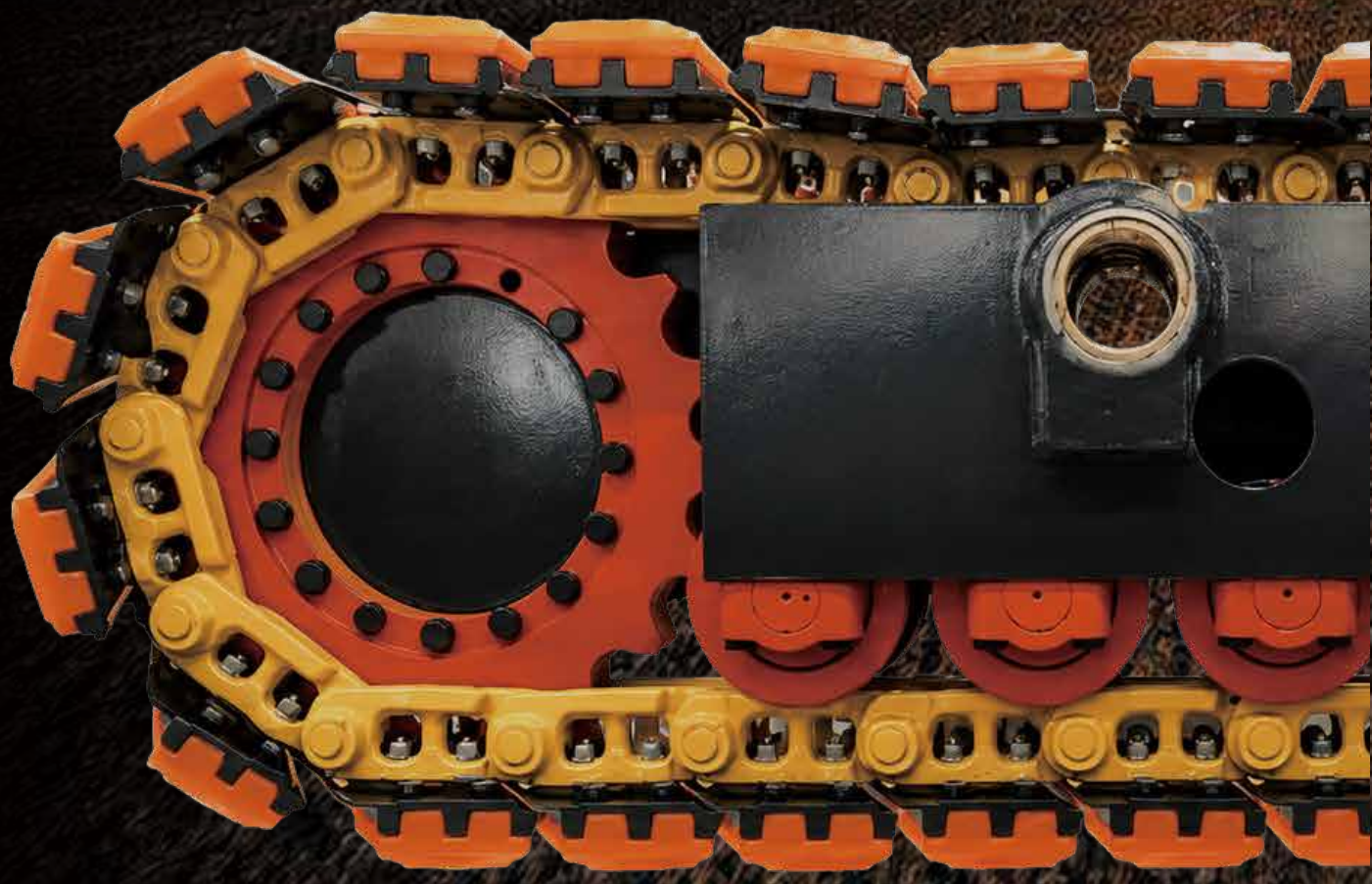
EVERPADS



PRODUCT CATALOGUE 2026

GEN-E
UNDERCARRIAGE SYSTEM

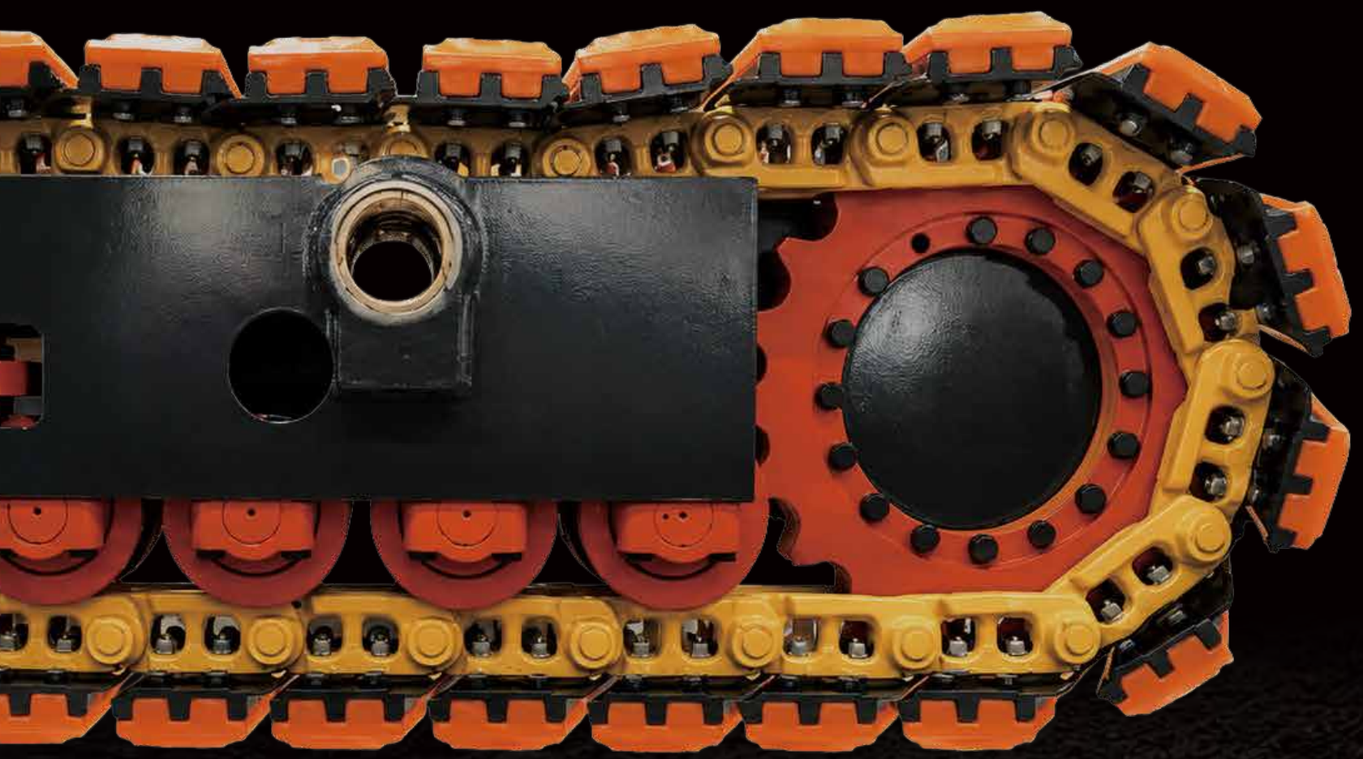
BREAK THE OLD LIMIT. FREE THE WHOLE SYSTEM.

Rollers leak before they are fully worn. Track chains hit the same old life ceiling. And when one component needs replacement, opening the track can turn a normal repair into a major maintenance job. Generation E is built to change all of that.

GENERATION E UNDERCARRIAGE SYSTEM

BREAK THE OLD LIMIT. FREE THE WHOLE SYSTEM.

For years, undercarriage maintenance has been built around the same old expectations.
Rollers leak before they are fully worn.
Track chains hit the same old life ceiling.
And when one component needs replacement, opening the track can turn a normal repair into a major maintenance job.
Generation E is built to change all of that.



PATENTED GENERATION E

UNDERCARRIAGE

ONE SYSTEM. EVERY PART REDESIGNED.

Generation E redesigns both sides of the undercarriage lifecycle:

- how long the system stays in service.
- how easily crews can replace a component when its time comes.

Key Benefits

2.5–4.5 YEAR DESIGNED SERVICE LIFE

Rollers, idlers, and sprockets: 2.5–3.5 years. Track chains: 3.5–4.5 years.

70% LESS REPLACEMENT TIME

The Generation E Fast-Replace Master Link creates a fast access point for opening the track. When a track component needs service, crews can get into the system faster.

FEWER PREMATURE REPLACEMENTS

Generation E patented designs remove traditional failure points that can end a part's life before normal wear does.
Fewer unexpected failures.



MORE SYSTEM FLEXIBILITY

Longer-life parts become much easier to manage when crews are no longer afraid of opening the track every time one component needs attention.

“

Today’s Undercarriage Is Far From Its True Limit.

Modern materials and manufacturing have moved forward. But many undercarriage designs are still built around service-life expectations the industry accepted decades ago.

