

ARRMA has been on a tear lately with new releases,

and the newest models are definitely big, and not just in the metaphorical sense. With the Kraton 1/8 scale monster truck and Typhon 1/8 buggy already out of the gate (see the February 2015 issue for our review) and the Talion truggy soon to come, ARRMA is expanding past 1/10 scale with exciting offerings. The Senton is the latest, and brings short-course style to the big-car lineup. Though technically 1/10 scale with its body on, any experienced RC'er will recognize the Senton as 1/8 scale beneath the plastic. Proven 4WD design, ARRMA's typically polished construction, and a high-output, 6S-ready brushless power system make the Senton a potent contender for high-velocity off-road RC, and RC Car Action is the first to put it to the test.

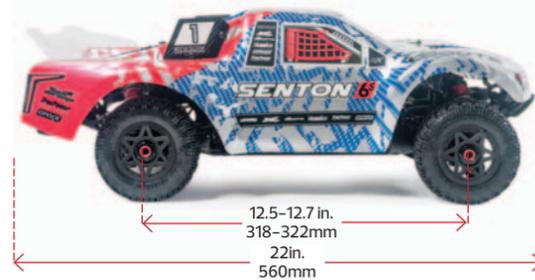


**ARRMA** 1/8-SCALE 4WD SHORT COURSE TRUCK | RTR  
**SENTON 6S BLX**

ARRMA's 1/8 scale tech goes short-course in a 6S-ready off-road extreme machine



## PERFORMANCE TEST



The red-anodized shocks perform as well as they look, and the pivot-ball suspension operates smoothly.

### PIVOT-BALL & BIG BORE SUSPENSION

The Senton's shock lengths, arm lengths, and shock tower configurations are tweaked for its short-course mission, but otherwise the Senton shares its suspension design with ARRMA's 1/8 scale machines. That means front and rear sway bars are standard and the front suspension is a pivot-ball setup, which makes caster and camber easy to tune if you're so inclined. The rear suspension wears a set of steel camber links that are suitably robust at 5mm thick, and the aluminum shocks are fashionably big-bore at 16mm across. Threaded collars set pre-load and rubber boots protect the shafts, and the internals include nut-secured pistons and unique reinforced bladders. I've never seen a bladder blow out, but it shows ARRMA is paying attention to details. Smoosh-testing on the bench reveals smooth action, and the damping feels well sorted for the Senton's size and heft.

### STEEL-GEAR THREE-DIFF DRIVETRAIN

Unsurprisingly, the Senton's drivetrain features front, center, and rear differentials, each sealed and silicone-filled. The diff cases are plastic, but each is reinforced by steel inserts that support the spider-gear shafts, and a metal boss for the bearing. Each diff contains four spider gears and the ring gears and spur gear are steel, making for a robust and 6S-LiPo-worthy drivetrain. Up front, a pair of CV-style universal-joint driveshafts spin the wheels, and use the inboard wheel bearing to capture the driveshaft cross-pins so there's no chance of a loose set-screw ending your day. The center and rear driveshafts are plain steel dogbones, which are basic but functional and represent a few extra dollars in your pocket. Metal-shielded bearings are used throughout rather than rubber-sealed, which helps free up the drivetrain but also means wet-running will be more likely to contaminate the bearings. Be sure to keep them clean and lubed.

We're always happy to see a steel spur gear on a high-output truck, especially a torque monster like the Senton.



The Senton's chassis is efficiently packed. What appears to be an old-school rooftop TV antenna is actually a body support.

The Senton's dBoots rubber is molded in a scale-like tread pattern and well glued to the 17mm hex wheels.

### TYPHON-TESTED 3MM ALUMINUM CHASSIS

Like many other high-power 4WD short-course trucks, the Senton's aluminum plate platform is built on the well-established 1/8 scale buggy formula. In fact, the Senton shares its plate with ARRMA's own big buggy, the Typhon. The full-assembled truck looks like it has a tub chassis because of the deep mud guards on its sides, but the chassis' strength comes from the 3mm aluminum plate that all the components call home. Plastic braces lend additional support, and a short upper deck at the front of the chassis braces the steering bellcrank posts. Everything is nicely finished and well put together, with a few pops of red thanks to a handful of aluminum bits sprinkled throughout—most notably the extra-thick motor/center diff mount. In the "impossible to miss" department, the Senton features a huge support that tucks into the short-course body's cab to prevent cave-ins if you land the Senton on its lid.

### SENSORLESS 6S POWER

The Senton's fan-cooled BLX 180 brushless speed control and 2050KV sensorless motor are built for 6S LiPo power, which makes the truck a hairy 60mph machine. They're also waterproof, so go ahead and hit that mud puddle (and have fun cleaning up later). Dean's plugs are installed and configured for a pair of batteries, but if you prefer to use a single battery an included jumper-plug is supplied to complete the circuit. The speed control's default settings include active low-voltage detection and reverse, and brake strength is set for 80% with 85, 90, 95, and 100% as selectable options. That's it for tuning options; on a 6S machine, punch control would be welcome, but most drivers probably prefer full-blast anyway. (Alternatively, you could just go easier on the throttle trigger.)



The BLX 180 speed control and 2050KV sensorless motor combo serve up 6S power across ARRMA's 1/8 scale electric lineup.



The ATX100 2.4GHz transmitter is standard with all of ARRMA's RTRs. It's a reliable pistol with good range, and hides a steering dual-rate knob under its hinged top lid. The wheel has a slight drop-down that falls naturally to hand.

