

## BEHIND THE WHEEL

1/10 SCALE | ELECTRIC | RTR

**Type** » 4WD monster truck

**Price** » \$370 (price varies with dealer)

**Top speed** » 32mph

**Requires** » 8 AA batteries » Two 6- or 7-cell battery packs w/ Traxxas plugs » Charger

**traxxas.com**

# EXCLUSIVE! TRAXXAS E-MAXX

The ultimate electric all-terrain monster machine

WORDS MATT HIGGINS | PHOTOS HOPE MCCALL & PETE HALL

To say there's been a loud plea for a new electric 4WD monster truck from Traxxas would be quite the understatement. On Internet forums, the speculation, the chatter, the demands are deafening. Ever since Traxxas started to breathe new life into some of its famous platforms, fans of the Texas-based RC giant have clamored for a sequel to the dual-motor, dual-battery E-Maxx. The reinvention of the Stampede, Rustler and Bandit as brushless speed demons only intensified the demand. We knew it would happen eventually, and now Traxxas has unleashed a cure for our craving. The new E-Maxx is here at last, and the electric monster is so new that the only thing it shares with its namesake is ... its name. An all new chassis, new waterproof electronics and new bulletproof drivetrain make the new E-Maxx a whole new beast. Check out the truck you've been waiting for.



## DRIVE TIME

TEST SPOT  
BETHEL SUPERCROSS » BETHEL, CT

### PLUSH RIDE

We drove the E-Maxx over the roughest terrain we could find. We drove it hard and fast, and the big truck with its longer wheelbase and soft suspension made washboard look like pavement and reduced huge BMX jumps to mere speed bumps. The E-Maxx almost handles too well. It really only gets out of shape when you start cranking on the wheel and blasting around out of control. This truck

is smooth. The only time you might even consider changing the suspension is for racing. On most tracks, the ultra-soft suspension would cause too much chassis and body roll. If you don't have racing aspirations, leave the suspension the way it is and enjoy the ride. When grabbing big air, stay on the throttle, and the E-Maxx will fly with a perfect slightly nose-up attitude.

### CORNERING

The E-Maxx corners like a big 4WD monster truck. If you want to make tight turns, better stab the gas and cut the wheel hard, or go slow. Normal on-power turns will be on the wide side, but for bashing around, you'd never notice. Navigating around a BMX track was easy. The dual servos provide plenty of power, and the steering feels quick and precise despite the big tires. You'll notice a healthy amount of lean when cornering hard, but the E-Maxx is extremely stable and very easy to drive thanks to its long chassis.



**ACTION VIDEO  
ONLINE  
RCCARACTION.COM**

#### **GET UP AND GO**

The E-Maxx has plenty of torque, and it launched off the line with some real wheel-spinning authority. On pavement, it has enough power to get out of shape, so be careful. If there's enough traction, wheelies are no problem. In most cases, on pavement or loose dirt, the E-Maxx squats the rear down fully and extends the front suspension. Don't expect too much steering for the first few feet when grabbing a lot of throttle.

#### **USING THE MAXX**

The E-Maxx isn't just about performance, it's also very user friendly. The EVX-2 works just like other Traxxas speed controls: press the setup button, and it turns on. You shouldn't have to set up the EVX-2, but if you do, the process is easy. The new battery straps are truly awesome, and the Traxxas High-Current Connectors are well on their way to becoming the new industry standard for good reason. They connect solidly and are easy to attach and disconnect.

#### **GOING UNDER**

We'd be cheating you if we didn't test the waterproof capabilities of the E-Maxx. No, we didn't drop it in the deep end of a pool and try to drive it out. We did, however, seek out wet terrain we ordinarily would have avoided with any other RC vehicle. It had just recently rained, so finding wet pavement, standing water and deep mud wasn't a problem. Best of all, these conditions weren't a problem for the E-Maxx either.

The E-Maxx comes with a Traxxas TQ radio and a painted and trimmed body.



Dual servos are used to steer the truck. Their blue color tells you that they are waterproof.

### Power steering

Most ready-to-run monster trucks are plagued with weak steering. That is not the case with the new E-Maxx. It features dual, waterproof 2056 servos that dish out a combined 160 in.-oz. of torque. The two servos are hooked up to a new dual bellcrank system that incorporates a servo-saver mechanism. All of the E-Maxx's steering links are double shear, which means the rod end is captured on both sides—a very strong setup.