For OEMs, a major redesign can mean requalifying suppliers, rebuilding processes, and funding new validation, with little pressure from customers who already accept today’s performance as “normal.”

Most aftermarket manufacturers face another barrier: limited engineering capability, capital, R&D talent, and incentive to redesign the system from the ground up.

Traditional Design Still Leaves Wear Life on the Table.

TRACK ROLLER

THE SEAL LIMITS THE WEAR LIFE.
The wear surface may still have life left, but traditional sealing can fail first.

TRACK CHAIN

THE STRUCTURE LIMITS THE WEAR LIFE.
Better wear resistance keeps the chain working longer. Then pin bore, bushing, and body stress become the next limit.

WHY THE OLD LIMIT STAYS

01



SUPPLIER REQUALIFICATION

02



LOW MARKET PRESSURE

03



HIGH UPDATE COST LOW PRICE UPSIDE

04



LIMITED AFTERMARKET R&D

“

Track Component Replacement Shouldn’t Be This Time-Consuming.

Undercarriage components naturally wear at different rates.
A roller may need replacement while the chain still has years of life left.
A sprocket, idler, or track shoe may reach its limit at another time.
That is normal.
What should not be normal is having to spend so much time opening the track every time one component needs replacement.

Traditional Track Chains Are Too Hard to Open

Most major undercarriage service starts with the same step:
Open the track chain.
But conventional track chains are difficult and time-consuming to separate.
So even when the component itself is easy to replace, getting access to it becomes the hard part.

**THE REPLACEMENT ISN’T THE PROBLEM.
OPENING THE TRACK IS.**

Traditional Track Maintenance

01



ONE COMPONENT NEEDS SERVICE

02



TRACK CHAIN MUST BE OPENED

03



OPENING ATTEMPTS CAN FAIL

04



SERVICE TIME KEEPS GROWING

FOUR OLD LIMITS.
FOUR FIXES.

