



UNLEASH THE POWER OF EVERPADS

Transforming Your Pavement Construction Experience

PRODUCT CATALOGUE
2026

| COLD MILLING MACHINE | ASPHALT PAVER
| VIBRATORY ROLLER | VIBRATORY HAMMER | EXCAVATOR

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ABOUT EVERPADS

#1 trusted manufacturer by operators

30 YEARS OF EXPERIENCE

30 YEARS OF SOLVING JOB-SITE PROBLEMS

EVERPADS started in 1995 on 60 years of family experience in rubber. Our founder, Leo Chiang, saw what contractors were losing to track pads that failed early, and built the first bolt-on rubber track pad to fix it.

Thirty years later we still start from the same place: the contractor who has to finish the job and make money on it. We look at what the old part costs you when it fails. Downtime. Labor. Parts bought twice. Then we design the new one to take that cost out.

Milling teeth. Drums. Undercarriage. Track pads. Every part in this catalog was built that way, for crews that can't afford a part that quits early.





GLOBAL EXCELLENCE

DELIVERING UNIQUELY OPTIMIZED SOLUTIONS IN OVER 80 COUNTRIES

Contractors in 80+ countries run our parts. Over 100,000 operators. Most of them found us the same way: a part failed early, they tried ours, and it outlasted the one it replaced.



OUR MISSION

FINISH ON TIME. PAY LESS PER HOUR. BUY THE PART ONCE.

A part that fails early costs you three times: the part, the labor, and the hours the machine sits. Everything we make is designed to take those costs out. We run our own forging, molding, machining and testing in-house, so what we promise on paper is what shows up on your drum.



"Everpads milling teeth T6W and T7WS are four times more efficient than W-Brand. Idlers and roller designs are reliable. They never popped out while running. OEMs might leak, or the chain might pop out. Everpads' products outperform the OEMs significantly."

Scott Nickel
HC Howell & Sons Trucking Inc.



"Now we save 33% of repair costs and haven't received any customer complaints about the service. Plus we have increased our profit margin by 27%, after using Everpads products instead of OEMs."

Mr. Chang, Chief Technology Officer
Wan Qian Machinery LTD



"Our customers have been satisfied with Everpads products. We have not gotten any negative feedback for years."

Daryl Pfaff, Mechanical Design Engineer
Good Earth Tools



1995

- Brand founded.
- Established the head innovation department in California, USA.
- Specialized in rubber products for heavy-duty machinery.
- Pioneered research and development efforts.
- Granted a patent for Bolt-on track pads.



2000-2009

- Initiated a solution partnership with Wirtgen.
- Developed new patent designs.
- Unveiled built-in patent design.
- Introduced the quick-change blade adapter system (patent design).
- Presented the patent design for the track chain and chassis conveyor roller system.



2010-2017

- Initiated R&D for E-Series Milling and Undercarriage System Parts.
- Decided to end the partnership with Wirtgen, focusing on our own products.
- Gained trust from over 100,000 operators globally.
- Expanded services to 80+ countries.
- Established over 30 trusted dealerships.
- Unveiled the first edition of E-Generation Undercarriage System Parts.



2018-2026

- Unveiled the second edition of Gen-E Milling Teeth as part of the E-Series Milling System Parts.
- Established a new industry benchmark; the second version of Gen-E Milling Teeth delivers up to 70% longer service life compared to upper-mid-range alternatives.

01

COLD MILLING MACHINE

We make parts for 80 percent of the asphalt milling machine models on the market, Wirtgen, Caterpillar and more. One supplier for teeth, holders, drums, undercarriage and track pads. Each one is designed to last longer than the part it replaces, so you spend less per hour of milling and make fewer calls to get there.



GEN-E² MILLING TEETH

**BORN HARD.
SHAPED FOR THE JOB.**

Hard carbide alone does not make a great milling tooth.
It has to resist wear and impact.
It has to keep rotating. It has to protect the holder behind it.
And most importantly, it has to match the cut.
A tooth built for hard, unpredictable ground should not have the same carbide profile as one built for fine surface texture.
That is why we start with one strong engineering foundation, then shape the carbide tip for different working conditions.

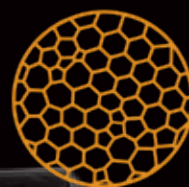
**HARD AT THE CORE.
PURPOSE-BUILT AT THE TIP.**





SAME GEN-E² FOUNDATION. EVERY SERIES.

The Stocky and S Series are built for different cutting priorities. Both share everything on this page.



CONTROLLED-GRAIN CARBIDE

We combine high-grade tungsten carbide powder, controlled grain uniformity, high-pressure forming, and advanced sintering to create carbide that resists both wear and impact. Approx. 20 µm controlled grain structure.



KEEPS TURNING

In a field test against W-brand teeth, only 5-10 of 150 EVER-PADS teeth wore on one side. The W-brand teeth: about 30 of 150. Self-centering geometry, a Dacromet-coated shank, and a precision alloy sleeve keep the tooth turning.



LESS HOLDER WEAR

A thicker wear plate made from higher-grade 65Mn spring steel takes the rubbing, impact, and abrasion so the holder doesn't have to.



MORE CUTTING FROM EVERY SET

Compared with competing teeth built for the same performance target, we deliver 10-15% more milling volume under the same working conditions.

TWO SERIES. TWO CUTTING PRIORITIES.

The difference is what the job needs the carbide tip to prioritize.



STOCKY SERIES

IMPACT FIRST.

A broader carbide profile puts more support around the cutting point.
Built for jobs where breakage resistance matters more than the finest possible surface texture.

BEST FOR

Hard material
Deep cuts
Mixed road conditions
High-impact milling

BUILT TO TAKE THE HIT.



S SERIES

TEXTURE FIRST.

A slimmer carbide profile creates a finer cutting point and helps maintain a more consistent milling texture as the carbide wears.

BEST FOR

Fine, dense texture
Precision milling
Shallow-to-standard passes
Soft to mid-hard material

BUILT FOR THE FINISH.



STOCKY SERIES

GEN-E² MILLING TEETH

**BUILT TO TAKE
THE HIT. PRAC-
TICAL VALUE.**

The Stocky Series puts breakage resistance first. Its broader carbide profile gives the cutting point more support when the tooth meets hard asphalt, deep cuts, mixed material, and unexpected impact. The trade-off is intentional: A little less texture refinement. Much more resistance to breakage.

BUILT FOR TOUGH, MIXED CONDITIONS

A practical workhorse for changing job conditions.
Hard asphalt. Softer sections.
Patchwork. Deep passes. Mixed material.
Built for crews that need one dependable tooth to handle more than one type of cut.



BROADER CARBIDE PROFILE

More carbide surrounds and supports the cutting point. That gives impact force more material to work through instead of concentrating stress around a narrow tip.



HIGH BREAKAGE RESISTANCE

Built for applications where tip cracking and snapping are the bigger risk.

**IMPACT FIRST.
WHEN THE GROUND HITS BACK.**



S SERIES

GEN-E² PRECISION MILLING TEETH

**FINE FROM THE
START. STABLE
TO THE END.**

The S Series puts cutting texture first. Its slimmer carbide profile creates a finer, denser milling pattern from the beginning. But the real advantage appears later in the wear cycle. As the carbide wears, the S profile is designed to keep the cutting pattern more consistent instead of becoming noticeably coarser through the middle and later stages.

BUILT FOR PRECISION WORK

Fine milling.
Precision surface work.
Shallow-to-standard passes.
Soft to mid-hard material.
Hard, deep, high-impact applications are not the first recommendation for the S Series.



SLENDER CARBIDE PROFILE

A finer cutting point creates a denser, more refined milling texture.



STABLE TEXTURE THROUGH THE WEAR CYCLE

A good milling pattern when the tooth is new is only the beginning. The S Series is designed to keep the cutting profile more consistent as the carbide wears. Fine early. Stable later.

**TEXTURE FIRST.
FROM FIRST CUT TO LAST.**

“ Finish Work Is a Different Job.”

Tough, mixed jobs need a tooth that can take the hit. That’s the Stocky Series.

Fine milling gets judged by the surface it leaves behind.

A tooth designed to take more impact will behave differently from one designed to hold a finer cutting pattern.

The S Series tip was designed separately, for that job.

EVERY TIP SHAPE MAKES A TRADE-OFF.

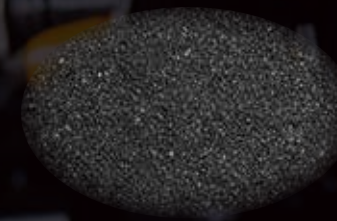
A broader carbide profile puts more support around the cutting point, improving breakage resistance in harder and less predictable conditions.

A slimmer profile creates a finer cutting point, giving better texture control and a more consistent finish through the wear cycle.

Neither is universally better.

They are built for different priorities.

THE RIGHT QUESTION: WHAT DOES THIS JOB NEED?



IMPACT PRIORITY

- Hard material
- Deep cuts
- Mixed conditions
- Unexpected impact
- Changing job conditions



TEXTURE PRIORITY

- Fine surface pattern
- Precision milling
- Texture consistency
- Finish-critical work

MATCH THE TOOTH TO THE CUT.

TWO PRIORITIES. TWO PURPOSE-BUILT SOLUTIONS.

GEN-E² Solution

There is no single carbide shape that can maximize both impact resistance and texture control.

So instead of forcing one tip to do both jobs, we build two tip profiles around the two priorities contractors actually face in the cut.

IMPACT PRIORITY

STOCKY SERIES: BROAD TIP

The broader carbide profile spreads impact force across more of the carbide structure instead of concentrating stress around a narrow cutting point.

More even stress distribution helps reduce local overload, cracking, and tip breakage under hard, deep, mixed, or unpredictable conditions.

TEXTURE PRIORITY

S SERIES: SLENDER TIP

KEEP THE CUTTING POINT FINER FOR LONGER.

The slimmer carbide profile creates a finer cutting point from the beginning.

More importantly, as the carbide wears, the profile is designed to keep the cutting point from becoming coarse too quickly.

That helps the milling pattern stay finer and more consistent through the tooth's working life.

STOCKY SERIES



S SERIES



Result

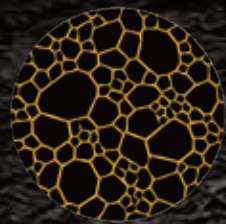
ALWAYS A BEST-FIT TOOTH
FOR YOUR **SPECIFIC NEEDS.**

“ Harder Doesn’t Mean Harder to Break.”

A common belief in milling is simple:
The harder the carbide tip,
the stronger the tooth.
That’s not how carbide works.
Higher hardness mainly improves wear resistance.
It does not mean higher breakage resistance.
In fact, when hardness is pushed too far without enough grain uniformity,
the carbide can become more vulnerable to cracking and fracture.

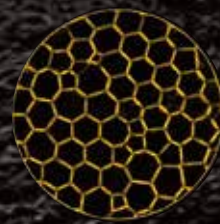
THE REAL CHALLENGE IS NOT MAKING CARBIDE HARDER.

The challenge is making carbide hard enough to resist wear, while still
keeping enough toughness to survive impact.
And that balance depends heavily on the internal grain structure.



LOW GRAIN UNIFORMITY

The breakage limit
arrives earlier.

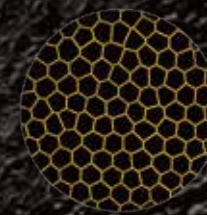
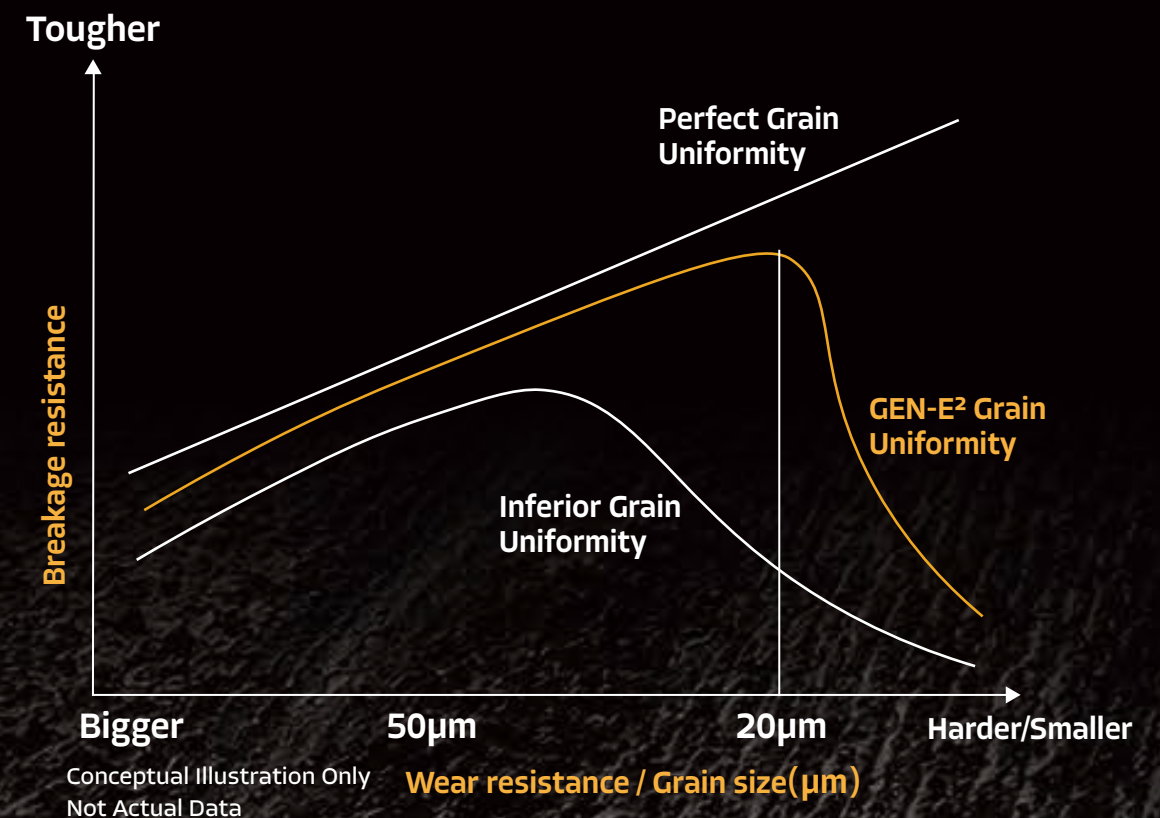


HIGH GRAIN UNIFORMITY

Hardness can be pushed further before
breakage resistance starts to drop.

