Troubleshooting Guide
This guide describes possible speed control problems, causes, and simple solutions. Check these items before contacting Traxxas.

- Steering channel works, but the motor(s) will not run:
  - The motor(s) could be bad or have a damaged brush. Check the motor(s) and motor connections by supplying power directly to the motor(s).
  - Note: Disconnect the motor(s) from the ESC before testing. Remove the pinion gear from the motor(s) or elevate the drive wheel unless the speed control has a clutch and damage to the vehicle.
  - The speed control has thermally shut down (look for a solid green LED). Allow the speed control to cool down. See the overheating section.
- Make sure the EVX-2's power cable is plugged into the throttle channel of the receiver (Channel 2). Check the operation of the radio system's throttle control with a servo.
- Possible internal damage. Return the EVX-2 to Traxxas for service.

Motor and steering servo do not work:
- Check the wires, radio system, crystals, battery and motor connectors, and the battery pack.
- Possible internal damage. Return the EVX-2 to Traxxas for service.

EVX-2 will not go into programming mode:
- Make sure the EVX-2 is plugged into Channel 2 (the throttle channel) on the receiver. If it is plugged into Channel 3 or the battery terminal, it will not go into programming mode.
- Be sure the EVX-2 is turned off before trying to program or select a profile.
- Unplug battery, disconnect, and repeat programming instructions.

Motor(s) run backwards:
- Motor(s) wired backwards: check the wiring and correct.
- Backwards motor timing: reverse the motor end bells.

EVX-2 Warranty Information
Traxxas warrants your Traxxas electronic component to be free from defects in material and workmanship for a period of thirty (30) days from the date of purchase. Before returning any product for warranty service, please contact our service department at TRAXXAS® to discuss the problem you are having with the product. After contacting Traxxas, send the defective unit along with your proof of purchase indicating the date purchased, your return address, e-mail, a daytime phone number, and a brief description of the problem to:

Traxxas
1100 Kleon Road
Plano, TX 75074

If the component is found to be defective, it will be repaired or replaced at no charge. Warranty coverage does not extend beyond thirty (30) days from the date of purchase. Before returning any product for warranty service, please call our service department at TRAXXAS® to discuss the problem you are having with the product. After contacting Traxxas, send the defective unit along with your proof of purchase indicating the date purchased, your return address, e-mail, a daytime phone number, and a brief description of the problem to:

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In no case shall our liability exceed the product’s original cost. We reserve the right to modify warranty provisions without notice. All warranty claims will be handled by Traxxas. Because Traxxas has no control over the use and future installations of the EVX-2, no liability may be assumed nor will be accepted for damage resulting from the use of this product. ESC is thoroughly tested and cyclic before leaving the Traxxas facility and is, therefore, considered operational. By the act of operating/cycling speed control, the user accepts all resulting liability. Traxxas makes no other warranties expressed or implied. This warranty gives you specific legal rights which vary from state to state. After the expiration of the standard 30-day warranty, use the Traxxas Lifetime Electronics Warranty to cover service and repairs. Documents and forms are provided with your EVX-2.

If you have questions or need technical assistance, call Traxxas at 1-888-TRAXXAS. 1-888-TRAXXAS (1-888-872-9929)

Traxxas, 1100 Kleon Road, Plano, TX 75074, Phone: 972-265-8000, Fax: 972-265-8011, e-mail: support@Traxxas.com

EVX-2 general precautions:
- Disconnect the Batteries: Always disconnect the battery packs from the speed control when not in use.
- Transmitter on First: Switch on your transmitter before switching on the speed control to prevent runaways and erratic performance.
- Don’t Get Burned: The transistor tabs and the heat sinks can get extremely hot; be sure to handle them carefully. Supply adequate airflow for cooling.
- Always Use Heat Sinks: Thats! heat sinks are factory-installed on the speed control and must be used for maximum cooling and performance.
- 6 to 14 cells; 25 to 45 LiPo cells: Always adhere to the minimum and maximum limits of the EVX-2 as stated in the specifications table. Do not mix battery types (NiMH or NiCd), brands, or capacities. Use the same voltage and capacity for both batteries. Using mismatched battery packs could damage the batteries and electronic speed control.