# SPECIFICATIONS

## TRAXXAS E-MAXX

Traxxas.com

Scale 1/10

Price \$370 (varies with dealer)

### DIMENSIONS

**Length** 20.4 in. (518mm)

**Width** 16.4 in. (417mm)

**Weight, as tested** 9 lb. 4 oz. (4,190g)

### CHASSIS

Molded composite nylon tub

### SUSPENSION

**Type** Pivot ball

**Inboard camber-link positions F/R** 1/1

**Outboard camber-link positions F/R** 1/1

**Upper shock positions F/R** 3/3

**Lower shock positions F/R** 4/4

### SHOCKS

Eight plastic-body, oil-filled w/bladder volume compensation, and 3mm shock shafts

### STEERING

**Type** Dual bellcrank w/ 2 servos

**Servo-saver** Fixed spring cam-type

**Tie rods** Steel turnbuckles

**Ackerman settings** (inboard/outboard) 1/1

### DRIVETRAIN

**Type** Full-time, shaft-driven 4WD

**Transmission** Sealed gearbox

**Slipper clutch** 3-pad w/steel pressure plate

**Differentials** Bevel-gear, sealed.

**Spur gear** Nylon composite

**Driveshafts** Sealed, splined shaft w/universal shafts

**Bearings** Rubber-sealed ball

**Gear ratio** 3.58:1 primary; 1.83:1 internal; 18.67 final

### BODY, WHEELS & TIRES

**Body** Prepainted Lexan, printed graphics, factory mounted

**Wheels** Traxxas split-spoke, chrome, 3.8 in., 14mm hex

**Tires** Traxxas 3.8" Chevron

**Inserts** Open-cell foam

### INCLUDED ELECTRONICS & ACCESSORIES

**Transmitter** Traxxas TQ 2-channel AM 27MHz

**Receiver** Traxxas 2216 4-channel micro receiver

**Steering servos** 2 Traxxas 2056 waterproof

**Speed control** Traxxas EVX-2

**Motors** 2 Traxxas Titan 550, 21-turn, w/internal cooling fan

### ADDITIONAL ACCESSORIES

Various wrenches, decals, preload spacers

# UNDER THE HOOD

## Waterproof

What's the number-one source of demise of RC cars? It isn't telephone poles, full-size cars or even brick walls—it's water. Excessive exposure to moisture stops more vehicles in their tracks than any immovable object. Traxxas wants to keep you rollin' and thus keep you happy, so the E-Maxx is as watertight as a submarine. The 2056 servos are waterproof, so no doubt they'll be scooped up for many projects. The EVX-2 speed control can also survive a dunk in the drink, and the 4-channel receiver sits in a newly designed, patent-pending, O-ring-sealed watertight radio box. What about the motors? Brushed motors fear no river, pond or puddle. This whole ship can handle snow, mud and streams, so skip the weather report, and bash where and when you want. The blue color on the new electronics calls out their waterproof nature.



**An O-ring sealed radio box keeps water and debris away from the receiver.**

## Gearbox

Nothing wrong with the original transmission, but Traxxas knows that E-Maxx owners will go brushless. As such, the E-Maxx's tranny is all new and built to take a beating. Traxxas states the new box can handle 2½ times the torque as the original—impressive, since it's noticeably smaller. A Revo-spec slipper clutch in heavy-duty semi-metallic friction material starts a powerful package that includes sealed Revo-spec differentials that can be tuned with different thickness silicone fluid. The sealed, thick and beefy driveshafts are Revo-spec also, so there's no doubt this truck's core is built tough. Rubber-sealed bearings round out the package. Remember the original E-Maxx featured a remotely shifted 2-speed? That's now an option as this version comes with only a single-speed. That's OK, since first gear was only used to test the truck's ability to flip over on its lid.



**A Revo style slipper clutch protects the transmission from any sudden shock and it's fully adjustable.**

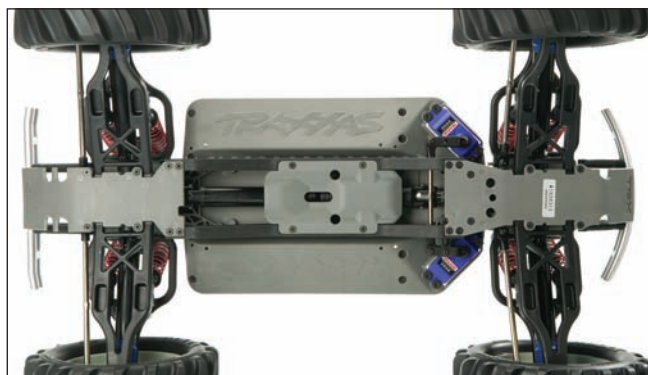
## Brushless ready

While the E-Maxx runs off dual Titan 550 motors, it is clearly fully brushless-ready. The transmission is designed so that when only a single, powerful brushless motor is used, the motor will be positioned directly over the truck's centerline. Traxxas offers an optional motor plate to make the switch from dual motors to a single brushless motor a breeze. All of the Revo-spec drivetrain gear described further ensures that the E-Maxx can handle just about any motor you want to install.