WHY UNIFORMITY MATTERS

In an ideal carbide structure, finer grains can support
both higher hardness and stronger breakage resistance.
But real carbide is never perfectly uniform.
When the grain structure is less uniform, increasing hard-
ness eventually reaches a point where breakage resis-
tance begins to fall.



PERFECT UNIFORMITY

Perfect grain uniformity is a theoretical
ideal, not a real production condition.

HIGH GRAIN UNIFORMITY. HARDER. TOUGHER.

GEN-E² Solution

High grain uniformity allows our carbide to reach higher usable hardness while maintaining the toughness needed to resist impact and breakage.

CONTROLLED 20 µm GRAIN STRUCTURE

HIGH-UNIFORMITY GERMAN TUNGSTEN CARBIDE POWDER

High-grade tungsten carbide powder is specially processed in Germany to improve material uniformity before it enters our production.

A consistent starting material gives the finished carbide a stronger foundation for achieving a highly uniform grain structure.

ADVANCED FORMING & SINTERING PROCESS

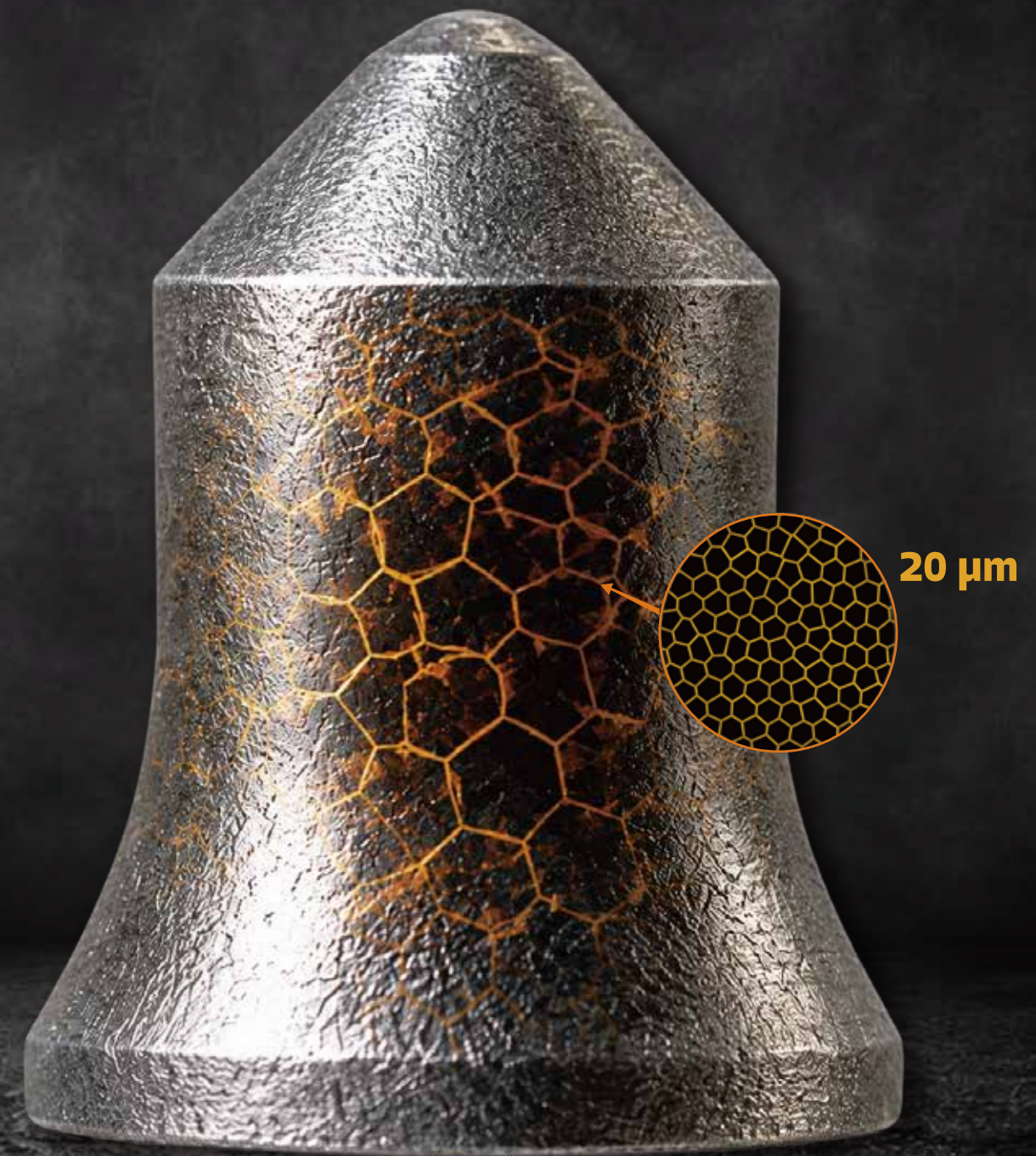
High-grade powder alone is not enough.

We combine controlled high-pressure forming with advanced sintering to preserve material uniformity and develop a stable carbide structure throughout the finished tip.

High-uniformity powder + controlled processing = high-uniformity carbide.

Result

HARDER CARBIDE.
TOUGHER TIP.



“Without Superior Rotation, a Superior Tip Means Nothing.”

You can use the best carbide in the world.
But once the tooth stops turning, only one side keeps taking the cut.
Wear becomes uneven.
The cutting point loses its intended shape.
The milling pattern becomes rougher and less consistent.
At the same time, usable carbide is still left on the other side.
So poor rotation creates two losses at once:
Worse milling results.
Wasted carbide.

**Superior carbide is only potential.
Superior rotation turns it into performance.**

WHEN ROTATION STOPS

01



**ONE-SIDED
WEAR STARTS**

02



**CUTTING GEOMETRY
BECOMES UNEVEN**

03



**USABLE CARBIDE
IS LEFT BEHIND**

04



**THE TOOTH IS
PULLED EARLY**

05



**THE WEAR PLATE
WEARS OUT EARLY**

KEEP IT CENTERED. KEEP IT TURNING.

GEN-E² Solution

Stable rotation does not come from one component. We control tooth position, contact behavior, shank condition, and sleeve clearance together to help the tooth keep moving throughout its working life.

GEN-E² ROTATION SYSTEM

SELF-CENTERING DESIGN

KEEP THE TOOTH IN POSITION.

The self-centering geometry helps the tooth stay correctly positioned inside the holder. More stable positioning supports more consistent rotation and helps reduce one-sided wear.

PRECISION ALLOY SLEEVE

KEEP THE CLEARANCE OPEN.

The sleeve helps maintain the controlled clearance the tooth needs to move correctly inside the holder.



DACROMET-COATED SHANK

LESS RUST.

LESS SAND STICKING.

The smooth, rust-resistant surface helps reduce buildup and drag around the rotation area.

Less sticking means less chance of the tooth falling into one-sided wear.

STAR-SHAPED WEAR PLATE

REDUCE FLAT CONTACT LOCK-UP. The star-shaped profile reduces broad flat contact around the holder face.

That gives the tooth more freedom to move instead of locking into one wear path.

Result

Stable
Rotation

More Even
Wear

More Complete
Carbide Use

THE NUMBER SETS THE BASE. THE SUFFIX SHARPENS THE BITE.

Our tooth models follow a simple naming system. The model number defines the base carbide size and working range. The S suffix takes that same base and gives it a slimmer, sharper carbide profile for finer texture.

STEP 1: PICK THE BASE MODEL

5 • 6 • 7 • 8

BASE CARBIDE SIZE & WORKING RANGE

The number represents the base carbide size, matched to machine size, drum configuration, and cutting demand.

As a general rule:

SMALLER MODEL

Smaller tooth size for smaller machines, lighter cutting demand, and finer applications.

LARGER MODEL

Larger tooth size for larger machines, heavier cutting demand, and deeper or more demanding work.

The number is not a quality grade. It is the starting size for the job.



STEP 2: CHOOSE THE BITE

STOCKY (NO SUFFIX)

KEEP THE FULLER PROFILE.

The Stocky profile keeps more carbide around the cutting point.

ADD "S"

MAKE THE SAME BASE SHARPER.

The S version starts from the same base model, then uses a slimmer carbide profile to create a finer cutting point. Texture first.

**START WITH THE RIGHT SIZE.
THEN CHOOSE HOW IT BITES.**



EVERPADS MILLING DRUM SYSTEMS

PATENTED DRUMS BUILT FOR REAL FIELD PROBLEMS

Our drums are designed around the problems contractors actually run into in the field.
Not every drum problem is the same.
Some jobs need better holder stability.
Some need smoother tooth changes in dense layouts.
Some need a whole new way to replace wear parts on a micro-fine drum.
That is why we build a different drum system for each one.

THREE PATENTED DRUMS. THREE FIELD PROBLEMS SOLVED.

TH12N

STANDARD MILLING DRUM

1.85× the Contact Area. Self-Centering Shank. Interlocking Fit. Less Maintenance. Fewer Parts Replaced.

1.3× drum life.

Lower maintenance cost.

No routine 500-hour retorquing of every holder under normal operating conditions.

TH18

MICRO-FINE MILLING DRUM

Lowest-Maintenance One-Piece-Holder Micro-Fine Milling Drum.

30–40% faster tooth changes.

80% fewer jams.

90% less base damage during tooth changes.



NEW 2026

TH24

MICRO-FINE MILLING DRUM • OUR NEWEST INVENTION

World's First Quick-Change Holder Drum for Micro-Fine Milling.*

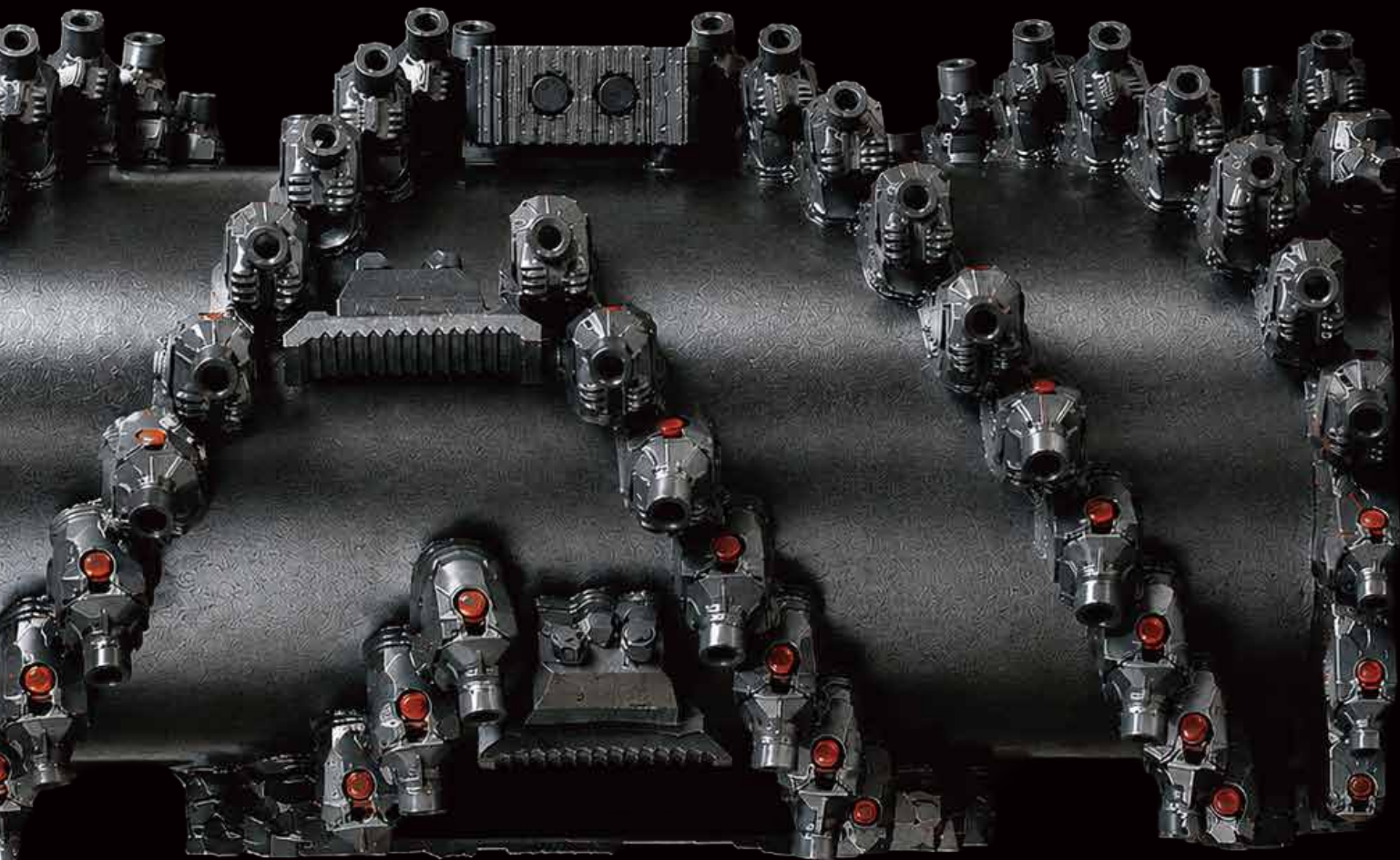
Up to 8× designed service life

About 55% lower drum material cost over 24,000 designed service hours.