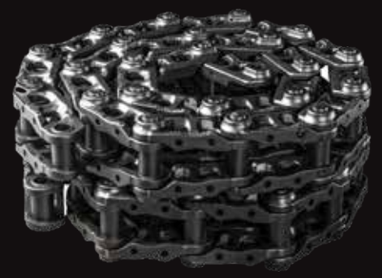


MASTER LINK

SPLIT MASTER LINK

ENDS TIME-CONSUMING TRACK OPENING.

Up to 70% less
replacement time.
Link halves lock into each other. The bolts don’t carry the load alone.
Patented self-locking system.



4-YEAR CHAIN LIFE

TRACK CHAIN

BREAKS THE TRADITIONAL CHAIN-LIFE CEILING.

Designed service life: 3.5–4.5 years.
Our previous chain: around 2.5–3 years.
Up to 30% thicker in critical areas.
Patented.



ZERO OIL LEAKS

TRACK ROLLER & IDLER

PATENTED SEALING SYSTEM BUILT TO ELIMINATE OIL LEAKAGE.

Rollers: 3 years in the field.
Still running. No oil leakage under normal operation. Designed service life: 2.5–3.5 years.



CLEANER ENGAGEMENT

SPROCKET

PRECISION CONTACT REDUCES CHAIN-TO-SPROCKET MISMATCH WEAR.

Better chain engagement.
Less mismatch wear.
Designed service life: 2.5–3.5 years.



PATENTED FAST-REPLACE

MASTER LINK

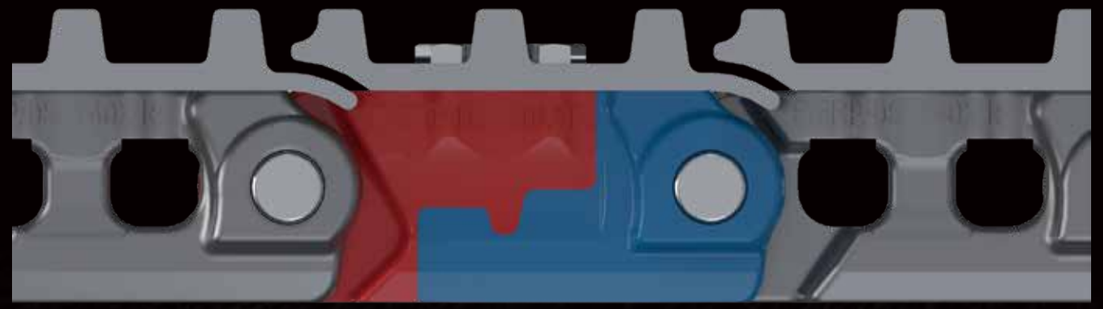
FAST TO OPEN. BUILT TO STAY.

Every major undercarriage replacement starts with the same question:
How do we open the track?
The Generation E Fast-Replace Master Link creates a dedicated service point in the chain.
Crews get faster access to the undercarriage without turning the service link into the weak point of the system.

Key Benefits

70% FASTER TRACK OPENING

Open the track faster when servicing track shoes, chain, rollers, sprockets, idlers, and other undercarriage components.





THE LINK CARRIES THE LOAD. NOT THE BOLTS.

Patented interlocking geometry locks the two link halves together. Working force runs through the link body.

3.5–4.5 YEAR DESIGNED SERVICE LIFE

Built to last as long as the Generation E Track Chain.

“

Quick Change Should Not Fail When You Need It Most.

Quick-change links are supposed to make track opening easier.
But many traditional quick-change designs create a new problem: the joint relies almost entirely on the bolts to stay locked together.
Under repeated pulling, impact, and lateral track loads, those bolts keep taking the working stress.
Once a bolt breaks inside the link, the quick-change function can fail completely.

Traditional Quick-Change Links Rely Too Much on the Bolts.

The bolts are not only clamping the joint.
They are also forced to resist much of the movement and load between the two link halves.
Repeated load can loosen, deform, or eventually shear the bolt.
And when a broken bolt remains stuck inside the link, the link may no longer open through its quick-change mechanism.
The crew is forced back to the traditional track-opening method.

THE QUICK-CHANGE FEATURE BECOMES THE FAILURE POINT.

Traditional Quick-Change Failure Pattern

01



JOINT RELIES ON BOLTS

02



REPEATED LOAD STRESSES THE BOLT

03



BOLT BREAKS INSIDE THE LINK

04



QUICK CHANGE NO LONGER WORKS

LET THE GEOMETRY LOCK THE LINK.

GENERATION E SOLUTION

A strong quick-change link should not depend on bolt clamping force alone.
Generation E uses a patented interlocking geometry to mechanically lock the two link halves together and control how working force moves through the joint.

GENERATION E FAST-REPLACE LOAD-CONTROL SYSTEM

PATENTED INTERLOCKING GEOMETRY

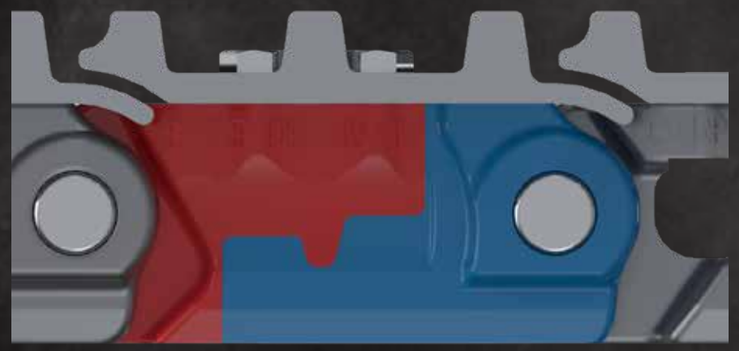
The two link halves mechanically lock into each other through their tapered geometry.
Lateral movement is resisted by the link structure itself instead of being left almost entirely to the bolts.

