	0.15				
512	9.91	251.7	7	0.010	0.25	0.005	0.13	0.022	0.55	0.076	1.93
			8	0.012	0.30	0.006	0.15				
562	10.84	275.3	8	0.011	0.28	0.006	0.15	0.024	0.60	0.086	2.18
600	11.6	294.6	9	0.014	0.36	0.007	0.18	0.025	0.64	0.086	2.18
425-8	10.75	273.1	8	0.008	0.20	0.004	0.10	0.016	0.40	0.070	1.78
450-8	11.56	293.6	9	0.009	0.23	0.004	0.10	0.017	0.43	0.084	2.13
500-8	13.13	333.5	11	0.011	0.28	0.006	0.15	0.019	0.49	0.120	3.05
550-8	14.69	373.1	12	0.013	0.33	0.006	0.15	0.021	0.54	0.120	3.05

* During installation and/or operation, do not exceed the maximum misalignment capacity of the coupling; the maximum misalignment capacity is 0.5 degrees per disc pack for sizes 225 to 512 and 0.33 degrees per disc pack for coupling sizes 562 and above
 ** 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 (TIR) of 0.0012 inches per inch for C std. dimension (0.0012 millimeter per millimeter of C std dimension); for non-standard C dimensions, multiple C by 0.0012
 *** Parallel offset "P" is equivalent to half of the TIR measurement using dial indicators

Engineering selection methods

Torque method

Step 1:

Obtain required service factor (SF) from the appropriate chart.

Step 2:

Determine torque required for application.

$$\text{Torque (lb-in)} = \frac{63,025 \times \text{Motor horsepower (hp)} \times \text{SF}}{\text{Coupling speed (rpm)}}$$

Step 3:

From rating tables, find a rating equal to or greater than the torque determined, and note the coupling size from the left column.

Step 4:

Check the maximum speed capability.

Step 5:

Check the maximum bore capacity. If the maximum bore capacity is exceeded, move to a larger size with an adequate bore; ensure the maximum coupling speed 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 °F (82 °C) a high temperature adjustment must be made to the system service factor.
3. If a spring-set motor brake is used, and brake horsepower is greater than prime mover, use brake horsepower in place of motor horsepower.

Horsepower (hp)/100 method

Step 1:

Obtain required service factor (SF) from the appropriate chart.

Step 2:

Determine the application horsepower (hp) per 100 RPM:

$$\text{Horsepower (hp)/100 speed (rpm)} = \frac{\text{Motor horsepower (hp)} \times 100 \times \text{SF}}{\text{Coupling speed (rpm)}}$$

Step 3:

From rating tables, find a rating equal to or greater than the determined horsepower (hp)/100 speed (rpm), and note the coupling size from the left column.

Step 4:

Check the maximum speed capability.

Step 5:

Check the maximum bore capacity. If the maximum bore capacity is exceeded, move to a larger size with an adequate bore; ensure the maximum coupling speed is not exceeded.





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