

# RAPTOR Coupling

BALDOR • DODGE®



**RAPTOR**  
**E30**

**MADE IN THE U.S.A.**



# A Better Choice Has Arrived

Coupling maintenance and reliability should not monopolize your maintenance team. The Baldor-Dodge Raptor Coupling eliminates these concerns.

The Raptor's easy to assemble, patented split natural rubber element significantly decreases total costs of ownership and extends driven equipment life. Built for drop-in interchangeability, the Raptor features an innovative design offering easier installation, reduced maintenance, and improved reliability in a wide range of new and existing applications.

The Baldor-Dodge Raptor: A better choice has finally arrived.



# Elastomeric Coupling Innovation

**LONGER DRIVEN  
EQUIPMENT LIFE**

**FLEXIBLE  
MOUNTING OPTIONS**

**PATENTED WINGLOCK  
ELEMENT DESIGN**



**DROP-IN  
INTERCHANGEABILITY**

**EASIER  
INSTALLATION**

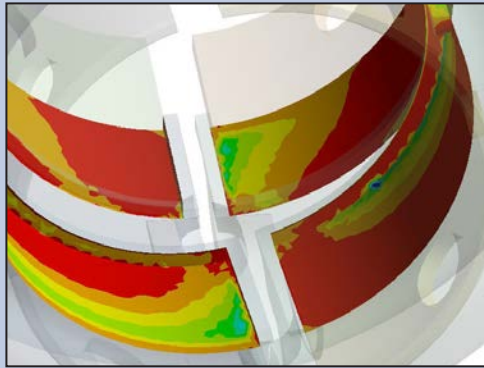
# Designed and Developed at Baldor•Dodge

## Patented WingLock™ Element Design

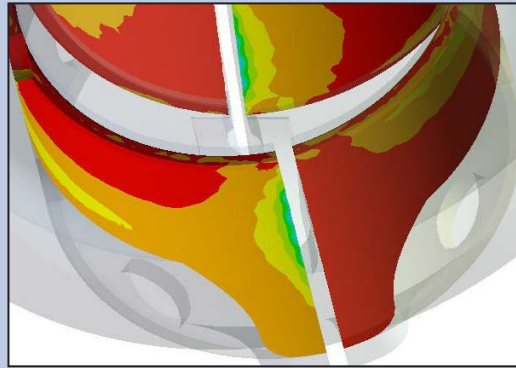
The Baldor•Dodge Raptor utilizes a patented finite-element optimized winged elastomeric element design. This WingLock technology increases surface area in the most critical regions of the element, resulting in higher bond strength, improved fatigue resistance, and longer life versus competitive designs.



Dodge Raptor Patented Winglock Technology

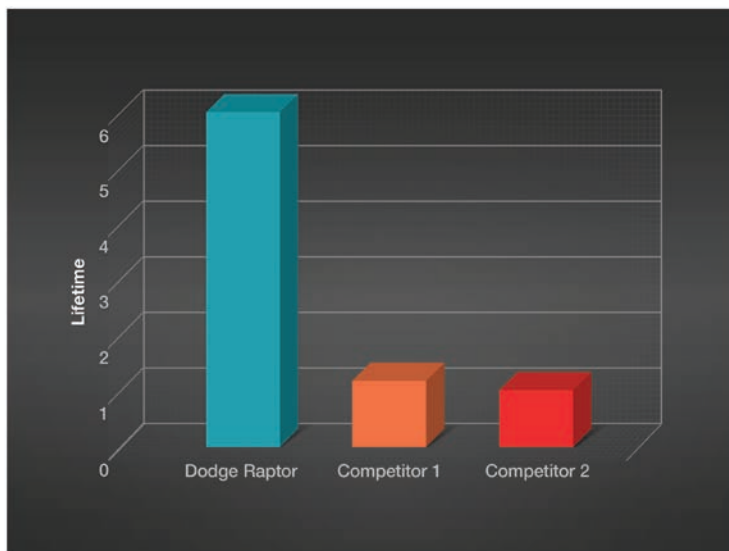


Pressure at bond without Winglock Technology



Pressure at bond with Winglock Technology

## Documented Performance



Average life, Baldor-Dodge Raptor versus competitors.

Comparative benchmark testing confirms the performance improvements associated with Raptor's WingLock element design. Even under worst-case misalignment and torque conditions, testing results show that the Raptor lasts six times longer than the closest competitor.

Results based on accelerated life testing at 1.5x catalog torque, while subject to 4° angular misalignment and 3/16" parallel misalignment.

## Tested Tough

Engineers from Baldor’s Advanced Development Laboratory designed and tested the Raptor to perform under the most extreme conditions. This includes successfully passing the rigorous DIN 740 (reverse cyclic loading) coupling test standard – not once, not twice, but ten times for a single coupling.



## Immediately Increase Life in Existing Applications

Designed to be a drop-in interchange, the Raptor meets or exceeds torque, bore, and speed ratings for these styles of commonly used couplings. All Raptor components can be used in existing applications without any modifications. This allows current users of these styles to immediately realize the benefit of longer driven equipment life and improved reliability by switching to the Raptor.

### Coupling Size

Baldor•Dodge Raptor	E2	E3	E4	E5	E10	E20	E30	E40	E50	E60	E70	E80
Rexnord Omega	E2	E3	E4	E5	E10	E20	E30	E40	E50	E60	E70	E80
TB Wood’s Dura-Flex	WE2	WE3	WE4	WE5	WE10	WE20	WE30	WE40	WE50	WE60	WE70	WE80

## Industry Leading 5-Year Warranty

With over 100 years of coupling manufacturing experience, Dodge has a history of providing reliable coupling solutions in a wide range of industries and applications. Raptor couplings carry an industry leading 5-year Limited Warranty, even when used with competitors’ components.



# Longer Driven Equipment Life and Improved Reliability

## Superior Natural Rubber Element

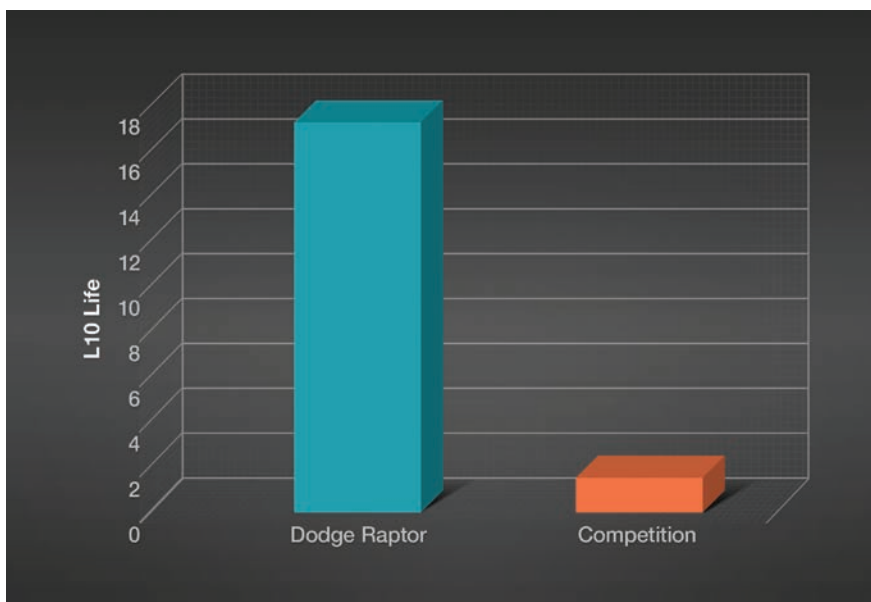
Leveraging over 50 years of Dodge's natural rubber expertise, the Raptor features a natural rubber flexible element that offers a number of performance benefits when compared to competitive urethane designs.

- Static conductive for grounding redundancy, allowing current to safely pass through the natural rubber element, preventing the possibility of arcing during operation
- Exceptional resistance to hydrolysis, for improved performance in humid environments
- Superior thermal conductivity and ability to dissipate heat and hysteresis build up



## Lower Stiffness, Longer Driven Equipment Life

Because the Raptor element uses a natural rubber compound, it is significantly more flexible than urethane designs. Natural rubber yields an element with approximately 50% lower torsional and bending stiffness, resulting in longer life for all types of connected driven equipment – including motors, pumps, compressors and gearboxes.



Connected equipment L10 life, Baldor-Dodge Raptor versus competition

- Reduced bearing loads yield up to a 16.7 times increase in L10 bearing life in connected equipment
- Less vibration transmission to connected equipment
- Better shock damping capabilities

Results based on tested bending stiffness values applied to a motor and centrifugal pump arrangement with 4° angular misalignment.

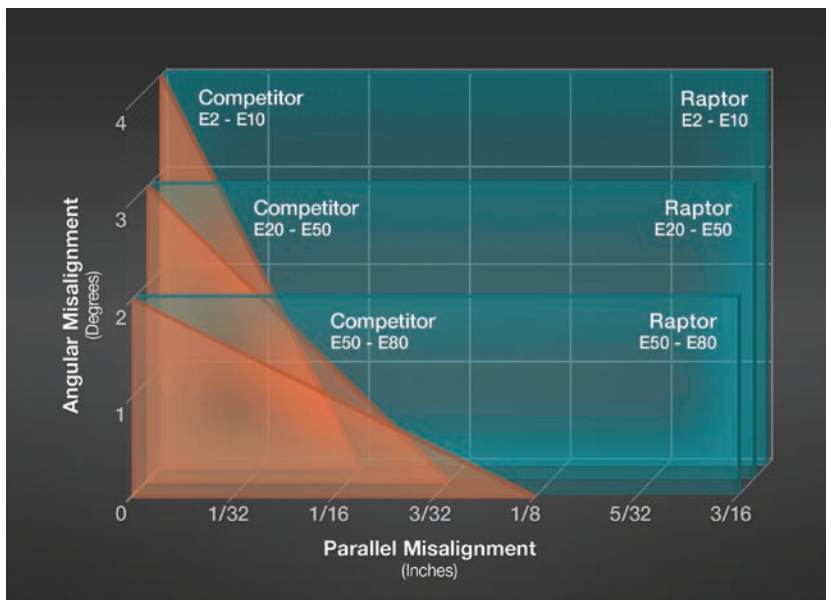


## Industry Leading Misalignment Capabilities

Over time foundations settle, vibration occurs, and some level of misalignment may occur. While competitive urethane couplings can handle pure angular or parallel misalignment, their capabilities are greatly diminished in applications with combined angular and parallel misalignment. Unfortunately for the competition, combined misalignment is reality.