LOAD REDIRECTION

The interlocking surfaces redirect lateral working force through the link body.
Instead of cutting directly across the bolts, more of the force is transferred through the geometry of the joint.

BOLT-AXIS LOADING

LET THE BOLT WORK IN ITS STRONGER DIRECTION.
The remaining load is guided more closely along the bolt axis rather than across it.
The bolts secure the assembly.

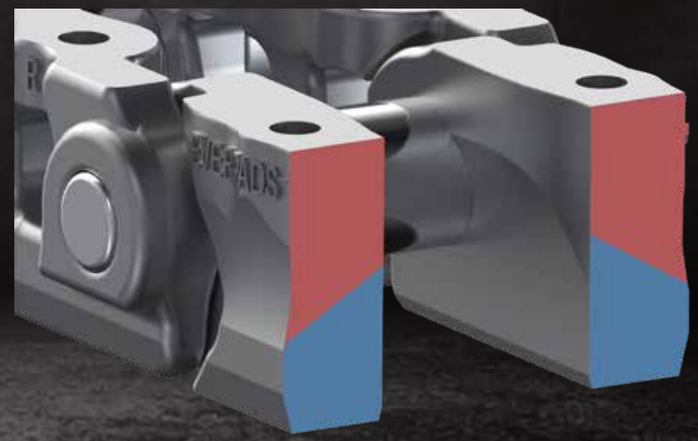


CONTROLS FORE-AND-AFT PULLING LOAD

The interlocking geometry helps transfer front-to-back pulling force through the link body itself, instead of leaving the bolts to carry the full load alone.
This keeps the joint more stable under normal travel and working tension.

LOCKS OUT LATERAL SHEAR FORCE

The interlocked side geometry helps resist left-to-right shear force and prevents the two link halves from shifting against each other.
That reduces direct bolt shear and helps the joint stay locked under lateral track load.

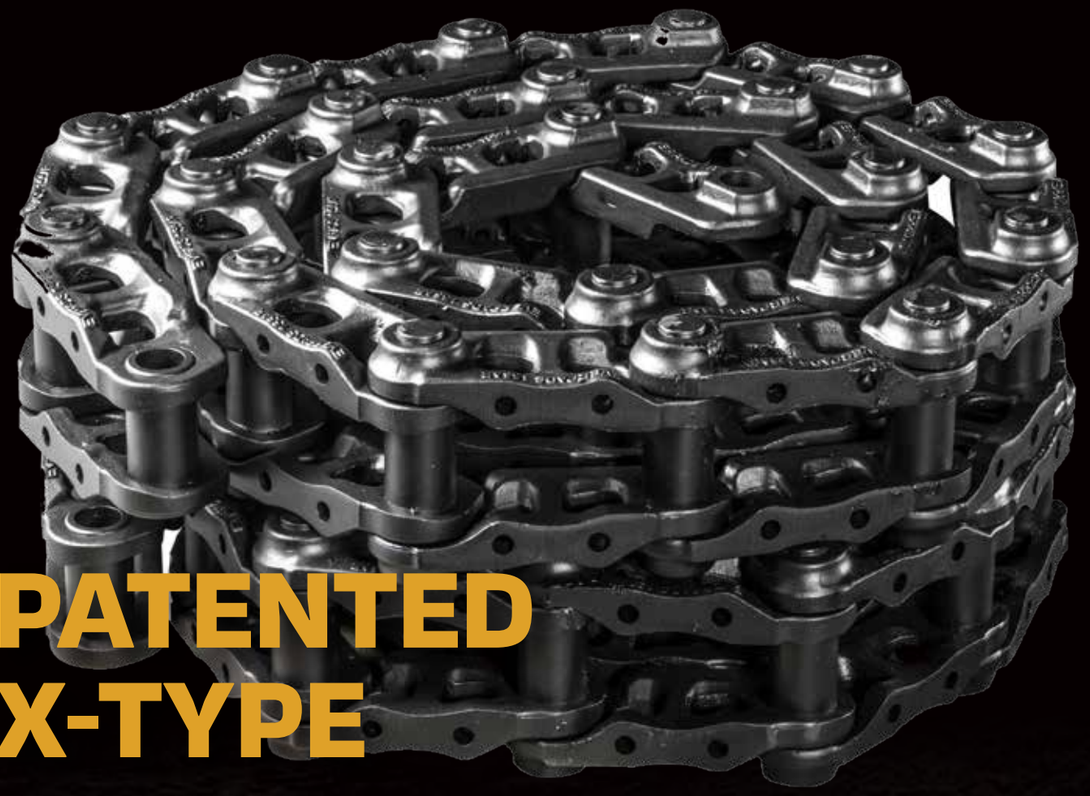


Result

Load Runs Through the Link Body

3.5–4.5 Year Designed Service Life

70% Less Track-opening time



PATENTED X-TYPE

TRACK CHAIN

BREAK THE OUTDATED CHAIN-LIFE CEILING.

Our previous chain lasted around 2.5–3 years.
Generation E was designed to go further.
Higher wear resistance extends the working window, while reinforced structural geometry supports the additional load and stress that come with longer service life.
The result is not simply a harder chain.
It is a chain designed to survive its longer wear life.

