

WP0185

Dodge® Taper-Lock bushings: securing the key in place

Dodge Customer/Order Engineering

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Dodge Taper-Lock (TL) bushings are one the most popular shaft attachment devices available. They are extremely easy to both mount and dismount and require less shaft space than comparable bushing systems. However, unlike QD bushings which utilize a setscrew to secure the key in place, TL bushings sometimes require a means to secure the key.

Taper-Lock bushings utilize a transitional fit between the key and bushing keyway. Depending on the exact combination of tolerances between the shaft keyseat, key, and bushing keyway, the key may remain slightly loose after installation. In these situations, the shaft keyseat should be staked to retain the key. Staking is a process where a small burr is created using chisel or punch and a hammer as shown in **Figure 1**.

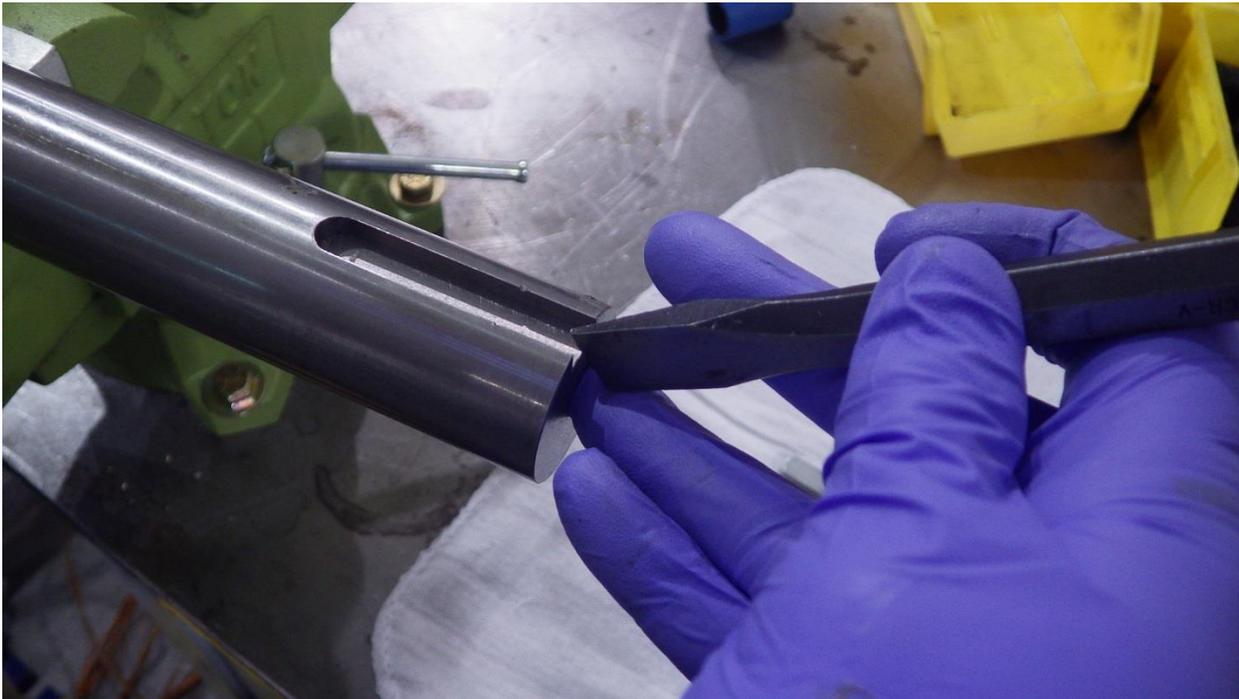


Figure 1. Staking the shaft at the end of the keyseat

The first method is to stake the end of the shaft on the face of the keyseat (**Figure 2.**) This is a good method when the keyseat is on the end of the shaft and the key is captured on one end.

