

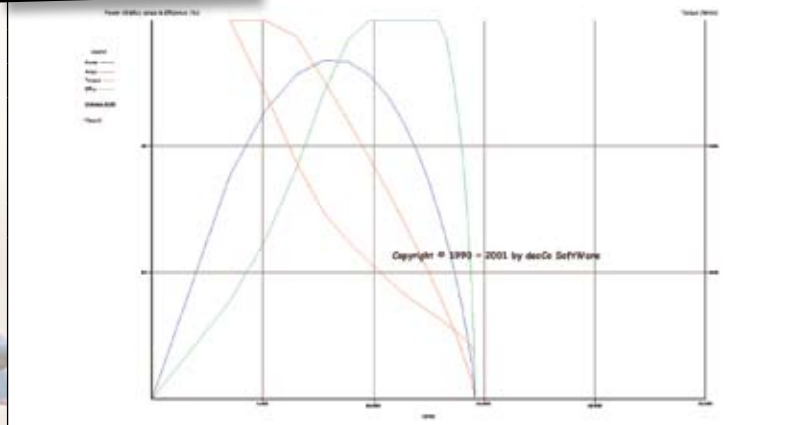
POWERPLANT INFO

The Titan 12T motor has been a staple of Traxxas's RTR kits for over a year now, and for good reason. Although it features a closed endbell, which forces you to throw it away if any of its components need replacing, it is extremely durable to begin with. If you look through the side cooling slots, you'll notice an internal cooling fan that's attached to the armature. The faster the motor moves, the more internal cooling takes place. Keeping the motor cool not only extends its shelf life, it will give you longer runtimes and more consistent torque by increasing efficiency. If you're competent with your soldering iron, snip-off the bullet-style motor connectors and solder the motor and ESC wires directly together. This will improve efficiency, as those bullet-connectors pretty much suck.



X-DYNO DATA

POWER PLANT DYNO PERFORMANCE



MOTOR DATA

| | |
|-------------|-------------------|
| MOTOR: | Traxxas Titan |
| WIND: | 12T |
| MAX POWER: | 40.24 @ 7,772 rpm |
| MAX TORQUE: | 72.16 Nmm |

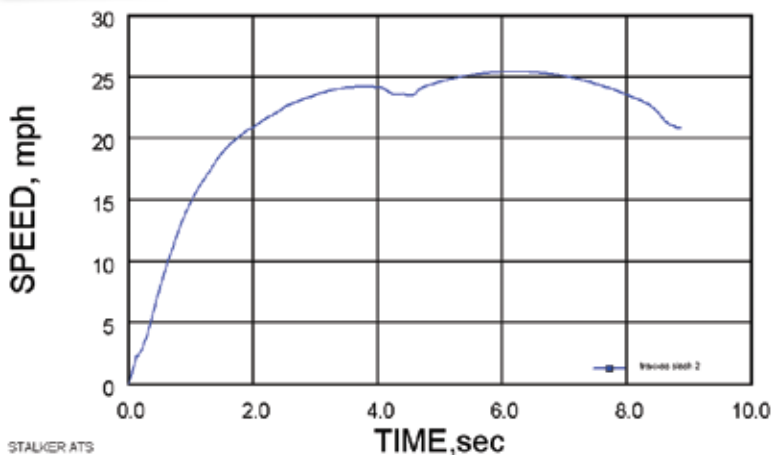
MOTOR SETTINGS

| | |
|----------|----------|
| TIMING: | Locked |
| BRUSHES: | Internal |
| SPRINGS: | Internal |

PERFORMANCE INFO

ACCELERATION CURVE

0-60 FT: 2.66 sec. @ 22.9 mph
TOP SPEED: 25.4 mph @ 180 ft.
AVERAGE RUN TIME: 12 minutes



TEST CONDITIONS

| | |
|----------------------|-----------|
| WEATHER: | Sunny |
| TEMP/HUMIDITY: | 81° F/23% |
| BAROMETRIC PRESSURE: | 29.77 in. |
| ALTITUDE: | 852 ft. |
| TRACK TYPE: | Various |

HANDLING

| | |
|-----------------|------------------|
| TURNING RADIUS: | 5 ft., 9 in. |
| ON POWER: | Slight oversteer |
| OFF POWER: | Neutral |

BRAKING

| | |
|----------|----------------------------------|
| CONTROL: | Poor Satisfactory Good Excellent |
| FADE: | Poor Slight None |
| OVERALL: | Poor Satisfactory Good Excellent |

We vote for the next one to be a true sand rail.