Key Benefits

3.5–4.5 YEAR DESIGNED SERVICE LIFE

A longer, more predictable chain life for demanding milling and paving applications.

EXTENDED BUSHING SUPPORT

The bushing runs farther toward the outer joint. The pin loads a larger contact area.

UP TO 30% THICKER IN CRITICAL AREAS

Reinforced high-stress areas give the chain structure more support as the service life gets longer.

MORE USABLE WEAR LIFE

More wear resistance is only valuable if the chain body can stay structurally stable long enough to use it.

“

Longer Wear Life Exposes the Old Structural Limit.

Traditional track chains are built around the wear life the industry has accepted for years.
The chain normally reaches its wear limit before deeper structural stress around the pin bore becomes critical.
But once wear resistance improves, the chain stays in service longer.
Then the weakness moves deeper into the structure.
The old structure becomes the new life limit.



Why Traditional Chains Hit the Same Life Ceiling



SMALL PIN BORE CONTACT AREA

In traditional chains, the bushing is shorter than the pin. At the outer joint, the pin presses against a relatively small hole edge.
That small contact area carries pulling force, shear force, and bending force.



LONGER LIFE MEANS MORE TOTAL STRESS

A longer-life chain stays under load for more working cycles. More pulling force. More deformation stress. Longer wear life demands stronger structural support.

Traditional Design Leaves the Structure Behind.

Improving wear resistance alone only pushes the problem further down the chain. If the pin bore, bushing support, and chain body stay unchanged, the structure reaches its limit before the improved wear material does.

THE OLD CEILING IS NOT JUST WEAR.
IT IS THE STRUCTURE BEHIND THE WEAR.

A STRUCTURE BUILT TO CARRY THE LONGER WEAR LIFE.

X-TYPE SOLUTION

Generation E redesigns the pin-and-bushing area around the longer service life. The goal is not simply to create more wear resistance.
The goal is to give that longer wear life a structure strong enough to carry it.

PATENTED X-TYPE STRUCTURE

EXTENDED BUSHING SUPPORT

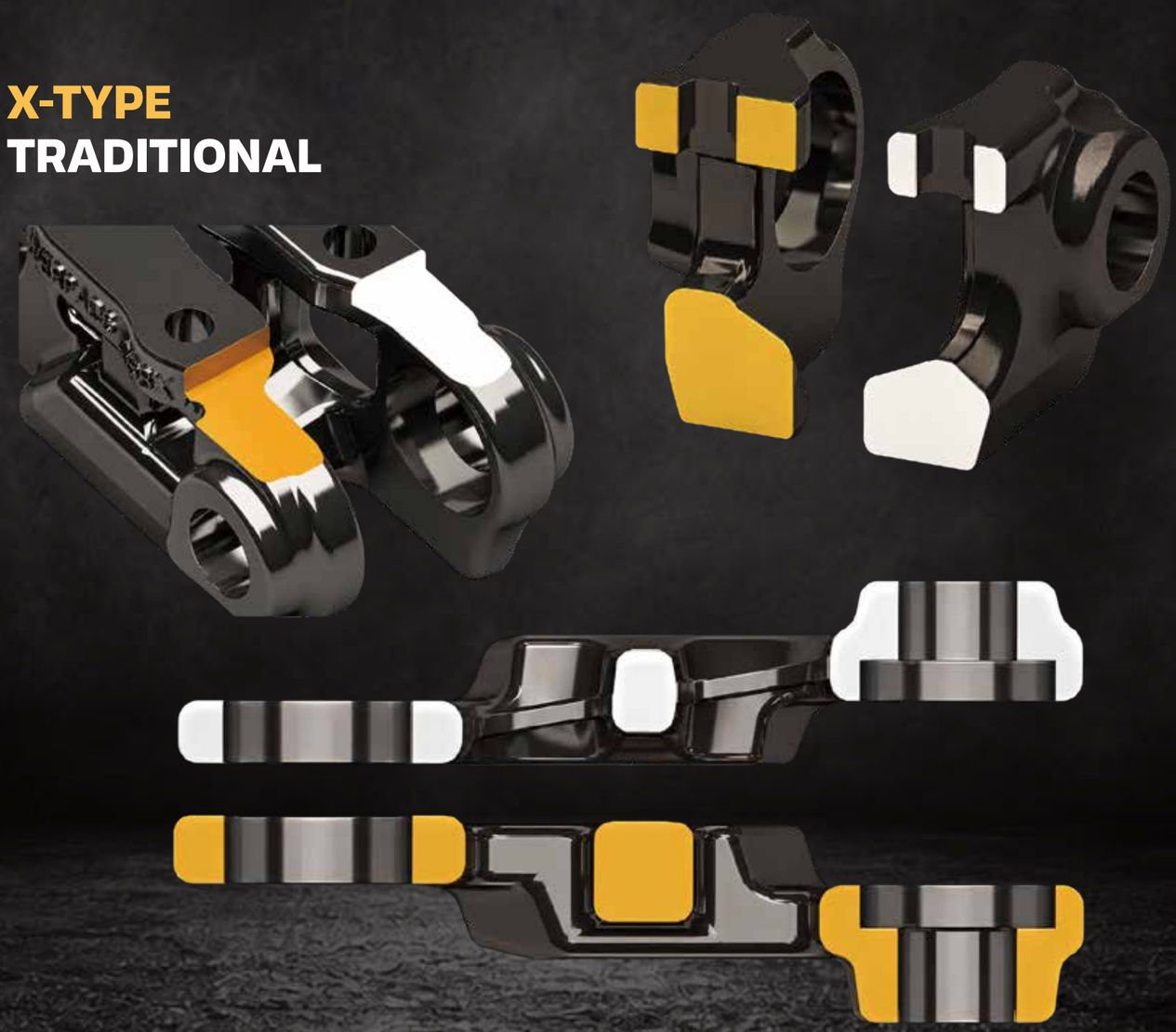
The bushing extends farther toward the outer joint and is firmly press-fitted into position.
This increases the supported contact area around the pin bore instead of allowing the pin to load a small hole edge.