Up to 60% faster tooth changes.

No retorquing requirement under normal operation.

*First quick-change holder system for micro-fine milling drums with 6×1 and 6×2 tooth spacing, based on EVERPADS' global market survey as of May 2026.



PATENTED TH12N

STANDARD MILLING DRUM

BEYOND ROUTINE.

BRAND-NEW LOGIC.

Built for 1.3× drum life, lower maintenance cost, and premium milling results. TH12N is a patented standard milling drum system designed to extend drum life by reducing bolt-hole stress and eliminating routine 500-hour retorquing of every holder under normal operation.

Key Benefits

1.3× DRUM LIFE

TH12N helps extend drum life by reducing repeated bolt-hole stress caused by routine retorquing cycles.



LESS MAINTENANCE COST

No routine 500-hour holder retorquing requirement under normal operation helps reduce service labor and maintenance interruption.



PREMIUM MILLING RESULT

A more stable holder-base system helps protect cutting consistency, drum stability, and long-term milling performance.



CONTRACTOR TAKEAWAY

More working time.
Less maintenance.
Premium milling results.

“ Bolt-Hole Failure Should Not Be Treated as Normal.”

In many traditional quick-change drum designs, retorquing every holder is treated as routine maintenance.

But every bolt hole has a limited retorquing life.

Every retorquing cycle consumes the bolt hole.

That means many drums are replaced while other parts are still usable, simply because the bolt holes have reached their limit.

Traditional Designs Put Too Much of the Holding Load on the Bolts

When bolts carry too much impact force:

Bolts loosen during operation.

Loose bolts must be retorqued.

Retorquing protects holder stability,
but every retorquing cycle consumes bolt-hole life.

The real problem is a design that needs too much retorquing.

Bolt-Hole Failure Pattern

01



**BOLTS CARRY
TOO MUCH LOAD**

02



**BOLTS LOOSEN
DURING MILLING**

03



**FREQUENT
RETORQUING**

04



**BOLT-HOLE
WEAR**

05



**EARLY DRUM
FAILURE**

LESS BOLT RELIANCE. LESS RETORQUING. MORE DRUM LIFE.

TH12N Solution

TH12N reduces bolt reliance through a patented holder-base design that distributes impact force more effectively and stabilizes the holder under normal operation.

Innovative Holder-Base System



Wider Holder-Base Contact Area

1.85× the contact area of traditional designs helps distribute impact across the holder-base system instead of concentrating the force on the bolts.



Self-Locking Geometry

The geometry redirects force into a more stable locking direction, reducing the tendency for holder movement and bolt loosening.



80% Less Bolt-Hole Stress

Less routine retorquing means less repeated wear on bolt holes.

TH12N changes the standard milling drum conversation:

Not more retorquing.
Better holder logic.

SELF-CENTERING SHANK

The shank seats the holder dead center in the tool holder. A centered holder sits tight and doesn't work loose.



INTERLOCKING HOLDER-BASE INTERFACE

The TH12N drum features a 7,248 mm² contact surface, nearly double the 3,900 mm² found in traditional designs.

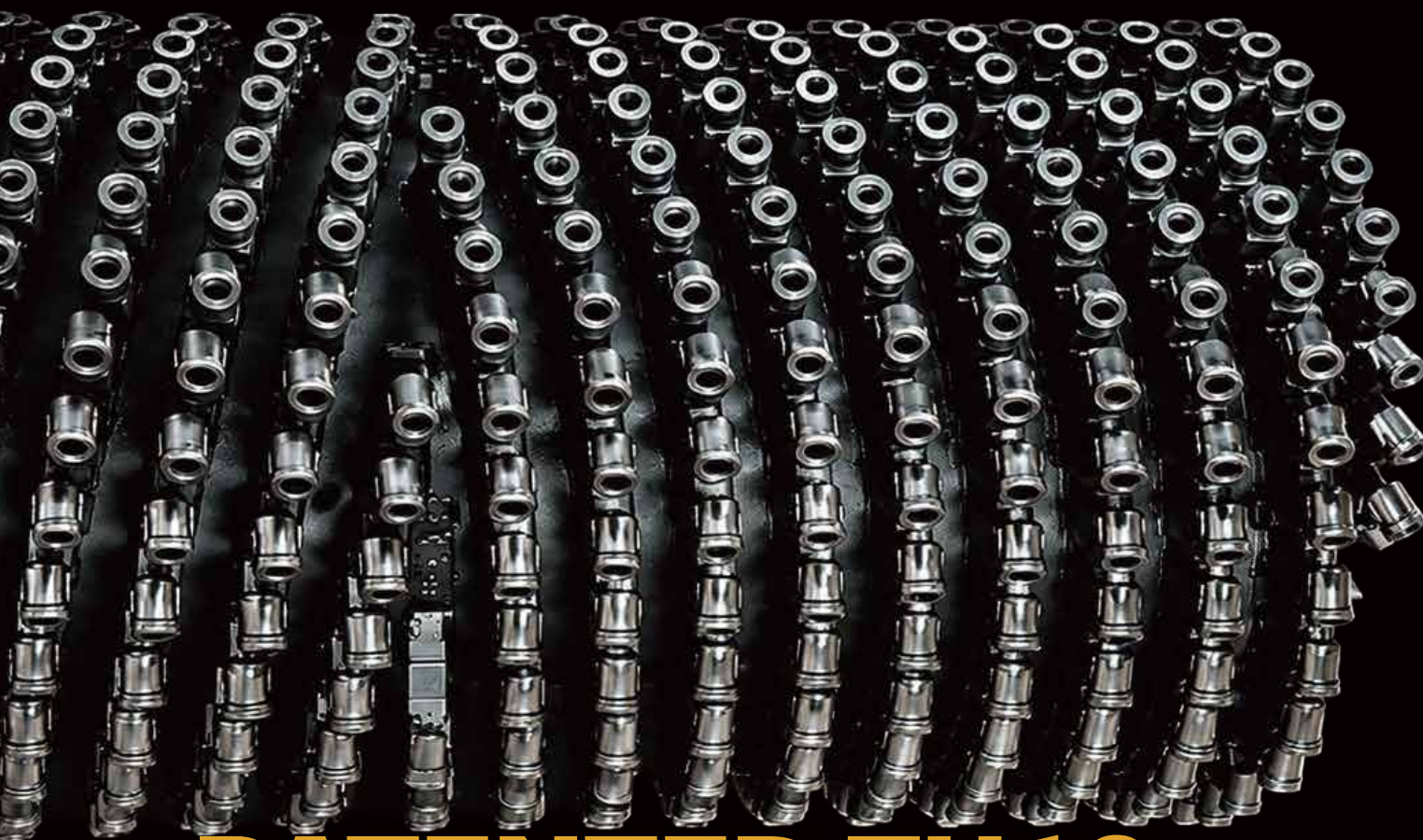
Result

No routine 500-hour
retorquing every
holder

Less bolt-hole
stress

Lower
maintenance cost

More
drum life



PATENTED TH18

MICRO-FINE MILLING DRUM

SMARTER SPACING. SMOOTHER SWAPPING.

Micro-fine milling is judged on the surface it leaves behind: a fine, even texture and a flat profile that is ready for the next lift. That takes hundreds of teeth packed tight on the drum.

Dense spacing is part of the job. Fighting every tooth out should not be. TH18 is a micro-fine milling drum designed to make tooth changes faster and less damaging in dense cutting layouts. By improving rear-side tool access and the removal force path, TH18 helps crews spend less time fighting the tooth and more time milling.

Key Benefits

30-40% FASTER TOOTH CHANGES

More usable rear-side working space makes it easier to position and insert the removal tool during tooth changes.



80% FEWER JAMS DURING TOOTH CHANGES

Better tool access and force alignment reduce side loading that can cause the tooth to bind during removal.



90% LESS BASE DAMAGE DURING TOOTH CHANGES

A cleaner removal path reduces tool interference and lowers the risk of base damage during tooth changes.



CONTRACTOR TAKEAWAY

Less time fighting teeth. Fewer stuck teeth. Less damage during removal. More time milling.

“ Changing Teeth on a Micro-Fine Drum Shouldn’t Be a Fight.”

Micro-fine milling needs dense tooth spacing. That part is not the problem. The problem starts when the layout leaves too little working room behind the holder.

Limited rear-side access creates two problems:
The removal tool is harder to position.
The tool goes in at a forced angle.

Traditional Micro-Fine Designs Leave Too Little Working Room for Tooth Removal

The restricted space forces the tool to enter at a steeper angle.
The striking force moves farther away from the tooth’s intended ejection direction.
More force goes sideways.
The tooth is more likely to bind. Tool interference increases.
Internal base damage becomes more likely.

The problem is a removal path that leaves no room to swing the tool.

Tooth-Removal Problem Pattern

01



LIMITED TOOL-ENTRY SPACE

02



DIFFICULT ANGLE

03



JAM RISK

04



**BASE
DAMAGE RISK**

MORE TOOL ROOM. BETTER REMOVAL ANGLE. FASTER TOOTH REPLACEMENT.

TH18 Solution

In dense traditional micro-fine layouts, limited rear-side working space makes it difficult to line up the removal tool with the removal hole. The tool also ends up out of line with the ejection direction, so teeth jam often and the base gets damaged.

TH18 redesigns the rear-side access area to give crews more usable working space behind the holder.

OPEN-SIDE REMOVAL HOLE



40% MORE TOOL-ENTRY SPACE

Easier to position the removal tool and place it into the removal hole. Less searching for the opening. Less fighting the surrounding holders.

OPTIMIZED TOOL-ENTRY ANGLE



MORE FORCE WHERE THE TOOTH NEEDS IT

The added clearance allows TH18 to use a straighter removal-tool angle. This keeps the striking direction closer to the tooth-ejection direction, so more of each strike works toward pushing the tooth out.

TH18 changes the micro-fine tooth change conversation:

Not more fighting the tooth.

More room. Better angle.

Result

40% more
tool-entry space

Better
removal angle

30-40% faster
tooth changes

80% fewer jams.
90% less base damage





PATENTED TH24

MICRO-FINE MILLING DRUM

OUR NEWEST INVENTION. THE HOLDER YOU CAN FINALLY REPLACE.

On a traditional micro-fine drum, the tool holder is one of the main problems. There is no quick-change system. When a holder wears out, the only way to get it off is to cut it off and weld a new one on, position by position, across hundreds of holders.

Most crews don't. They run the drum until the worn holders end its life. TH24 makes the holder a replaceable part. When it reaches its wear limit, you swap the holder and keep the drum body working.

Key Benefits

UP TO 8× DESIGNED SERVICE LIFE

Designed for one original holder set plus up to seven holder replacement cycles, supporting up to 24,000 designed service hours.



55% LOWER DRUM MATERIAL COST

Replacing holder sets instead of complete drums can reduce drum material cost by approximately 55% across eight designed working cycles.



UP TO 60% FASTER TOOTH CHANGES

Tri-Channel Bit Ejection gives crews more usable removal paths when teeth are difficult to remove.



NO ROUTINE HOLDER RETORQUING

Patented left- and right-hand thread directions work with normal tooth rotation to help keep the holder tight during operation.

“ Quick-Change Micro-Fine Drums Are No Longer a Dream.

