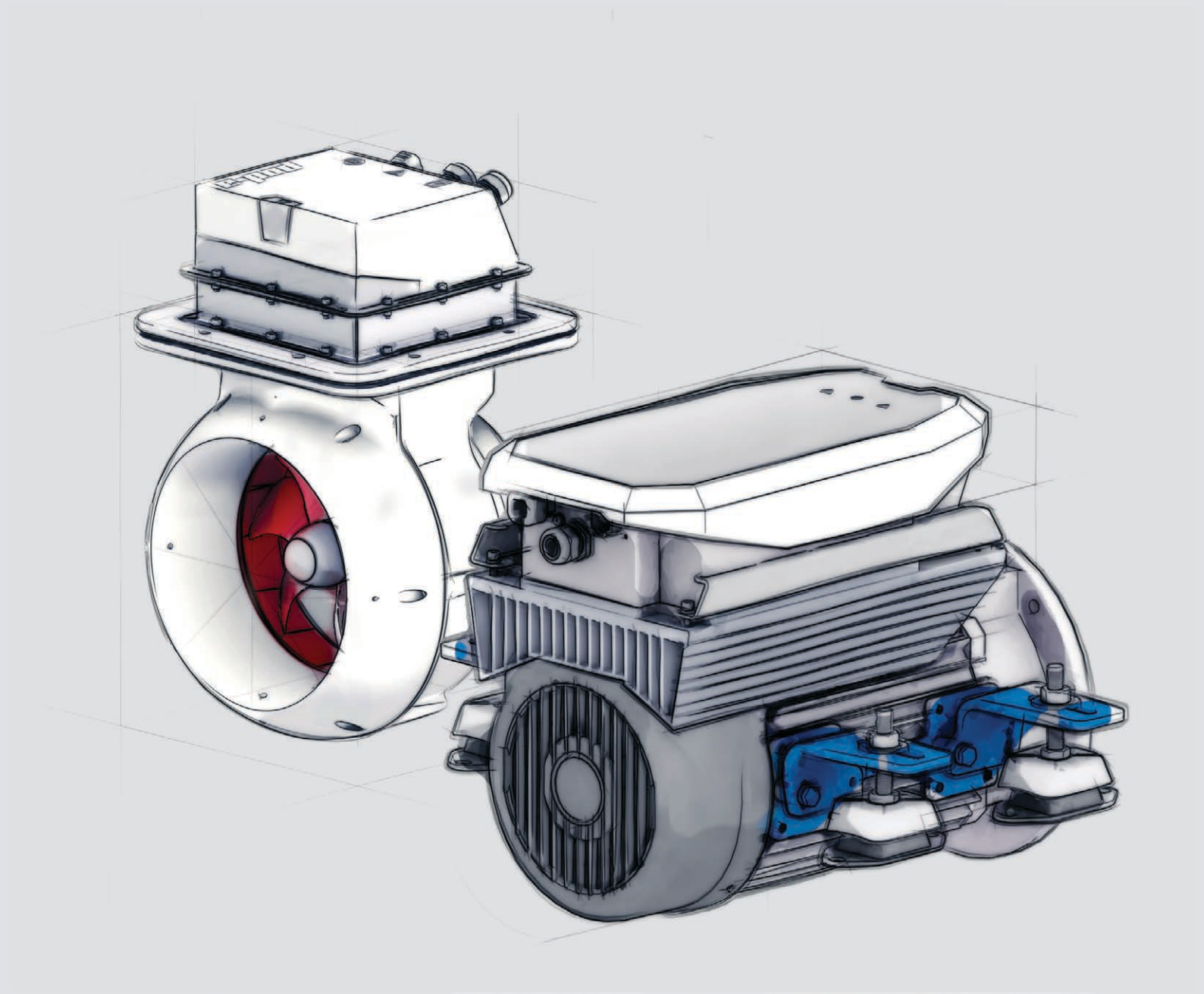
Electric and hybrid propulsion



VETUS Electric propulsion

Electric propulsion systems are not just better for the environment, there are more reasons in favor of electric mobility - from cutting-edge technology to more genuine moments in nature. More and more areas are becoming green zones, with only electric boats allowed. Boating with an electric-powered vessel will give you superior mobility and true freedom to go wherever you desire.

Control the boat like you're used to, but with only the sound of the water

In developing the VETUS Electric Propulsion program, delivering an optimal sailing experience was our top priority. This led to the design of electric motors that match - or even surpass - the comfort and performance of traditional internal combustion engines, all while eliminating emissions and noise.

Active Electric Braking

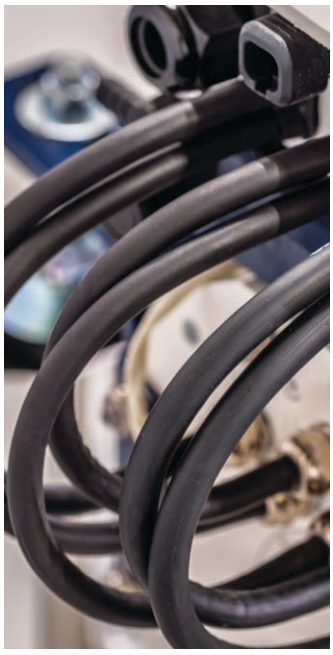
E-DRIVE systems deliver faster and more powerful acceleration than traditional diesel engines. Unlike diesel propulsion, they do not require a gearbox or clutch. As a result, reversing the propeller involves bringing the high-speed electric motor to a complete stop and then quickly rotating it in the opposite direction. To match the reverse power of a clutch-based system, VETUS developed Active Electric Braking - a unique feature available exclusively on the E-LINE and E-POD systems. This innovation leverages the electric motor's high torque to actively and rapidly reverse its direction. The result: precise control and the ability to stop the boat within just one boat length if needed. A familiar sailing experience with all the benefits of electric propulsion - instant torque, smooth handling, and total control.

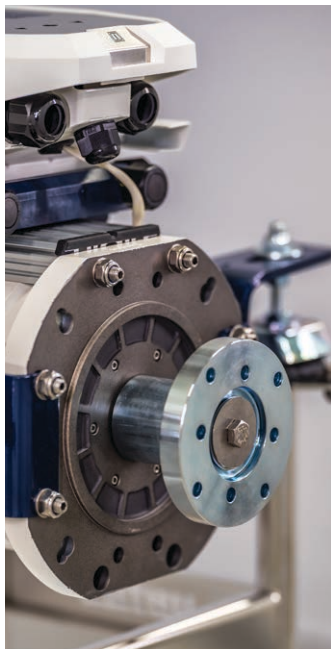
Battery Protection function

The Battery Protection function, standard across all VETUS E-DRIVES, adds an extra layer of safety to safeguard battery health and extend their service life over many boating seasons. Discharging a battery pack below its minimum specified voltage can cause irreversible damage and significantly shorten its lifespan. To prevent this, the patented Motor Controller continuously monitors the battery's state of charge by tracking both voltage and current draw. This intelligent protection system ensures the batteries operate within safe parameters, maximizing reliability and longevity.

Boosted Battery Charge function

Another unique feature of the VETUS E-DRIVE motors is the patented Boosted Battery Charge function. (See page 85 for a schematic overview.) This innovation allows a standard 24 VDC charger to charge the 48 VDC electric propulsion battery pack, while a 24 VDC battery pack can be charged by a 12 VDC charger, offering both practical and economic advantages. Since 24 VDC chargers are more widely available and cost-effective, this reduces system complexity and overall installation costs. Additionally, it enables boat builders to easily implement a 24 VDC low-voltage electrical network on board, facilitating integration and enhancing flexibility.





Enjoy an exceptional boating experience

At VETUS, we are committed to delivering innovative and sustainable solutions. Our electric propulsion systems are designed to provide a superior boating experience that combines performance, comfort, and environmental responsibility. With silent operation, zero emissions, and low maintenance, it's ideal for eco-conscious cruising. The compact design saves space on board, while instant torque ensures smooth and responsive handling.