BETTER FORCE DISTRIBUTION

A larger contact area distributes pulling force through more of the chain structure.
Less concentrated stress means stronger resistance to deformation through the longer service life.

UP TO 30% THICKER IN CRITICAL AREAS

Generation E reinforces multiple high-stress areas across the chain structure with up to 30% more material.
More structure is added where pulling force, impact, bending, and deformation stress build over time.
Stronger support across the whole chain.



Result

3.5–4.5 Year
Designed Service Life

First-Generation Chain:
Around 2.5–3 Years

Up to 30% Thicker
in Critical Areas



ZERO OIL LEAKS

TRACK ROLLER

REDEFINE HOW LONG A ROLLER SHOULD LAST.

For years, a leaking roller has been treated as normal.
So has replacing it early.
A traditional roller comes off the machine the day it leaks, with wear life still left.
Generation E uses a patented sealing system that keeps the oil inside the roller. The seal no longer sits between the end cap and the roller body.
Customers have run these rollers for three years.
No oil leaks. Still running.
You change this roller when the wear surface is gone.
Not when the seal gives up.

Key Benefits

3 YEARS IN THE FIELD

On customer machines. No oil leaks. Still running.

2.5–3.5 YEAR DESIGNED SERVICE LIFE

A longer, more predictable roller life for demanding milling and paving applications.

NO OIL LEAKAGE UNDER NORMAL OPERATION

Patented sealing design keeps oil inside through the designed service life.

MORE USABLE WEAR LIFE

The roller runs until the wear surface is used up. Leakage no longer ends its life first.

“

Oil Leakage Should Not Happen.

Traditional track rollers often start leaking before the wear surface is used up.
The roller still has life in it. The seal quits first.
Look at where that seal sits. It is a floating seal, two faces pressed together, one in the end cap and one in the roller body.
It only holds oil while those two faces stay pressed flat.
The end cap is bolted to the track frame.
The roller body spins on the shaft.
Anything that moves one against the other opens the faces, and the oil finds the gap.

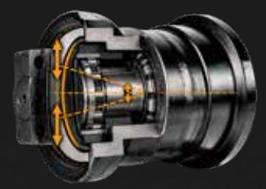


Why Traditional Rollers Leak Oil



THE SEAL RIDES ON THE END CAP

Half the seal lives in the cap, half in the roller. It depends on the cap sitting exactly where it was pressed on.



THE CAP IS BOLTED TO THE FRAME

The frame twists. The shaft bore wears. The roller bounces over a curb. Every one of those moves the cap, and the cap moves the seal face.



THE PRELOAD HAS NO MARGIN

A pin sets how hard the two faces press together. Too tight and you kill the seal. Too loose and it weeps. Part tolerances decide which one you get.

**THE WEAR SURFACE ISN’T THE FIRST LIMIT.
THE SEAL IS.**

GET THE SEAL OFF THE END CAP.

GENERATION E SOLUTION

Generation E takes the seal out from between the end cap and the roller body. The oil is sealed inside the roller itself. The end caps bolt to the track frame and do one job: hold the roller on. They are no longer part of the seal. That removes all three ways the old design leaked. No cap-to-body faces to hold flat. No cap preload to get exactly right. Nothing for a twisting frame to pull apart.

PATENTED SEALING SYSTEM

SEALED INSIDE THE ROLLER BODY

The sealing happens inside the roller, on the shaft side. The roller body and its oil are one closed unit.

