**Benefits**

- Unique efficiency
- Max. smooth running
- Incomparable, vibration-dumping suspension system for a maximum of smooth running
- Permanently useable for salt and sweet water
- Optimized anti-cavitations plate

### Model overview

<table>
<thead>
<tr>
<th>Model</th>
<th>UF10e</th>
<th>UF20e</th>
<th>UF30e</th>
<th>UF40e</th>
<th>UF80e</th>
<th>UF100e</th>
<th>UF110e</th>
<th>UF150e</th>
<th>UF200e</th>
<th>UF250e</th>
</tr>
</thead>
<tbody>
<tr>
<td>Output power</td>
<td>1.000 W</td>
<td>2.000 W</td>
<td>3.000 W</td>
<td>4.100 W</td>
<td>8.000 W</td>
<td>10.300 W</td>
<td>11.000 W</td>
<td>15.000 W</td>
<td>20.000 W</td>
<td>20.000 W</td>
</tr>
<tr>
<td>Efficiency</td>
<td>92 %</td>
<td>92 %</td>
<td>92 %</td>
<td>92 %</td>
<td>92 %</td>
<td>92 %</td>
<td>92 %</td>
<td>92 %</td>
<td>92 %</td>
<td>92 %</td>
</tr>
<tr>
<td>Voltage</td>
<td>24 V</td>
<td>24 V</td>
<td>36 V</td>
<td>48 V</td>
<td>48 V</td>
<td>72 V</td>
<td>48 V</td>
<td>60 V</td>
<td>86 V</td>
<td>86 V</td>
</tr>
<tr>
<td>Current</td>
<td>45 A</td>
<td>87 A</td>
<td>89 A</td>
<td>93 A</td>
<td>119 A</td>
<td>151 A</td>
<td>240 A</td>
<td>339 A</td>
<td>225 A</td>
<td>281 A</td>
</tr>
<tr>
<td>Weight</td>
<td>19 kg</td>
<td>25 kg</td>
<td>26 kg</td>
<td>27 kg</td>
<td>42 kg</td>
<td>53 kg</td>
<td>54 kg</td>
<td>57 kg</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### Serial components

- Battery cables
- Battery monitor
- Lower
- Key switch
- Motor controller

#### Optional

- Full-Color bordcomputer

---

**CONNECTION FOR MONO-CABLE-STEERING SYSTEM**

The connection is made for a rope steering as standard. Additional the installation kit for the mono-cable-steering system which is also useable for a hydraulic steering can be added. As a consequence the motor is useable for every steering system.

**HIGH-ADJUSTABLE SHAFT**

The shaft of Aquamot outboard motors isn’t profiled purposely. The reason is the streaming speed at the eddy is roughly zero. It is more important in our opinion for having the right immersion depth. This can be achieved easily with the high-adjustable shaft.

**SOLID, FLOW-OPTIMIZED HOUSING**

The housing is cast of a seawater resistant aluminum alloy. The result is a remarkable robustness. In addition the motor is painted with a 6-layers coating which projects against fouling and corrosions.

**FLOW-OPTIMIZED PIN**

The boat can be also steered very well through this fin during the propeller doesn’t operate. Therefore it isn’t necessary to use additional rudder blades. Furthermore the fin has a predetermined breaking point for break down when the motor touch on the ground.

**HIGHLY-EFFICIENT MOTOR**

The main part of the electric propulsion is inside of housing. The motor with a low rpm turns the propeller through a solid shaft of stainless steel directly without a gearbox.

---

**INCOMPARABLE, VIBRATION-DUMPING SUSPENSION SYSTEM**

For not having any vibrations in the boat hull we decided to develop a incomparable suspension for fiberglass boat which will be laminated in the boat hull. This damps vibrations up to 5 times better than conventional suspensions which can be came up due hydrodynamic processes. It is a normal rudder gland available as well.

**OPTIMIZED ANTI-CAVITATIONS PLATE**

The anti-cavitations plate prevent the air-drawing of the propeller and therefore it is needed a minimum immersion depth.

**INTEGRATED ANODE PREVENTS CORROSION**

The anode is integrated in the motor system and prevents the corrosion at the housing.

**MULTI-DIMENSIONAL OPTIMIZED PROPELLER AT A SOLID MOTOR SHAFT**

This solid brass propeller is used in professional shipping and gives you max. thrust.

---

**Steerable pod motors**