Compliant with environmental regulations, VETUS electric propulsion systems deliver smart and sustainable power for today's leisure boater. Thanks to cleverly applied cooling solutions, the VETUS E-DRIVE systems deliver maximum motor performance and battery efficiency - giving you the power and range for a full day on the water, without compromise. With intuitive monitoring panels, energy levels are easy to track, and when paired with the appropriate battery pack, you can enjoy uninterrupted cruising all day long.

VETUS' approach to electric boating embraces what is most important nowadays: efficiency, compactness and compatibility - designed as a true plug & play solution for both new builds and retrofitted vessels. These E-DRIVE systems are V-CAN compatible and, naturally, comply with all emission standards.

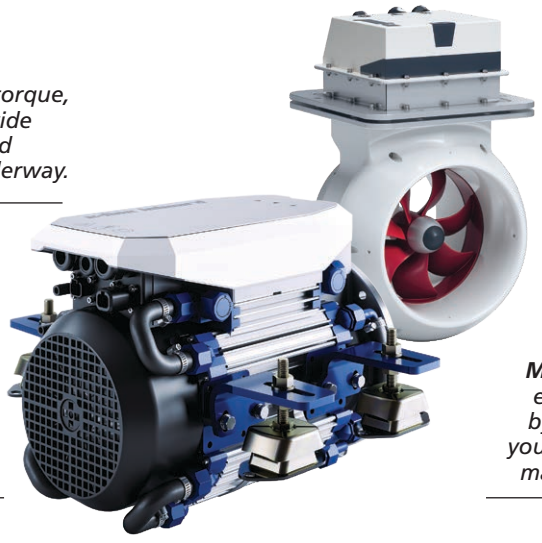
Quiet, smoothly adjustable, and protected against overload, VETUS E-DRIVES are the ideal companions for a green, comfortable, and enjoyable boating experience.

Complete system ready to install

VETUS E-DRIVE sets include all key components such as motor, cables, and standard monitoring devices. It's a complete system out-of-the-box, only to be completed with the control lever of your choice.

Boating made better: *With instant torque, VETUS E-DRIVE powered boats provide smooth, responsive acceleration, and immediate deacceleration once underway.*

Refit and installation made easy: *Designed to be compact and easy to install, VETUS E-DRIVES can be mounted on almost every existing engine foundation.*



Smart sailing: *Modular, fully integrated, self-monitoring, and engineered for ease of use. Smart functions abound with VETUS systems.*

More affordable than you think: *VETUS electric motors are simple and efficient by design, which means you can reduce your everyday running expenses with less maintenance and lower operation costs.*

VETUS Electric propulsion

The VETUS electric propulsion program is built around five seamlessly integrated modules. Each module offers multiple options and combinations, enabling fully customized configurations tailored to the specific requirements of different boats.

1. Propulsion

From all-in-one solutions such as the **E-POD** to advanced air- and liquid-cooled high-power systems like the **E-LINE**, VETUS electric motors are designed to power a wide range of boats up to 15 m.

2. Control

A variety of control lever options allow boaters to tailor handling to their exact preferences.

3. Monitoring

To ensure a enjoyable experience on the water, VETUS offers several monitoring solutions. These include a practical monitoring panel as well as a multifunction touchscreen display with integrated GPS, providing clear insights at a glance.

4. Energy Storage

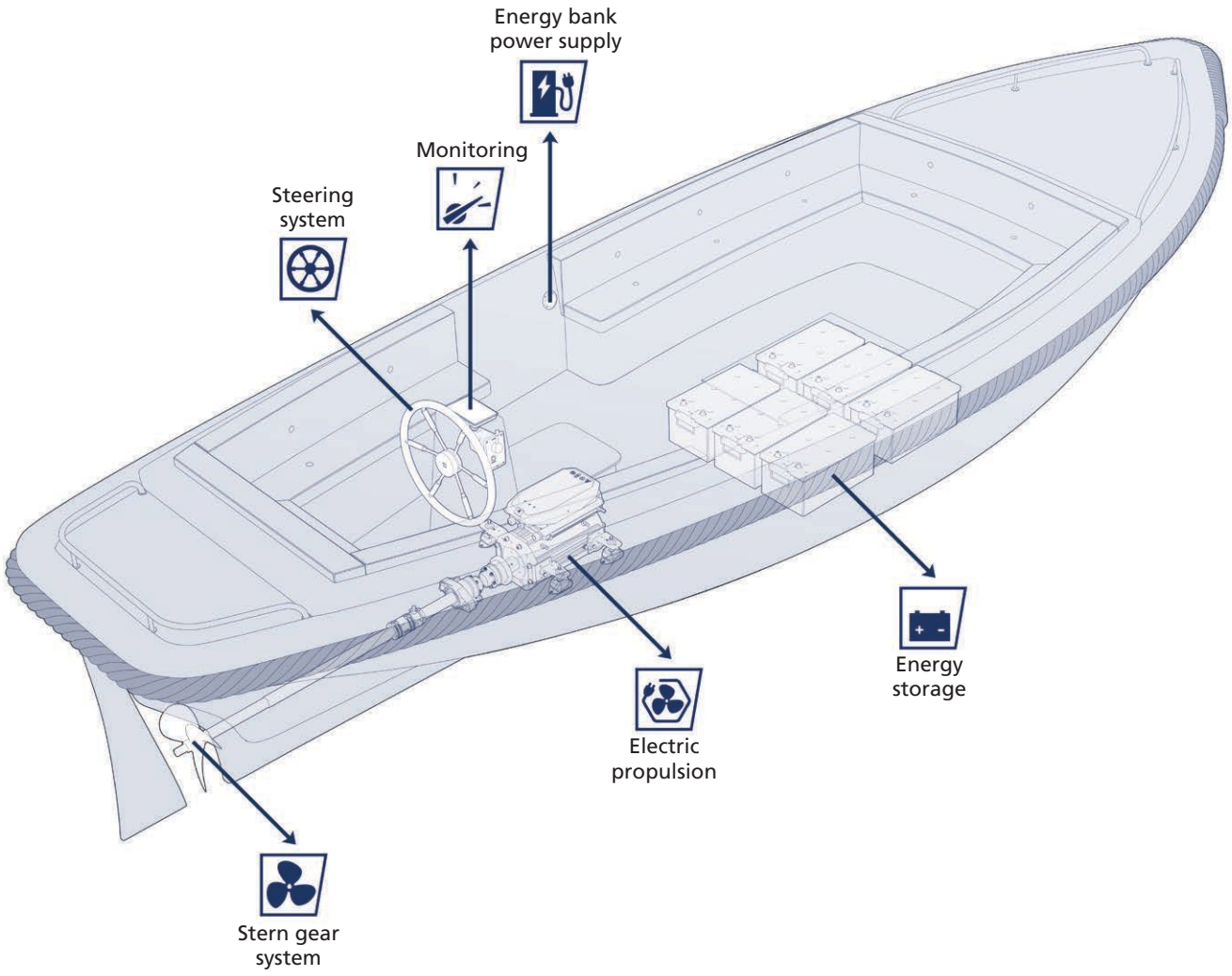
No electric propulsion system is complete without reliable, efficient batteries. VETUS offers both AGM and Lithium options, suitable for all kinds of installations.

5. Energy Supply

Even the best batteries depend on consistent, reliable charging. VETUS offers a complete range of solutions - from shore power connection sets and battery chargers to integrated generator sets - always ensuring safe and dependable energy supply.

Beyond Electric Motors

As creator of boat systems, VETUS goes far beyond electric propulsion. We supply all essential components for professional installations - including shafts, propellers, seats, and more - making VETUS your single reliable source for both new builds and refits.