## Chassis changes

The E-Maxx features Traxxas' now trademark gray composite nylon-reinforced plastic chassis components. The most noticeable chassis feature is the new battery positioning: the packs now tilt down towards the centerline. This lowers the center of gravity for better handling. Traxxas invented a cool, new battery retaining system. Removable plastic straps are fastened with spring-loaded tabs instead of pesky body clips. This may not sound exciting, but you'll love it once you try it. The chassis changes don't stop there; the new beefed-up, stronger design features a new center skidplate. Chassis flex is all but eliminated. The chassis is 30mm longer than the original and results in vastly improved handling.

**Left: a molded skid plate protects the transmission from any obstacles that you may climb over. Right: the battery hold downs snap into place and are easy to remove from the clip.**



## INCLUDED ELECTRONICS & ACCESSORIES



### TQ radio

This reliable radio is used in all Traxxas vehicles and is available in 2- and 3-channel units. The E-Maxx comes with the 2-channel radio installed, and it offers throttle and steering trim and servo reversing. A bright LED on the face of the radio tells you when it's turned on and flashes a warning when your batteries are low.

### EVX-2 waterproof speed control

The EVX-2 speed control can handle up to two 7-cell battery packs. The blue color signifies it's waterproof. The single push button on the face of the speed control turns it on and off and gets you into the setup mode. Choose one of three modes: Sport Mode, Race Mode and Training Mode. Sport Mode gives you 100 percent forward, reverse and brake; Race Mode gives you 100 percent forward and brake; and Training Mode knocks power down 50 percent for forward and reverse with 100 percent braking.

### Twin Titan 550 motors

The onboard Titan motors are 550 size instead of the 540 size motors usually found in electric vehicles. They are 30 percent longer than a 540 and offer more torque. Internal fans keep the motors cool during operation.

### 2056 waterproof servos

Two 2056 servos are used in the E-Maxx and offer a combined claimed torque of 160 oz.-in. That's more than enough to turn those big monster truck tires. Just like the speed control, the blue color lets you know they're waterproof.

### FACTORY OPTIONS

- » Single motor gear cover—item no. 3977X
- » Single motor plate—3997X
- » Steel CV driveshafts—5451R
- » Two-speed conversion kit—3998
- » Wheelie bar—4975

### YOU'LL NEED | WE USED

2 7-cell or 6-cell battery packs	DuraTrax 4200 7-cell duratrax.com
8 AA batteries	Duracell duracell.com
Charger	DuraTrax IntelliPeak Ice duratrax.com



## Serious suspension

The suspension is pure, unmistakable Traxxas Maxx DNA. Eight XXL long oil-filled shocks and beefy double A-arms at each corner all work together to soak up the bump and jumps. The WideMaxx suspension design uses pivot balls, is durable and delivers a plush but stable ride. Most E-Maxx owners will blast full throttle over the roughest terrain—and the E-Maxx is up to the task. The WideMaxx suspension is also adjustable. Track width, caster, front and rear toe, shock preload, camber and shock angles can all be adjusted.



The driveshafts and hubs are also borrowed from the Revo. Dual shocks control the suspension arms on each corner of the truck.



The EVX-2 speed control accepts two 6-cell or 7-cell packs and it's waterproof just like the servos.

## ON THE BENCH

The E-Maxx arrives fully assembled, so there is very little work needed to go from the box to the backyard. Here are a few tips to help you get the most out of your new mega monster.

### SHOCK PRELOAD

Traxxas includes an assortment of preload spacers for the shocks. Don't be afraid to use a few to jack up the suspension. This will make the suspension a little less mushy and will improve handling on higher traction surfaces.

### ANTENNA TUBE TRICKS

To make getting the body on and off easier, use a body reamer to enlarge the hole in the body that the antenna tube passes

through. Another cool trick is to cut a small ring off the bottom of the antenna tube cap. Slide this ring down over the antenna tube and exposed antenna wire before adding the cap.

### BATTERY BARS

The battery retaining bars are shaped in a manner that when you flip them, they accommodate different styles of battery packs. If you're always using the same style of packs, mark the "up" side with a small

sticker or by similar means so you don't have to fumble around when switching packs.

### DIFF LUBE

The E-Maxx uses new sealed differentials. 30,000 wt. fluid comes installed, but you can try up to 50,000 wt. Try adding thicker differential fluid to the front and rear diffs. Generally, thick fluid works best in the front with slightly thinner fluid in the rear diff.

## Rating the Traxxas E-Maxx

This truck is so much more than a next-generation E-Maxx. It's a whole new truck full of innovations and all the right features. With the power of dual motors and batteries and a super plush suspension, it just might be the ultimate electric basher. Add that it's built for incredible durability, and the case is further solidified. Right now, the E-Maxx is without peer, but this truck might bring out the challengers like never before, making 2008 the year of the electric monsters. **E**



- » Waterproof electronics
- » Longer chassis delivers superb handling
- » Heavy-duty Revo-spec components



- » Requires two battery packs

**BEST FOR**

Anyone with a pulse