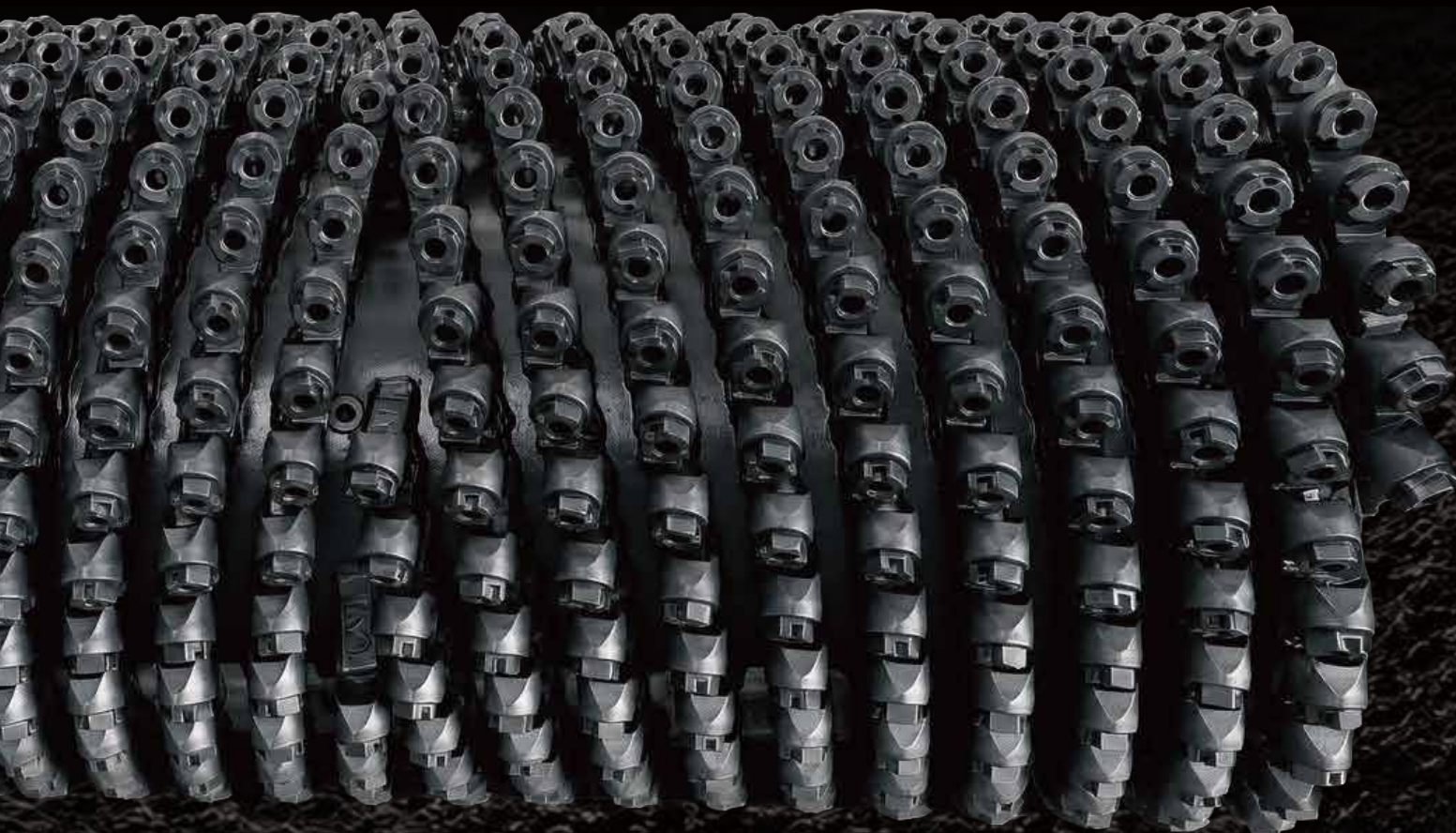
Micro-fine drums use hundreds of densely packed cutting positions.

But the entire drum does not wear out at the same time.

In many cases, the holder bore reaches its wear limit while the drum body still has working life left.

That should not automatically mean replacing the complete drum.

The real opportunity is simple:
make the replaceable holder.



Why Replaceable Holders Were Difficult to Apply to Micro-Fine Milling



ALMOST NO ROOM FOR A REPLACEABLE SYSTEM

Micro-fine drums pack hundreds of holders into a very dense cutting layout. A replaceable system has to fit inside that limited space without changing the required tooth position.



HOLDER REPLACEMENT MUST BE FAST

A micro-fine drum may carry up to 672 holders. If each replacement takes too long, changing a full holder set becomes another major maintenance job.



HOLDERS MUST STAY TIGHT

A replaceable holder still has to stay locked under continuous cutting impact. Frequent loosening or retorquing would defeat the purpose of a quick-change system.

WORLD'S FIRST QUICK-CHANGE SYSTEM FOR MICRO-FINE MILLING.*

TH24 Solution

TH24 brings a replaceable holder system to micro-fine milling. The tool holder stays fixed and holds the cutting position. The holder becomes the replaceable wear part. The system is built to fit dense micro-fine layouts, replace quickly, and stay tight under normal operation.

QUICK-CHANGE HOLDER SYSTEM

ULTRA-COMPACT HOLDER

The holder is kept as compact as possible to make the most of the limited space between cutting positions. This allows the replaceable system to fit inside the dense layout required for micro-fine milling.

THREADED QUICK-CHANGE HOLDER

The replaceable holder threads directly into the fixed tool holder. When replacement is needed, crews simply remove the worn holder and install a new one without cutting or rewelding the tool holder.

ROTATION-MATCHED THREAD DIRECTION

The thread direction on each side of the drum follows the normal force and rotation direction of the tooth. During operation, cutting force works in the tightening direction instead of backing the holder out.

Tri-Channel Tooth Ejection

TH24 also improves tooth removal with three available ejection paths. The tooth can be pushed out from the front. If the tooth is stuck, crews still have rear-side access, with the same extra working room and better striking angle as TH18.



Result

Up to 8× designed service life	Up to 60% Faster Tooth Changes	Fast Holder Replacement	Low Maintenance Cost
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*First quick-change holder system for micro-fine milling drums with 6×1 and 6×2 tooth spacing, based on EVERPADS' global market survey as of May 2026.

INNOVATION ABOVE. PRECISION UNDERNEATH.

Why Precision Matters

A premium milling drum has to protect cutting performance, drum stability, and long-term maintenance value.

Innovation creates the advantage.

Consistent production keeps it reliable.

We build each drum around the precision needed for real milling performance:

- Precise welding angle.
- Correct tool holder alignment.
- Controlled spacing.
- Stable base support.
- Accurate holder fit.
- Consistent holder bore precision.

Welding Angle Accuracy

The welding angle determines how each tooth contacts the road surface. If the angle is not precise and consistent, the drum can create uneven milling results, faster tooth wear, lower cutting efficiency, and unstable material removal.

Holder Bore / Holder Fit Accuracy

For TH24, the threaded holder must return accurately into position.

The holder bore must be produced with precision.

Replacement efficiency should not come at the cost of micro-fine milling quality.

Tool Holder Alignment & Spacing

Tool holder alignment affects cutting pattern, surface texture, and material removal flow.

A premium drum has to get two things right:

The layout design.

And the accuracy it's built to.

EVERPADS Production Control

CNC Precision Shaping controls tool holder geometry, holder thread fit, and holder bore accuracy.

3D Robotic Pre-Welding controls tool holder position and welding angle before final welding begins.

Production experience and 3D positioning accuracy support correct alignment, spacing, cutting pattern, and material removal flow.

For high-precision surface needs, we can also produce tooth spacing as fine as 3 mm for micro-fine milling applications.

Built as a Complete Drum System.

A premium milling drum has to do more than place each base correctly.
It has to keep the base stable.
Run smooth.
Fit the machine right.
And work as a complete system once it hits the job.

Base Angle Stability & Drum Structure

Six-layer hardfacing builds stronger support around the base area, helping resist impact that could knock the base angle out of position.
24-hour stress-relief annealing supports drum structural stability and helps reduce deformation risk after welding.

Rotation Stability

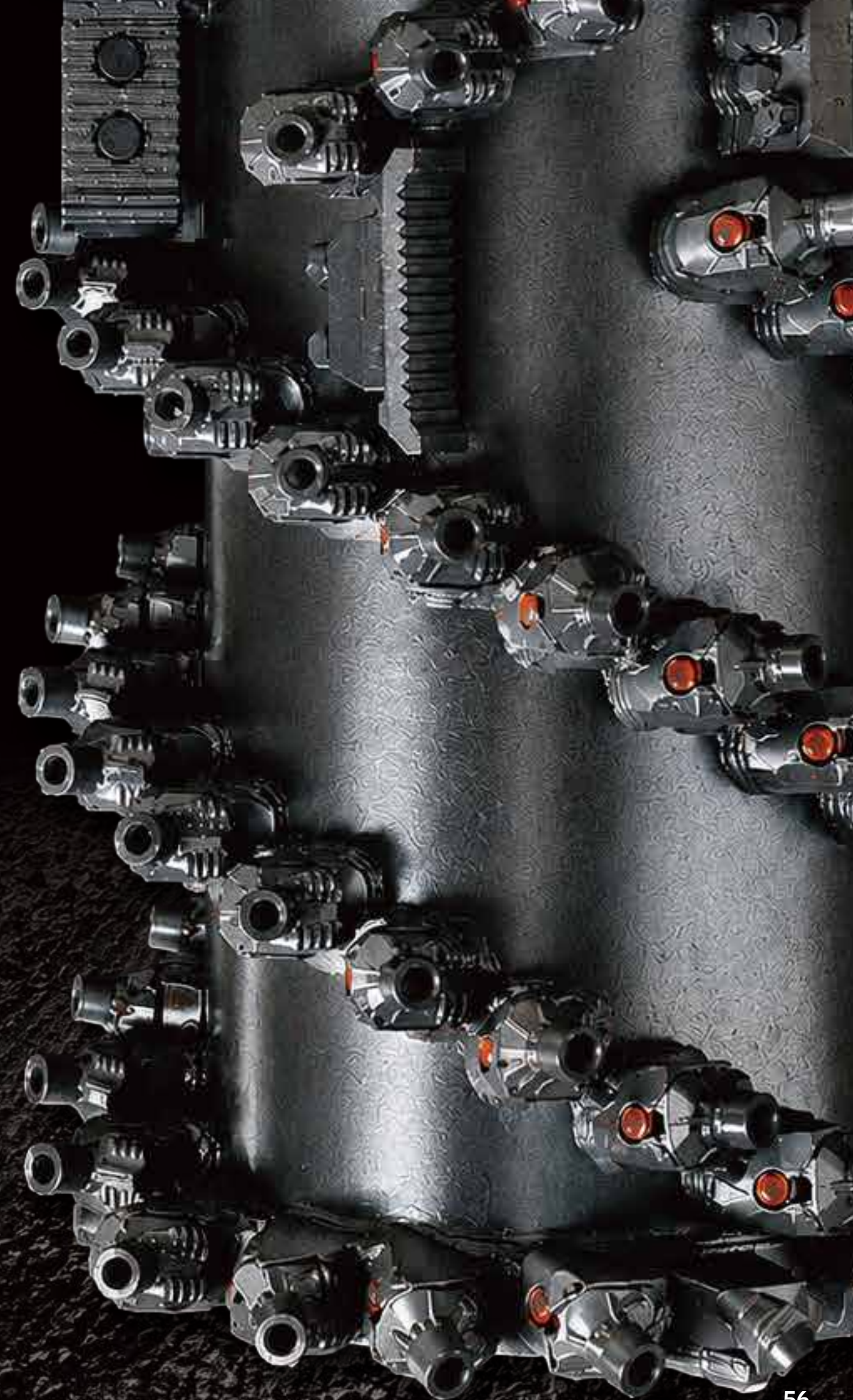
Every drum we ship goes through Dynamic Balance Testing.
This helps reduce vibration risk, support smoother rotation, and protect both the drum and the machine.

Machine-Specific Fitment

Before order confirmation and production, we verify machine model, serial number when required, installation dimensions, drum requirements, holder setup, and application needs.
This helps make sure the drum is built for the actual machine.
Not just the catalog model.

EVERPADS Milling Drums

Patented drum approach.
Precision production.
Built for the job.



GENERATION E

EJECTOR

An ejector that lets material slip past it leaves millings in the housing. The drum works harder, the belt starves, and you mill slower.

The Gen-E ejector is forged from wear-resistant alloy steel with a patented claw on both sides. The claws gather the millings and hold them until they reach the belt. Nothing slips back.

Bolt-on mount. Fits most milling machines.





GENERATION E

PROTECTOR SKID

The front of the milling housing takes every manhole, curb and patch the drum runs into. When it wears through, the repair is a weld job, not a parts swap.

The Gen-E Protector Skid takes that hit instead. 30% thicker than the standard skid, with three layers of chromium carbide overlay, it runs 1,500 hours before you touch it.

Key Benefits

1500

WORKING HOURS



MAXIMUM PRODUCTIVITY

Gen-E Protector Skid offers 30% more wear volume, prolonging operational intervals and saving you time and money.