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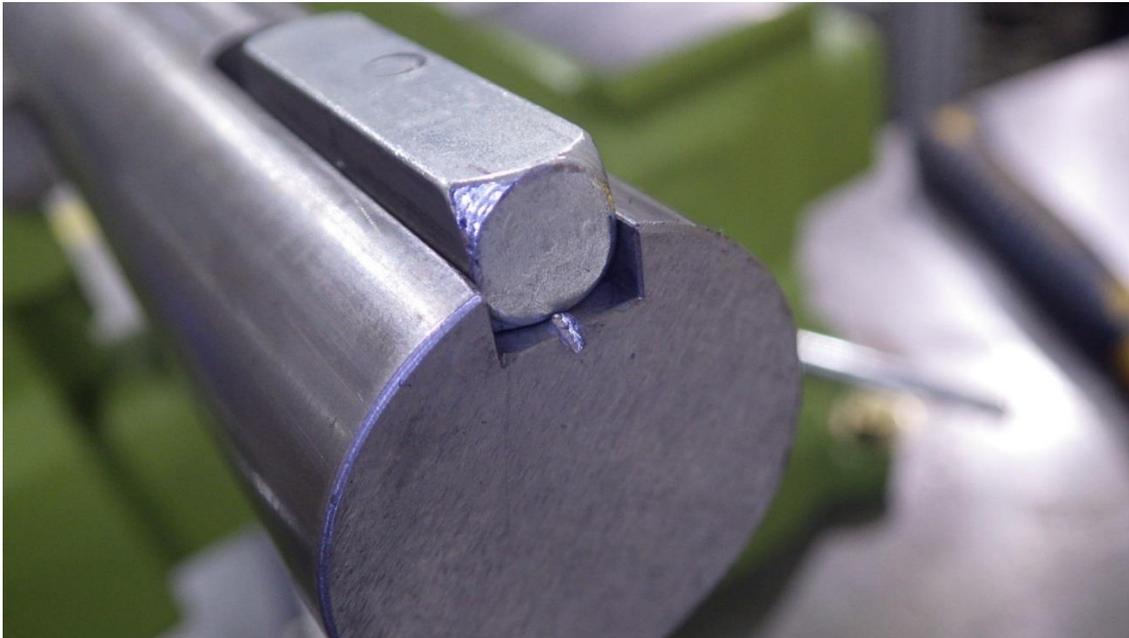


Figure 2. Staked end

Another method is to stake both sides of the keyseat, approximately midway down the length of the key (**Figures 3 & 4.**) This method is helpful when the keyseat does not capture the key on either end as it will provide resistance to movement in either direction.

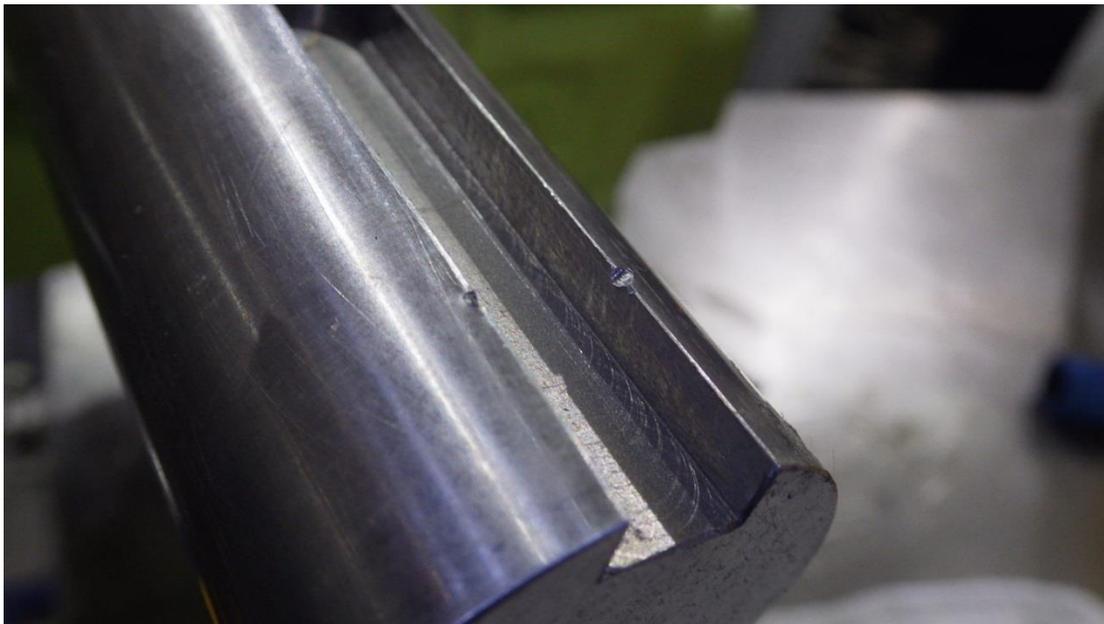


Figure 3. Staked sides



Figure 4. Secured key

Staking is a simple, effective way to mechanically retain a key and ensure optimum performance of your Dodge Taper-Lock bushing.

For any questions please contact us on phone# 864-284-5700 or email us at DodgeEngineering@abb.com.