Electronic Speed Control Instructions
Thank you for purchasing the Traxxas EVX-2 electronic speed control. The EVX-2 delivers smooth, precise, full proportional control over your speed in forward and reverse. EZ-Set® push-button programming simplifies speed control setup and operation. Low Voltage Detection enables the EVX-2 to be used with LiPo batteries. The EVX-2 comes with the peace of mind of the Traxxas Lifetime Electronics Warranty and unmatched customer support. The EVX-2 is not a toy. It is a sophisticated electronic device capable of delivering large amounts of current. Children under 8 years of age require adult supervision or use of an adult user guide if you have any questions or need assistance call us at 1-888-TRAXXAS.

Specifications:
- Input Voltage: 6 to 14 cells, 25 to 45 LiPo cells
- Voltage Range: 12.72V to 20.72V or ±10%
- Weight (heatsink/heat sink): 4.1oz / 3.6 oz
- Motor Limit: 350Sd (400s for 1-cell battery packs)
- On-Resistance–Forward (ITrans): 0.004 Ohms
- On-Resistance–Reverse (ITrans): 0.004 Ohms
- Rated Current – Forward: 180 amps
- Rated Current – Reverse: 320 amps
- Brake Currenting: 300 amps
- Continuous Current (400ºF): 450 amps
- BVECC: 60 volts DC
- ECC Current: 2.5 amps
- Power Wire: 14 Gauge / 3’
- Input Harness Wire: 26 Gauge / 9.5’
- Transistor Type: IGBT
- Peak Current: 25 Amps
- PFM Frequency: 1700 Hz
- Protection: Thermal Shutdown
- Single Button Setup: Yes
- Must be properly grounded

Profile Selection:
Profile #1 (Sport Mode): 100% Forward, 100% Brakes, 100% Reverse
Profile #2 (Race Mode): 100% Forward, 100% Brakes, No Reverse
Profile #3 (Training Mode): 50% Forward, 100% Brakes, 50% Reverse

Important Precautions
- You can use the EVX-2 or any other powerful electronic device capable of delivering high current. Please closely follow these precautions to prevent damage to the speed control or other components.

EVX-2 General Precautions:
- Connectors: Never allow the three separate wire terminals to touch each other or any metal surface. This can void the product's warranty.
- Mounting: Mount the speed control where it will be protected from crash damage.
- Make sure there is adequate ventilation for the heat sink. If you are planning to operate the speed control at the higher limits of its capabilities, cutting ventilation holes into the body of the heat sink may improve cooling. However, ventilation holes in front of the heatsink will compromise the heat sink's performance.
- Insulate the Wires: Always insulate exposed wiring with heat shrink tubing to prevent short circuits.
- Use Nutally Timed Motors: For use reverse, the motors must have O” timing. Modified motors (with adjustable end bells) are recommended. Use motors with other than O” timing will draw excess current in reverse, and can result in the speed control overheating and premature motor wear.
- Motor Connectors Required: Ceramic capacitors should be properly installed on every motor to prevent radio interference. These are already installed on the factory Titan motors.
- No Shorted Diodes: External shorted diodes are not compatible with Traxxas' EZ-Set® programming. Use a shorted diode with the EVX-2 will damage the ESC and void the 30 day warranty.

Note: This speed control is not intended for marine use.

Installation
Here are some tips for choosing a location for the speed control:
- The EVX-2 does not use a conventional on/off switch. Pressing the EZ-Set button on the speed control turns it on and off. It is not necessary to install an on/off switch into the wiring harness.
- Make sure there is adequate ventilation for the heat sink. If you are planning to operate the speed control at the higher limits of its capabilities, cut ventilation holes into the body of the heat sink. Proper ventilation and cooling will prevent premature thermal shutdown.
- Mount the speed control where it will be protected from crash damage. Provide plenty of clearance coming in contact with metal that could heat the case. Also protect the speed control from dirt and debris kicked up by the tires.
- Mount the speed control where you will have easy access to the plugs and the off/on (EZ-Set) button without having to remove the body.