### VEHICLE SPECS

Item no.:  
Scale: 1/10  
Price: \$520  
Weight, as tested 7 lb., 15 oz. (3600g)



**CHASSIS**  
Material: 3mm black-anodized aluminum  
Type: Plate with plastic bracing

**SUSPENSION**  
Type F/R: Double-wishbone pivot ball / H-arm with turnbuckle upper link  
Inboard camber link positions (F/R): Shimmed / 3  
Outboard upper arm positions (F/R): Pivot-ball / 2  
Shock positions, towers (F/R): 4 / 4  
Shock positions, arms (F/R): 1 / 1

**SHOCKS**  
Bodies: Threaded-body aluminum, 16mm bore  
Shafts: Plated steel, 3.5mm  
Volume compensation: Bladder

**DRIVETRAIN**  
Type: Shaft-driven, three-diff 4WD  
Spur gear/pinion: 12/50T, module 1 (25.4 pitch)  
Differentials: Front / center / rear, sealed bevel gear  
Driveshafts F/R: Steel CV-style / steel dogbone  
Bearings: Metal-shielded ball

**WHEELS & TIRES**  
Wheels: One piece, standard SC dimensions, 17mm hex  
Tires: dBoots Sidewinder  
Inserts: Open-cell foam

**INCLUDED ELECTRONICS**  
Transmitter/receiver: ARRMA ATX-100 2.4GHz 2-channel  
Servo: ARRMA ADS-15M V2 metal gear waterproof, 203 oz.-in.  
Speed control: ARRMA BLX180, fan-cooled waterproof  
Motor: ARRMA 2050KV sensorless

### TEST GEAR (NOT INCLUDED)

FlightPower FP50 6S 5000mAh LiPo



### TEST GEAR FlightPower FP50 6S 5000mAh LiPo

The Senton does not include a battery, but Hobbico (ARRMA's distributor) supplied a 6S pack for testing. The massive battery is meant for airplane use, but there's nothing special or different about battery chemistry or performance between air and surface packs. Construction, however, does differ, and the "soft" construction of the FlightPower pack would not be our first choice for a car such as the Senton, which does not protect the pack within an enclosed case and can achieve very high speeds (and potentially crash at said speeds, resulting in damage to a "soft" pack). For all RC car use, hard-case packs are preferred. With that out of the way, we can confirm the FlightPower pack had no problem keeping up with the Senton's power demands, and its Star connector fits perfectly with the Senton's Deans connector. When you're battery shopping for the Senton, go with hard-case packs.

## BEHIND THE WHEEL

When I fired up the Senton for the first time, I found that the steering and throttle trims were right on and didn't need to be corrected. The first order of business was to put some serious horsepower down on the street in front of my house to measure the Senton's top speed to validate Arrma's claim of 60+ mph was true. A few partial-throttle passes to range-test the truck revealed smooth throttle response from the sensorless system, and the default max-brake setting felt well matched to the Senton's weight. The Senton built speed effortlessly as I pulled the trigger closer to the grip, and even as centrifugal force grew its tires the Senton remained very stable on the way to full-throttle. Fully wound-out, the Senton ticked past the 60mph mark to record a 61.1mph top speed. The huge power from the 2050kv brushless motor seemed limitless and torque was plentiful—on 6S, the truck absolutely screams when you mash on the throttle. Fun, but a bit much for all-around driving. A pair of 2S packs is a better match for general knocking around, but it's good to know the Senton can "go big." After the high speed tests were complete, I headed to the park to give the Senton a multi-terrain workout. The dBoots' soft-ish compound hooked up well on hard-packed dirt, while the aggressive tread clawed through the loamy dirt with excellent forward traction and side bite. The truck has a little bit of on-power push that makes it easy to drive, but you can flick the truck into a drift if that's what you're going for. The stock servo puts out just over 200 oz.-in. of torque, which gives the truck lag-free steering response. In rough terrain, the big-bore shocks did a good job of keeping the truck composed and there was little it couldn't claw through with a mix of 4WD traction and torque. As expected for a powerful 4WD truck, the Senton jumped well with good midair manners and was very responsive to throttle inputs. It tended to launch slightly nose-high, which is common for short-course trucks as the large body scoops a lot of air. Tapping the brake leveled the truck easily for touchdown. The big bore shocks performed reliably as they cushioned hard landings and settled the Senton quickly, allowing the truck to put down power immediately. Pushing hard with 6S power is a recipe for wrecks, and the Senton took its fair share of flips, rolls, and upside-down slides. Other than scraping up the body and decals, the Senton took it all in stride, and the body support system did a good job of keeping the shell's profile intact. — Joel Navarro



- Fast, packs a major punch on 6S power
- Plush big-bore suspension
- Good value



- Manual is light on instruction and emphasis for new drivers

## FINAL WORD

The Senton backs up our experience with ARRMA's similar Typhon and Kraton, which proved to be tough, fast, and fun. The Senton is likely even tougher than those models, thanks to its shorter arms, smaller wheels (compared to the Kraton), and full-coverage body. Though not cheap, the Senton does represent a good value, considering its quality and 6S power capability—many other 1/8 scale RTRs stop at 4S power. Parts sharing with ARRMA's other 1/8 scale models is a plus for the Senton as well, as it means you shouldn't have trouble getting spares wherever ARRMA models are sold (or online via Tower Hobbies and other retailers). As a combination of 1/8 scale buggy toughness, short-course styling, and over-the-top 6S power capability, the Senton represents a serious shot of high-output off-road excitement.

**SOURCES**  
ARRMA [arrma-rc.com](http://arrma-rc.com)  
FlightPower  
[flightpowerbatteries.com](http://flightpowerbatteries.com)