When an elastomeric coupling is misaligned during operation, cyclic stresses are created, generating heat in a phenomenon known as hysteresis. The Raptor's natural rubber element has superior heat dissipating capabilities versus competitive urethane elements. Additionally, the Raptor has a lower angular stiffness, allowing it to be more forgiving in misaligned conditions. These two features combined allow the Baldor•Dodge Raptor to offer industry leading misalignment capabilities.

The Raptor provides accommodation of shaft misalignment during installation, operation, and replacement better than competitive urethane elements.



## Attention to Every Detail

Baldor highly engineered every aspect of the Raptor for performance, including specification of high-strength Grade 8 flanged head cap screws. This robust hardware gives a 40% increase in proof strength versus competitor's standard head Grade 5 fasteners. Serrations under the flanged head help to resist loosening and minimize the potential for stripping. This attention to detail provides a more reliable connection between elastomeric element and shaft hubs.



# Easier Installation and Reduced Maintenance

## Improved Features, Easier Installation

The Dodge Raptor has everything needed for easier installations and reduced maintenance costs.

- Split element for easy replacement without moving and re-aligning connected equipment
- Slotted clamp ring holes offer 187% extra mounting hardware clearance versus competitor's circular through holes.
- Approximately 50% lower torsional stiffness makes the element significantly easier to manipulate by hand during installation
- Maintenance free non-lubricated natural rubber element for trouble-free operation

Raptor's slotted clamp rings offer more clearance at the bolt holes, for an easier installation than competitive designs.



## Easy as 1-2-3

Installation for Dodge Raptor couplings are quick and easy. The Raptor's horizontally split element doesn't require locking shafts during installation, meaning a faster installation, requiring fewer tools and eliminating shaft damage. Simply fasten the shaft hubs, install the element, and tighten the hardware.



**Step 1**  
Install Hubs



**Step 2**  
Set Spacing



**Step 3**  
Install Element

# Suited For Any Application

## A Practical Solution to Spacer Couplings

The innovation behind the Raptor coupling also extends to applications requiring additional space between shaft ends.

- One spacer element fits all standard ANSI and ISO spacer lengths
- Spacer elements can be replaced with standard close-coupled elements, resulting in lower replacement costs and reduced inventory
- Eliminates the need for high-speed rings, resulting in easier installation, while also reducing purchase costs and inventory requirements



## Armored Elements for Extra Protection from Harsh Environments



Raptor elements are available with an optional Armored Element. This allows users to benefit from the increased performance and longer driven equipment life of standard Raptor elements, while providing an added layer of protection from ozone, petroleum oils, and some chemical environments. Raptor Armored Elements exceed ASTM 1149-07 rubber deterioration standards, as determined through third-party testing.



## Third-Party ATEX Certified

When it comes to applications in hazardous environments, there's no reason for customers to assume any risk by using a product which is self-certified. That's why all Raptor couplings are third-party ATEX certified for worry-free use in hazardous environments. All required product markings and documentation are included with each coupling at no additional charge. When it comes to hazardous environments, you can trust Baldor•Dodge.

II 2 GD c T5 I M2 c

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**DODGE RAPTOR COUPLINGS**  
MFG by Baldor Electric Company .  
GREENVILLE, SC / FT. SMITH, AR USA

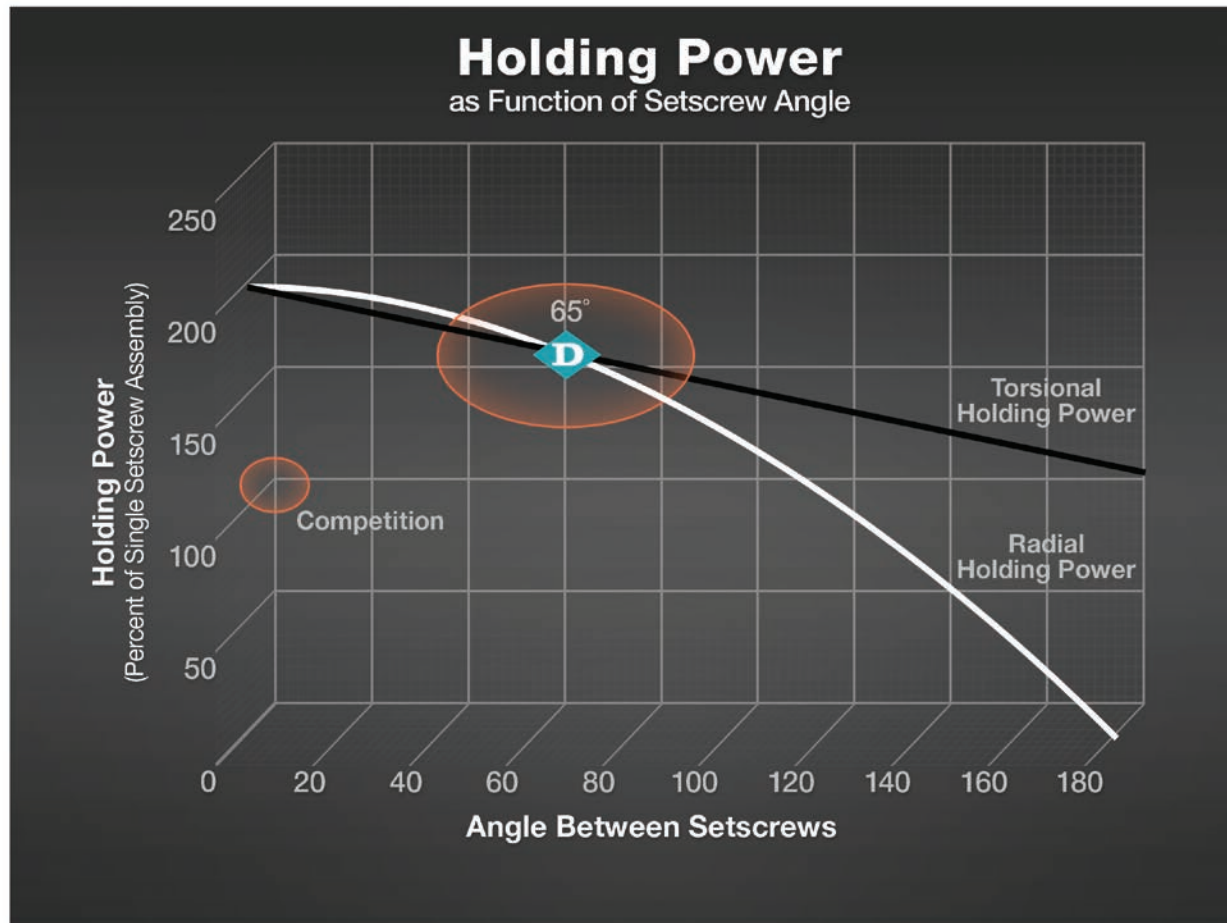
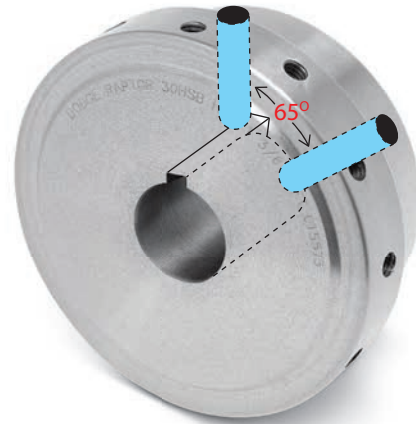
# Shaft Hubs

## Flexible Mounting Options for Any Application

- Available in a wide range of shaft attachment methods, including finished bore, Taper-Lock and QD bushed options.
- Suited for any application, hubs are reversible to accommodate a wide range of shaft gaps
- Interchangeable hubs are used for both close-coupled and spacer designs for reduced inventory

## Finished Bore

- Setscrew locking mechanism ensures a quick, easy installation
- Two setscrews at a 65° angle optimizes radial and torsional holding power, resulting in a 75% holding power increase versus competitive designs using one setscrew



## Taper-Lock Bushed



- Reduced maintenance time and costs
- Easy installation and removal
- Minimal shaft damage
- Clean, compact design
- Dodge original design, an industry standard for over 50 years
- Conforms with MPTA-B9i-2013 Taper-Lock bushing standard
- Combine with Diamond Dodge <D> Integral Key bushings for added value and convenience

## QD Bushed



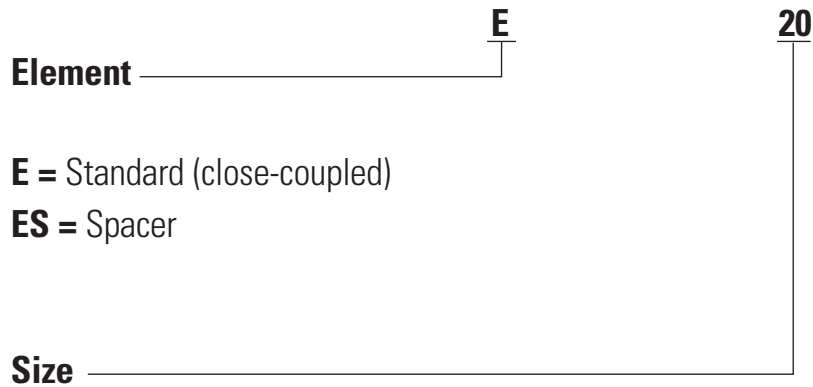
- “Quick Detachable” QD bushings for easy installation and removal
- Reduced maintenance time and costs
- Minimal shaft damage
- Increased bore capacities
- Robust flanged design featuring capscrew hardware
- Conforms with MPTA-B6i-2010 QD bushing standard

# How to Order

A complete Raptor coupling assembly consists of one element (standard or spacer) and two shaft hubs (finished bore, Taper-Lock, or QD). If Taper-Lock or QD shaft hubs are selected, bushings must also be selected for the desired shaft size.

