



PRODUCT CATALOGUE 2026

EV POLYURETHANE TRACK PAD

BORN TOUGH. ENGINEERED FURTHER.

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.



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.**

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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.

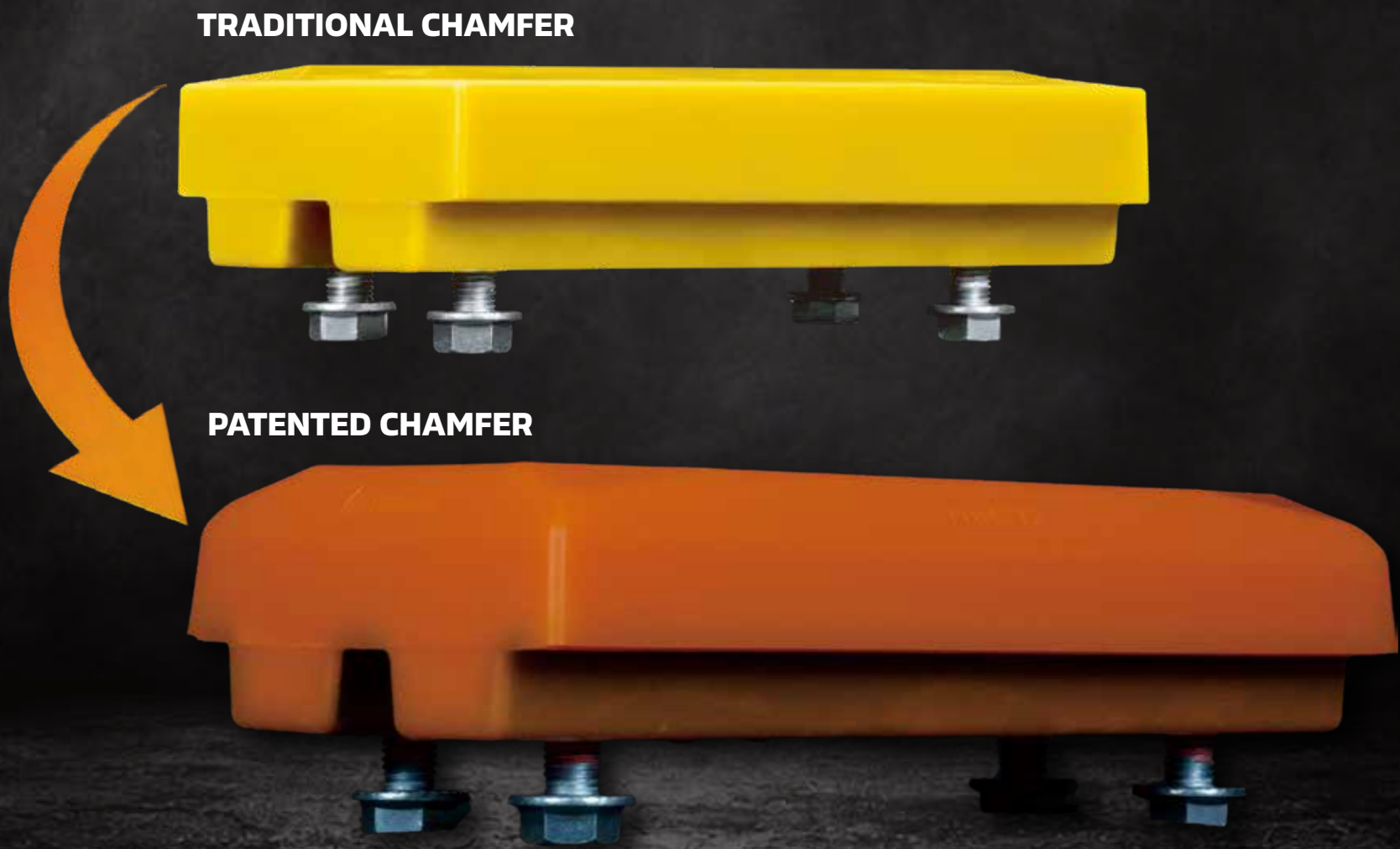
ENGINEERING THAT UNLOCKS THE COMPOUND

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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EV POLYURETHANE TRACK PAD

BORN TOUGH. ENGINEERED FURTHER.

WORLD'S LEADING SPARE PARTS MANUFACTURER

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