IDEAL FOR ALL MILLING TASKS

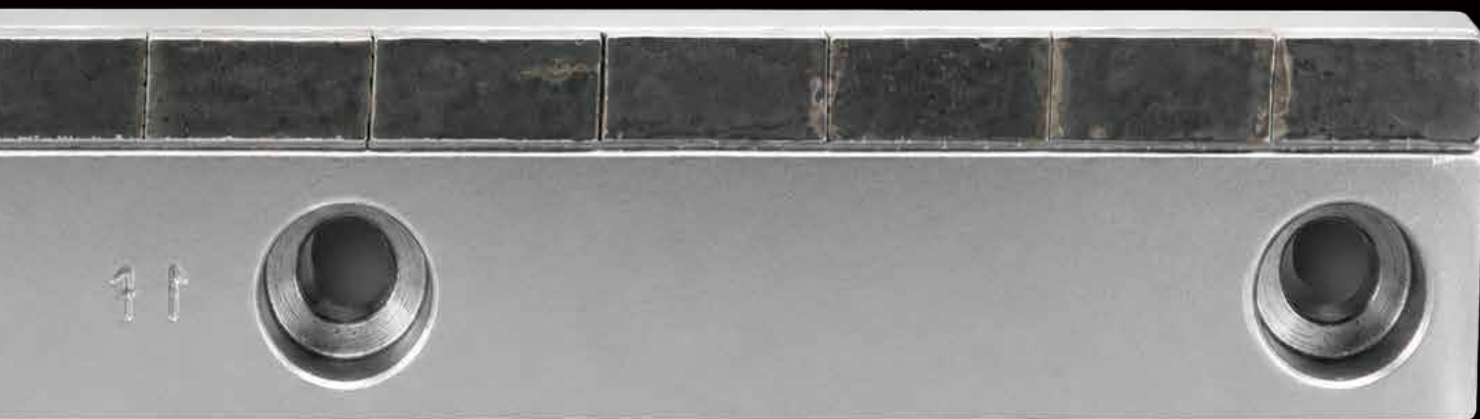
Three layers of chromium carbide overlay. Patchwork, deep cuts, mixed material, same skid.



IMPACT RESILIENCE

Takes the impact so the milling housing doesn't.

30% THICKER 3 CHROMIUM CARBIDE LAYERS



GENERATION E

SCRAPER BLADE

A worn scraper leaves millings on the cut. The paver crew behind you deals with it, and so does your invoice.

The Gen-E Scraper Blade seals the back of the housing with carbide-tipped scrapers. Clean cut, clean surface, 800 hours per blade.

Key Benefits

800 WORKING HOURS



PREMIUM GERMAN CARBIDE

German carbide tips. Same grade we put in our milling teeth.



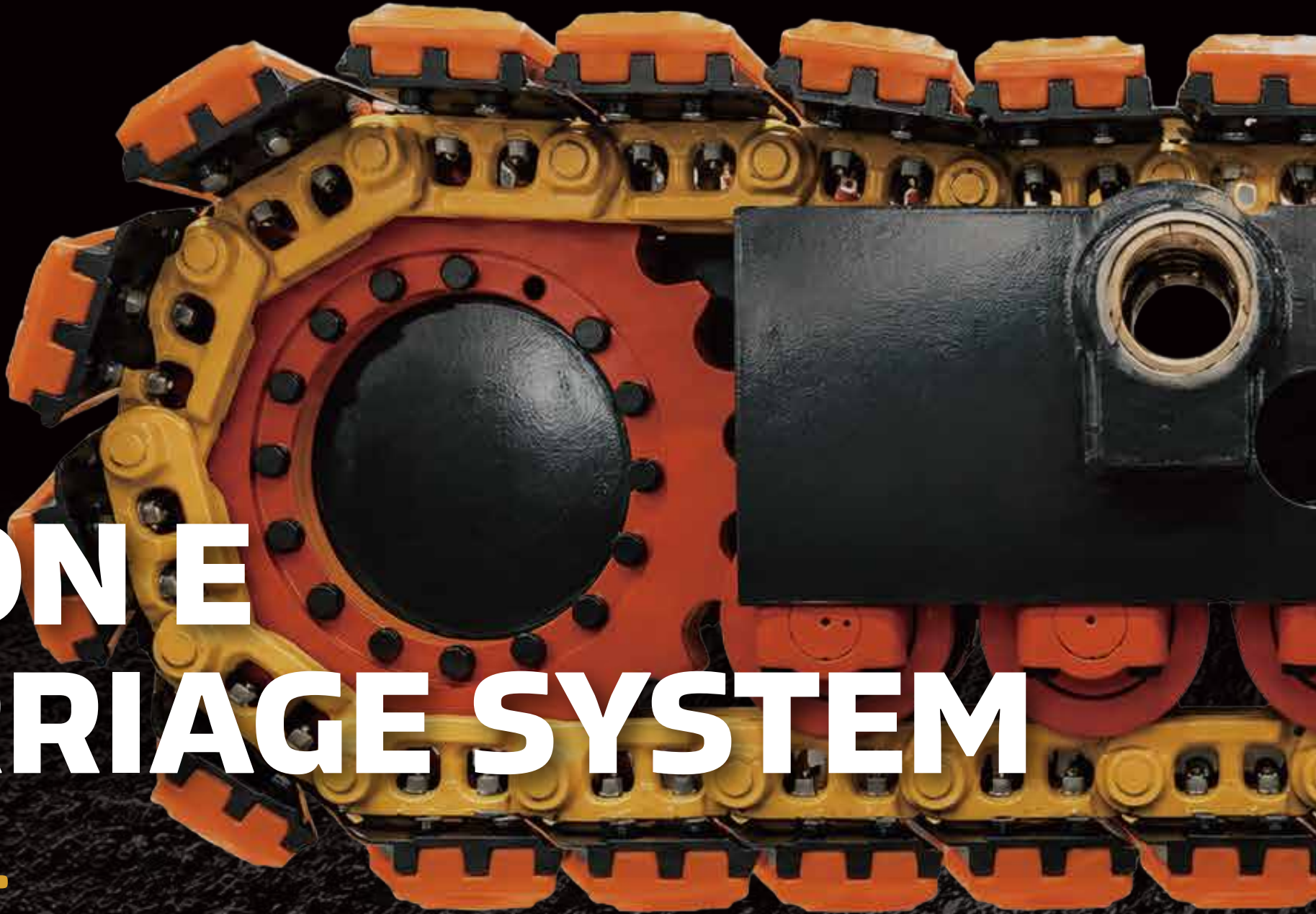
SUPERIOR WEAR RESISTANCE

Specialized alloy body. Outlasts the standard blade, so you change it less often.



UNIFORM CONTACT DESIGN

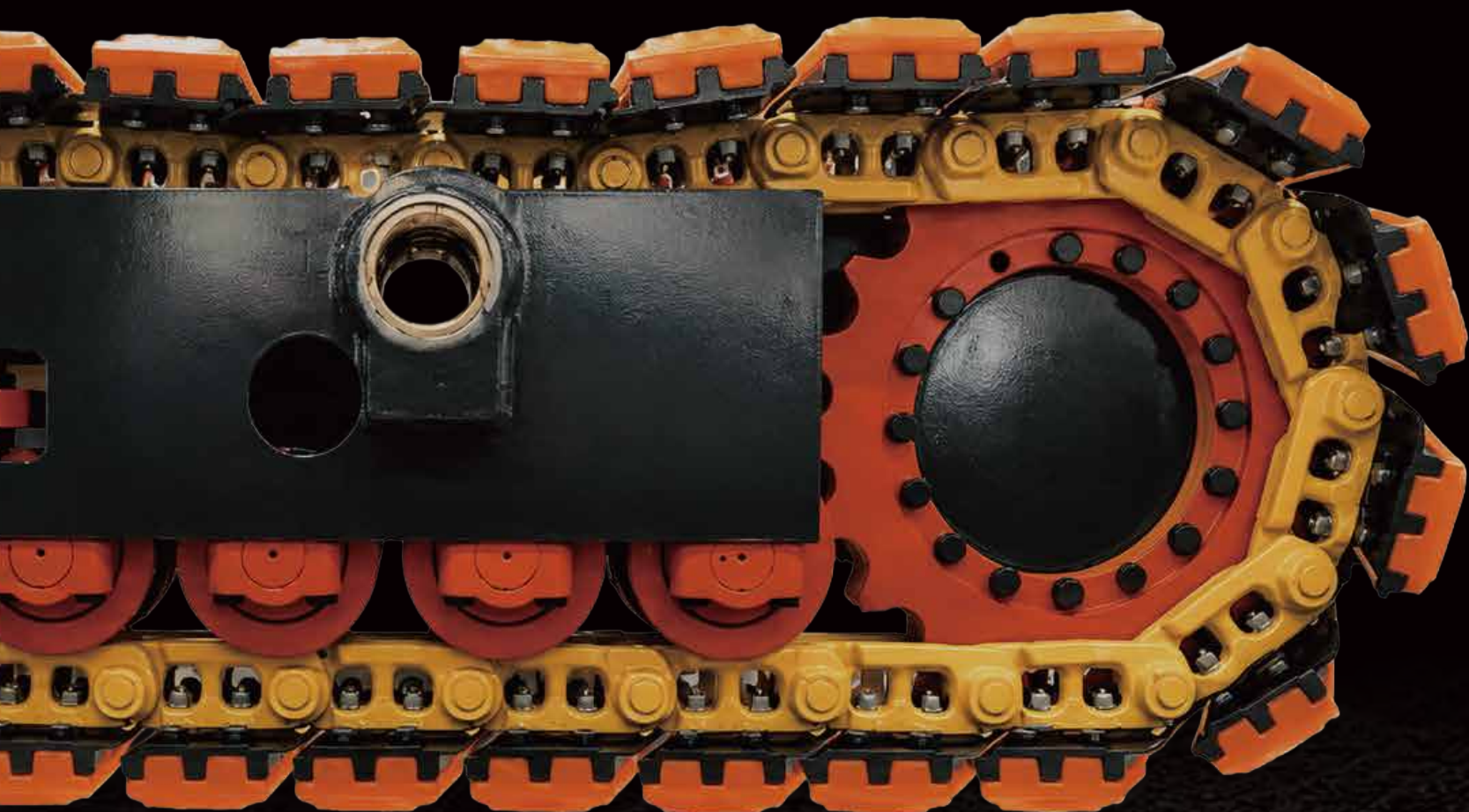
Even contact across the full width. The blade wears flat instead of wearing out at one end first.



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**

03



**HIGH UPDATE COST
LOW PRICE UPSIDE**

02



**LOW MARKET
PRESSURE**

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**

03



**OPENING ATTEMPTS
CAN FAIL**

02



**TRACK CHAIN
MUST BE OPENED**

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

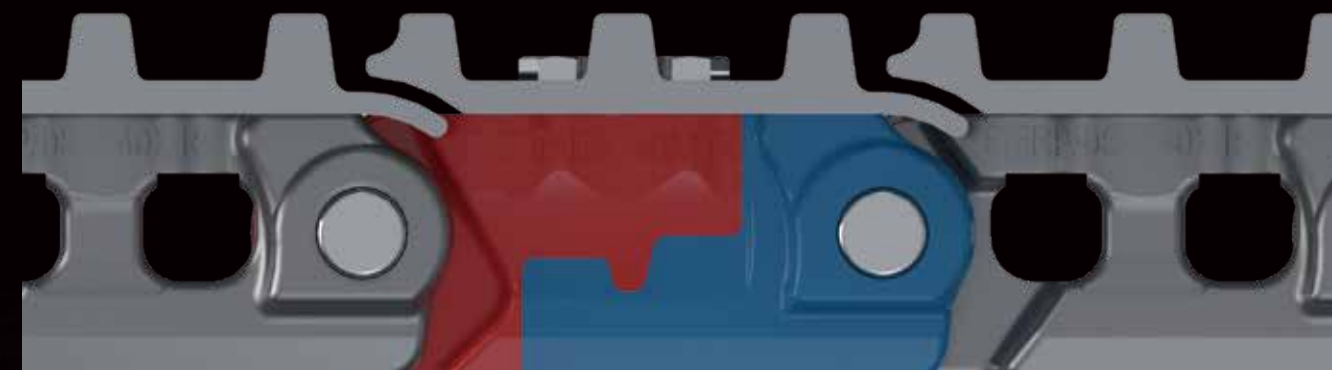
FAST TO OPEN. BUILT TO STAY.

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**

03



**BOLT BREAKS
INSIDE THE LINK**

02



**REPEATED LOAD
STRESSES THE BOLT**

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.

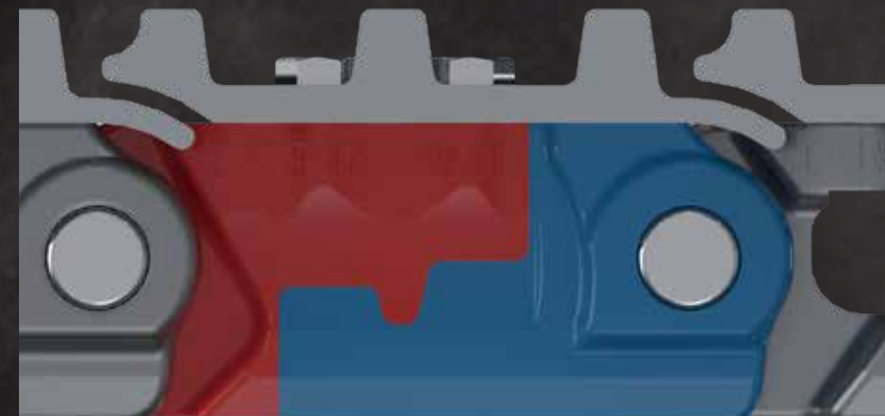
Instead of cutting directly across the bolts, more of the force is transferred through the geometry of the joint.