## Nomenclature:

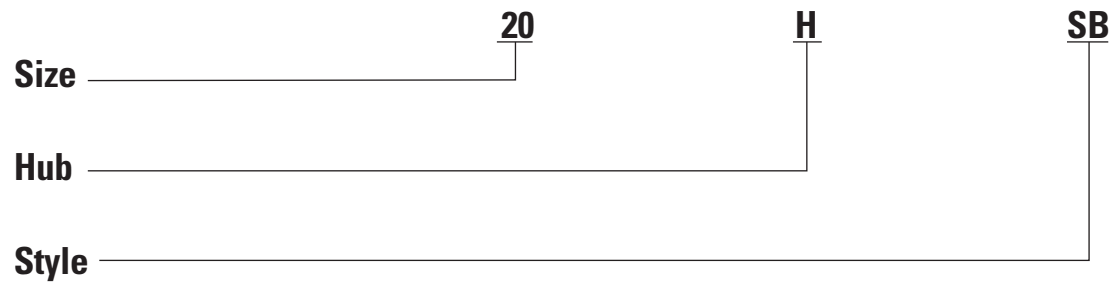
### Elements:



**E** = Standard (close-coupled)

**ES** = Spacer

### Hubs:



**RB** = Rough bore

**SB** = Finished bore (stock)

**CB** = Finished bore (custom)

**CBMM** = Custom Bore, Mill Motor

**TL** = Taper-Lock bushed

**QD** = QD bushed

## Selection Methods:

### TORQUE METHOD:

**Step 1:** Obtain required service factor from Service Factor Tables on pages 14 and 15

**Step 2:** Determine torque required for application.

$$\text{Torque (In - lbs)} = \frac{63025 \times \text{HP} \times \text{SF}}{\text{Coupling RPM}}$$

**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 non-reversing, 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 29 (or 28, if the current page 28 is removed) 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 service factor from Service Factor Tables on pages 14 and 15

**Step 2:** Determine the application HP per 100 RPM:

$$\text{HP} / 100 \text{ RPM} = \frac{\text{Motor HP} \times 100 \times \text{Service Factor}}{\text{Coupling RPM}}$$

**Step 3:** From Rating Tables, find a rating equal to or greater than HP design. Note 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.

# Baldor•Dodge Raptor Coupling Engineering

## Service Factor Table 1

Factor Δ	
Application (Read Footnotes)	Raptor
<b>AGITATORS</b>	
Paddle or Propeller (Vert. or Horiz.)	1.00
Screw	1.00
<b>BLOWERS</b>	
Centrifugal	1.00
Lobe	1.50
Vane	1.00
<b>BREWING &amp; DISTILLING</b>	
Bottling Machinery, Brew Kettle	1.00
Cooker (Continuous Duty)	1.00
Mash Tub	1.00
Scale Hopper-Frequent Starting Peaks	1.50
<b>CAN FILLING MACHINE</b>	1.00
<b>CAR DUMPER</b>	1.50
<b>CAR PULLER</b>	1.50
<b>CLARIFIER</b>	1.00
<b>CLASSIFIER</b>	1.00
<b>CLAY-WORKING MACHINES</b>	
Brick Press, Briquette Mach., Clay Working Mach., Pug Mill	1.50
<b>COMPRESSORS</b>	
Centrifugal. Lobe, Screw	1.00
Lobe, Rotary**	2.00
Reciprocating**	
1 cylinder - single acting	3.50
1 cylinder - double acting	3.00
2 cylinder- single acting	3.00
2 cylinder - double acting	2.50
3 cl. or more - single acting	2.50
3 cl. or more - double acting	2.00
<b>CONVEYORS</b>	
Apron, Assembly, Belt, Chain, Flight, Oven	1.00
Reciprocating	2.50
Screw	1.00
<b>CRANES AND HOISTS</b>	
Main Hoist-Medium Duty	1.50
Main Hoist-Heavy Duty	2.00
Skip Hoist, Travel Motion, Trolley	1.50
Motion, Slope	1.50
<b>CRUSHERS</b>	
Cane	2.00
Gyratory	2.50

Factor Δ	
Application (Read Footnotes)	Raptor
<b>DREDGES</b>	
Cable Reel, Screen Drive, Stacker	1.50
Conveyor	1.50
Cutter Head Drive, Jig Drive	2.50
Pump, Utility Winch	1.50
<b>DYNAMOMETER</b>	1.00
<b>ELEVATORS</b>	
Bucket, Freight	2.00
<b>EXCITER</b>	1.00
<b>FANS</b>	
Centrifugal	1.00
Cooling Tower	2.00
Heavy Duty (Forced Draft)	1.50
Induced Draft	1.50
Light	1.00
Propeller Indoor	1.50
<b>FOOD INDUSTRY</b>	
Beet Slicer	1.50
Cereal Cooker	1.00
Dough Mixer, Meat Grinder	1.50
<b>GENERATORS</b>	
Even Load	1.00
Hoist or Railway Service	1.50
Welder Load	2.00
<b>GRIZZLY</b>	2.00
<b>KILN</b>	2.00
<b>LAUNDRY MACHINES</b>	
Tumbler Washer	2.00
<b>LINE SHAFTS</b>	
Driving Processing Machinery	1.00
Light	1.00
<b>LUMBER INDUSTRY</b>	
Band Resaw	1.50
Circular Resaw	1.50
Edger Head Rig, Hog, Log Haul	2.00
Planer	1.50
Rolls Non-Reversing	1.50
Rolls Reversing	2.00
Sawdust Conveyor	1.00
Slab Conveyor	1.50
Sorting Table	1.50
<b>MACHINE TOOLS</b>	
Auxiliary	1.00

Factor Δ	
Application (Read Footnotes)	Raptor
<b>MACHINE TOOLS (continued)</b>	
Main Drive	1.50
Notching Press, Planer (Reversing), Plate Planer, Punch Press	1.50
Traverse	1.00
<b>METAL FORMING MACHINES</b>	
Draw Bench, Carriage, Main Drive, Extruder,	2.00
Wire Drawing, Flattening Machine	2.00
<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	1.50
Rod or Tube direct or	2.50
on LS Shaft Gear Reducer	2.50
on HS Shaft Gear Reducer	2.00
Tumbling Barrel	1.50
<b>MIXERS</b>	
Concrete (Continuous or intermittent)	1.50
Muller-Simpson type	1.50
<b>OIL INDUSTRY</b>	
Chiller	1.00
Oil Well Pumping (Not over 150% peak torque)	2.00
Paraffin Filter Press	1.50
<b>PAPER MILLS</b>	
Agitator	1.00
Barking Drum	2.50
Beater and Pulper	1.50
Bleacher	1.00
Calender	2.00
Chipper	3.00
Couch Cylinder Dryer	1.50
Felt Stretcher	1.00
Fourdrinier	1.50
Jordan	2.00
Press	2.00
Pulp Grinder	2.00
Stock Chest	1.50
Stock Pump	
Reciprocating	2.00



## Service Factor Table 1 (continued)

Factor Δ	
Application (Read Footnotes)	Raptor
<b>PAPER MILLS (continued)</b>	
Suction Roll	2.00
Winder	1.50
<b>PARAFFIN FILTER PRESS</b>	1.50
<b>PRINTING PRESS</b>	1.50
<b>PROPELLER Marine</b>	1.50
<b>PULLERS</b>	
Barge Hall	2.50
<b>PULVERIZERS</b>	
Hammermill-Light Duty	1.50
Hammermill-Heavy Duty	2.00
Hog	2.00
Roller	1.50
<b>PUMPS</b>	
For Stock Pumps See Paper Mills	
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

Factor Δ	
Application (Read Footnotes)	Raptor
2 cylinder-single acting	2.00
2 cylinder-double acting	1.50
3 cylinder or more	1.50
<b>RUBBER INDUSTRY</b>	
Banbury Mixer	2.50
Calender	2.00
Cracker Mixing Mill Plasticator	2.50
Refiner, Sheeter	2.00
Tire-Building Machine	2.00
Tire and Tube Press Opener Based on Peak Torque	1.00
Tuber and Strainer	1.50
Warming Mill	2.00
Washer	2.50
<b>SCREENS</b>	
Air Washing	1.00
Coal and Sand Rotary	1.50
Vibrating	2.50
Water	1.00
<b>SEWAGE DISPOSAL EQUIPMENT</b>	1.00
<b>SHOVEL</b>	2.00
<b>SHREDDER</b>	1.50

