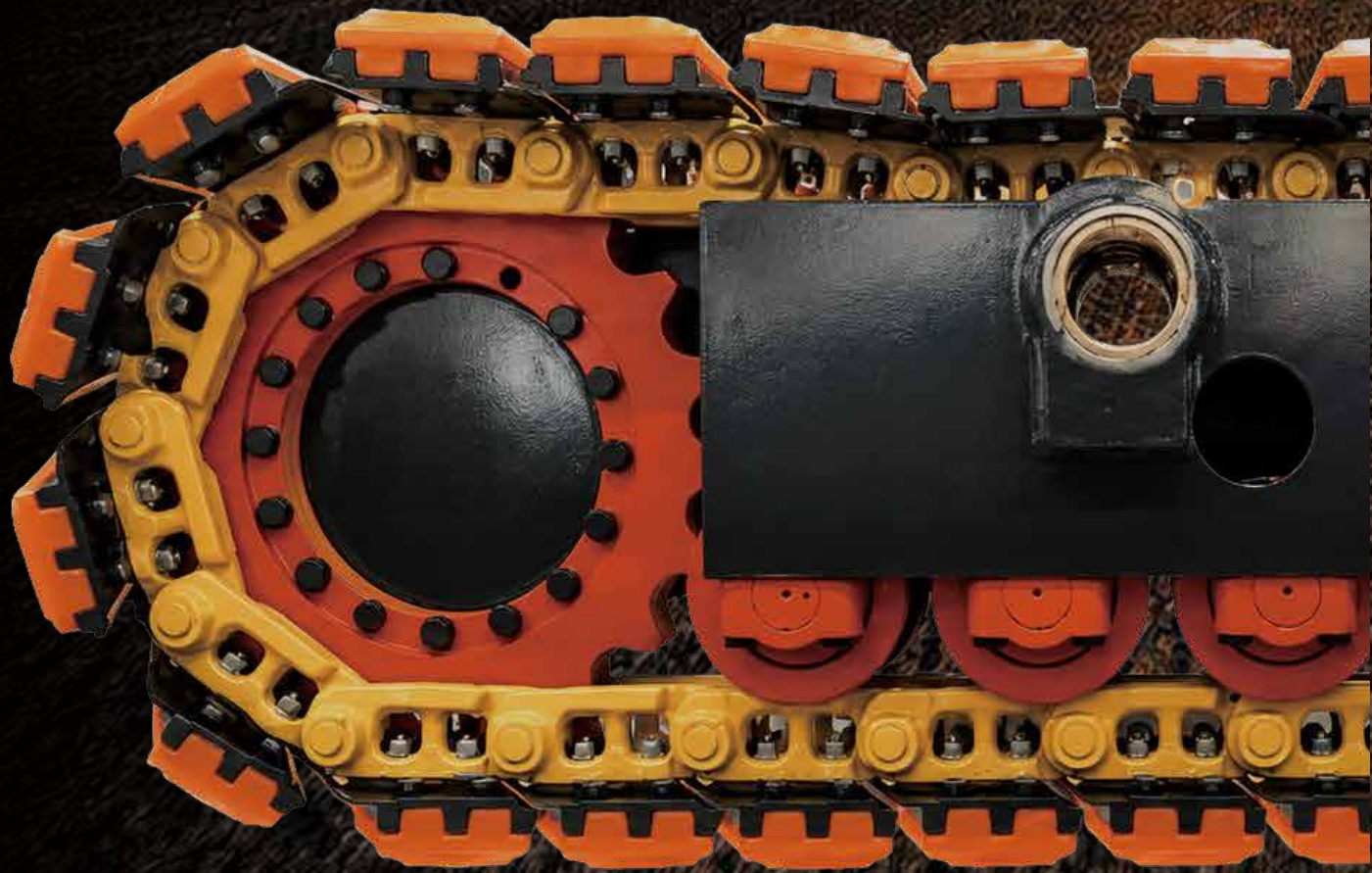




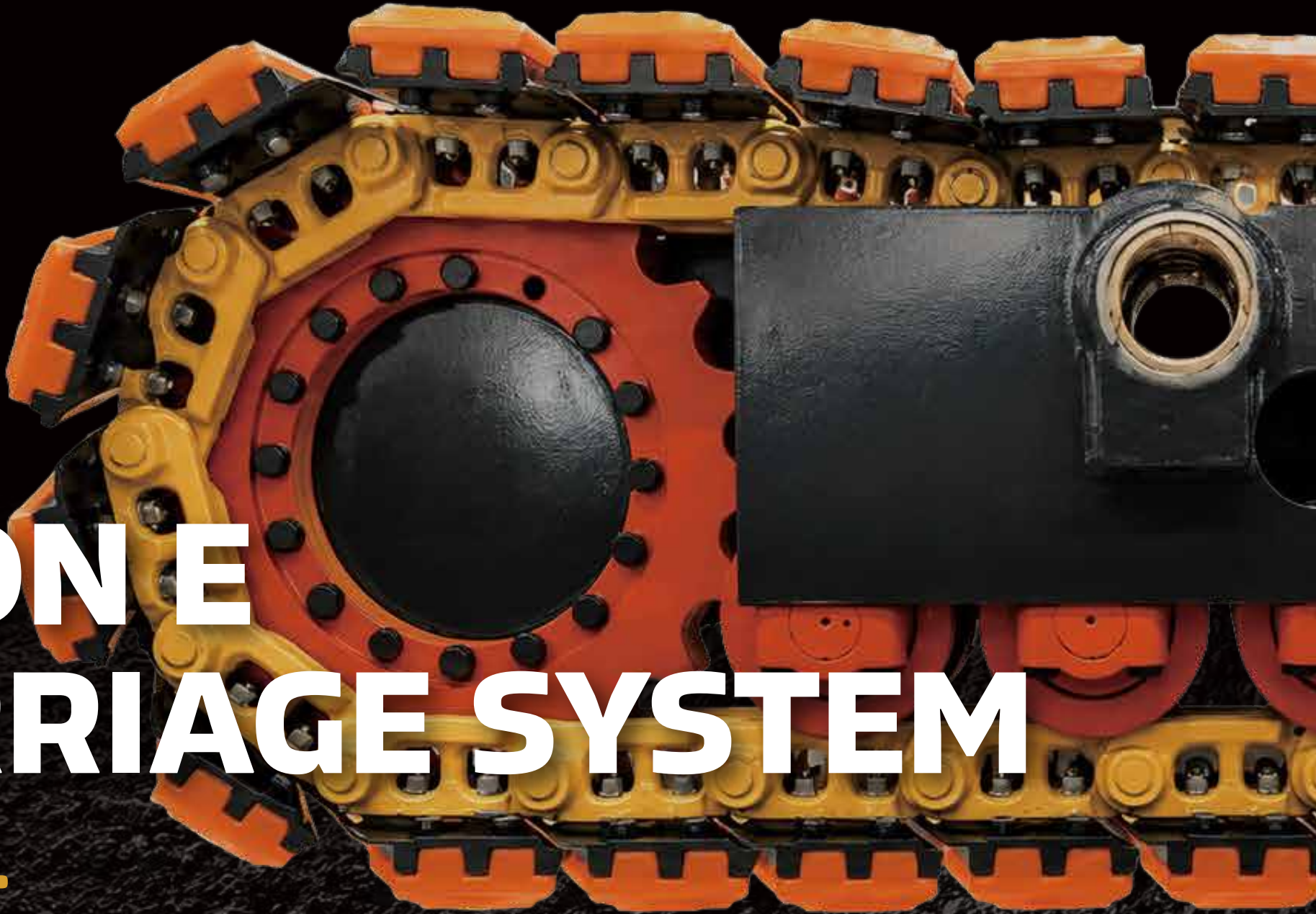
— **PRODUCT CATALOGUE 2026**

GEN-E

UNDERCARRIAGE SYSTEM

BREAK THE OLD LIMIT. FREE THE WHOLE SYSTEM.