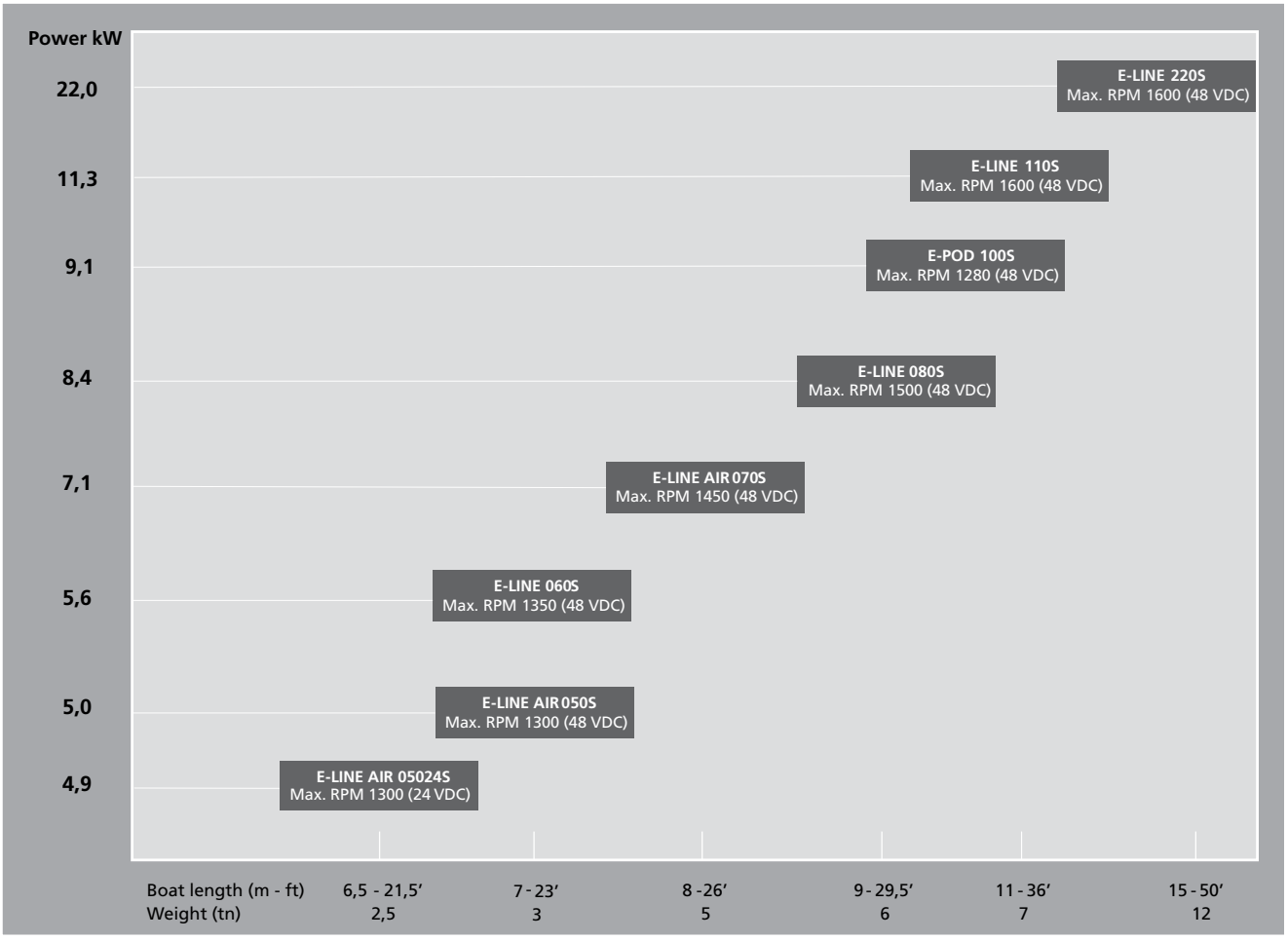
Module: Propulsion

The heart of the system is the motor. Connected via the modular digital CAN-bus communication system V-CAN (see page 15). Quiet, reliable and low-maintenance sailing.

Below is an overview of which type of electric VETUS motor system suits which size boat. Note that this is a approximate guideline. The motor selection depends on multiple parameters such as hull shape. Contact your dealer for detailed advice.

Model	Indicative comparable combustion engine	Indication for suitable boat length
E-LINE rental *	5-12 hp (max. input 3,2 - 5,6 - 8,6 kW)	4-7 m (13-23 feet)
E-POD	20 hp (max. input 9,1 kW / 11,3 kW peak)	up to 9 m (29,5 feet) or 6 ton
E-LINE AIR 050 24V	10 hp (max. input 4,9 kW / 6,7 kW peak)	up to 6,5 m (21 feet) or 2,5 ton
E-LINE AIR 050	11 hp (max. input 5,0 kW / 7,9 kW peak)	up to 7 m (23 feet) or 3 ton
E-LINE AIR 070	13 hp (max. input 7,1 kW / 8,6 kW peak)	up to 8 m (26 feet) or 5 ton
E-LINE 060	11 hp (max. input 5,6 kW / 7,3 kW peak)	up to 7 m (23 feet) or 3 ton
E-LINE 080	16 hp (max. input 8,4 kW / 10,2 kW peak)	up to 9 m (29,5 feet) or 5 ton
E-LINE 110	22 hp (max. input 11,3 kW / 13,3 kW peak)	up to 11 m (36 feet) or 7 ton
E-LINE 220	30 hp (max. input 22,0 kW / 24,5 kW peak)	up to 15 m (50 feet) or 20 ton

* For more information on the E-DRIVE in combination with the ELPS2 panel, please contact your local dealer.

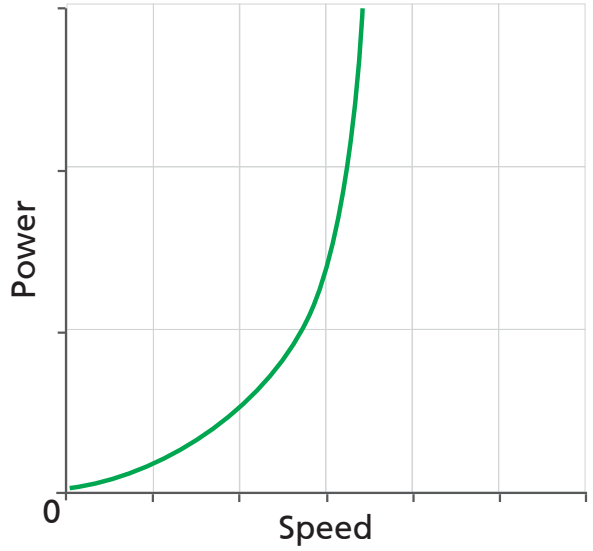


Module: Propulsion

The E-LINE motor range is designed to be compact and fit the existing propulsion foundation and propeller shaft installation. The supplied Swap & Go mounting brackets with motor mounts can easily be adjusted in height and set to angle the shaft to 0° or 8°. This makes the re-powering and connecting to an existing propeller shaft easy. The included motor mounts are specially developed for electric propulsion motors.

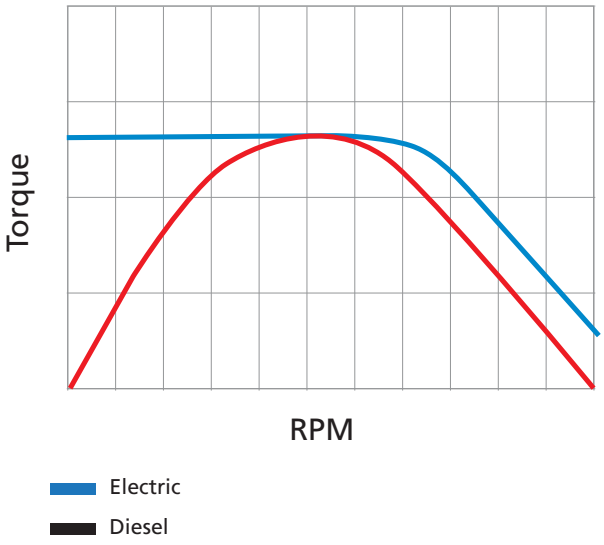
The E-POD combines the motor, mounts, cooling system, gearbox, clutch, propeller shaft, and propeller, all into one complete system. This space saving solution makes the engine box and propeller shaft redundant, opening up the floor space.
Both the E-LINE and E-POD motors are designed to deliver an optimal boating experience, offering the same intuitive control as a traditional combustion engine - without the emissions or noise. With VETUS electric propulsion, you can enjoy nature in its purest form, undisturbed and serene.