*U.S. Customers Only

Traxxas, 1100 Kleon Road, Plano, TX 75074, Phone: 972-265-8000, Fax: 972-265-8011, e-mail: support@Traxxas.com

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Traxxas, 1100 Kleon Road, Plano, TX 75074, Phone: 972-265-8000, Fax: 972-265-8011, e-mail: support@Traxxas.com
**Traxxas® RF Systems**

Before attempting to program your EVX-2, it is important to make sure your RF transmitter is properly adjusted (not back to the factory default). Otherwise, you may not get the best performance from your speed control. The transmitter should be adjusted as follows:

1. Set the throttle neutral switch to the 50% setting. This adjusts the transmitter's throttle trigger throw to 50% for throttle and 50% for braking and reverse. Experienced users may wish to use the 75/25 setting if more proportional control is desired in forward, than with braking and reverse. This might be desirable in a racing environment where reverse is disabled.

2. Set the throttle channel switch to the middle “0” setting.

3. Set the Channel 2 servo reversing switch to the left position. Do not change the position of any of the servo reversing switches after programming your EVX-2.

4. You are now ready to program your speed control.

**Aftermarket (Non-Traxxas) Transmitters**

The following instructions are provided as a general reference only for those who are using non-Traxxas transmitters. Consult your transmitter’s instructions for information on how to change the settings.

1. Set the High AYT (adjustable travel volume) or EPA (and point adjust) switch to the maximum setting. This is the amount of servo throw at full throttle.

2. Set the Low AYT, EPA or ATL, (low side only trim adjustment) to the maximum setting. This is the amount of servo throw at full brakes or reverse.

3. Set the throttle trim to the middle (neutral setting).

4. Set the channel throttle reversing switch to either position. Do not change the switch position after programming.

5. Set the trigger throw adjustment to 50% throttle and 50% brake (either mechanical or electronic).

6. Set the exponential setting (if equipped) to the zero or fully linear setting.

**EVX-2 Battery Setting**

The Low-Voltage Detection Setting is designed to prevent over-discharging your battery. The EVX-2 16.8V ESC is equipped with Switch Mode Power Supply (SMPS) to maintain the battery voltage. When the battery voltage begins to reach the minimum or below the recommended discharge voltage threshold for LiPo battery packs, the EVX-2 will limit the power output to 50% throttle. When the battery voltage attempts to fall below the minimum threshold, the EVX-2 will shut down all motor output. The LED on the speed control will slowly blink red, indicating a low voltage shutdown. The EVX-2 will stay in this mode until a fully charged battery is connected.

**Graphite or metal chassis have been known to transmit radio noise generated by the receiver. Each transmitter is designed to prevent interference.**

**EVX-2 Operation**

To control your model you will need to control and test the programming, reconnect the motor wires and place the vehicle on a stable block or stand so that all of the driven wheels are off the ground.

Note: if you do not use a Low-Voltage Detection (factory default) and the LED shines red. Low-Voltage Detection is ACTIVATED, the LED will blink twice red. Refer to ‘Profile #1’ below. Never use LiPo batteries while Low-Voltage Detection is disabled.

1. With the transmitter on, press and release the EZ-Set button. The LED will shine red. This turns the EVX 2 on. If you press and release too quickly, you may hear the motor spin for a few seconds. This is normal. If the LED does not stay on, simply press the button again until the LED shines red and then release.

2. Apply forward throttle. The LED will turn off until full throttle power is reached. At full throttle, the LED will shine red.

3. Move the trigger forward to apply the brakes. Note that braking control is full proportional. The LED will turn off until full braking power is reached. At full braking, the LED will shine red.

4. Return the throttle trigger to neutral. The LED will shine red.

5. Move the throttle trigger forward again to engage reverse (Profile #1). The LED will turn off. Once full reverse power is reached, the LED will shine red.

6. To stop, return the throttle trigger to neutral. Note that there are no program delays when changing from reverse to forward. Use caution to avoid slamming the speed control from reverse to forward on high-traction surfaces, this could result in transmission or driveline damage.

7. To turn off the EVX-2, press and hold the EZ-Set button for 1½ seconds or until the LED turns off.

8. The EVX-2 is equipped with thermal shutdown protection to guard against overheating caused by excessive current flow. If the operating temperature exceeds 70°C (158°F) or the temperature exceeds safe limits, the EVX-2 will automatically shut down. The LED on the face of the EVX-2 will rapidly blink red, then the motor will stop in 10 seconds. If the temperature returns to a safe level, the EVX-2 will once again function normally.