Factor Δ	
Application (Read Footnotes)	Raptor
<b>STEEL INDUSTRY</b>	
Cold Mills	
Coiler up or down	1.50
Strip, Temper	2.00
Hot Mills	
Coiler up or down	1.50
Edger Drive	1.50
Feed Roll Blooming	3.00
Roughing Mill Delivery	3.00
Non-reversing, Sheet Strip	3.00
Rod Mill	2.50
Soaking Pit Cover Drive Lift	3.00
Soaking Pit Cover Drive Travel	3.00
Rollout Table (non-reversing)	2.0
Rollout Table (reversing)	3.5
<b>STEERING GEAR</b>	1.00
<b>STOKER</b>	
<b>TEXTILE MILLS</b>	
Batcher	1.00
"Calender, Card Machine, D Can"	1.50
Dyeing Machine	1.00
Loom	1.50
Mangel, Napper, Soaper	1.00
Spinner, Tenter Frame	1.50
<b>WINDLASS</b>	1.50
<b>WOODWORKING MACHINES</b>	1.00

### SYSTEM SERVICE FACTOR CALCULATION

To determine the system service factor, the driver service factor adder (Table 1A) must be added to the driven service factor. (Table 1) Example: Determine the system service factor for a Raptor coupling used to couple a barking drum and a six-cylinder diesel engine.

$$\begin{aligned} \text{Driven S.F.} + \text{Driver S.F. Adder} &= \text{System S.F.} \\ 2.5 + .5 &= 3.0 \end{aligned}$$

- Δ The service factors listed are intended only as a general guide. Where substantial shock occurs or starting and stopping is frequent as on some "inching" drives and on some reversing drives or where the power source is an internal combustion engine with less

than four cylinders—Consult Dodge. Where torsional vibrations occur as in, for example, internal combustion engine or reciprocating compressor or pump applications, check the coupling stiffness for the possible development of damaging large-amplitude vibrations. A complete system torsional analysis may be necessary.

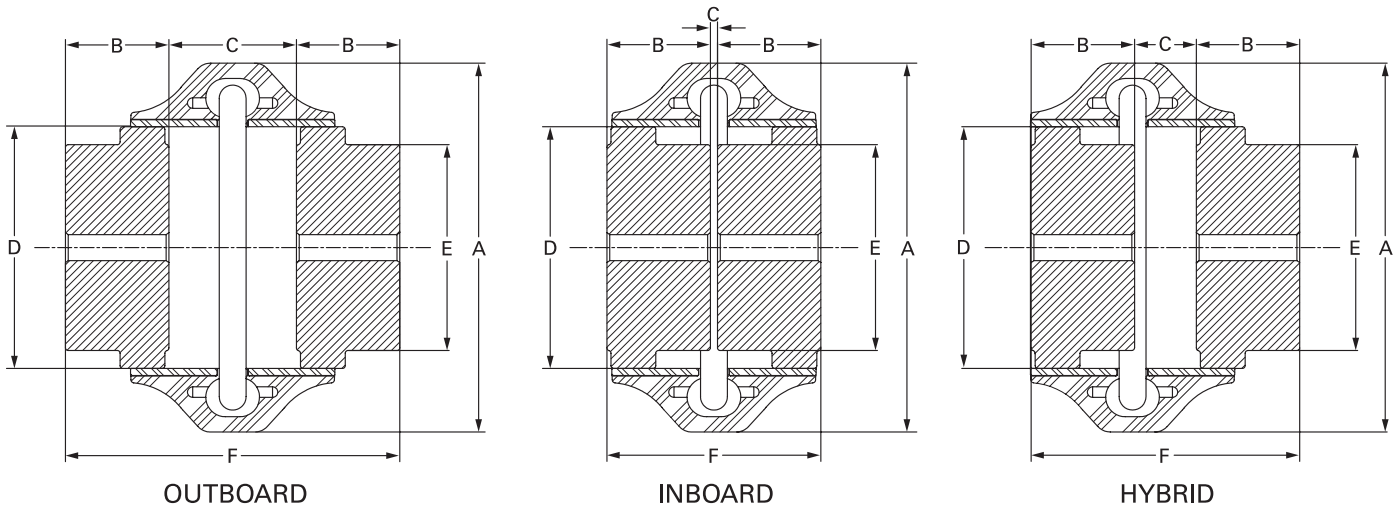
\*\* Add 0.5 to factor if without flywheel

◆ CONSULT DODGE FOR SELECTION ASSISTANCE

Table 1A-Driver Service Factor Adders

Type of Coupling	Electric Motor Std. Torque	High Torque Motors	Turbines	Reciprocating Engine Number of Cylinders				
				12 or More	8 to 11	6 to 7	4 to 5	Less than 4
Raptor	0.00	0.00	0.00	0.00	0.50	0.50	0.50	◆

# Ratings & Dimensions Close-Coupled - Finished Bore



Coupling Size	Min. Bore	Max. Bore <sup>1</sup>	HP/100	Max Torque (In-Lbs)	Max. RPM	A	B	C			D	E	F			Weight <sup>(2)</sup> (Lbs.)
								OUTBOARD	INBOARD	HYBRID			OUTBOARD	INBOARD	HYBRID	
E2	—	1.13	0.31	194	7,500	3.50	0.94	1.90	1.34	1.62	1.85	1.65	3.78	3.22	3.50	1.2
E3	—	1.38	0.59	371	7,500	4.00	1.50	1.34	0.78	1.06	2.32	2.00	4.34	3.78	4.06	2.3
E4	—	1.63	0.89	558	7,500	4.56	1.69	1.34	0.42	0.88	2.60	2.36	4.70	3.78	4.24	3.3
E5	—	1.88	1.47	926	7,500	5.38	1.75	1.84	0.78	1.31	3.13	2.80	5.34	4.28	4.81	5.4
E10	—	2.13	2.31	1,456	7,500	6.38	1.88	1.84	0.52	1.18	3.65	3.30	5.60	4.28	4.94	7.6
E20	0.75	2.38	3.66	2,308	6,600	7.25	2.06	2.46	0.42	1.44	4.48	4.00	6.58	4.54	5.56	12.7
E30	0.75	2.88	5.79	3,651	5,800	8.25	2.31	2.55	0.45	1.50	5.42	4.62	7.17	5.07	6.12	19.7
E40	0.75	3.38	8.73	5,504	5,000	9.50	2.50	2.83	0.43	1.63	6.63	5.75	7.83	5.43	6.63	33.5
E50	1.13	3.63	12.1	7,656	4,200	11.00	2.75	3.47	0.53	2.00	8.13	6.13	8.97	6.03	7.50	50.9
E60	1.13	4.00	19.8	12,505	3,800	12.50	3.25	3.63	0.49	2.06	8.75	6.50	10.13	6.99	8.56	71.3
E70	1.38	4.50	35.1	22,132	3,600	14.00	3.62	4.00	0.52	2.26	9.25	6.99	11.24	7.76	9.50	82.0
E80	1.63	6.00	62.7	39,503	2,000	16.00	4.87	5.87	—	2.88	11.25	9.49	15.61	—	12.62	169.4

(1) Consult page 29 for larger bore capacities with shallow keys

(2) Weight of complete coupling in pounds

(3) All dimensions in inches

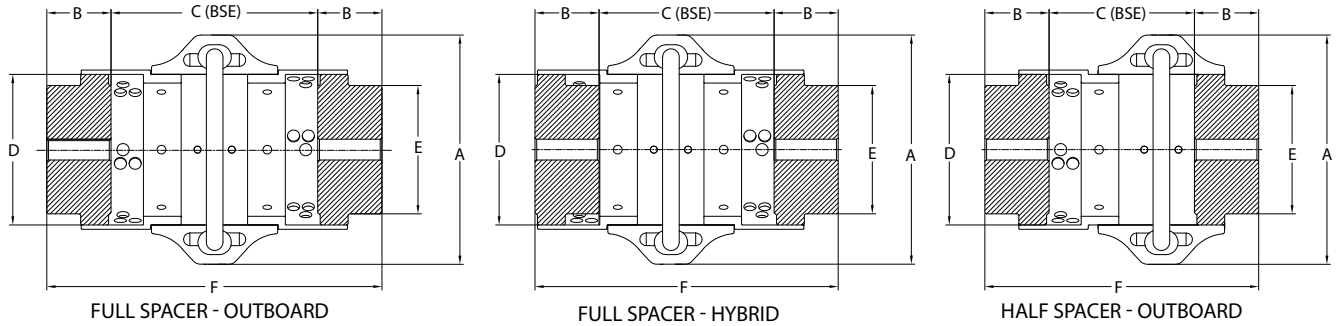
## Close-Coupled Inch Element Assemblies

Size	Standard (Natural Rubber)	Armored Elements	Replacement Hardware
E2	015843	017126	017000
E3	015844	017127	017001
E4	015845	017128	
E5	015846	017129	
E10	015847	017130	017180
E20	015848	017131	017002
E30	015849	017132	
E40	015850	017133	017003
E50	015851	017134	
E60	015852	017135	
E70	015853	017136	017004
E80	015854	017137	

(1) Element assemblies include hardware.

(2) Raptor elements are also available with metric hardware. This requires use of shaft hubs tapped for metric hardware. Reference International Couplings Catalog (ICA4004) or contact Baldor for more information.