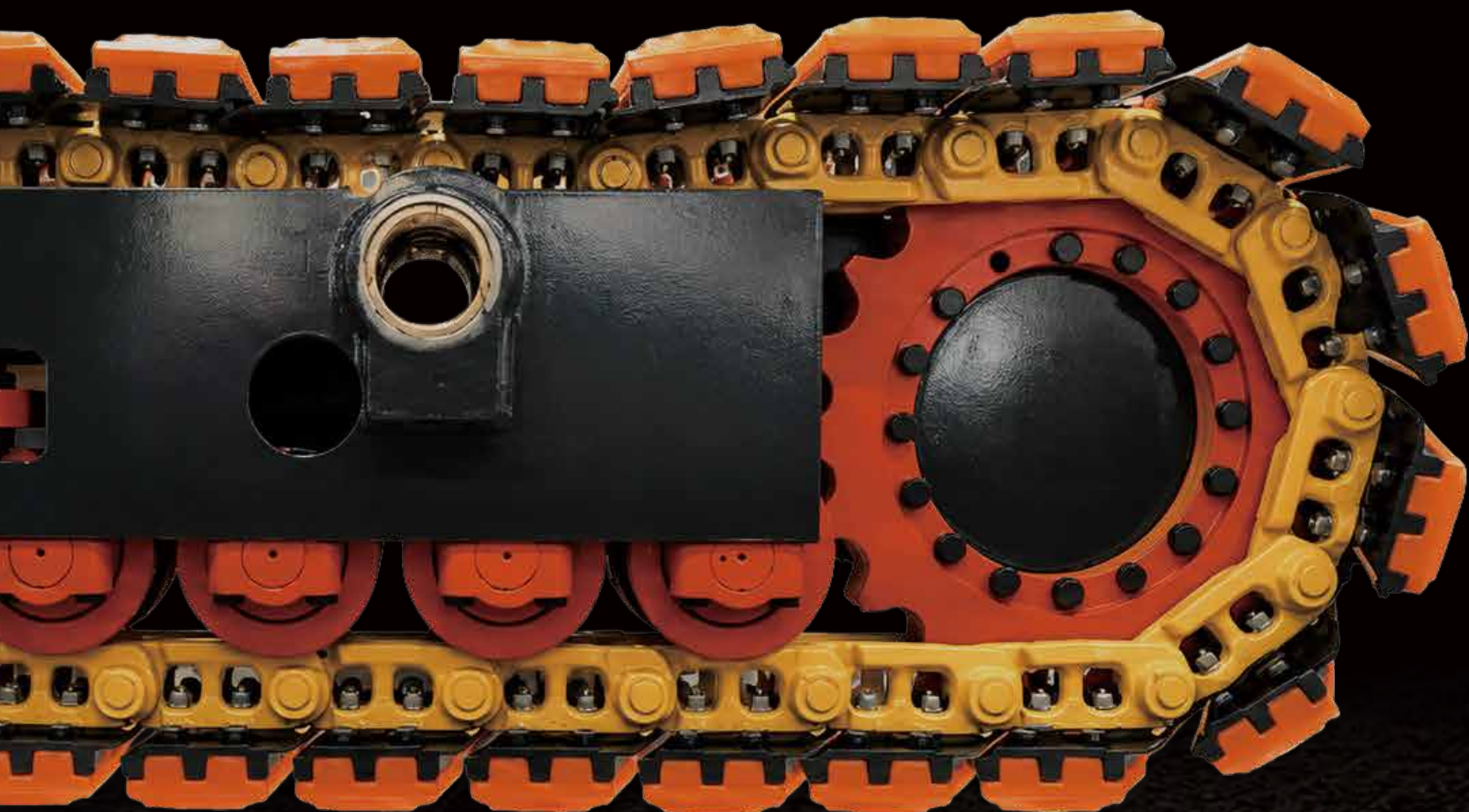
Rollers leak before they are fully worn. Track chains hit the same old life ceiling. And when one component needs replacement, opening the track can turn a normal repair into a major maintenance job. Generation E is built to change all of that.