**Selecting Race Mode**

Profile #2: 100% Forward, 100% Brakes, No Reverse

Connect a fully charged battery to the EVX-2 and turn on your transmitter.

With the EVX-2 off, press and hold the EZ-Set button until the LED turns solid green, then solid red and then begins blinking red (indicating the Profile numbers).

When the LED blinks Red Three TIMES, release the EZ-Set button.

The LED will blink and then turn solid green (Low-Voltage Detection ACTIVATED) or red (Low-Voltage Detection DISABLED).

The profile is ready to drive.

**Selecting Training Mode**

Profile #3: 90% Forward, 100% Brakes, 50% Reverse

Connect a fully charged battery pack to the EVX-2 and turn on your transmitter.

When the EVX-2 is turned on, press the EZ-set button until the LED turns solid green, then solid red and then begins blinking red (indicating the Profile numbers).

When the LED blinks Red Three TIMES, release the EZ-Set button.

The LED will blink and then turn solid green (Low-Voltage Detection ACTIVATED) or red (Low-Voltage Detection DISABLED).

The model is ready to drive.

**Note:** If you made the mistake you want, keep the EZ-Set button pressed down. Without power, the cycle will repeat until the button is released and a Mode is selected.

**LED Codes and Protection Modes**

**Solid Green: EVX-2 power-on light. Low-Voltage Detection is ACTIVATED (LiPo battery packs).**

**Solid Red: EVX-2 power-on light. Low-Voltage Detection is DISABLED (NiCad/NiMh battery packs). Never use LiPo batteries with Low-Voltage Detection**

**Fast Blinking Red: The EVX-2 is equipped with thermal shutdown protection to guard against overheating caused by excessive current flow. If the operating temperature exceeds safe limits, the EVX-2 will automatically shut down. The LED on the EVX-2 will cool down. Make sure your model is properly geared for the conditions.**

**Slow Blinking Red (with Low-Voltage Detection on): The EVX-2 has internal protection circuitry that will shut off the LED battery voltage, allowing the ESC to reach the recommended minimum discharge voltage threshold for LiPo battery packs, the EVX-2 will limit the power output to 50% throttle. When the battery voltage attempts to fall below the minimum threshold, the EVX-2 will shut down all motor output. The LED on the speed control will slowly blink red, indicating a low-voltage shutdown. The EVX-2 will stay in this mode until a fully charged battery is connected.**

**Fast Blinking Green: The EVX-2 LED will blink fast green if Throttle Neutral Protection is activated and the control switch is not being held.**

**Selecting Profile #2: 100% Forward, 100% Brakes, No Reverse**

Connect a fully charged battery pack to the EVX-2 and turn on your transmitter.

With the EVX-2 off, press and hold the EZ-Set button until the LED turns solid green, then solid red and then begins blinking red (indicating the Profile numbers).

When the LED blinks Red Three TIMES, release the EZ-Set button.

The LED will blink and then turn solid green (Low-Voltage Detection ACTIVATED) or red (Low-Voltage Detection DISABLED).

The model is ready to drive.

**Selecting Profile #3: 90% Forward, 100% Brakes, 50% Reverse**

Connect a fully charged battery pack to the EVX-2 and turn on your transmitter.

With the EVX-2 off, press and hold the EZ-Set button until the LED turns solid green, then solid red and then begins blinking red (indicating the Profile numbers).

When the LED blinks Red Three TIMES, release the EZ-Set button.

The LED will blink and then turn solid green (Low-Voltage Detection ACTIVATED) or red (Low-Voltage Detection DISABLED).

The model is ready to drive.

**Selecting Profile #1: 100% Forward, 100% Brakes, 100% Reverse**

Connect a fully charged battery pack to the EVX-2 and turn on your transmitter.

With the EVX-2 off, press and hold the EZ-Set button until the LED turns solid green, then solid red and then begins blinking red (indicating the Profile numbers).

When the LED blinks Red Three TIMES, release the EZ-Set button.