# Ratings & Dimensions Spacer - Finished Bore



Coupling Size	Min. Bore	Max. Bore <sup>(1)</sup>	HP/100	Max Rated Torque (In-Lbs.)	Max. RPM	A	B	C		D	E	F		Weight <sup>(2)</sup> (Lbs.)
								Min.	Max.			Min.	Max.	
ES2	–	1.13	0.31	194	7,500	3.50	0.94	3.50	3.94	1.85	1.65	5.38	5.82	1.86
ES3	–	1.38	0.59	371	7,500	4.00	1.50	3.50	5.51	2.32	2.00	6.50	8.51	3.73
ES4	–	1.63	0.89	558	7,500	4.56	1.69	3.50	5.51	2.60	2.36	6.88	8.89	5.12
ES5	–	1.88	1.47	926	7,500	5.38	1.75	3.50	5.51	3.13	2.80	7.00	9.01	7.78
ES10	–	2.13	2.31	1,456	7,500	6.38	1.88	3.50	5.51	3.65	3.30	7.26	9.27	10.35
ES20	0.75	2.38	3.66	2,308	6,600	7.25	2.06	3.50	7.09	4.48	4.00	7.62	11.21	17.31
ES30	0.75	2.88	5.79	3,651	5,800	8.25	2.31	3.50	7.09	5.42	4.62	8.12	11.71	26.81
ES40	0.75	3.38	8.73	5,504	5,000	9.50	2.50	3.94	7.09	6.63	5.75	8.94	12.09	43.57
ES50	1.13	3.63	12.1	7,656	4,200	11.00	2.75	3.94	7.09	8.13	6.13	9.44	12.59	63.98
ES60	1.13	4.00	19.8	12,505	3,800	12.50	3.25	5.00	10.00	8.75	6.50	11.50	16.50	94.85
ES70	1.38	4.50	35.1	22,132	3,600	14.00	3.62	7.00	10.00	9.25	6.99	14.24	17.24	106.34
ES80	1.63	6.00	62.7	39,503	2,000	16.00	4.87	7.00	10.00	11.25	9.49	16.74	19.74	207.47

- (1) Consult page 29 for larger bore capacities with shallow keys
- (2) Weight of complete coupling at maximum bore with four spacer extensions
- (3) All dimensions in inches

## Finished Bore Spacer Lengths

Size	Standard (Natural Rubber) Element Part Numbers		ANSI (in.)				ISO & DIN (mm)			
	Full Spacer	Half Spacer	3.5	5	7	10	100	140	180	250
ES2	017064	017182	■				■			
ES3	017065	017183	■	■			■	■		
ES4	017066	017184	■	■			■	■		
ES5	017067	017185	■	■			■	■		
ES10	017068	017186	■	■			■	■		
ES20	017069	017187	■	■	■		■	■	■	
ES30	017070	017188	■	■	■		■	■	■	
ES40	017071	017189		■	■		■	■	■	
ES50	017072	017190		■	■		■	■	■	
ES60	017073	017191		■	■	■		■	■	■
ES70	017074	017192			■	■			■	■
ES80	017075	017193			■	■			■	■

- (1) Element assemblies include hardware.
- (2) Table shows actual spacer lengths relative to standard ANSI and ISO spacer lengths
- (3) All calculations based off of outboard hubs.

- Full Spacer Outboard Method
- Full Spacer Hybrid Method
- Half Spacer Outboard Method
- Half Spacer Hybrid Method

# Hub Part Numbers

## Finished Bore - Inch Bores

Bore (in.)	Coupling Size											
	2	3	4	5	10	20	30	40	50	60	70	80
Reborable	015234	015235	015236	015237	015238	015239	015240	015241	015242	015243	015244	015245
1/2"	015425	015436	015451	015474	015501							
9/16"	015426	015437	015452	015475	015502							
5/8"	015427	015438	015453	015476	015503							
11/16"	015428	015439	015454	015477	015504							
3/4"	015429	015440	015455	015478	015505	015532	015563	015602				
13/16"	015430	015441	015456	015479	015506	015533	015564	015603				
7/8"	015431	015442	015457	015480	015507	015534	015565	015604				
15/16"	015432	015443	015458	015481	015508	015535	015566	015605				
1"	015433	015444	015459	015482	015509	015536	015567	015606				
1-1/16"	015434	015445	015460	015483	015510	015537	015568	015607				
1-1/8"	015435	015446	015461	015484	015511	015538	015569	015608	015649	015694		
1-3/16"		015447	015462	015485	015512	015539	015570	015609	015650	015695		
1-1/4"		015448	015463	015486	015513	015540	015571	015610	015651	015696		
1-5/16"		015449	015464	015487	015514	015541	015572	015611	015652	015697		
1-3/8"		015450	015465	015488	015515	015542	015573	015612	015653	015698	015749	
1-7/16"			015466	015489	015516	015543	015574	015613	015654	015699	015750	
1-1/2"			015467	015490	015517	015544	015575	015614	015655	015700	015751	
1-9/16"			015468	015491	015518	015545	015576	015615	015656	015701	015752	
1-5/8"			015469	015492	015519	015546	015577	015616	015657	015702	015753	015867
1-11/16"				015493	015520	015547	015578	015617	015658	015703	015754	015868
1-3/4"				015494	015521	015548	015579	015618	015659	015704	015755	015869
1-13/16"				015495	015522	015549	015580	015619	015660	015705	015756	015870
1-7/8"				015496	015523	015550	015581	015620	015661	015706	015757	015871
1-15/16"					015524	015551	015582	015621	015662	015707	015758	015872
2"					015525	015552	015583	015622	015663	015708	015759	015873
2-1/16"					015526	015553	015584	015623	015664	015709	015760	015874
2-1/8"					015527	015554	015585	015624	015665	015710	015761	015875
2-3/16"						015555	015586	015625	015666	015711	015762	015876
2-1/4"						015556	015587	015626	015667	015712	015763	015877
2-5/16"						015557	015588	015627	015668	015713	015764	015878
2-3/8"						015558	015589	015628	015669	015714	015765	015879
2-7/16"							015590	015629	015670	015715	015766	015880
2-1/2"							015591	015630	015671	015716	015767	015881
2-9/16"							015592	015631	015672	015717	015768	015882
2-5/8"							015593	015632	015673	015718	015769	015883
2-11/16"							015594	015633	015674	015719	015770	015884
2-3/4"							015595	015634	015675	015720	015771	015885

 Stock bores

- Listed shaft hubs are tapped for imperial hardware, and intended for use with Imperial element assemblies. Shaft hubs and element assemblies are also available for use with metric hardware. Reference International Catalog (ICA4004) or contact Baldor-Dodge for more information.
- Unless otherwise specified, finished bores for sizes E2-E60 are Class 1 clearance fit and sizes E70-E80 are interference fit per AGMA 9002. See page 26 for additional details.

## Finished Bore - Inch Bores (Cont.)

Bore (in.)	Coupling Size											
	2	3	4	5	10	20	30	40	50	60	70	80
2-13/16"							015596	015635	015676	015721	015772	015886
2-7/8"							015597	015636	015677	015722	015773	015887
2-15/16"								015637	015678	015723	015774	015888
3"								015638	015679	015724	015775	015889
3-1/16"								015639	015680	015725	015776	015890
3-1/8"								015640	015681	015726	015777	015891
3-3/16"								015641	015682	015727	015778	015892
3-1/4"								015642	015683	015728	015779	015893
3-5/16"								015643	015684	015729	015780	015894
3-3/8"								015644	015685	015730	015781	015895
3-7/16"									015686	015731	015782	015896
3-1/2"									015687	015732	015783	015897
3-9/16"									015688	015733	015784	015898
3-5/8"									015689	015734	015785	015899
3-11/16"										015735	015786	015900
3-3/4"										015736	015787	015901
3-13/16"										015737	015788	015902
3-7/8"										015738	015789	015903
3-15/16"										015739	015790	015904
4"										015740	015791	015905
4-3/16"											015792	015906
4-1/4"											015793	015907
4-3/8"											015794	015908
4-7/16"											015795	015909
4-1/2"											015796	015910
4-11/16"												015911
4-3/4"												015912
4-7/8"												015913
4-15/16"												015914
5"												015915
5-3/16"												015916
5-1/4"												015917
5-7/16"												015918
5-1/2"												015919
5-11/16"												015920
5-3/4"												015921
5-15/16"												015922
6"												015923

 Stock bores

- Listed shaft hubs are tapped for imperial hardware, and intended for use with Imperial element assemblies. Shaft hubs and element assemblies are also available for use with metric hardware. Reference International Catalog (ICA4004) or contact Baldor-Dodge for more information.
- Unless otherwise specified, finished bores for sizes E2-E60 are Class 1 clearance fit and sizes E70-E80 are interference fit per AGMA 9002. See pages 26 and 27 for additional details.