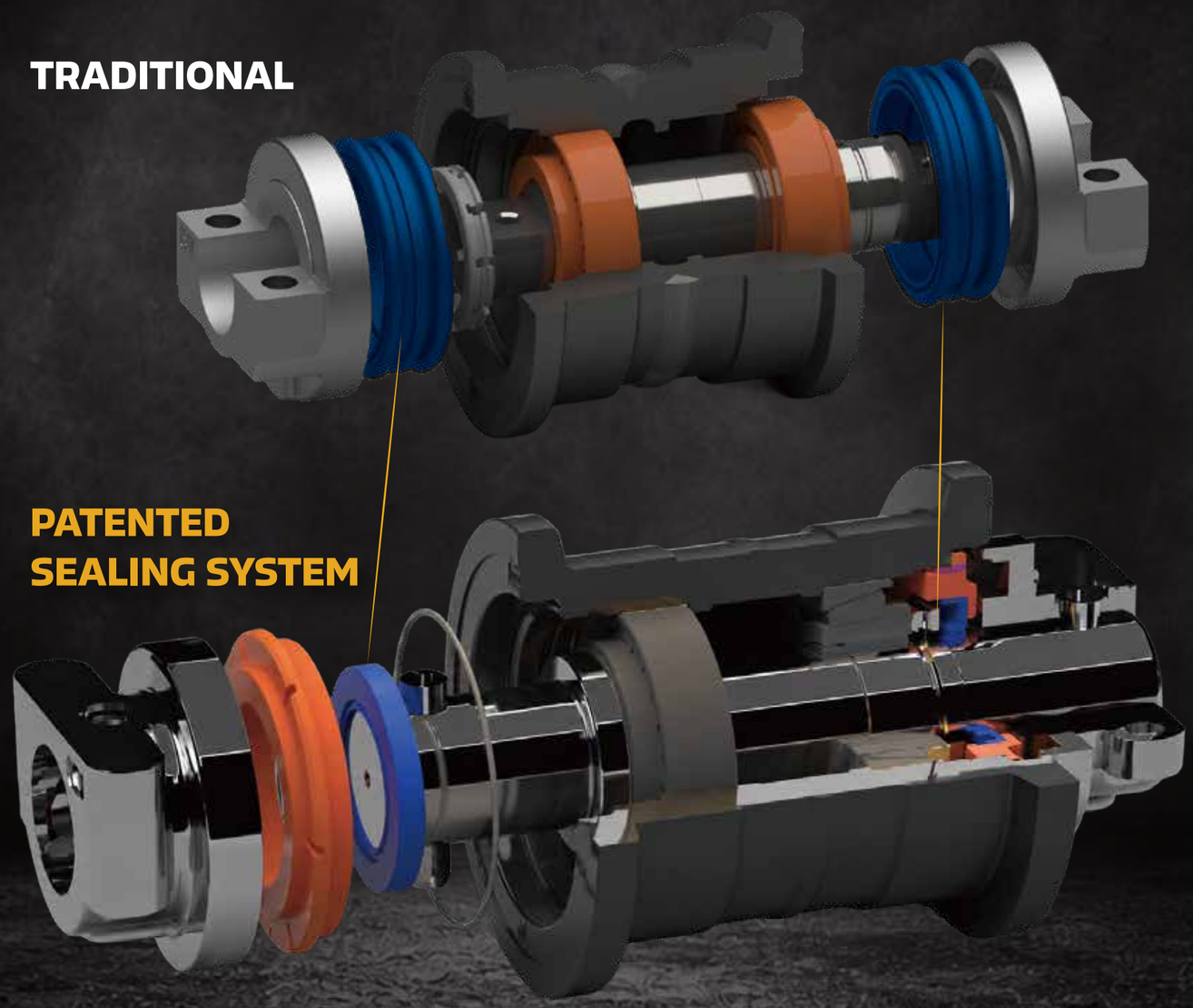
END CAPS JUST HOLD IT ON

The caps mount the roller to the frame. Take them off, put them back, bolt them to a frame that isn't straight. The seal doesn't see it.

FRAME MOVEMENT STAYS OUTSIDE

Twist, bounce, bore wear at the cap. It all happens outside the sealed roller. Inside, the oil stays where it was put.

THE SEAL DOESN'T RIDE ON THE PART THAT MOVES.