The LED will blink and then turn solid green (Low-Voltage Detection ACTIVATED) or red (Low-Voltage Detection DISABLED).

The model is ready to drive.

**Note:** To make the LED code and protection mode selection, simply press the EZ-Set button until the temperature returns to a safe level, the EVX-2 will once again function normally.

**Profile Description**

Profile #1 (Sport Mode): 100% Forward, 100% Brakes, 100% Reverse

Profile #2 (Race Mode): 100% Forward, 100% Brakes, No Reverse

Profile #3 (Training Mode): 50% Forward, 100% Brakes, 50% Reverse

**Profile #4: 100% Forward, 100% Brakes, No Reverse**

Connect a fully charged battery pack to the EVX-2 and turn on the transmitter.

With the EZ-set button held down, the LED will begin to blink slowly red.

8. The EVX-2 is equipped with thermal shutdown protection to guard against overheating caused by excessive current flow. If the operating temperature exceeds safe limits, the EVX-2 will automatically shut down. The LED on the EVX-2 will cool down. Make sure your model is properly geared for the conditions.

**Slow Blinking Red (with Low-Voltage Detection on): The EVX-2 has internal protection circuitry that will shut off the LED battery voltage, allowing the ESC to reach the minimum recommended discharge voltage threshold for LiPo battery packs, the EVX-2 will limit the power output to 50% throttle. When the battery voltage attempts to fall below the minimum threshold, the EVX-2 will shut down all motor output. The LED on the speed control will slowly blink red, indicating a low-voltage shutdown. The EVX-2 will stay in this mode until a fully charged battery is connected.**

**Fast Blinking Green: The EVX-2 LED will blink fast green if Throttle Neutral Protection is activated and the control switch is not being held.**

**Selecting Race Mode**

Profile #2: 100% Forward, 100% Brakes, No Reverse

Connect a fully charged battery pack to the EVX-2 and turn on your transmitter.

With the EVX-2 off, press and hold the EZ-Set button until the LED turns solid green, then solid red and then begins blinking red (indicating the Profile numbers).

When the LED blinks Red Three TIMES, release the EZ-Set button.

The LED will blink and then turn solid green (Low-Voltage Detection ACTIVATED) or red (Low-Voltage Detection DISABLED).

The model is ready to drive.
Troubleshooting Guide
This guide describes possible speed control problems, causes, and simple solutions. Check these items before contacting Traxxas.

Steering channel works, but the motor(s) will not run:
• The motor(s) could be bad or have a damaged brush. Check the motor(s) and motor connectors by supplying power directly to the motor(s). Note: Disconnect the motor(s) from the ESC before testing. Remove the pinion gear from the motor(s) or elevate the driving wheels, whichever is easier, to avoid damage to the vehicle.
• The speed control has thermally shut down (look for a solid green LED). Allow the speed control to cool down. See the overheating section.
• Make sure the EVX-2’s power cable is plugged into the throttle channel of the receiver (Channel 2). Check the operation of the radio system’s throttle channel with a service.
• Possible internal damage. Return the EVX-2 to Traxxas for service.

Motor and steering servo do not work:
• Check the wires, radio system, crystals, battery motor connectors, and the battery packs.
• Possible internal damage. Return the EVX-2 to Traxxas for service.

EVX-2 will not go into programming mode:
• Make sure the EVX-2 is plugged into Channel 2 (the throttle channel) on the receiver. If it is plugged into Channel 3 or the battery terminal, it will not go into programming mode.
• Be sure the EVX-2 is turned off before trying to program or select a profile.
• Unplug battery packs, and repeat programming instructions.

Motor(s) run backwards:
• Make sure the EVX-2 is plugged into Channel 2 (the throttle channel) on the receiver. If it is plugged into Channel 3 or the battery terminals, it will not go into programming mode.

Model runs slowly / slow acceleration:
• Check the drivetrain for restrictions.
• Check the drive train for binding or restrictions.
• Motor is improperly geared: use a milder motor or a smaller pinion gear.
• Check the drive train for restrictions.

Receiver glitches/throttle stutter during acceleration:
• Motor capacitors broken or missing; check and replace the capacitors.
• The receiver or antenna is too close to power wires or batteries.
• Bad connections: check the wiring and connectors.
• Motor worn: replace the motor.
• Excessive current to the motor: use a milder motor or a smaller pinion gear.