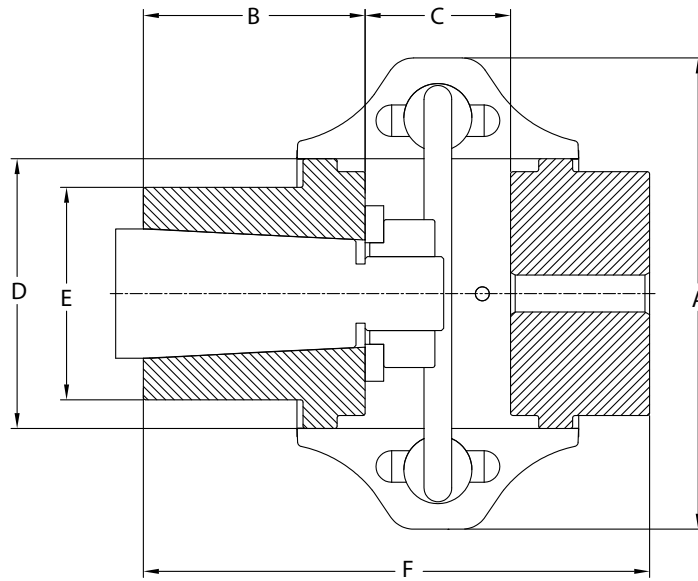
# Hub Part Numbers

## Finished Bore - Metric Bores

Bore (in.)	Coupling Size											
	2	3	4	5	10	20	30	40	50	60	70	80
Reborable	015234	015235	015236	015237	015238	015239	015240	015241	015242	015243	015244	015245
11	016225	016236	016250	016267	016286							
12	016226	016237	016251	016268	016287							
14	016227	016238	016252	016269	016288							
16	016228	016239	016253	016270	016289							
17	016229	016240	016254	016271	016290							
18	016230	016241	016255	016272	016291							
19	016231	016242	016256	016273	016292	016307	016325	016347				
20	016232	016243	016257	016274	016293	016308	016326	016348				
22	016233	016244	016258	016275	016294	016309	016327	016349				
24	016234	016245	016259	016276	016295	016310	016328	016350				
25	016235	016246	016260	016277	016296	016311	016329	016351				
28		016247	016261	016278	016297	016312	016330	016352	016372	016393		
30		016248	016262	016279	016298	016313	016331	016353	016373	016394		
32		016249	016263	016280	016299	016314	016332	016354	016374	016395		
35			016264	016281	016300	016315	016333	016355	016375	016396	016416	
38			016265	016282	016301	016316	016334	016356	016376	016397	016417	
40			016266	016283	016302	016317	016335	016357	016377	016398	016418	016438
42				016284	016303	016318	016336	016358	016378	016399	016419	016439
45				016285	016304	016319	016337	016359	016379	016400	016420	016440
48					016305	016320	016338	016360	016380	016401	016421	016441
50					016306	016321	016339	016361	016381	016402	016422	016442
55						016322	016340	016362	016382	016403	016423	016443
56						016323	016341	016363	016383	016404	016424	016444
60						016324	016342	016364	016384	016405	016425	016445
63							016343	016365	016385	016406	016426	016446
65							016344	016366	016386	016407	016427	016447
70							016345	016367	016387	016408	016428	016448
71							016346	016368	016388	016409	016429	016449
75								016369	016389	016410	016430	016450
80								016370	016390	016411	016431	016451
85								016371	016391	016412	016432	016452
90									016392	016413	016433	016453
95										016414	016434	016454
100										016415	016435	016455
105											016436	016456
110											016437	016457
120												016458
125												016459
130												016460
140												016461
150												016462

• Listed shaft hubs are tapped for imperial hardware, and intended for use with Imperial element assemblies. Shaft hubs and element assemblies are also available for use with metric hardware. Reference International Catalog (ICA4004) or contact Baldor-Dodge for more information.  
 • Unless otherwise specified, finished bores for E2-E60 are transitional fit and sizes E70-E80 are interference fit per ISO R775. See page 28 for details.

# Ratings & Dimensions, Mill Motor

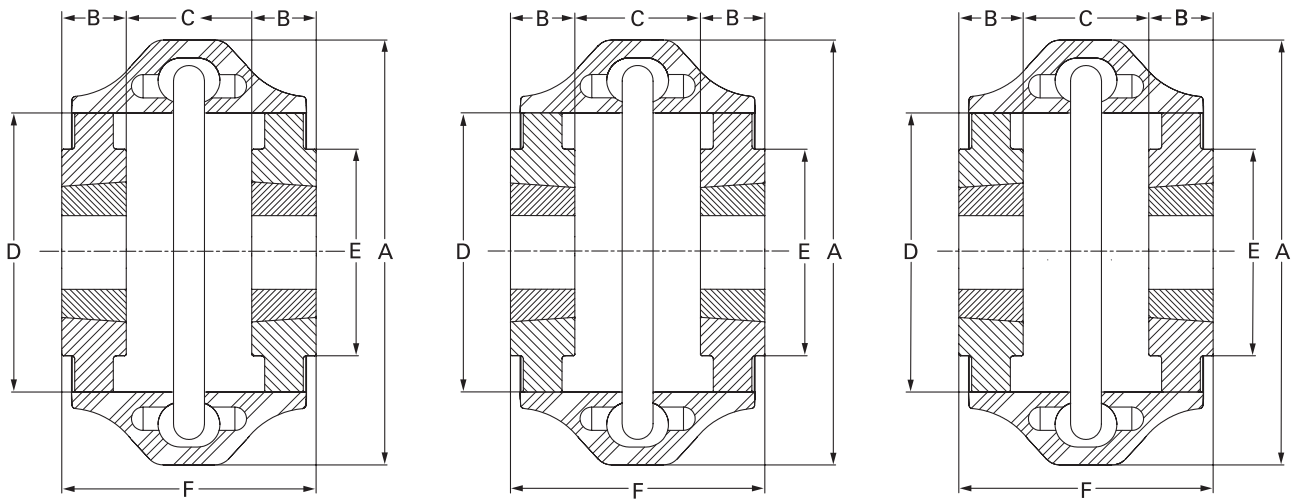


**Mill Motor Hubs - HCBMM**

Size	Mill Motor Size	HP/100	Max Rated Torque (In-Lbs.)	Max. RPM	A	B	C	D	E	F	Weight (Lbs.)
E10	602/802	2.31	1,456	7,500	6.38	3.00	1.81	3.65	2.88	6.68	5.8
E20	802B/802C	3.66	2,308	6,600	7.25	3.00	2.38	4.48	3.00	7.44	9.8
	603					3.50				7.94	9.1
E30	603/803, 604/804	5.79	3,651	5,800	8.25	3.50	2.44	5.42	3.50	8.25	15.8
E40	604/804	8.73	5,504	5,000	9.50	3.50	2.68	6.63	3.50	8.68	26.0
E50	406/606/806	12.15	7,656	4,200	11.00	4.00	3.38	8.13	4.00	10.13	39.8
	408/608/808									10.63	36.0
E60	406/606/806	19.84	12,505	3,800	12.50	4.00	3.44	8.75	4.50	10.69	58.2
	408/608/808									11.19	54.8
E70	408/608/808	35.12	22,132	3,600	14.00	4.50	3.75	9.25	4.75	11.88	61.0
	410/610/810									12.38	58.4
	412/612/812									14.38	54.4
E80	410/610/810	62.68	39,503	2,000	16.00	4.50	5	11.25	6.00	14.38	118.0
	412/612/812					5.00				14.88	115.3
	614					14.88				106.1	

Size	Mill Motor Size	Description	Part Number
E10	602/802	10HMMCB - 602/802	017088
E20	802B/802C	20HMMCB - 802	017089
	603	20HMMCB - 603	017090
E30	603/803, 604/804	30HMMCB - 603/803 604/804	017091
E40	604/804	40HMMCB - 604/804	017092
E50	406/606/806	50HMMCB - 406/606/806	017093
	408/608/808	50HMMCB - 408/608/808	017094
E60	406/606/806	60HMMCB - 406/606/806	017095
	408/608/808	60HMMCB - 408/608/808	017096
E70	408/608/808	70HMMCB - 408/608/808	017097
	410/610/810	70HMMCB - 410/610/810	017098
	412/612/812	70HMMCB - 412/612/812	017099
E80	410/610/810	80HMMCB - 410/610/810	017100
	412/612/812	80HMMCB - 412/612/812	017101
	614	80HMMCB - 614	017102

# Ratings & Dimensions Close-Coupled - Taper-Lock Bushed



OUTBOARD

INBOARD

HYBRID

Coupling Size	Bushing Size	Max. Bore <sup>(1)</sup>	HP/100	Max Torque (In-Lbs.)	Max. RPM	A	B	C	D	E	F	G <sup>(2)</sup>	H <sup>(3)</sup>	Weight <sup>(4)</sup> (Lbs.)
E3	1008	1.00	0.59	371	7,500	4.00	0.88	1.68	2.32	2.00	3.44	0.63	0.75	2.2
E4	1008	1.00	0.89	558	7,500	4.56	0.88	1.68	2.60	2.25	3.44	0.63	0.75	2.9
E5	1108	1.13	1.47	926	7,500	5.38	0.88	2.19	3.13	2.80	3.95	0.63	0.75	4.8
E10	1310	1.44	2.31	1,456	7,500	6.38	1.00	2.06	3.65	3.30	4.06	0.81	1.06	6.4
E20	1610	1.69	3.66	2,308	6,600	7.25	1.00	2.50	4.48	3.50	4.50	0.81	1.06	9.2
E30	2012	2.13	5.79	3,651	5,800	8.25	1.25	2.56	5.42	4.01	5.06	0.94	1.38	14.8
E40	2517	2.69	8.73	5,504	5,000	9.50	1.75	2.38	6.63	4.63	5.88	1.00	1.63	23.8
E50	2517	2.69	12.1	7,656	4,200	11.00	1.75	3.00	8.13	4.93	6.50	1.00	1.63	35.2
E60	3020	3.25	19.8	12,505	3,800	12.50	2.00	3.31	8.75	5.75	7.31	1.19	2.06	53.6
E70	3535	3.94	35.1	22,132	3,600	14.00	3.50	2.38	9.25	6.50	9.38	1.31	2.69	77.7
E80	4040	4.44	62.7	39,503	2,000	16.00	4.00	3.75	11.25	7.75	11.75	1.63	3.38	129.0

(1) Maximum bores may require use of shallow key and/or steel bushings. Consult the Baldor•Dodge PTC Engineering catalog for bushing requirements.