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.



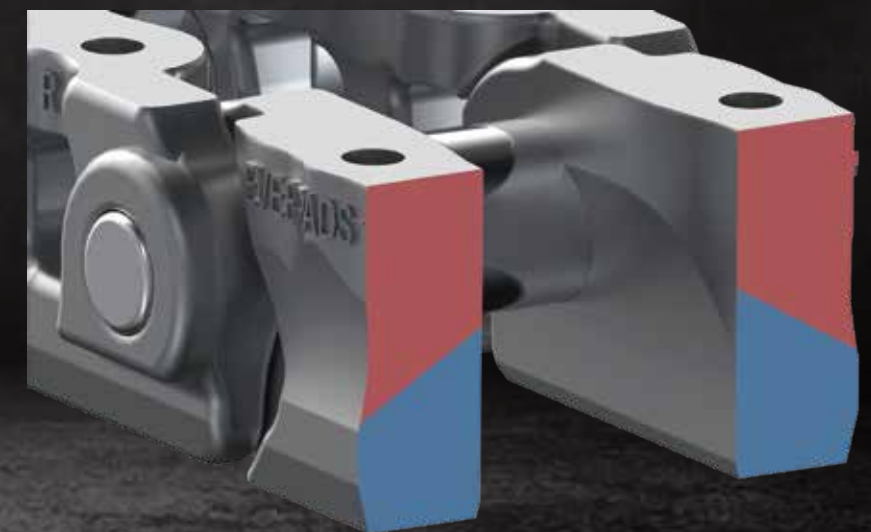
CONTROLS FORE-AND-AFT PULLING LOAD

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.

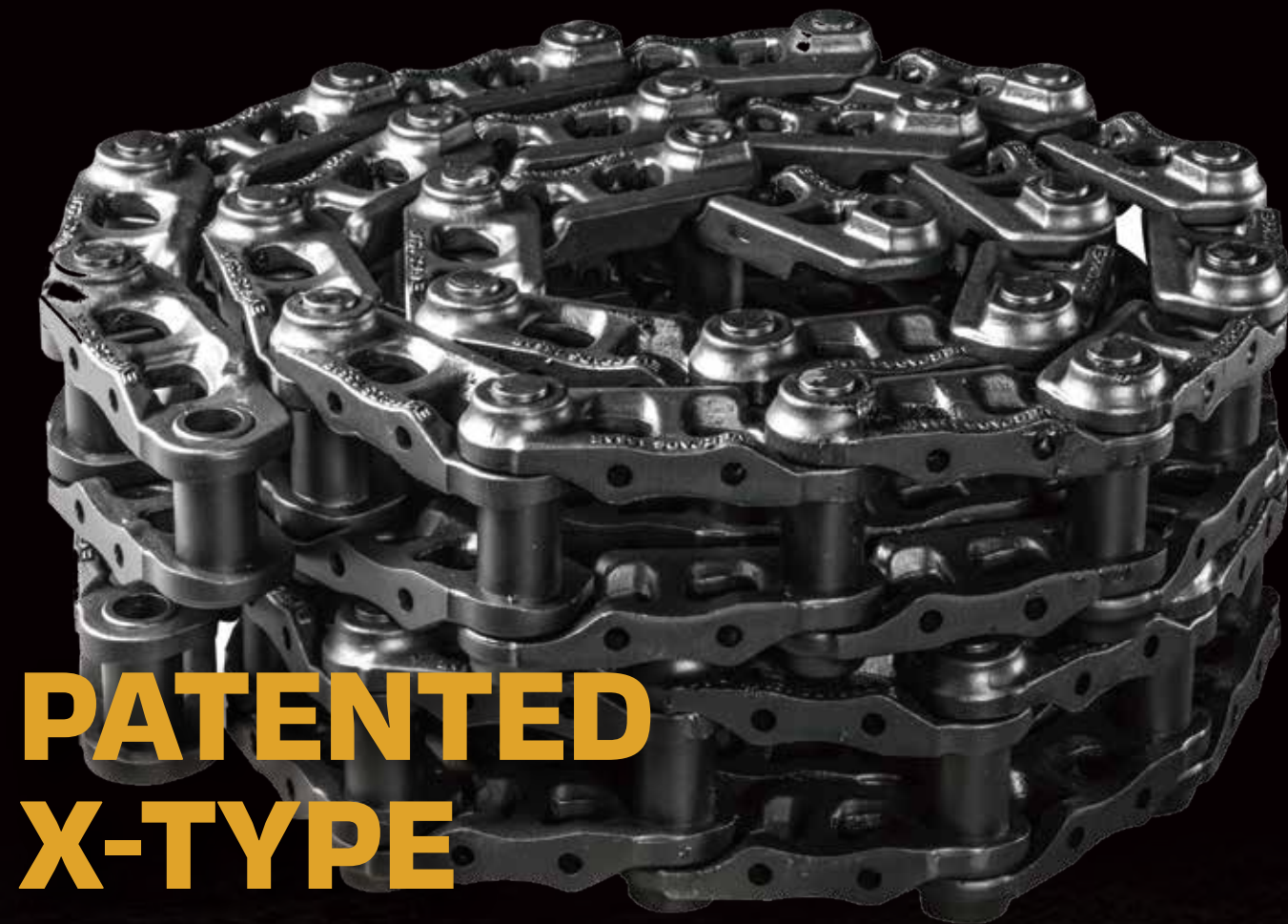


Result

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.

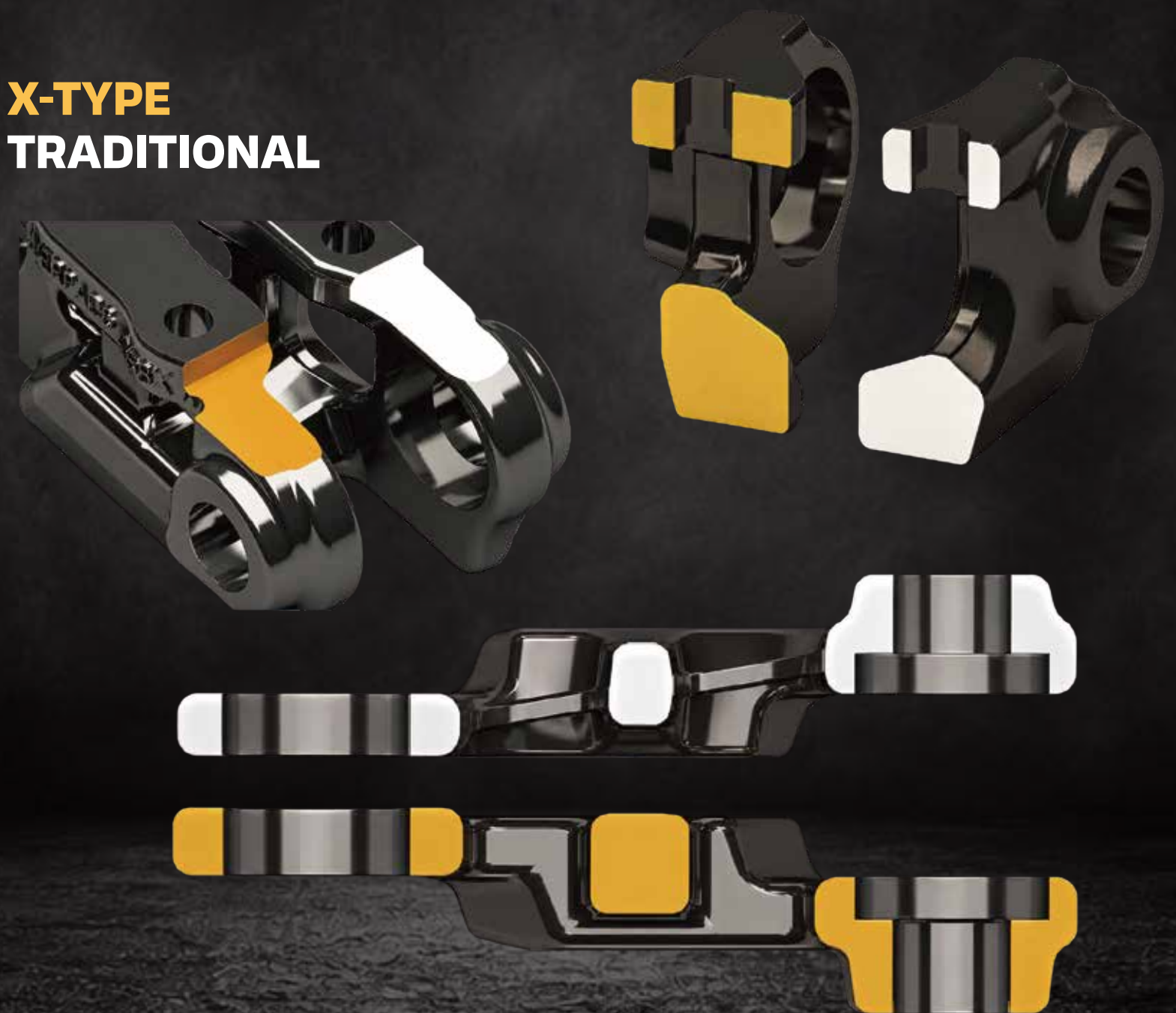
UP TO 30% THICKER IN CRITICAL AREAS

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.

X-TYPE TRADITIONAL



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

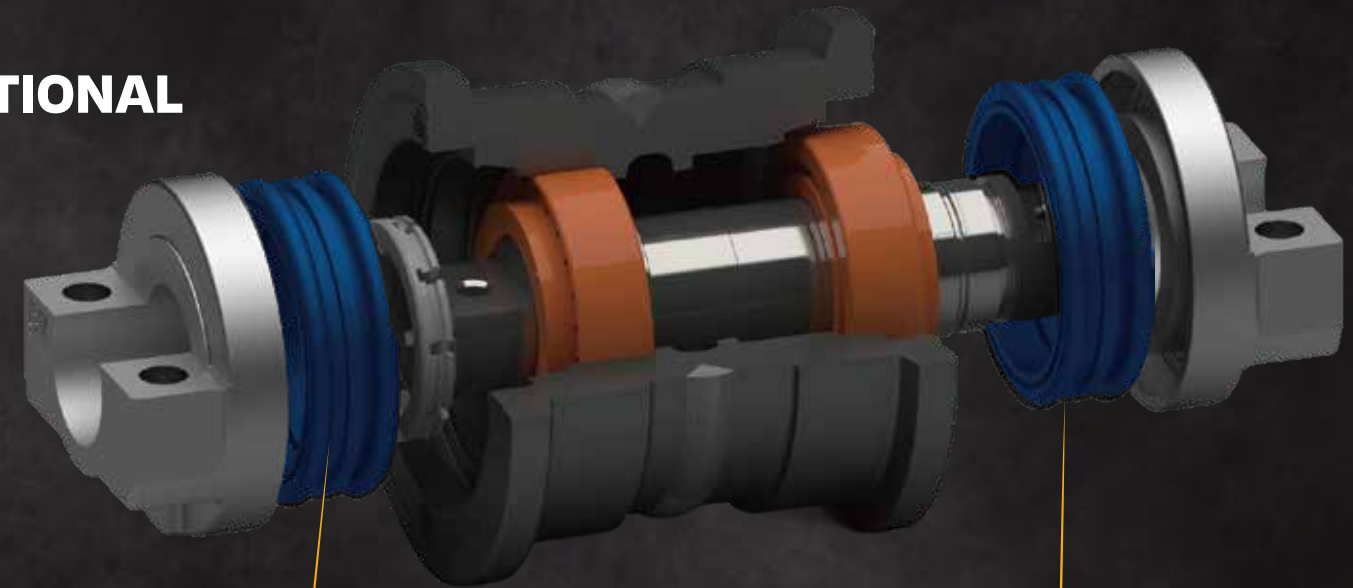
The caps mount the roller to the frame. Take them off, put them back, bolt them to a frame that isn't straight. The seal doesn't see it.