Hull speed
The hull speed, also known as limit speed, is the maximum speed at which a boat can sail. When a displacement boat reaches the hull speed, the speed no longer increases, regardless of the increase in propulsion power. This can be explained by the bow wave. A boat cannot overtake its own bow wave. By adding more power at maximum hull speed, the bow wave becomes larger, more energy is used, more water is displaced, but no increase in speed is gained.



Torque and Speed
Diesel and electric motors differ significantly in how they deliver torque and speed. Diesel engines produce low torque at low RPM and build power as engine speed increases, reaching peak torque at around mid-speed, typically 1500-2000 RPM. Due to the nature of combustion and mechanical lag, power delivery is less immediate, which may result in a slight delay when accelerating from a standstill.

In contrast, electric motors deliver maximum torque instantly from zero RPM. This means smooth, powerful acceleration the moment you engage the throttle - ideal for precise maneuvering in crowded marinas or narrow canals. With no delay and higher efficiency at low speeds, electric propulsion offers a more responsive and enjoyable sailing experience right from the start.



Simulated comparison between a 2-cylinder 12 HP diesel engine with VETUS E-LINE 060.
For illustrative purposes only. Actual technical data may vary.

The table below shows different speeds per boat length and corresponding consumption power as reference only. Knowing that every boat is different, this calculation is based on a theoretical standard displacement vessel and propeller. The battery pack used for the calculation is an 440 Ah, 48 VDC VETUS AGM deep cycle pack. This 440 Ah pack has about 14,8 kWh net. usable energy and can be charged overnight with a light 6A shore connection. In many countries, the shore connections go up to 16A, in which case charging can take place 2.5 times faster.

Note that the available boating time exponentially increases when the speed is reduced below hull speed or limit speed. A full day continuously on the move is possible!

Boat length (waterline)	**4 m (13 feet)**	**6 m (19 feet)**	**8 m (26 feet)**	**10 m (33 feet)**	**12 m (39 feet)**	**15 m (50 feet)**
Calm paced in km/h (knots)	6 (3,3)	6 (3,3)	6 (3,3)	6 (3,3)	6 (3,3)	6 (3,3)
Consumed input power in kW	1	0,7	0,8	1	1,1	1,2
Boating time calm paced with 440 Ah @ 48 V battery pack	15 h 30 m	20 h 45 m	17 h 30 m	14 h 15 m	13 h	13 h
Cruising speed in km/h (knots)	7 (3,8)	8,7 (4,7)	10,2 (5,5)	11,3 (6,1)	12,4 (6,7)	12,4 (6,7)
Consumed input power in kW	1,5	2,1	3,9	6,7	9,6	9,5
Boating time cruising speed with 440 Ah @ 48 V battery pack	10 h 15 m	7 h 15 m	3 h 45 m	2 h 15 m	1 h 30 m	1 h 30 m
Hull speed / Limit speed in km/h (knots)	9 (4,9)	11 (5,9)	12,8 (6,9)	14,3 (7,7)	15,7 (8,4)	14,3 (7,7)
Consumed input power in kW	3,1	4,1	7,7	13,4	18,9	22
Boating time limit speed with a 48 V battery pack	Contact a VETUS dealer for advice on the ideal battery pack.					

Indication only. Values strongly depending on hull shape, boat length, weight, propeller pitch/diameter and other parameters.

E-POD

100

11,3 kW input peak power
1280 RPM - 84 Nm output

9,1 kW input power
1100 RPM - 79 Nm output

MPE1KB

MPE1MBV

EPOD100S

The E-POD combines the motor, mounts, cooling system, gearbox, clutch, propeller shaft, and propeller all into one complete system. This space-saving solution makes the engine box and propeller shaft through the boat redundant. The E-POD opens up floor space, making a completely new boat design possible.
Another unique feature is that with the E-POD there are no rotating or vibrating parts inside the boat. Even better, there is no shaft or shaft bearings. Instead, the E-POD with propeller submerged in the water powers the boat directly. This propeller is the rotor of the energy efficient permanent magnet brushless induction motor drive. To reduce propulsion sounds even more, the propeller is designed to minimize cavitation while maintaining maximum propulsion power.

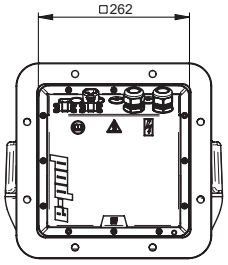
The E-POD provides maximum motor power and the ability to travel long distances on one battery charge due to efficient motor management and direct 360° liquid cooling. A full day on the water without any limitations is possible.

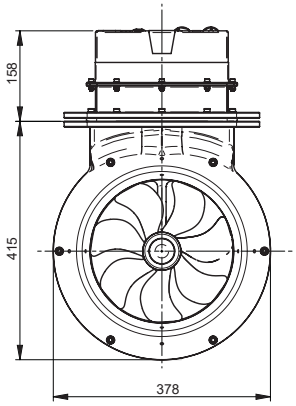
Supplied with
- All-in-one system solution. Integrated cooling system, thrust bearing, shaft system and propeller
- MPE1KB key switch - all-in-one solution; V-CAN power supply, external 12 VDC power supply and anti-theft (see page 80)
- MPE1MBV monitoring panel - V-CAN monitoring, battery indication, motor alarms and motor status (see page 82)
- IV4812360 converting 48 VDC to the required V-CAN power supply 12 VDC

Additional components and accessories to upgrade your electric boating experience
- Side-mount V-CAN control levers with different propulsion modes (see page 81)
- Multifunctional display and battery monitoring solutions (see pages 82 and 83)
- Shore power connection set (see page 279)

TECHNICAL SPECIFICATIONS

E-POD model	100
Motortype	PMAC Permanent Magnet brushless induction motor
CAN bus	V-CAN
Nominal input voltage	48 VDC (40 - 60 VDC)
Maximum input current draw	255 A
Maximum output power	10,2 kW (cf. 20 hp)
Indicative energy consumption*	0,9 kWh @ 6 km/h (3,5 kt)*
Suitable for indicative boat length	up to 9 m (29,5 feet) or 6 ton*
Maximum shaft rpm in NORMAL mode	1100 rpm with Ø 250 mm (9,84") propeller
Maximum shaft rpm in ECO mode	750 rpm with Ø 250 mm (9,84") propeller
Maximum shaft rpm in POWER mode	1280 rpm with Ø 250 mm (9,84") propeller
Maximum torque	84 Nm
Transmission ratio	1:1 direct electric drive
Coupling and shaft system	All-in-one system including propeller
IP-rating motor	IP69 sealed motor and IP65 top cover
Cooling system	Direct 360° cooling; motor submerged in water
Control and warning lights and audible indication on MPE1MBV panel (standard)	Propulsion active, POWER mode, temperature, battery level indication, high current draw, low voltage, limiting alarm
Electric circuit protection	Fuse 300 Amps
Dry weight	61 kg
Equipped with	Active Electronic Braking Battery Protection function Boosted Battery Charge function





*Indication only. Values strongly depending on hull shape, boat length, weight, propeller pitch/diameter and other parameters.

E-LINE AIR COOLED

An optimized design makes the E-LINE AIR COOLED compact and lightweight. Ideal for smaller boats.

Available in three different versions in 24 V or 48 V with up to 8,6 kW input peak power and 55 Nm of torque.

With an optimized design featuring less components, the E-LINE AIR series is even more compact and lightweight than a standard liquid-cooled system, requiring less space in your engine room. Ideal for smaller boats up to 8 m (26 feet) or 5 ton, the E-LINE AIR facilitates installation and lower the maintenance costs.

Plug-and-play ready, the E-LINE AIR features an efficient, compact design that integrates the motor and motor controller into a single unit. This range of motors also includes Swap & Go engine brackets and mounts, specially developed for electric inboard motors. The height and angle (0° or 8°) of the mounting brackets can be easily adjusted during installation, simplifying repowering projects and enabling quick connection to an existing propeller shaft.

You can travel far longer distances on one battery charge due to efficient motor management. A full day on the water without limitations is possible.

