ADVANCED SEALING Technology

DODGE TORQUE-ARM II™ Heavy Duty Shaft Mounted Speed Reducers

With 50 years of proven dependability and more than 1.5 million units in service throughout the world DODGE TORQUE-ARM II speed reducers are the standard of the industry.

Specify a DODGE TORQUE-ARM II and you get more than just power. You get a rugged, dependable product. Innovative technology. Responsive technical support and unmatched industry application expertise. When you add that all up, it’s your assurance of power plus performance from a single proven source and the established leader in power transmission.

Improved Sealing Features

- New advanced heavy duty sealing system improves sealing performance with less lip pressure and a wider contact pattern than conventional lip seals
- Bi-rotational, hydrodynamic radial lip design
- Smooth molded lip
- Hydrodynamic action provides better lip lubrication and greatly reduces shaft wear
- Pumps lubricant in, seals out contaminants
- Coated seal OD to maintain tight fit in reducer
- Secondary exccluder seal with contact lip
- Hydrogenated Nitrile Butadiene Rubber-HNBR

Improved Sealing Benefits

- Excellent oil resistance & compatibility
- -40°F to +300°F temperature range
- Lower temperature seal operation
- Much lower shaft & seal drag
- Reduced shaft wear & grooving
- Extends seal service life up to 6 times
- Reduces entry of fewer contaminants
- Maintains fresh film of oil
- Seal compound offers improved tensile strength and resistance to heat, abrasion, hardening in hot oil, ozone and weathering
- 100% Factory tested

Additional Features

- Optional v-ring flinger seal kit (includes input & output seals, see chart for part numbers)
- New breather system
- 36 / 18 month warranty
- Meets or exceeds AGMA standards
DODGE Twin Tapered Bushing System

Exclusive twin tapered bushings provide sturdy, concentric grip of the driven shaft on both sides of the reducer. This eliminates the wobble and fretting corrosion normally associated with single bushed shaft mounted reducers. These bushings are made of ductile iron for shock resistance and fully split to completely grip the driven shaft. As the bushing screws are tightened, the bushing is drawn inward and wedged evenly and firmly against the shaft. To remove, simply remove the mounting screws, insert them in the threaded holes in the bushing flange, and turn them against the backing plate. They will act as jacking screws and pull the bushing right out. No puller is required, the reducer simply slides off.

DODGE Short Shaft Bushing System

Allows replacement of single bushed reducers with the industry preferred Twin Tapered Bushing System. Extended outboard bushing reaches in and grabs the shorter shaft.

AGMA and ABMA Rated

Anti-friction roller bearings are sized to conform to AGMA and ABMA design of 25,000 hrs average life in Class I applications.

DODGE TORQUE-ARM II PRODUCT LINE

<table>
<thead>
<tr>
<th>Tapered Bushed Reducer</th>
<th>Maximum Bore with Standard Bushing*</th>
<th>AGMA Code</th>
<th>Mech Input HP at 40 rpm Output, 40:1</th>
<th>Mech Input HP at 75 rpm Output, 15:1 &amp; 25:1</th>
<th>Mech Input HP at 100 rpm Output, 5:1</th>
<th>Tapered Bushing available</th>
<th>Short Shaft Bushing available</th>
<th>V-ring Seal Kit Part Numbers</th>
<th>Motor Mount available</th>
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Other Accessories Available

FILTER BREATHER
• 40 Micron Filter with Cap
• Combat Contaminants & Moisture

UNIVERSAL MOTOR MOUNTS
• Adjustable, One Motor Mount Per Case Size

NEW DESIGN BELT GUARDS
• Fits Flush Against Reducer In Most Applications

UNIVERSAL SCREW CONVEYOR ADAPTER
• Includes Provision For Adjustable Packing

SCREW CONVEYOR DRIVESHAFTS
• Standard 3 Hole Design, Greater Torque Capacity

NEW DESIGN BACKSTOP
• Larger Sprags, Lift Off Design
• NOW Compatible With EP Lube

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