FRAME MOVEMENT STAYS OUTSIDE

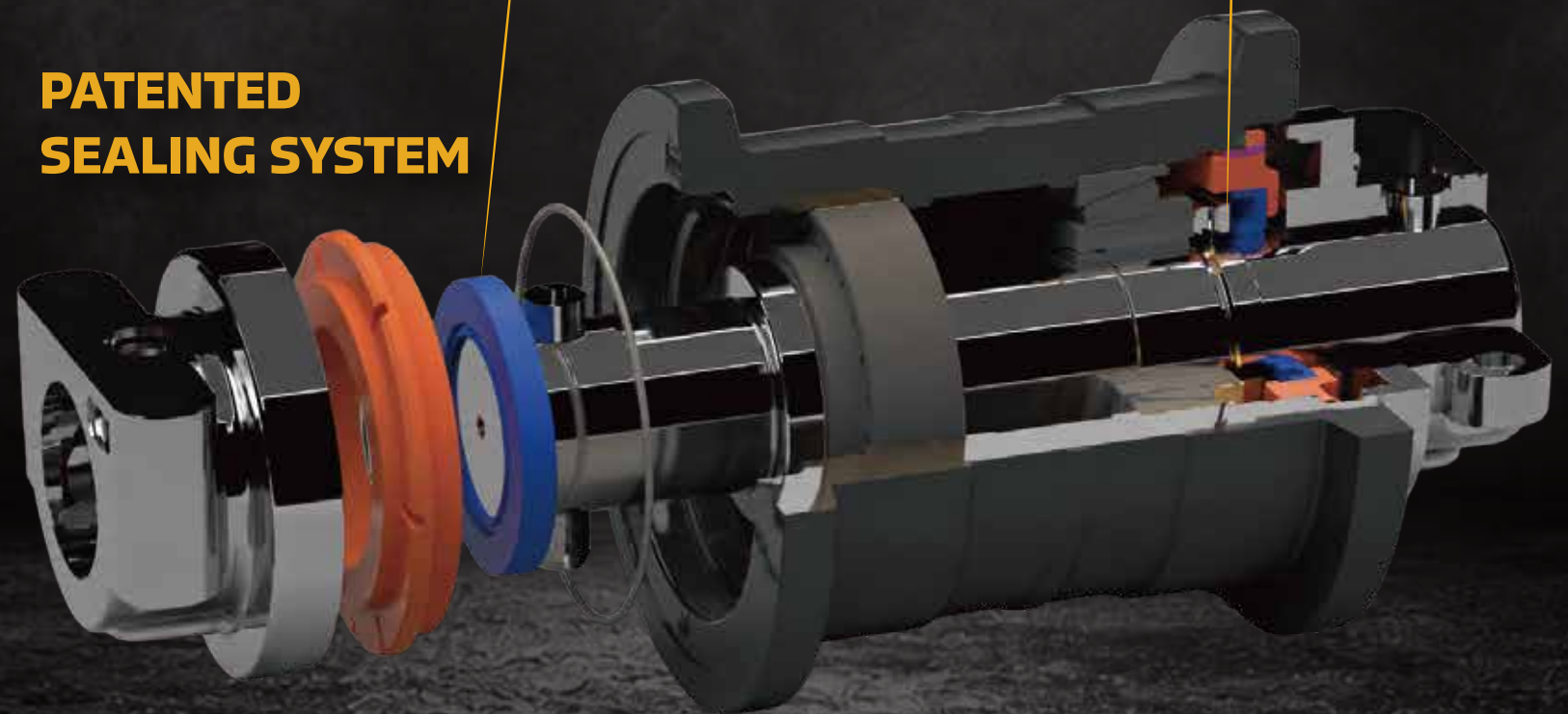
Twist, bounce, bore wear at the cap. It all happens outside the sealed roller. Inside, the oil stays where it was put.

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

TRADITIONAL



PATENTED SEALING SYSTEM

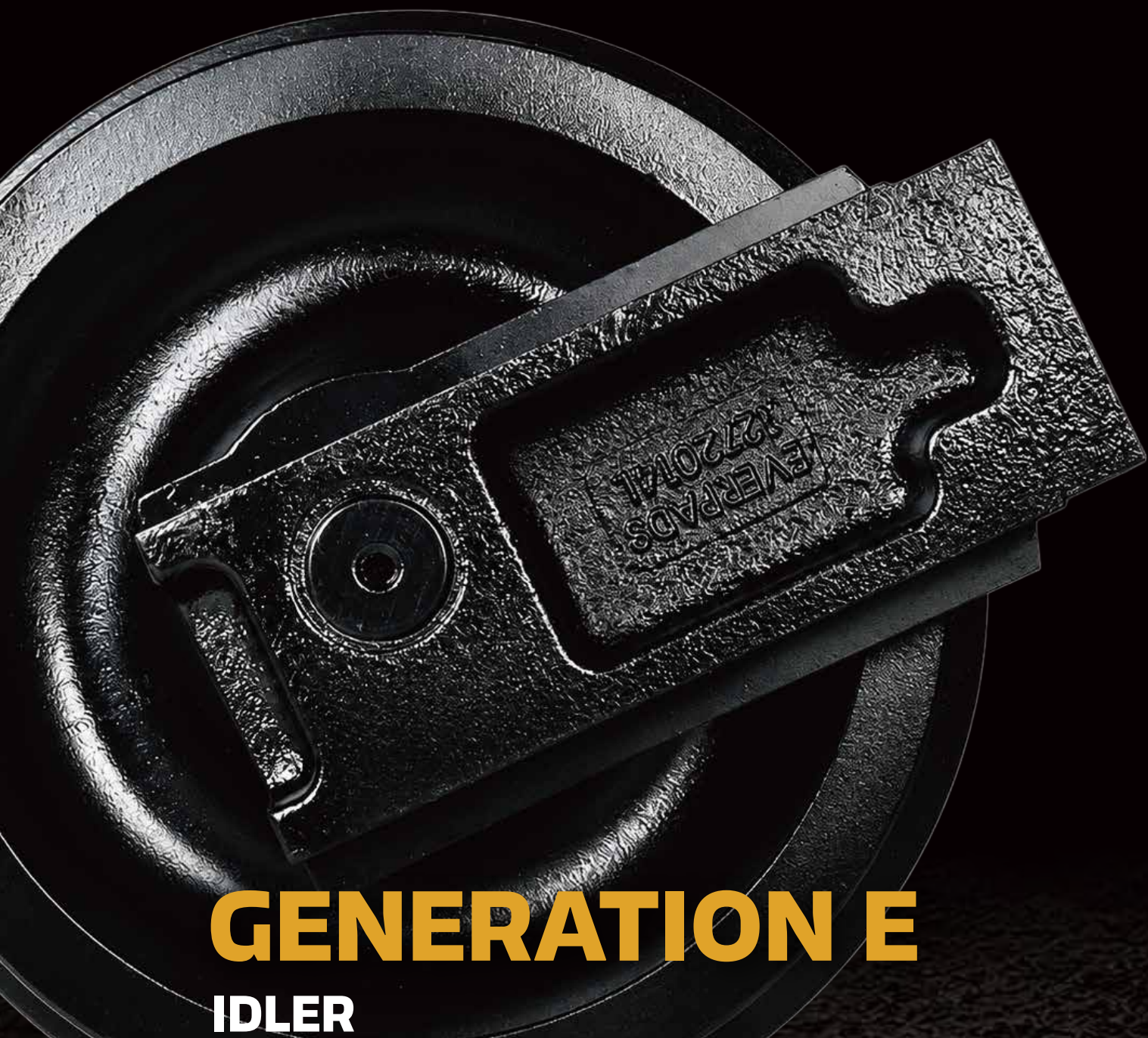


Result

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-MACHIN- ED 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.



EV POLYURETHANE TRACK PADS

**BORN TOUGH.
ENGINEERED FURTHER.**

Good poly is not enough.

A track pad can have a strong compound on paper and still fail early if the details are wrong.

- Bad bonding.
- Weak structure.
- Poor edge design.
- Bad process control.

That is where a good pad stops. And where a great pad starts.

EV Polyurethane Track Pads are built around compound, structure, chamfer design, load support, and detail control working together.

Not just expected compound performance. Stable real-world performance.

SAME EV FOUNDATION. EVERY GRADE.

Every EV grade starts with the same high-quality structural foundation. The difference is what you need the pad to deliver.

EV STANDARD

LOWEST EV PRICE.
SAME EV FOUNDATION.

1,200 WORKING
HOURS

The lowest-priced pad in the EV line. It keeps the same steel structure and patented chamfer as Pro and Max, so paying less doesn't mean changing pads early.

FOR TIGHT BUDGETS.

EV PRO

TOP-TIER COMPOUND.
BUILT FOR MORE WORK.

1,600 WORKING
HOURS

Built for customers who put more wear demand on their pads and want EV's top-tier compound performance.

FOR TOP-TIER
WEAR RESISTANCE.

EV MAX

TOP-TIER COMPOUND.
MORE THICKNESS.

2,000 WORKING
HOURS

Built for customers who want the same top-tier compound as Pro, with more pad material to extend working life further.

FOR MAXIMUM
WORKING LIFE.

THREE EV GRADES. THREE DIFFERENT JOB PRIORITIES.

Three different configurations.
The same EV commitment to high-quality
track pad performance.

Shared EV Engineering

Standard, Pro, and Max are built for different working
priorities, but every EV Polyurethane Track Pad starts
with the same core engineering foundation.



80% LESS EDGE CHIPPING

A new pad without the right edge angle can contact the ground on a small, uneven area first. The patented chamfer creates a more controlled initial contact area, reducing concentrated edge stress and helping prevent early edge chipping and peeling.



CARRIES UP TO 42 TONS

The reinforced structure is rated for up to 42 tons, far beyond what today's biggest milling machines require. Even on the heaviest jobs, it isn't working anywhere near its limit.



HARD TO TEAR, EVEN WHEN NICKED

Tear strength up to 130 kN/m. When a pad catches a manhole cover and takes a nick, the compound resists letting that nick rip into a missing chunk.



EVERY COMPOUND LAB-TESTED

SGS, an independent lab, grinds a sample of every EV compound against an abrasive and measures how much wears off. Lower number, slower wear. A real number to compare, not a sales claim.

EVERPADS

EV STANDARD

POLYURETHANE TRACK PAD

**LOWEST EV PRICE.
SAME EV FOUNDATION.**

EV Standard is built for contractors who need the lowest price in the EV line and still can't afford early failures. It keeps the same EV structural foundation as Pro and Max. The only difference from Pro is the compound, specified to balance working life and cost.

1,200 WORKING
HOURS



PRICED 23% BELOW EV PRO

Same steel structure and patented chamfer as Pro. The savings come from the compound, not from cutting corners on the build.



WEARS EVENLY TO THE END

The patented chamfer and precision molding guard against edge chipping and hidden voids. You wear the pad out instead of tossing it early.



TESTED TO HOLD UP

In the SGS wear test, Standard loses 32 mm³. Pro loses 22. Lower means slower wear. That's the trade-off behind Standard's lower price.

**A LOWER PRICE DOESN'T HAVE
TO MEAN EARLY FAILURE.**



EV PRO

POLYURETHANE TRACK PAD

TOP-TIER COMPOUND. BUILT FOR MORE WORK.

EV Pro steps up to EVERPADS' top-tier polyurethane compound. It is built for demanding milling applications where stronger abrasion resistance and longer working life justify the step up from Standard.

1,600 WORKING HOURS



WEARS SLOWER. SGS-TESTED.

In the SGS wear test, Pro loses 22 mm³. Standard loses 32. That's 31% less wear, and it's why Pro runs 400 more hours.



WEARS EVENLY TO THE END

The patented chamfer and precision molding guard against edge chipping and hidden voids. You wear the pad out instead of tossing it early.



LESS DOWNTIME

More hours per set means fewer change-outs. Every change-out you skip is downtime and labor you don't pay for.

TOP-TIER PERFORMANCE. FEWER CHANGE-OUTS.



EV MAX

POLYURETHANE TRACK PAD

**TOP-TIER COMPOUND.
MORE THICKNESS.**

EV Max uses the same top-tier polyurethane compound as EV Pro. The difference is thickness. With more pad material, EV Max is built for customers who want to push working life beyond what EV Pro delivers.

2,000 WORKING
HOURS



SAME SLOW WEAR AS PRO

In the SGS wear test, Max loses 22 mm³, same as Pro and 31% less than Standard. Slow wear plus extra thickness gets Max to 2,000 hours.



EXTRA PAD THICKNESS

Adds extra pad thickness within the same footprint, giving EV Max the thickest build available for that size.



ULTIMATE WORKING LIFE

The longest-running pad in the EV line. Built for fleets that want the fewest pad changes and the least downtime.

**PRO COMPOUND PERFORMANCE.
MORE WEAR VOLUME.**

“

PREMIUM COMPOUND CAN STILL FAIL EARLY.

A premium compound gives a pad strong wear potential. But compound performance means little if the pad fails before the material is fully used. Two details can end the wear cycle early.

Two Major Risks in Premium Poly Pads on the Market



FREQUENT EDGE CHIPPING

Without the right ground-contact angle, a new pad initially carries the machine load on a very small edge area.

Before the edge naturally wears into a larger, more stable contact surface, that concentrated load repeatedly hits the same area, which makes early peeling and chipping much more likely.



INTERNAL VOIDS

Air pockets inside the polyurethane interrupt how load is distributed through the pad. Instead of spreading evenly through the material, stress concentrates around these internal weak points. Under repeated loading and turning, separation can grow from inside the pad and eventually cause the polyurethane block to peel off prematurely.

TURN COMPOUND POTENTIAL INTO REAL PERFORMANCE.

EV Solution

A top-tier compound sets the performance potential. We use precision molding and a patented chamfer to help that potential survive real working conditions and turn into stable working life.