TECHNICAL SPECIFICATIONS OVERVIEW

Model	E-LINE AIR 050 24	E-LINE AIR 050	E-LINE AIR 070
Maximum input peak power	6,7 kW	7,9 kW	8,6 KW
Maximum torque	40 Nm	50 Nm	55 Nm
Comparable combustion engine	10 hp	11 hp	13 hp
Indicative boat length	Up to 6,5 m (21 feet) or 2,5 ton	Up to 7 m (23 feet) or 2,5 ton	Up to 8 m (26 feet) or 2,5 ton
Motor type	Brushless induction	Brushless induction	Brushless induction
Nominal input voltage	24 VDC	48 VDC	48 VDC
Max. shaft rpm	1300	1300	1450

E-LINE AIR COOLED

050

6,7 kW input peak power
1300 RPM - 40 Nm output

4,9 kW input power
1100 RPM - 36 Nm output

Input voltage 24 VDC

MPE1KB

MPE1MBV

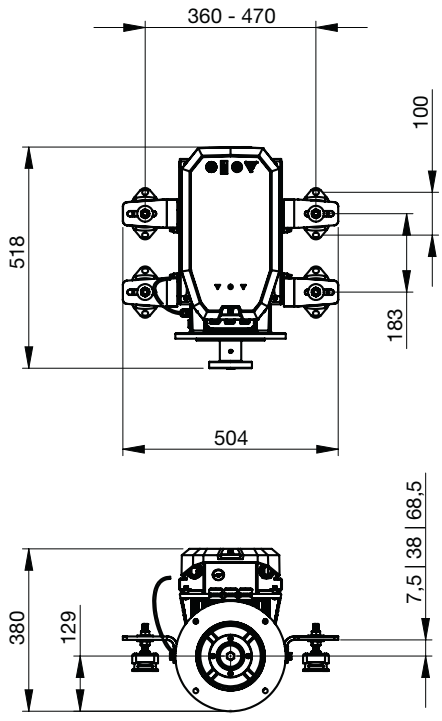
EAIR0502S

EAIR0502S is supplied with
- Swap & Go motor brackets and motor mounts type EMX65
- Integrated thrust bearing
- Mounting flange 4" suitable for Combiflex 12, Bullflex type 1 (see page 95 for couplings and propeller shaft products)
- MPE1KB key switch - all-in-one solution; V-CAN power supply, external 12 VDC power supply and anti-theft, see page 80
- MPE1MBV monitoring panel - V-CAN monitoring, battery indication, motor alarms and motor status, see page 82
- IV2412360 converting 24 VDC to the required V-CAN power supply 12 VDC

Additional components and accessories to upgrade your electric boating experience
- Side-mount V-CAN control levers with different propulsion modes (see page 81)
- Multifunctional display and battery monitoring solutions (see pages 82 and 83)
- Shore power connection set (see page 279)

TECHNICAL SPECIFICATIONS

E-LINE AIR model	050 24
Motortype	Brushless induction motor
CAN bus	V-CAN
Nominal input voltage	24 VDC (20 - 35 VDC)
Maximum input current draw	280 A
Maximum output power	5,5 kW (cf. 11 hp)
Indicative energy consumption*	1,2 kWh @ 4 km/h (3,5 kt)*
Suitable for indicative boat length	up to 6,5 m (21 feet) or 2,5 ton*
Motor output power	4 kW (@1100 rpm) (ISO/DIS 8665-2 as amended)
Maximum shaft rpm in NORMAL mode	1100 rpm
Maximum shaft rpm in ECO mode	1000 rpm
Maximum shaft rpm in POWER mode	1300 rpm
Maximum torque	40 Nm
Transmission ratio	1:1 direct electric drive
Coupling (optional)	Combiflex 1225 / 1230 | Bullflex 0125 / 011
IP-rating motor	IP65 with gore-tex membrane and IPx3 cover
Cooling system	Air cooled
Control and warning lights and audible indication on MPE1MBV panel (standard)	Propulsion active, POWER mode, temperature, battery level indication, high current draw, low voltage, limiting alarm
Electric circuit protection	Fuse 300 Amps
Dry weight	68 kg
Equipped with	Active Electronic Braking Battery Protection function Boosted Battery Charge function



*Indication only. Values strongly depending on hull shape, boat length, weight, propeller pitch/diameter and other parameters.

E-LINE AIR COOLED

050

7,9 kW input peak power
1300 RPM - 45 Nm output

5,0 kW input power
1100 RPM - 36 Nm output

Input voltage 48 VDC

EAIR050S

MPE1KB

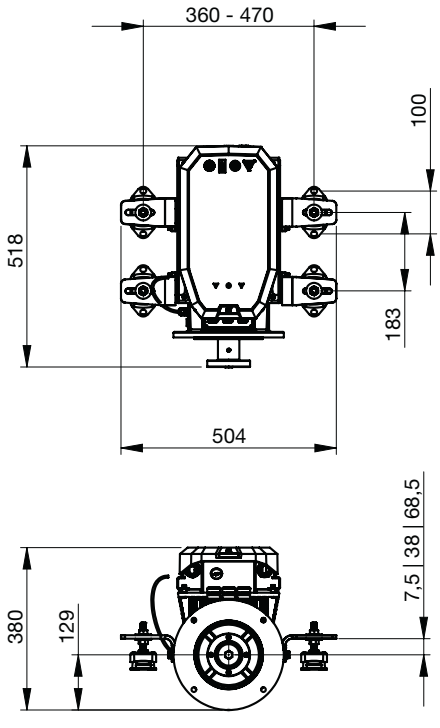
MPE1MBV

EAIR050S is supplied with
- Swap & Go motor brackets and motor mounts type EMX65
- Integrated thrust bearing
- Mounting flange 4" suitable for Combiflex 12, Bullflex type 1 (see page 95 for couplings and propeller shaft products)
- MPE1KB key switch - all-in-one solution; V-CAN power supply, external 12 VDC power supply and anti-theft, see page 80
- MPE1MBV monitoring panel - V-CAN monitoring, battery indication, motor alarms and motor status, see page 82
- IV4812360 converting 48 VDC to the required V-CAN power supply 12 VDC

Additional components and accessories to upgrade your electric boating experience
- Side-mount V-CAN control levers with different propulsion modes (see page 81)
- Multifunctional display and battery monitoring solutions (see pages 82 and 83)
- Shore power connection set (see page 279)

TECHNICAL SPECIFICATIONS

E-LINE AIR model	050
Motortype	Brushless induction motor
CAN bus	V-CAN
Nominal input voltage	48 VDC (40 - 60 VDC)
Maximum input current draw	210 A
Maximum output power	6,3 kW (cf. 11 hp)
Indicative energy consumption*	1,1 kWh @ 4 km/h (3.5 kt)*
Suitable for indicative boat length	up to 7 m (23 feet) or 3 tons*
Motor output power	4 kW (@1100 rpm) (ISO/DIS 8665-2 as amended)
Maximum shaft rpm in NORMAL mode	1100 rpm
Maximum shaft rpm in ECO mode	1000 rpm
Maximum shaft rpm in POWER mode	1300 rpm
Maximum torque	50 Nm
Transmission ratio	1:1 direct electric drive
Coupling (optional)	Combiflex 1225 / 1230 | Bullflex 0125 / 011
IP-rating motor	IP65 with gore-tex membrane and IPx3 cover
Cooling system	Air cooled
Control and warning lights and audible indication on MPE1MBV panel (standard)	Propulsion active, POWER mode, temperature, battery level indication, high current draw, low voltage, limiting alarm
Electric circuit protection	Fuse 250 Amps
Dry weight	68 kg
Equipped with	Active Electronic Braking Battery Protection function Boosted Battery Charge function



*Indication only. Values strongly depending on hull shape, boat length, weight, propeller pitch/diameter and other parameters.