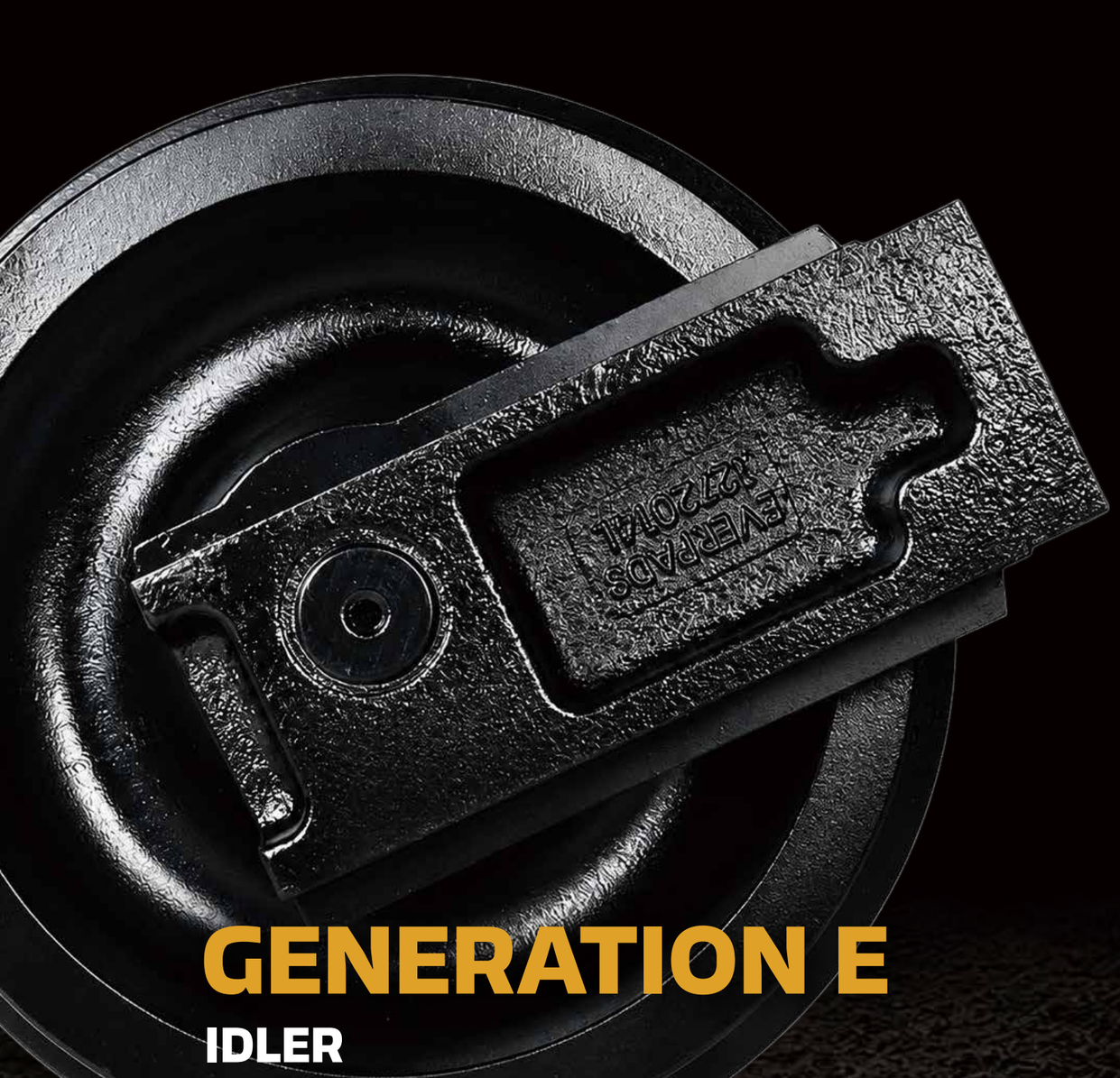


Result

2.5–3.5 Year
Designed Service Life

3 Years in the Field,
Still Running

No Oil Leakage
Under Normal Operation



GENERATION E

IDLER

STABLE GUIDANCE. LONGER LIFE.

The idler controls the path of the track through the undercarriage. Stable guidance keeps the track aligned, movement smooth, and system contact consistent through its service life.
Generation E combines precision geometry with strong lubrication performance to keep the track moving where it should.

Key Benefits

2.5–3.5 YEAR DESIGNED SERVICE LIFE

Built to hold stable guidance through its full service life.

NO OIL LEAKAGE UNDER NORMAL OPERATION

Same patented sealing design as the Generation E track roller. The seal doesn't ride on the end cap here either.

STRONG LUBRICATION PERFORMANCE

Controlled lubrication supports smoother internal movement while reducing friction and heat.

STABLE TRACK GUIDANCE

Precision geometry keeps the track aligned through the undercarriage.



GENERATION E

SPROCKET

PRECISE TEETH. CLEAN ENGAGEMENT.

A sprocket is more than a drive component.
Its tooth geometry controls how the track chain enters, engages, carries load, and leaves the contact point.
Generation E focuses on precise sprocket geometry to keep chain engagement stable and reduce abnormal mismatch wear throughout its service life.

Key Benefits

2.5–3.5 YEAR DESIGNED SERVICE LIFE

Same designed service life as Generation E rollers and idlers.

CNC-MACHINED TOOTH GEOMETRY

CNC machining controls the tooth dimensions and contact geometry the chain runs on.

BETTER CHAIN ENGAGEMENT

Precision tooth geometry keeps chain-to-sprocket contact closer to the designed engagement position.

LESS MISMATCH WEAR

Cleaner engagement reduces abnormal wear caused by inaccurate contact between the chain and sprocket.

INNOVATION ABOVE. ENGINEERING UNDERNEATH.

Why Foundation Matters

A patented design can change where the limit is. But the design can deliver its full potential when the production behind it are controlled just as carefully. Generation E builds every undercarriage component around the same production foundation:
- Stronger structural support.
- Controlled wear resistance.
- Accurate system contact.
- Stable geometry under long-term load.

Stronger Structure Under Load

FORGED BODY
Undercarriage parts carry repeated impact, pulling force, and heavy machine load.
Forging creates a denser and more consistent metal structure, improving resistance to deformation, cracking, and repeated structural stress.
This gives Generation E patented designs the strength needed to support a longer working cycle.



More Usable Wear Life

ABP HEAT TREATMENT
ABP heat treatment controls the wear-resistant layer:
Hard where wear happens.
Tough where load and impact must be absorbed.
This allows the component to use more of its designed wear life without sacrificing the structural toughness behind it.

Cleaner System Contact

CNC PRECISION
CNC machining controls critical dimensions, alignment, fit, and contact geometry.
Accurate geometry supports cleaner chain engagement, more stable roller contact, and better track guidance.
The innovation works only when the part runs where it was designed to run.



EVERPADS PRODUCTION

Generation E combines forging, ABP heat treatment, and CNC precision to support every patented design in the system.
Together, they allow Generation E innovations to deliver the longer life, stronger stability, and controlled wear they were engineered for.
PATENTED DESIGN SETS THE NEW LIMIT.
PRODUCTION CONTROL MAKES IT REAL.

**PATENTED DESIGN SETS THE NEW LIMIT.
PRODUCTION CONTROL MAKES IT REAL.**



EVERPADS

GENERATION-E UNDERCARRIAGE SYSTEM

BREAK THE OLD LIMIT. FREE THE WHOLE SYSTEM.

WORLD'S LEADING SPARE PARTS MANUFACTURER

APAC

EVERPADS CO., LTD.

Tel: + 886 4 2358 2531/2000

Fax: + 886 4 2358 9090

Add: No.83,32nd Road,Taichung Industrial Park,Taichung, 40768,Taiwan ROC

Email: apac@everpads.com

North America

EVERPADS INC.

Tel: + 1 215 420 7086 (toll free)

Fax: + 1 888 928 7237 (toll free)

Add: 320 Constance Dr,Suite 5 Warminster, PA 18974

Email: america@everpads.com

Netherland

EVERPADS B.V.

Tel: + 31 10 415 7820

Fax: + 31 10 415 6414

Add: Calandstraat 81, 3125BA,Schiedam, the Netherlands

Email: everpads.bv@everpads.com

© 2026 EVERPADS CO., LTD. All rights reserved.