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**

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

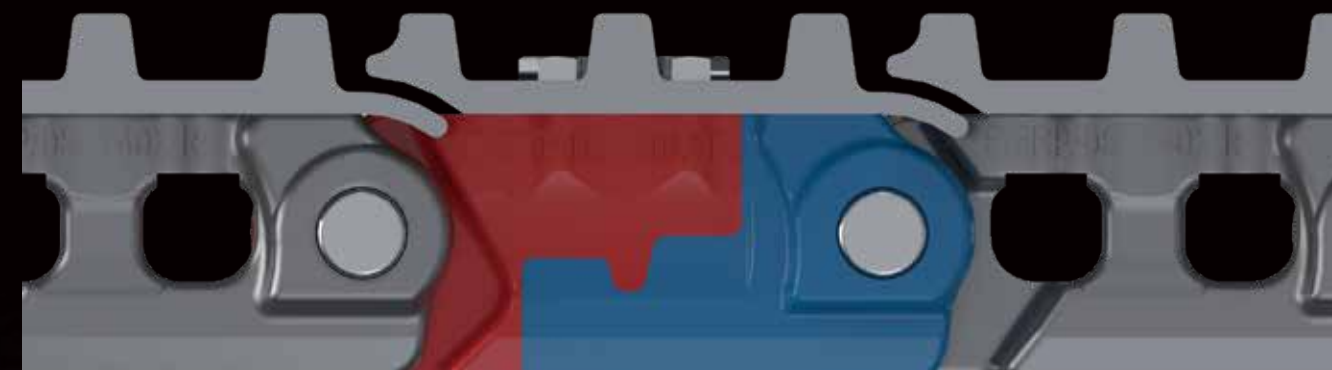
FAST TO OPEN. BUILT TO STAY.

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.

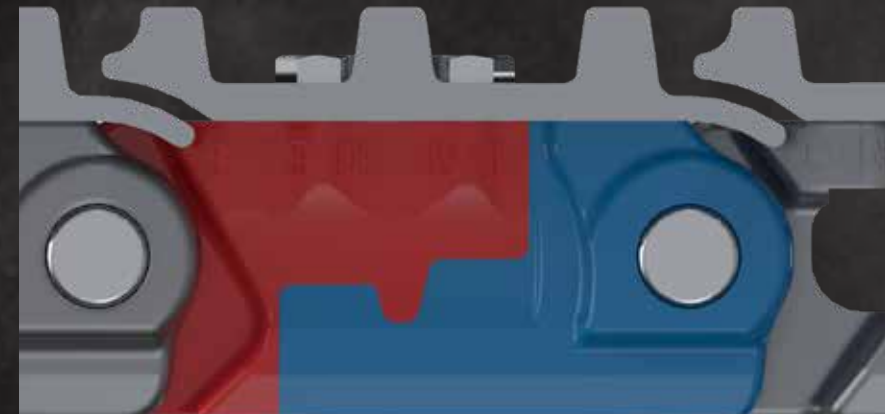
Instead of cutting directly across the bolts, more of the force is transferred through the geometry of the joint.

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.



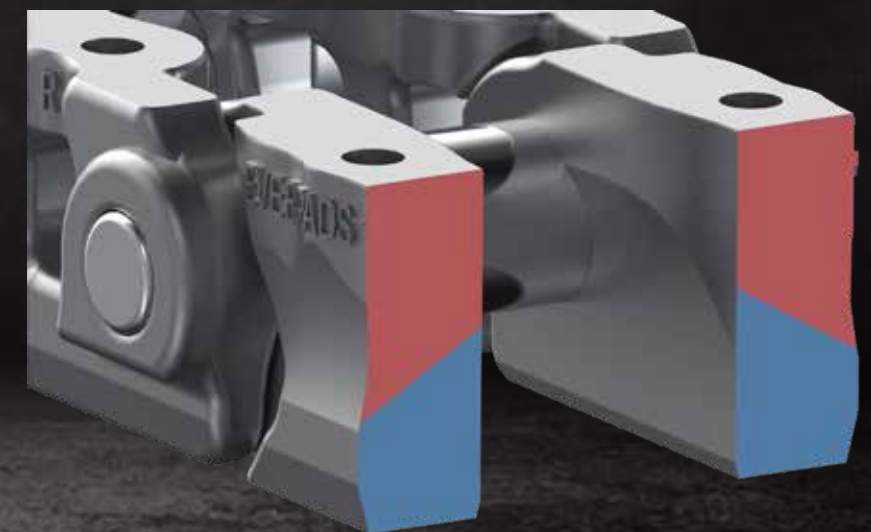
CONTROLS FORE-AND-AFT PULLING LOAD

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.