Model runs slowly / slow acceleration:
• Check the motor and battery connectors.
• Check to see if EVX-2 is in Profile #3 (50% throttle).
• Bad battery or motor: check the operation with known good batteries (freshly charged) and motor.
• Incorrect transmitter or speed control adjustment. Reprogram the EVX-2.
• Motor is improperly geared: use a milder motor or a smaller pinion gear.
• Check the drive train for restrictions.

Don’t Get Burned
Transmitter on First Power-Up:
• Be sure the transmitter and EVX-2 are thoroughly tested and cycled before leaving the Traxxas dealer.
• Pick up the battery packs.
• Note: Certain capacitors are used in the EVX-2.

EVX-2 Wiring Diagram
For life span of your electronic speed control, the EVX-2 uses dual LiPo packs and a dual LiPo pack connector. The EVX-2 does not use a conventional on/off switch. Pressing the EZ-Set button on the speed control turns it on and off. It is not necessary to install an on/off switch into the wiring harness.

Don’t Short the EVX-2:
• Do not short the pins to ground. Doing so will destroy the EVX-2.
• Do not short the pins to each other. Doing so will destroy the EVX-2.
• Do not short the batteries to each other. Doing so will destroy the EVX-2.

Component Failures:
• UNIT #1 (3-Slot): 100% Forward, 100% Brakes, 100% Reverse
• UNIT #2 (Race Profile): 100% Forward, 100% Brakes, 0% Reverse
• UNIT #3 (Training Mode): 50% Forward, 50% Brakes, 50% Reverse

Important Precautions
Your EVX-2 is an extremely powerful electronic device capable of delivering high current. Please closely follow these precautions to prevent damage to the speed control or other components.

EVX-2 General Precautions:
• Disconnect the Batteries: Always disconnect the battery packs from the speed control when not in use.
• Transmitter on / First Switch on: Never turn on the transmitter before switching on the speed control to prevent runaway and erratic performance.
• Don’t Get Burned: The transistor tabs and the heat sinks can get extremely hot; so be careful not to touch them directly. Supply adequate airflow for cooling.
• Always Use Heat Sinks: Three heat sinks are factory-installed on the speed control and must be used for maximum cooling and performance.
• Input Voltage: 6 to 14-cell LiPo packs. Important: Do not exceed 13.8V DC with a 14-cell LiPo pack (14.8V). Always use a 2S to 7S LiPo pack.

EVX-2 Advanced Precautions:
• Motor Limit: EVX-2 has a 12-turn 550 modified motor limit when the motor is properly geared. If the motor or speed control are not sized correctly, or if the motor is damaged, you may need to try a smaller pinion gear. Do not attempt to use a more powerful motor with fewer than 12-turns (550 size) with molex connectors in the drivetrain.
• Motor Capacitors Required: Ceramic capacitors should be properly installed on every motor to prevent radio interference. These are already installed on the factory Titan motor.
• No Schottky Diodes: Externally installed schottky diodes are not compatible with the EVX-2. Using a schottky diode with the EVX-2 will damage the ESC and void the 30-day warranty.

Installation:
Here are some tips for choosing a location for the speed control.
• The EVX-2 does not use a conventional on/off switch. Pressing the EZ-Set button on the speed control turns it on and off. It is not necessary to install an on/off switch into the wiring harness.
• Make sure there is adequate ventilation for the heat sink. If you are planning to separate the speed control at the highest limits of its capabilities, cut ventilation holes into the body for the heat sinks. Proper ventilation and cooling will prevent premature thermal shutdown.
• Mount the speed control where it will be protected from crash damage. Place the speed control where you will not have to remove the body to access it. Install an on/off switch into the wiring harness.
• Make sure there is adequate ventilation for the heat sink. If you are planning to separate the speed control at the highest limits of its capabilities, cut ventilation holes into the body for the heat sinks. Proper ventilation and cooling will prevent premature thermal shutdown.
• Mount the speed control where it will be protected from crash damage. Place the speed control where you will not have to remove the body to access it. Install an on/off switch into the wiring harness.