(2) Space required to tighten bushing with shortened hex key

(3) Space required to loosen bushing with shortened hex key

(4) Weight of complete coupling including the bushing at maximum bore

(5) All dimensions in inches

## Taper-Lock Bushed Part Numbers

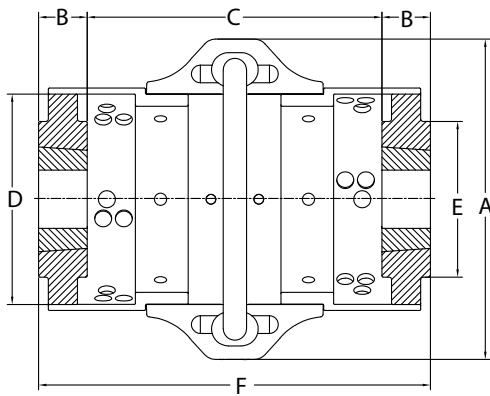
Coupling Size	TL Hub	Bushing Size	Standard (Natural Rubber) Element	Armored Elements	Replacement Hardware
3HTL	015801	1008	015844	017127	017001
4HTL	015802	1008	015845	017128	
5HTL	015803	1108	015846	017129	
10HTL	015804	1310	015847	017130	017180
20HTL	015805	1610	015848	017131	017002
30HTL	015806	2012	015849	017132	
40HTL	015807	2517	015850	017133	017003
50HTL	015808	2517	015851	017134	
60HTL	015809	3020	015852	017135	017004
70HTL	015810	3535	015853	017136	
80HTL	015865	4040	015854	017137	

(1) Element assemblies include hardware.

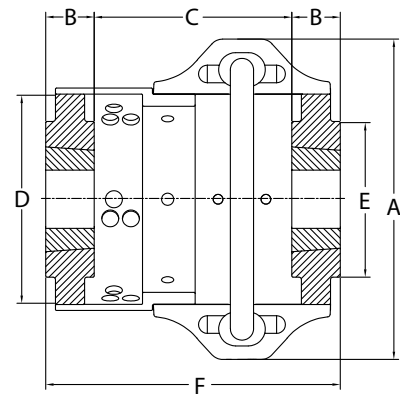
(2) Raptor elements are also available with metric hardware. This requires use of shaft hubs tapped for metric hardware. Reference International Couplings Catalog (ICA4004) or contact Baldor for more information.



# Ratings & Dimensions Spacer - Taper-Lock Bushed



FULL SPACER



HALF SPACER

Coupling Size	Bushing Size	Max. Bore <sup>(1)</sup>	HP/100	Max Torque (In-Lbs.)	Max. RPM	A	B	C		D	E	F		Weight <sup>(2)</sup> (Lbs.)
								Min.	Max			Min.	Max.	
ES3	1008	1.00	0.59	371	7,500	4.00	0.88	3.31	5.32	2.32	2.00	5.07	8.32	3.6
ES4	1008	1.00	0.89	558	7,500	4.56	0.88	3.31	5.32	2.60	2.36	5.07	8.70	4.7
ES5	1108	1.13	1.47	926	7,500	5.38	0.88	3.31	5.32	3.13	2.80	5.07	8.82	7.2
ES10	1310	1.44	2.31	1,456	7,500	6.38	1.00	3.37	5.38	3.65	3.30	5.37	9.14	9.2
ES20	1610	1.69	3.66	2,308	6,600	7.25	1.00	3.54	7.13	4.48	4.00	5.54	11.25	13.8
ES30	2012	2.13	5.79	3,651	5,800	8.25	1.25	3.66	7.25	5.42	4.62	6.16	11.87	21.9
ES40	2517	2.69	8.73	5,504	5,000	9.50	1.75	4.00	7.59	6.63	5.75	7.50	12.59	33.9
ES50	2517	2.69	12.1	7,656	4,200	11.00	1.75	4.00	7.59	8.13	6.13	7.50	13.09	48.3
ES60	3020	3.25	19.8	12,505	3,800	12.50	2.00	4.00	10.34	8.75	6.50	8.00	16.84	77.1
ES70	3535	3.94	35.1	22,132	3,600	14.00	3.50	4.55	10.89	9.25	6.99	11.55	18.13	102.0
ES80	4040	4.44	62.7	39,503	2,000	16.00	4.00	5.00	11.34	11.25	9.49	13.00	21.08	166.8

- (1) Maximum bores may require use of shallow key and/or steel bushings. Consult the Baldor-Dodge PTC Engineering catalog for bushing requirements.
- (2) Weight of complete coupling at maximum bore with four spacer extensions and bushings at maximum bore
- (3) All dimensions in inches

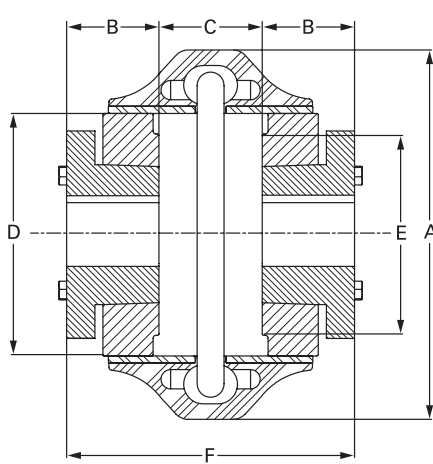
## Taper-Lock Bushed Spacer Length Options

Size	Standard (Natural Rubber)		ANSI (in.)				ISO & DIN (mm)				
	Element Part Number		3.5	5	7	10	100	140	180	250	
	Full Spacer	Half Spacer									
ES3	017065	017183	3.3	4.8			96	136			
ES4	017066	017184	3.3	4.8			96	136			
ES5	017067	017185	3.3	4.8			96	136			
ES10	017068	017186	3.3	4.8			96	136			
ES20	017069	017187	3.5	5.0	7.0		99	139	179		
ES30	017070	017188	3.5	5.0	7.0		100	140	180		
ES40	017071	017189		5.2	7.2		106	146	186		
ES50	017072	017190		5.2	7.2		106	146	186		
ES60	017073	017191		5.2	7.2	10.2		144	184	254	
ES70	017074	017192			7.8	10.8				201	271
ES80	017075	017193			8.1	11.1				207	277

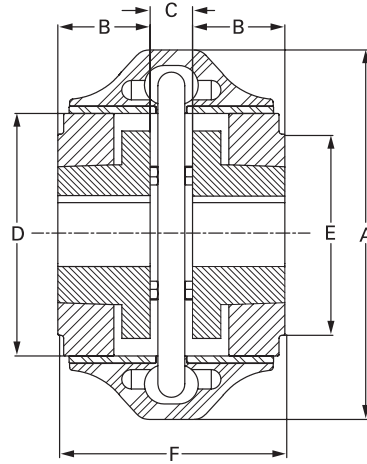
- (1) Element assemblies include hardware.
- (2) Table shows actual spacer lengths relative to standard ANSI and ISO spacer lengths

Full Spacers  
Half Spacers

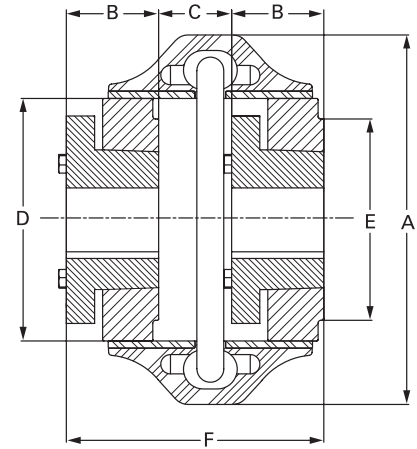
# Ratings & Dimensions Close-Coupled - QD Bushed



OUTBOARD



INBOARD



HYBRID

Coupling Size	Bushing Size	Max. Bore <sup>(1)</sup>	HP/100	Max Torque (In-Lbs.)	Max. RPM	A	B	C			D	E	F			G <sup>(2)</sup>		H <sup>(3)</sup>		Weight <sup>(4)</sup> (Lbs.)
								Out-board	In-board	Hybrid			Out-board	In-board	Hybrid	Out-board	In-board			
E4	JA	1.19	0.89	558	7,500	4.56	1.00	1.90	1.24	1.57	2.60	2.25	3.88	3.22	3.55	1.13	0.41	1.56	1.13	2.9
E5	SH	1.63	1.47	926	7,500	5.38	1.25	1.88	1.62	1.75	3.13	2.80	4.50	4.24	4.37	1.51	0.54	2.08	1.51	4.9
E10	SDS	1.94	2.31	1,456	7,500	6.38	1.31	2.32	1.20	1.76	3.65	3.30	4.92	3.80	4.36	1.56	0.59	2.13	1.56	6.3
E20	SK	2.50	3.66	2,308	6,600	7.25	1.88	2.62	0.44	1.53	4.48	3.81	6.56	4.38	5.47	2.25	0.72	2.32	2.19	11.1
E30	SF	2.94	5.79	3,651	5,800	8.25	2.00	2.43	1.25	1.84	5.42	4.50	6.37	5.19	5.78	2.30	0.78	3.19	2.25	17.6
E40	E	3.50	8.73	5,504	5,000	9.50	2.63	2.00	1.00	1.50	6.63	5.75	7.26	6.26	6.76	3.05	1.12	4.30	3.00	33.1
E50	E	3.50	12.1	7,656	4,200	11.00	2.63	3.13	1.11	2.12	8.13	5.75	8.39	6.37	7.38	3.05	1.12	4.30	3.00	44.9
E60	F	3.94	19.8	12,505	3,800	12.50	3.63	2.13	1.19	1.66	8.75	6.50	9.43	8.49	8.96	3.99	1.09	5.31	3.94	68.4
E70	J	4.50	35.1	22,132	3,600	14.00	4.50	1.70	0.92	1.31	9.25	7.25	10.84	10.06	10.45	3.80	1.28	5.37	4.81	90.7
E80	M	5.50	62.7	39,503	2,000	16.00	6.75	1.49	0.31	0.90	11.25	9.49	15.19	14.01	14.60	-	2.16	-	7.69	203.0

(1) Maximum bores may require use of shallow key. Consult the Baldor•Dodge PTC Engineering catalog for bushing requirements.