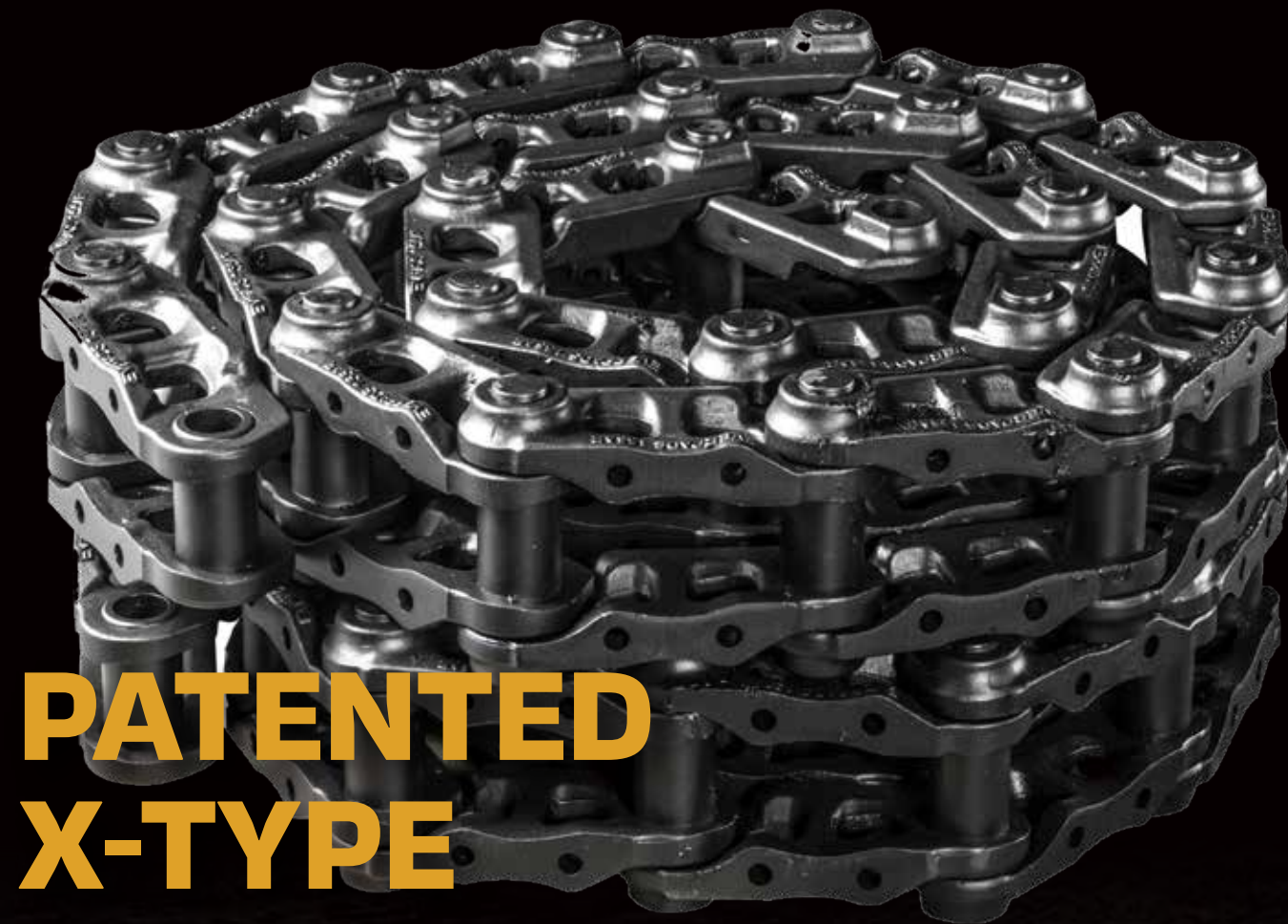


Result

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.