E-LINE AIR COOLED

070

8,6 kW input peak power
1450 RPM - 55 Nm output

7,1 kW input power
1350 RPM - 41 Nm output

EAIR070S

MPE1KB

MPE1MBV

EAIR070S is supplied with
- Swap & Go motor brackets and motor mounts type EMX65
- Integrated thrust bearing
- Mounting flange 4" suitable for Combiflex 12, Bullflex type 1 (see page 95 for couplings and propeller shaft products)
- MPE1KB key switch - all-in-one solution; V-CAN power supply, external 12 VDC power supply and anti-theft, see page 80
- MPE1MBV monitoring panel - V-CAN monitoring, battery indication, motor alarms and motor status, see page 82
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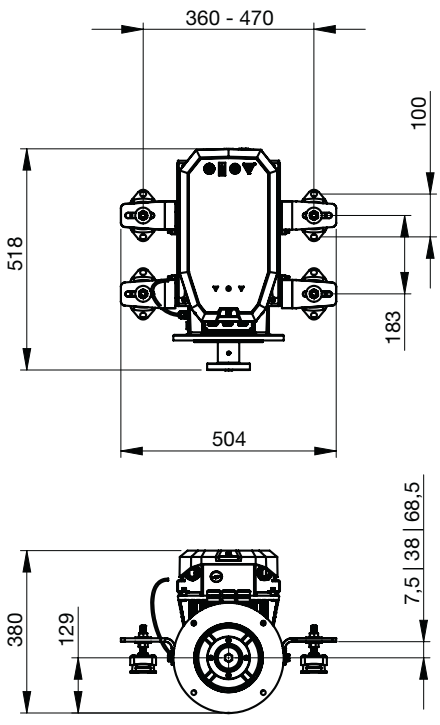
Additional components and accessories to upgrade your electric boating experience
- Side-mount V-CAN control levers with different propulsion modes (see page 81)
- Multifunctional display and battery monitoring solutions (see pages 82 and 83)
- Shore power connection set (see page 279)

TECHNICAL SPECIFICATIONS

E-LINE AIR model	070
Motortype	Brushless induction motor
CAN bus	V-CAN
Nominal input voltage	48 VDC (40 - 60 VDC)
Maximum input current draw	220 A
Maximum output power	7,4 kW (cf. 13 hp)
Indicative energy consumption*	1,1 kWh @ 4 km/h (3.5 kt)*
Suitable for indicative boat length	up to 8 m (26 feet) or 5 tons*
Motor output power	6 kW (@1350 rpm) (ISO/DIS 8665-2 as amended)
Maximum shaft rpm in NORMAL mode	1350 rpm
Maximum shaft rpm in ECO mode	1100 rpm
Maximum shaft rpm in POWER mode	1450 rpm
Maximum torque	55 Nm
Transmission ratio	1:1 direct electric drive
Coupling (optional)	Combiflex 1225 / 1230 | Bullflex 0125 / 011
IP-rating motor	IP65 with gore-tex membrane and IPx3 cover
Cooling system	Air cooled
Control and warning lights and audible indication on MPE1MBV panel (standard)	Propulsion active, POWER mode, temperature, battery level indication, high current draw, low voltage, limiting alarm
Electric circuit protection	Fuse 300 Amps
Dry weight	68 kg
Equipped with	Active Electronic Braking Battery Protection function Boosted Battery Charge function



*Indication only. Values strongly depending on hull shape, boat length, weight, propeller pitch/diameter and other parameters.

E-LINE - LIQUID COOLED

A slim design with a highly efficient motor management system: power, speed, control, and comfort with ease.

Available in four different versions in 48 V with up to 22 kW input peak power and 130 Nm of torque.

The boating experience of an E-LINE is in many aspects superior than that of an internal combustion engine. Emission-free peacefully quiet, powerful and responsive. Developed with a slim design and a highly efficient motor management system, the E-LINE is the best-in-class when power, speed, control, and comfort are in your plans.

Plug-and-play ready, the E-LINE also features an efficient, compact design that integrates the motor and motor controller into a single unit. This range of motors also includes Swap & Go engine brackets and mounts, specially developed for electric inboard motors. The height and angle (0° or 8°) of the mounting brackets can be easily adjusted during installation, simplifying repowering projects and enabling quick connection to an existing propeller shaft.

You can travel far longer distances on one battery charge due to efficient motor management. A full day on the water without limitations is possible.

Ideal for boats up to 15 m (50 feet) or 20 ton.

TECHNICAL SPECIFICATIONS OVERVIEW

Model	E-LINE 060	E-LINE 080	E-LINE 110	E-LINE 220
Maximum input peak power	7,3 kW	10,2 kW	13,3 kW	24,5 kW
Maximum torque	45 Nm	60 Nm	70 Nm	130 Nm
Comparable combustion engine	11 hp	16 hp	22 hp	30 hp
Indicative boat length	Up to 7 m (23 feet) or 3 ton	Up to 9 m (29,5 feet) or 5 ton	Up to 11 m (36 feet) or 7 ton	Up to 15 m (50 feet) or 20 ton
Motor type	Brushless induction motor	Brushless induction motor	Brushless induction motor	Brushless induction motor
Nominal input voltage	48 VDC	48 VDC	48 VDC	48 VDC
Max. shaft rpm	1350	1500	1600	1600

E-LINE

060

7,3 kW input peak power
1350 RPM - 43 Nm output

5,6 kW input power
1200 RPM - 36 Nm output

ELINE060S

MPE1KB

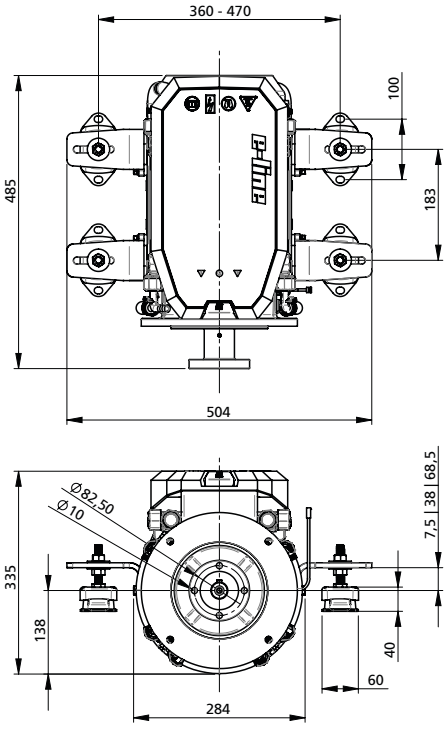
MPE1MBV

Supplied with
- Swap & Go motor brackets and motor mounts type EMX65
- Integrated thrust bearing
- Mounting flange 4" suitable for Combiflex 12, Bullflex type 1 (see page 95 for couplings and propeller shaft products)
- MPE1KB key switch - all-in-one solution; V-CAN power supply, external 12 VDC power supply and anti-theft, see page 80
- MPE1MBV monitoring panel - V-CAN monitoring, battery indication, motor alarms and motor status, see page 82
- IV4812360 converting 48 VDC to the required V-CAN power supply 12 VDC

Additional components and accessories to upgrade your electric boating experience
- Side-mount V-CAN control levers with different propulsion modes (see page 81)
- Fresh-water cooling set for clean fresh surface water (see page 80)
- Keel cooling set for a closed cooling system - salt and muddy waters (see page 80)
- Multifunctional display and battery monitoring solutions (see pages 82 and 83)
- Shore power connection set (see page 279)

TECHNICAL SPECIFICATIONS

E-LINE model	060
Motortype	Brushless induction motor
CAN bus	V-CAN
Nominal input voltage	48 VDC (40 - 60 VDC)
Maximum input current draw	155 A
Maximum output power	6,0 kW (cf. 11 hp)
Indicative energy consumption*	1 kWh @ 6 km/h (3,5 kt)*
Suitable for indicative boat length	up to 7 m (23 feet) or 3 ton*
Motor output power	5 kW (@1200 rpm) (ISO/DIS 8665-2)
Maximum shaft rpm in NORMAL mode	1200 rpm
Maximum shaft rpm in ECO mode	1000 rpm
Maximum shaft rpm in POWER mode	1350 rpm
Maximum torque	45 Nm
Transmission ratio	1:1 direct electric drive
Coupling (optional)	Combiflex 1225 / 1230 | Bullflex 0125 / 011
IP-rating motor	IP65 with gore-tex membrane and IPx3 cover
Cooling system	Air and liquid cooled
Liquid cooling system connections	12,7 mm (1/2") (intake and outlet)
Control and warning lights and audible indication on MPE1MBV panel (standard)	Propulsion active, POWER mode, temperature, battery level indication, high current draw, low voltage, limiting alarm
Electric circuit protection	Fuse 200 Amps
Dry weight	68 kg
Equipped with	Active Electronic Braking Battery Protection function Boosted Battery Charge function



*Indication only. Values strongly depending on hull shape, boat length, weight, propeller pitch/diameter and other parameters.