(2) Space required to tighten bushing with open end wrench

(3) Space required to loosen bushing with open end wrench

(4) Weight of complete coupling including the bushing at maximum bore

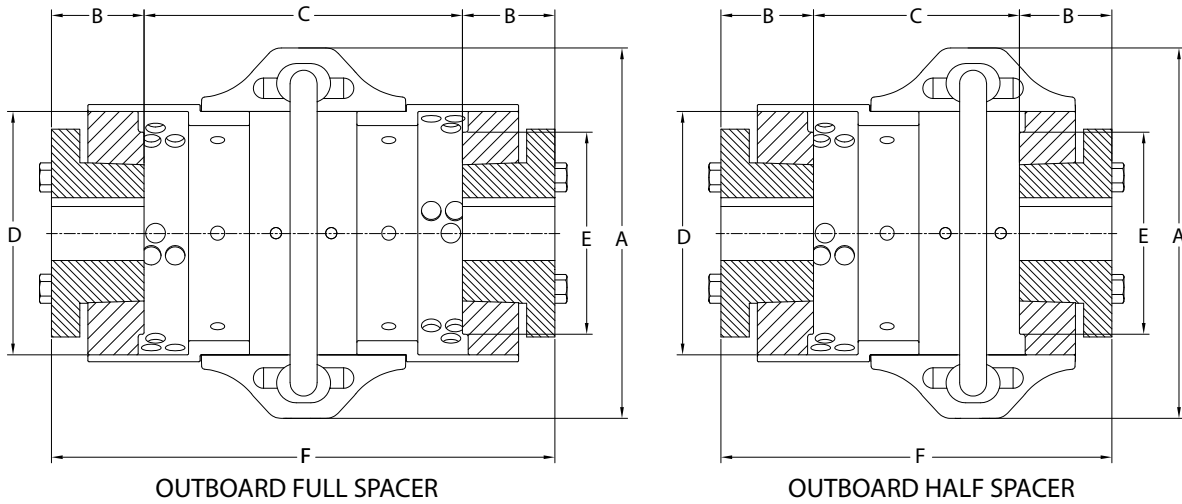
(5) All dimensions in inches

## QD Bushed Part Numbers

Coupling Size	QD Hub	Bushing Size	Standard (Natural Rubber) Elements	Armored Elements	Replacement Hardware
4HQD	015811	JA	015845	017128	017001
5HQD	015812	SH	015846	017129	
10HQD	015813	SDS	015847	017130	017180
20HQD	015814	SK	015848	017131	
30HQD	015815	SF	015849	017132	017002
40HQD	015816	E	015850	017133	
50HQD	015817	E	015851	017134	017003
60HQD	015818	F	015852	017135	
70HQD	015819	J	015853	017136	017004
80HQD	015866	M	015854	017137	

Element assemblies include hardware.

# Ratings & Dimensions Spacer - QD Bushed



Coupling Size	Bushing Size	Max. Bore <sup>(1)</sup>	HP/100	Max Rated Torque (In-Lbs.)	Max. RPM	A	B	C		D	E	F		Weight <sup>(2)</sup> (Lbs.)
								Min.	Max			Min.	Max.	
ES4	JA	1.19	0.89	558	7,500	4.56	1.00	3.22	5.23	2.60	2.36	5.22	7.23	4.7
ES5	SH	1.63	1.47	926	7,500	5.38	1.25	3.47	5.48	3.13	2.80	5.97	7.98	7.2
ES10	SDS	1.94	2.31	1,456	7,500	6.38	1.31	3.27	5.28	3.65	3.30	5.89	7.90	9.0
ES20	SK	2.50	3.66	2,308	6,600	7.25	1.88	3.41	7.00	4.48	4.00	7.17	10.76	15.7
ES30	SF	2.94	5.79	3,651	5,800	8.25	2.00	3.54	7.13	5.42	4.62	7.54	11.13	24.8
ES40	E	3.50	8.73	5,504	5,000	9.50	2.63	4.00	7.59	6.63	5.75	9.26	12.85	43.1
ES50	E	3.50	12.1	7,656	4,200	11.00	2.63	3.83	7.42	8.13	6.13	9.09	12.68	58.0
ES60	F	3.94	19.8	12,505	3,800	12.50	3.63	4.60	10.94	8.75	6.50	11.86	18.20	91.9
ES70	J	4.50	35.1	22,132	3,600	14.00	4.50	4.89	11.23	9.25	6.99	13.89	20.23	115.0
ES80	M	5.50	62.7	39,503	2,000	16.00	6.75	5.88	12.22	11.25	9.49	19.38	25.72	240.9

(1) Maximum bores may require use of shallow key. Consult the Baldor-Dodge PTC Engineering catalog for bushing requirements.

(2) Weight of complete coupling at maximum bore with four spacer extensions

(3) All dimensions in inches

## QD Bushed Spacer Length Options

Size	Standard (Natural Rubber) Element Part Number		ANSI (in.)				ISO & DIN (mm)			
	Full Spacer	Half Spacer	3.5	5	7	10	100	140	180	250
ES4	017066	017184	3.2	4.7			93	133		
ES5	017067	017185	3.5	5.0			99	139		
ES10	017068	017186	3.3	4.8			94	134		
ES20	017069	017187	3.4	4.9	6.9		98	138	178	
ES30	017070	017188	3.6	5.1	7.1		102	142	182	
ES40	017071	017189		5.4	7.4		111	151	191	
ES50	017072	017190		5.2	7.2		104	144	184	
ES60	017073	017191		5.8	7.8	10.8		159	199	269
ES70	017074	017192			8.2	11.2			209	279
ES80	017075	017193			9.2	12.2			236	306

(1) Element assemblies include hardware.

(2) Table shows actual spacer lengths relative to standard ANSI and ISO spacer lengths

(3) All calculations based off of outboard hubs.

Full Spacers  
Half Spacers







## Temperature Ratings

ELEMENT TYPE	MINIMUM	MAXIMUM <sup>(1)</sup>
Standard Element	-45°F	220°F
Armored Element	-45°F	220°F

(1) Reference high temperature adjustment factors for applications in excess of 180°F

## High Temperature Adjustment Factors

TEMPERATURE RANGE	ADJUSTMENT
180°F - 200°F	+ 0.75
201°F - 220°F	+ 1.0

NOTE: High temperature adjustment factors are only to be added to the standard system service factors as needed. High temperature service factors are not included in the standard application service factor in order to prevent oversizing coupling selections.

## Bore Ranges

Coupling Size	Finished Bore		Taper-Lock			OD		
	Minimum Bore	Max. Bore <sup>(1)</sup>	Bushing Size	Minimum Bore	Max. Bore <sup>(2)</sup>	Bushing Size	Minimum Bore	Max. Bore <sup>(2)</sup>
2	-	1.188	-	-	-	-	-	-
3	-	1.375	1008	0.500	1.000	-	-	-
4	-	1.750	1008	0.500	1.000	JA	0.500	1.188
5	-	1.938	1108	0.500	1.125	SH	0.500	1.625
10	-	2.250	1310	0.500	1.438	SDS	0.500	1.938
20	0.750	2.750	1610	0.500	1.688	SK	0.500	2.500
30	0.750	3.250	2012	0.500	2.125	SF	0.500	2.938
40	0.750	3.750	2517	0.500	2.688	E	0.875	3.500
50	1.125	4.000	2517	0.500	2.688	E	0.875	3.500
60	1.125	4.500	3020	0.875	3.250	F	1.000	3.938
70	1.375	4.875	3535	1.188	3.938	J	1.500	4.500
80	1.875	6.750	4040	1.438	4.438	M	2.000	5.500

(1) Larger bore capacities available. Contact DODGE Engineering for additional details

(2) With steel Dodge bushings and/or shallow keyway

## Torsional Stiffness

Size	Static Torsional Stiffness (in-lbs/degree)
E2	23
E3	32
E4	46
E5	97
E10	114
E20	120
E30	275
E40	440
E50	783
E60	1,379
E70	1,856
E80	2,800

Values are shown for an ambient temperature of 70° F

Values are nominal and may vary by +/- 20%

Torsional stiffness values are for both the standard Natural Rubber and Armored Element

## Elastomer Chemical Comptability

Substance	Natural Rubber	Armored Element	Substance	Natural Rubber	Armored Element
Acetic Acids	2	3	Hydrobromic Acid (40%)	1	2
Acetic Anhydride	2	3	Kerosene	3	2
Alcohols, Monohydric	2	nd	Lacquers	3	3
Ammonia Anhydrous	3	2	Lead Sufamate	2	nd
ASTM A Oils	3	1	Mineral Oil	3	1
Animal Fast	3	2	Naphtha	3	2
Benzene	3	3	Nickel Chloride	1	3
Carbonic Acid	3	3	Nitric Acid (10%)	1	3
Calcium Bisulfite	2	nd	Ozone	3	1
Chloracetone	2	3	Petroleum (<250°F)	3	2
Chloroacetic Acid	2	3	Potassium Dichromate	2	1
Copper Sulphate	2	1	Salt Water	1	2
Corn Oil	2	1	Silicone Oils	1	1
Diesel Oil	3	2	Sulfuric Acid (Con.)	3	3
Fuel Oil	3	2	Vinegar	2	3
Gasoline	2	2	Zinc Sulfate	2	2

Ratings:

1 - Minor Effect    2 - Moderate Effect    3 - Severe Effect    nd - No Data



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