Thank you for purchasing the Traxxas EVX-2 electronic speed control. The EVX-2 delivers smooth, precise, full proportional control over your speed in forward and reverse. EZ-Set button programming provides convenient, customizable operation. Low Voltage Detection enables the EVX-2 to be used with LiPo batteries. The EVX-2 comes with the peace of mind of the Traxxas Lifetime Electronics Warranty and unmatched customer support. The EVX-2 is not a toy. It is a sophisticated electronic device capable of delivering large amounts of current. Children under 8 years of age require adult supervision for use of the EVX-2.

E.V.X. 2
Electronic Speed Control Instructions

Thank you for purchasing the Traxxas E.V.X. 2 electronic speed control. The E.V.X. 2 delivers smooth, precise, full proportional control over your speed in forward and reverse. EZ-Set button programming provides convenient, customizable operation. Low Voltage Detection enables the E.V.X. 2 to be used with LiPo batteries. The E.V.X. 2 comes with the peace of mind of the Traxxas Lifetime Electronics Warranty and unmatched customer support. The E.V.X. 2 is not a toy. It is a sophisticated electronic device capable of delivering large amounts of current. Children under 8 years of age require adult supervision for use of the E.V.X. 2. If you have any questions or need assistance call us at 1-888-TRAXXAS. www.TRAXXAS.com

Traxxas
1100 Klein Road
Plano, TX 75074

If you have questions or need technical assistance, call Traxxas at 1-888-TRAXXAS

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EVX-2 Advanced Precautions
• Motor Limit: EVX-2 has a 12-turn 550 modified motor limit when the motor is properly geared. If the motor or speed control are not sized correctly, or if the motor is damaged, you may need to try a smaller pinion gear. Do not attempt to use a more powerful motor with fewer than 12-turns (550 size) with molex connectors in the drivetrain.
• Motor Capacitors Required: Ceramic capacitors should be properly installed on every motor to prevent radio interference. These are already installed on the factory Titan motor.
• No Schottky Diodes: Externally installed schottky diodes are not compatible with the EVX-2. Using a schottky diode with the EVX-2 will damage the ESC and void the 30-day warranty.

Installation:
Here are some tips for choosing a location for the speed control.
• The EVX-2 does not use a conventional on/off switch. Pressing the EZ-Set button on the speed control turns it on and off. It is not necessary to install an on/off switch into the wiring harness.
• Make sure there is adequate ventilation for the heat sink. If you are planning to separate the speed control at the highest limits of its capabilities, cut ventilation holes into the body for the heat sinks. Proper ventilation and cooling will prevent premature thermal shutdown.
• Mount the speed control where it will be protected from crash damage. Place the speed control where you will not have to remove the body to access it. Install an on/off switch into the wiring harness.
• Make sure there is adequate ventilation for the heat sink. If you are planning to separate the speed control at the highest limits of its capabilities, cut ventilation holes into the body for the heat sinks. Proper ventilation and cooling will prevent premature thermal shutdown.
• Mount the speed control where it will be protected from crash damage. Place the speed control where you will not have to remove the body to access it. Install an on/off switch into the wiring harness.
• Make sure there is adequate ventilation for the heat sink. If you are planning to separate the speed control at the highest limits of its capabilities, cut ventilation holes into the body for the heat sinks. Proper ventilation and cooling will prevent premature thermal shutdown.
• Mount the speed control where it will be protected from crash damage. Place the speed control where you will not have to remove the body to access it. Install an on/off switch into the wiring harness.

Thank you for purchasing the Traxxas E.V.X. 2 electronic speed control. The E.V.X. 2 delivers smooth, precise, full proportional control over your speed in forward and reverse. EZ-Set button programming provides convenient, customizable operation. Low Voltage Detection enables the E.V.X. 2 to be used with LiPo batteries. The E.V.X. 2 comes with the peace of mind of the Traxxas Lifetime Electronics Warranty and unmatched customer support. The E.V.X. 2 is not a toy. It is a sophisticated electronic device capable of delivering large amounts of current. Children under 8 years of age require adult supervision for use of the E.V.X. 2. If you have any questions or need assistance call us at 1-888-TRAXXAS.