E-LINE

080

10,2 kW input peak power
1500 RPM - 55 Nm output

8,4 kW input power
1400 RPM - 48 Nm output

ELINE080S

MPE1KB

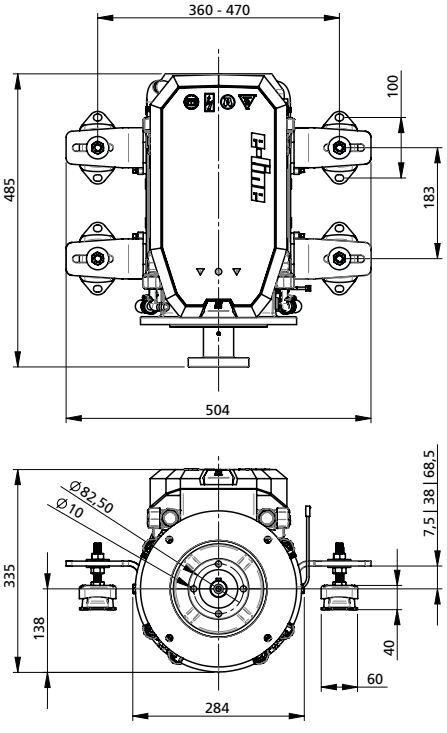
MPE1MBV

Supplied with
- Swap & Go motor brackets and motor mounts type EMX65
- Integrated thrust bearing
- Mounting flange 4" suitable for Combiflex 12, Bullflex type 1 (see page 95 for couplings and propeller shaft products)
- MPE1KB key switch - all-in-one solution; V-CAN power supply, external 12 VDC power supply and anti-theft, see page 80
- MPE1MBV monitoring panel - V-CAN monitoring, battery indication, motor alarms and motor status, see page 82
- IV4812360 converting 48 VDC to the required V-CAN power supply 12 VDC

Additional components and accessories to upgrade your electric boating experience
- Side-mount V-CAN control levers with different propulsion modes (see page 81)
- Fresh-water cooling set for clean fresh surface water (see page 80)
- Keel cooling set for a closed cooling system - salt and muddy waters (see page 80)
- Multifunctional display and battery monitoring solutions (see pages 82 and 83)
- Shore power connection set (see page 279)

TECHNICAL SPECIFICATIONS

E-LINE model	080
Motortype	Brushless induction motor
CAN bus	V-CAN
Nominal input voltage	48 VDC (40 - 60 VDC)
Maximum input current draw	220 A
Maximum output power	8,5 kW (cf. 16 hp)
Indicative energy consumption*	1 kWh @ 6 km/h (3,5 kt)*
Suitable for indicative boat length	up to 9 m (29,5 feet) or 5 ton*
Motor output power	7,5 kW (@1400 rpm) (ISO/DIS 8665-2)
Maximum shaft rpm in NORMAL mode	1400 rpm
Maximum shaft rpm in ECO mode	1100 rpm
Maximum shaft rpm in POWER mode	1500 rpm
Maximum torque	60 Nm
Transmission ratio	1:1 direct electric drive
Coupling (optional)	Combiflex 1225 / 1230 | Bullflex 0125 / 011
IP-rating motor	IP65 with gore-tex membrane and IPx3 cover
Cooling system	Air and liquid cooled
Liquid cooling system connections	12,7 mm (1/2") (intake and outlet)
Control and warning lights and audible indication on MPE1MBV panel (standard)	Propulsion active, POWER mode, temperature, battery level indication, high current draw, low voltage, limiting alarm
Electric circuit protection	Fuse 250 Amps
Dry weight	69 kg
Equipped with	Active Electronic Braking Battery Protection function Boosted Battery Charge function



*Indication only. Values strongly depending on hull shape, boat length, weight, propeller pitch/diameter and other parameters.

E-LINE

110

13,3 kW input peak power
1600 RPM - 67 Nm output

11,3 kW input power
1500 RPM - 61 Nm output

MPE1KB

MPE1MBV

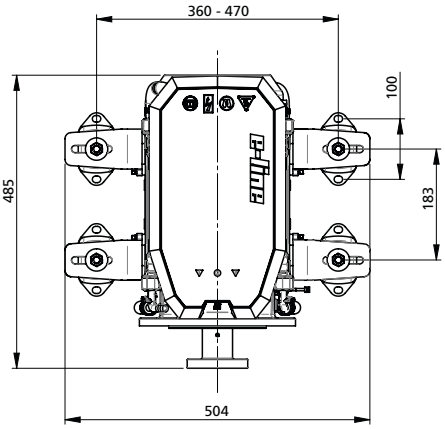
ELINE110S

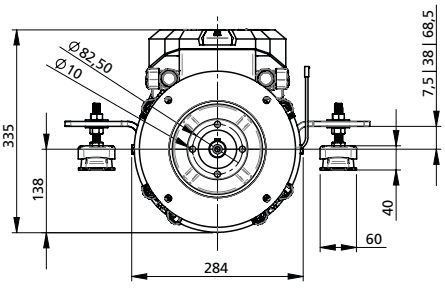
Supplied with
- Swap & Go motor brackets and motor mounts type EMX65
- Integrated thrust bearing
- Mounting flange 4" suitable for Combiflex 12, Bullflex type 1 (see page 95 for couplings and propeller shaft products)
- MPE1KB key switch - all-in-one solution; V-CAN power supply, external 12 VDC power supply and anti-theft, see page 80
- MPE1MBV monitoring panel - V-CAN monitoring, battery indication, motor alarms and motor status, see page 82
- IV4812360 converting 48 VDC to the required V-CAN power supply 12 VDC

Additional components and accessories to upgrade your electric boating experience
- Side-mount V-CAN control levers with different propulsion modes (see page 81)
- Fresh-water cooling set for clean fresh surface water (see page 80)
- Keel cooling set for a closed cooling system - salt and muddy waters (see page 80)
- Multifunctional display and battery monitoring solutions (see pages 82 and 83)
- Shore power connection set (see page 279)

TECHNICAL SPECIFICATIONS

E-LINE model	110
Motortype	Brushless induction motor
CAN bus	V-CAN
Nominal input voltage	48 VDC (40 - 60 VDC)
Maximum input current draw	295 A
Maximum output power	11,2 kW (cf. 22 hp)
Indicative energy consumption*	1 kWh @ 6 km/h (3,5 kt)*
Suitable for indicative boat length	up to 11 m (36 feet) or 8 ton*
Motor output power	10 kW (@1500 rpm) (ISO/DIS 8665-2)
Maximum shaft rpm in NORMAL mode	1500 rpm
Maximum shaft rpm in ECO mode	1200 rpm
Maximum shaft rpm in POWER mode	1600 rpm
Maximum torque	70 Nm
Transmission ratio	1:1 direct electric drive
Coupling (optional)	Combiflex 1225 / 1230 | Bullflex 0125 / 011
IP-rating motor	IP65 with gore-tex membrane and IPx3 cover
Cooling system	Air and liquid cooled
Liquid cooling system connections	12,7 mm (1/2") (intake and outlet)
Control and warning lights and audible indication on MPE1MBV panel (standard)	Propulsion active, POWER mode, temperature, battery level indication, high current draw, low voltage, limiting alarm
Electric circuit protection	Fuse 300 Amps
Dry weight	71 kg
Equipped with	Active Electronic Braking Battery Protection function Boosted Battery Charge function





*Indication only. Values strongly depending on hull shape, boat length, weight, propeller pitch/diameter and other parameters.

E-LINE

220

24,5 kW input peak power
1600 RPM - 140 Nm output

22,0 kW input power
1500 RPM - 130 Nm output

NEW!

