

# CAT® HDXL UNDERCARRIAGE VS TREK (DCF)

## KEY ADVANTAGE


Cat® HDXL undercarriage outperformed Trek throughout the first 3,400 hours of this test. Trek sprocket segments became loose and sheared bolts on multiple occasions. Cat sprocket segments stayed tight during operation and performed as expected. A Trek roller failed while none of the Cat rollers failed. In addition, through 3,400 hours, all Cat parts experienced less wear than Trek. See the table in results section for supporting data.



## TEST EXECUTION

The testing team outfitted a D8T with a new Trek undercarriage on the left side and a new Cat HDXL undercarriage on the right. Installed components included rollers, idlers, segments and track. Cat hardware was also installed on both sides (excluding Trek Master Bolts). The test began in February 2022 and was at the halfway point in October 2024. At that time, the undercarriage had accumulated 3,400 hours in an oil field pad prep application. The machine continues to run in an application considered moderate abrasion and moderate impact. The local Cat dealer PSSR and the Undercarriage Product Group team are monitoring the machine on a regular basis.

## TEST RESULTS TO DATE

CATERPILLAR	TREK (DCF)	
<ul style="list-style-type: none"><li>• Cat segments are machined so the final drive face and the back of the segment form a solid bond, keeping them tight.</li><li>• No failures have occurred to date.</li><li>• All major components exhibited less wear than Trek. See table in results section for supporting data.</li></ul>	<ul style="list-style-type: none"><li>• DCF segments required attention four times. The segments loosened from the final drive and sheered bolts due to the surfaces not forming a solid bond. This is common when segments aren't "polished" well and are texturized.</li></ul>	
APPLICATION OF ONGOING COMPETITIVE TEST		
	DCF PERFORMANCE	TEST HOURS
	DCF segment sheared all seven bolts and fell off. Hardware replaced and kept running.	44
	Bolts loose on DCF segments. Replaced with Cat hardware.	88
	Bolts loose on DCF segments. Customer replaced with new Cat hardware, red Loctite and torqued to spec.	201
	DCF #3 roller failed and replaced with new DCF roller	1558
	DCF segments loose. Hardware replaced again.	2469



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TEST RESULTS TO DATE (CONTINUED)

PERCENTAGE WORN AT 3,400 HOURS

	TREK (DCF) LEFT	CAT RIGHT
Link	35%	28%
Bushing	60%	42%
Idler	46%	30%
Sprocket	50%	44%
Grouser	78%	52%

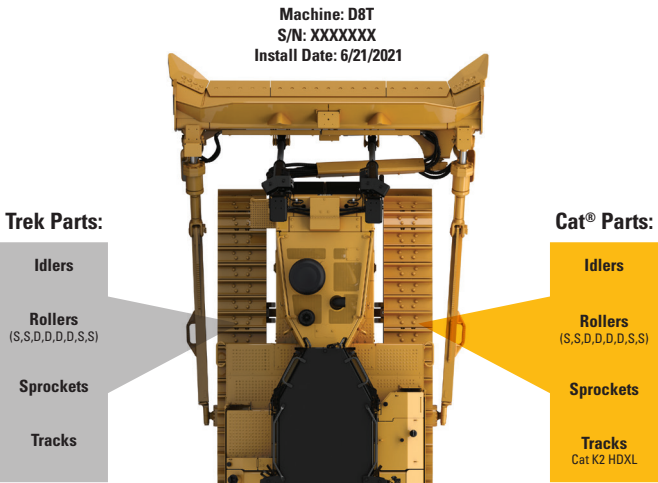
Trek (DCF) segments hit each other, loosening them over time.



Trek (DCF) bolts became loose from wear.



INSTALLED IRON: CAT AND COMPETITION



Cat hardware was used on all components (excluding Trek Master Bolts)