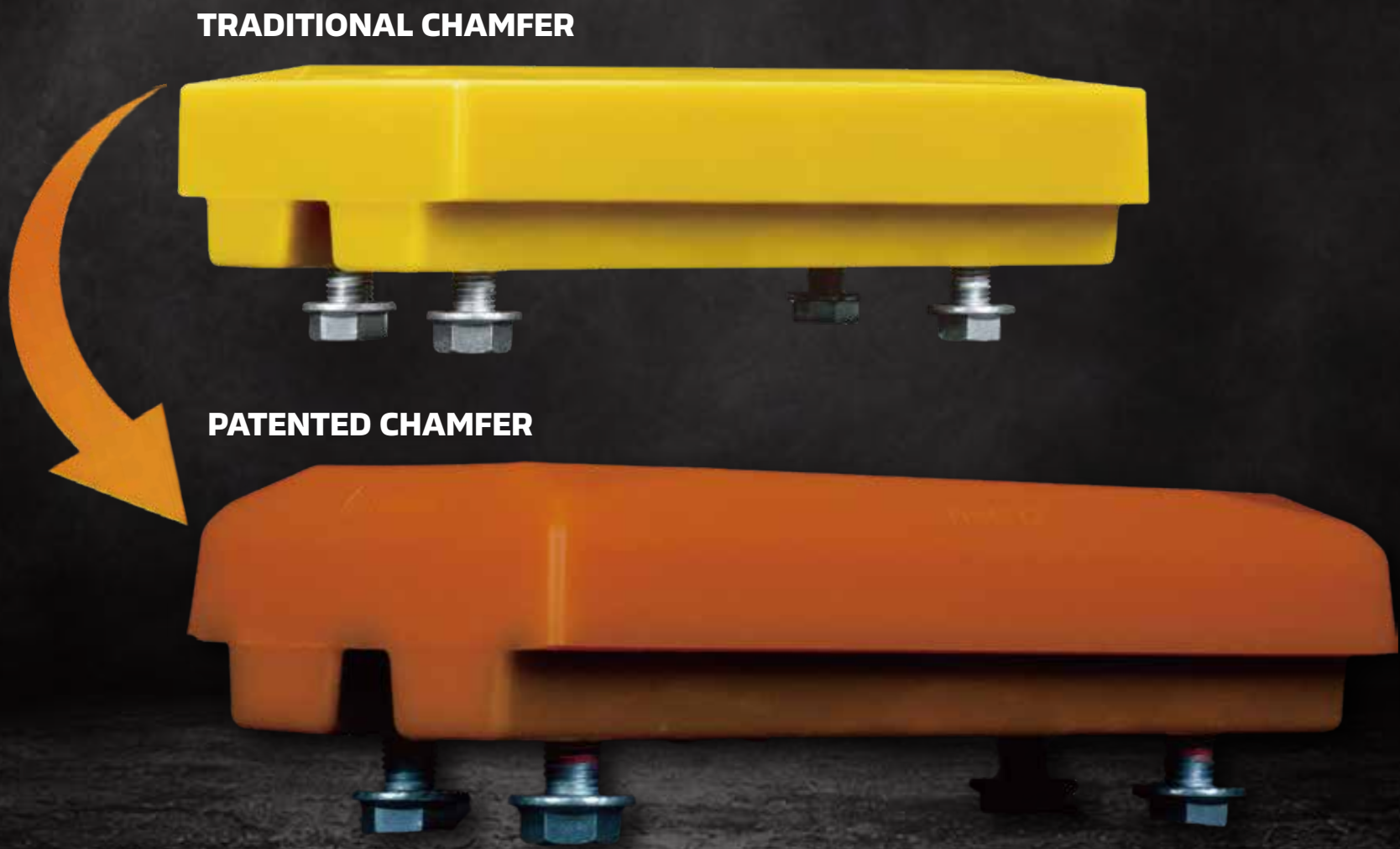
ENGINEERING THAT UNLOCKS THE COMPOUND

PRECISION MOLDING PROCESS

MINIMIZED INTERNAL VOIDS
Precision molding helps minimize trapped air and weak points inside the polyurethane. With the lowest internal void levels in the industry, load can spread more evenly through the pad instead of concentrating around hidden weak areas. This helps reduce internal separation and premature pad failure.

PATENTED CHAMFER DESIGN

BETTER INITIAL GROUND CONTACT
The chamfer creates the right contact angle from the beginning of the pad's life. Instead of concentrating machine load on a small edge area, it creates a broader, more controlled contact condition before the pad naturally wears in. This helps prevent early peeling and edge chipping.



Results

Industry's Lowest Internal Void Levels	More Even Load Distribution	80% Less Edge Chipping	Industry-Leading Stable Working Life
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GENERATION E

FORMULA E LAMINATED WHEEL

A laminated wheel fails two ways: the rubber frays apart, or it comes off the steel. Either one stops a wheeled machine mid-shift.

Formula E laminated wheels are wound from continuous laminations of natural rubber over a macerated center, so there is no seam to start a fray. The rubber-to-steel bond gets six surface treatments. We have not had one come off.

Built to your machine's dimensions.

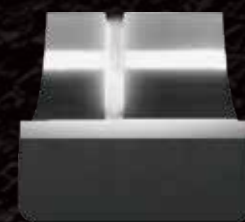




Key Benefits

1,000 WORKING HOURS

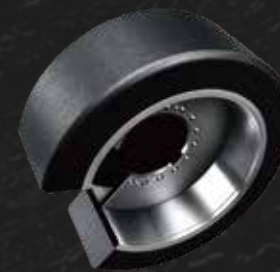
1,000 working hours on a wheeled milling machine before the wheel is done.



MAXIMUM PRODUCTIVITY

Formula E

Formula E keeps the rubber at 63°C (145°F) under load. Cooler rubber ages slower, so the wheel lasts longer.



SPECIAL RUBBER COMPOUND

The compound absorbs impact and vibration before it reaches the frame. Less shock to the machine, less shock to the operator, better grip on the road.



EXTENSIVE SURFACE TREATMENT

Strong Rubber-Steel Bond. Longer Life.

Six surface treatments between the rubber and the steel. The rubber wears out before the bond does.



CONVEYOR SYSTEM

CONVEYOR BELT

EVERPADS takes great pride in our rubber products, and when it comes to the conveyor belt, continuity counts, as well as the utmost loading capacity and stability. Due to the high quality of the rubber raw material and the latest hot vulcanization technology, the conveyor belt is produced in one process, assuring a long service life. The Y-shape threads help to strengthen the entire structure that carries the milled material effectively out to the truck.

Additionally, we offer various specifications of conveyor belts tailored to different machine models, providing the highest quality rubber materials with up to 5 layers specific to the cold milling machine make and model.



CONVEYOR SYSTEM

SUPPORT ROLLER

The EVERPADS Support Roller includes roller bearings with labyrinth seals to reduce friction, thereby extending the service life of the conveyor system. The bolt-on idler pulley spins freely with less drag, and the hardened bearings carry a full belt load.



CONVEYOR SYSTEM

BELT ROLLER & GUIDE ROLLER

Our roller products instill stable operating guides, centering the conveyor belt and providing accurate guidance in stringent environments. In addition, the EVERPADS special rubber compound with low abrasion flow makes these rollers more wear-resistant, adding considerable value to the overall system.



CONVEYOR SYSTEM

RETURN ROLLER

EVERPADS Return Rollers combine high-quality rubber and durable alloy steel for long service life under heavy loads. Low rolling resistance and self-aligning design ensure smooth, stable belt operation while reducing material buildup and maintenance needs.



CONVEYOR SYSTEM

DRIVE ROLLER

The EVERPADS cylindrical and patented driver roller uses reinforced rubber and special adhesive technology for longevity in large contact surface applications needing gripping friction during operation. The roller's steel supports stability while in use as the diamond-patterned surface effectively avoids asphalt adhesion.

02

ASPHALT PAVER

A paver runs on hot mix all day. The pad under it has to take the heat, shed the sticky fines, and still be there at 3,000 hours. We built the E15 bolt-on rubber track pad for that.





GENERATION E

E15 Rubber Track Pad

Heat softens a track pad. Hot fines stick to it and grind it down. That is why most paver pads are done at 1,500 hours.

The E15 compound resists both. It stays firm at hot-mix temperatures and sheds fines instead of holding them, so the pad wears from paving, not from the asphalt it is paving.

Key Benefits

3300 WORKING HOURS

Up to 3,300 working hours on customer machines. The best pads on the market top out around 1,500.



HEAT-RESISTANT RUBBER SURFACE

Stays firm at hot-mix temperatures.



OIL-RESISTANT RUBBER SURFACE

Release agent, diesel, hydraulic oil. None of them soften it.



HIGHER STABILITY FOR SMOOTH PAVING

A pad that holds its shape keeps the screed steady. A steady screed is a smoother mat.



03

VIBRATORY ROLLER

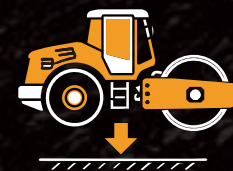
A roller's rubber buffers take the vibration so the frame doesn't. When they go, the operator feels it first and the frame cracks second. Our Formula E compound keeps them working up to 3× longer.



Key Benefits

3200 WORKING HOURS

Heat is what kills a rubber buffer. Formula E holds the rubber at 63°C (145°F) under vibration, so it keeps its tear strength and bounce for 3,200 hours.



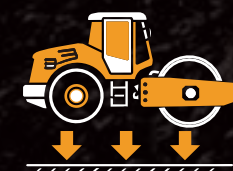
6 TON ROLLERS

Walk-behind and small tandem rollers. The buffers are small, so a failed set gets replaced often. Ours goes 3× between changes.



12 TON ROLLERS

Mid-size tandem rollers on parking lots and city streets. Sized for the vibration load of a 12-ton drum.



20 TON ROLLERS

Highway-class rollers running long shifts. Higher centrifugal force, hotter buffers. This is where low-heat rubber pays back most.



30 TON ROLLERS

The heaviest single-drum soil compactors. Rated for the full force of a 30-ton machine.

FORMULA E RUBBER BUFFER FOR VIBRATORY ROLLER

Formula E Rubber Buffers for vibratory rollers. Up to 3× the life of a standard buffer, on rollers up to 30 tons, under full centrifugal load.



04

VIBRATORY HAMMER

A vibro hammer's rubber buffers take the full driving force and the full pull on extraction. When one tears, the job stops. Our Formula E Rubber Buffers are built to take both, 3× longer.



FORMULA E

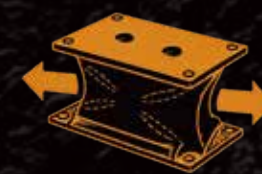
RUBBER BUFFER

FOR VIBRATORY HAMMER

Formula E Rubber Buffers for vibratory hammers. Low-heat rubber plus a tear-resistant compound, for up to 3× the life of a standard buffer on pile driving and extraction.

Key Benefits

3× LONGER LIFE



TEAR-RESISTANT SPECIAL RUBBER COMPOUND

Engineered to withstand high stress and vibration, reducing cracks and deformation.



ENHANCED TREATMENTS WITH STEEL PLATE

Enhanced steel plate treatment improves durability, wear resistance, and corrosion protection.



SIX-TREATMENT ADHESION

Six unique adhesive treatments ensure strong, reliable rubber-to-steel bonding under demanding conditions.

120 kN+ CUSTOM FORCE CAPACITY
Advanced ADHESION TECHNOLOGY

FORMULA E LOW HEAT GENERATION RUBBER TECHNOLOGY

Our Formula E technology combats rubber degradation from thermal stress in vibratory hammers by maintaining rubber temperature at 63°C (145°F).

The innovative rubber molecular reformulation significantly reduces aging, maintaining critical physical properties like tear resistance and tension.

This extends buffer life by 3-4 times. On maintenance cost that is 60-72% less, before counting the downtime you don't have.

RUBBER FATIGUE TESTING

Fatigue testing evaluates the ability of our rubber buffers to withstand repeated stresses and strains, ensuring that they can perform effectively over an extended period.

TEAR RESISTANCE TEST

We pull-test every compound for tear resistance. A nick from a pile shoe should stay a nick, not rip through the block.



SHEAR FORCE TESTING

We shear-test the buffers against the extraction force of your hammer, 120 kN and up, to your spec. The number on the test sheet is the number you get in the ground.



05

EXCAVATOR

Railroads, scrap yards, landfills. Sharp steel and broken concrete cut a normal pad to pieces. Our E22 rubber track pads run up to 6,000 hours in that.



GENERATION E

E22 Rubber Track Pad

The E22 compound is built for ground that cuts: rail ballast, scrap, landfill. It resists cuts and tears, and the Formula E low-heat formula keeps it from fatiguing, so one set of pads lasts about twice as long as a standard set.

Key Benefits

6000 WORKING HOURS



INNOVATIVE E22 RUBBER TECHNOLOGY

Formula E low-heat rubber. About twice the life of a standard pad.



CUT-RESISTANCE

The rubber's molecular composition is designed to withstand sharp and rugged terrains, reducing wear and tear.



TEAR RESISTANCE

A cut stays a cut. The compound resists letting it tear into a missing chunk.

LOW-HEAT GENERATION

Resists heat buildup to reduce rubber fatigue and extend pad life.



YOUR MACHINE DESERVES BETTER PARTS

BUILDING BETTER ROADS TOGETHER

APAC

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