ELINE220S

MPE1KB

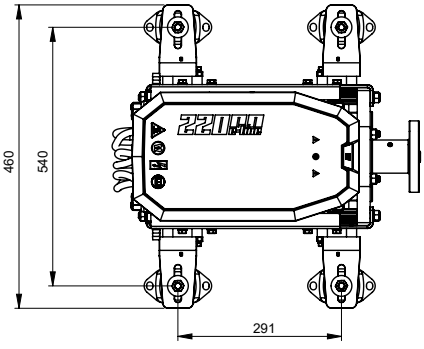
MPE1MBV

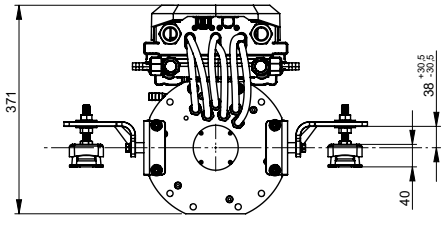
Supplied with
- Swap & Go motor brackets and motor mounts type EMX65
- Integrated thrust bearing
- Mounting flange 4" suitable for Combiflex 12, Bullflex type 1 (see page 95 for couplings and propeller shaft products)
- MPE1KB key switch - all-in-one solution; V-CAN power supply, external 12 VDC power supply and anti-theft, see page 80
- MPE1MBV monitoring panel - V-CAN monitoring, battery indication, motor alarms and motor status, see page 82
- IV4812360 converting 48 VDC to the required V-CAN power supply 12 VDC

Additional components and accessories to upgrade your electric boating experience
- Side-mount V-CAN control levers with different propulsion modes (see page 81)
- Fresh-water cooling set for clean fresh surface water (see page 80)
- Keel cooling set for a closed cooling system - salt and muddy waters (see page 80)
- Multifunctional display and battery monitoring solutions (see pages 82 and 83)
- Shore power connection set (see page 279)

TECHNICAL SPECIFICATIONS

E-LINE model	220
Motortype	Brushless induction motor
CAN bus	V-CAN
Nominal input voltage	48 VDC (40 - 60 VDC)
Maximum input current draw	580 A
Maximum output power	22 kW (cf. 30 pk)
Indicative energy consumption*	1 kWh @ 6 km/u (3,5 kt)*
Suitable for indicative boat length	up to 15 m (50 feet) or 20 ton*
Motor output power	20 kW (@1500 rpm) (ISO/DIS 8665-2)
Maximum shaft rpm in NORMAL mode	1500 rpm
Maximum shaft rpm in ECO mode	1200 rpm
Maximum shaft rpm in POWER mode	1600 rpm
Maximum torque	130 Nm
Transmission ratio	1:1 direct electric drive
Coupling (optional)	Combiflex 1225 / 1230 | Bullflex 0125 / 011
IP-rating motor	IP65 with gore-tex membrane and IPx3 cover
Cooling system	Liquid cooled
Liquid cooling system connections	12,7 mm (1/2") (intake and outlet)
Control and warning lights and audible indication on MPE1MBV panel (standard)	Propulsion active, POWER mode, temperature, battery level indication, high current draw, low voltage, limiting alarm
Electric circuit protection	Fuse 500 Amps
Dry weight	93 kg
Equipped with	Active Electronic Braking Battery Protection function Boosted Battery Charge function

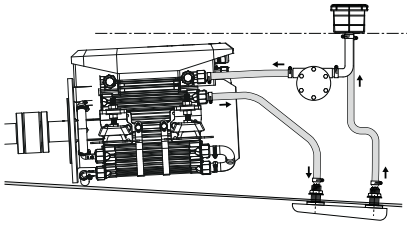




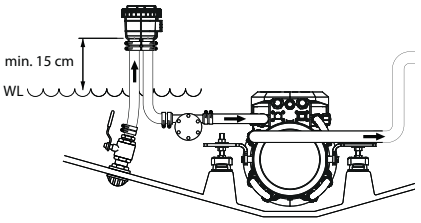
*Indication only. Values strongly depending on hull shape, boat length, weight, propeller pitch/diameter and other parameters.

Cooling system for E-LINE inline motor

The E-LINE motors can be cooled with fresh surface water or via a keel cooler. In areas with clear fresh water the surface water cooling can be applied. For salty or dirty waters apply the keel cooler.



Keel cooler
The closed circulation keel cooling system, advised for salt or muddy waters. Using the ELINEKC keel cooler and EIP40SET pump the coolant VOC (VETUS Organic Coolant) transports heat away from the motor and controller.
The ELINEKC, material G-CuSn10Zn, is suitable for use with motors up to 11 kW* of power, at a water temperature of 25 °C and flow of 6 L per minute.
The EIP40SET contains a powerful extreme silent brushless 12V DC circulation pump. Do not run this pump dry. In the circulated system the EIP40 pump has a low energy consumption of about 8 W (0,67 A at 12 V DC).



Fresh water cooling
This installation requires the WP1208 12VDC or WP2408 24 VDC pump. Along with FTR140/13 filter with FTR140FM element.
See page 430 for water scoop and hose barbs, page 52 for water strainer, page 466 for hoses and page 440 for hose clamps.

* For motors above 11 kW, consult your VETUS dealer.
A larger keel cooler set (code EDKCSET2) will be available in 2026.

Keel cooler

EDKCSET

Fresh water cooling

EDFWSET

Module: Control

The VETUS E-DRIVES (E-LINE and E-POD) work with V-CAN data communication as do the VETUS proportional thrusters (BOW PRO). This in-house designed data communication solution ensures less cables throughout your boat, robust reliable control and simple expandability. All E-LINE, E-AIR, and E-POD propulsion systems come standard with the MPE1KB key switch and the MPE1MBV monitoring panel.

Key switch for E-DRIVES

The MPE1KB key switch is an all-in-one solution incorporating the V-CAN power supply, 12-VDC cooling-pump power supply, and an anti-theft feature. It powers the V-CAN line, dashboard accessories and 12-VDC cooling pump with a turn of the key.

Specifications
- Compact design and high quality materials
- Stylish designed aluminium bezel (85 x 85 mm)
- Quick installation in Ø 75 mm cut-out hole
- Can be installed in double frame (XTASF2P 167,5 x 85 mm)
- Waterproof IP65 when mounted
- V-CAN CAN bus protocol certified
- Input wires 12 VDC
- Reverse polarity protection for V-CAN output
- Switched output V-CAN connector 12 VDC, fuse protected 5 A max.
- Switched output 12 VDC, fuse protected 30 A max.
- LED indication when engaged

MPE1KB

Control levers for E-DRIVES

Type ELPS2

The E-LINE and E-POD are controlled by the ELPS2 side mounted V-CAN control lever. The panel has a neutral safety switch as standard, which prevents the motor from being started when the propulsion thrust is engaged. This control lever enables three propulsion control modes; NORMAL, ECO and POWER mode. By pressing the ECO mode the maximum output power of the E-DRIVE is limited. When in ECO the POWER mode is not available. Switching off the ECO mode, the E-DRIVE is in NORMAL mode. Pressing the POWER button unleashes the electric peak power kick for those fast manoeuvres.

Specifications

- Start/Stop Command button with LED status indication
- ECO mode latching button for increased range
- POWER (PWR) mode button to unleash full electric power
- LED and audible indication on E-DRIVE status
- Safe and easy proportional control of your vessel
- High quality materials
- Stylish designed aluminium bezel (154 x 100 mm)
- Waterproof IP65 when mounted
- V-CAN CAN bus protocol certified
- Twin connector for plug and play

ELPS2

Type ELPSR2

Variant of ELPSR2 panel with the possibility to lock the control mode in either NORMAL or ECO for all E-DRIVES.

ELPSR2

Type ELCS

With three propulsion-control modes - NORMAL, ECO and POWER - the ELCS allows you full command over your range. The ECO mode limits the maximum output power and spreads the motor curve of your E-DRIVE, likely increase your boating range. Switching off the ECO mode puts the E-DRIVE in NORMAL mode. Pressing the POWER button will unleash electric peak power for fast manoeuvres on high rpms.

- Start/stop command button
- ECO-mode latching button for increased range
- POWER (PWR) mode button to unleash full electric power
- LED lights and audible indication on E-DRIVE status
- Safe and easy proportional control of your vessel
- High-quality material and finishing
- Stylish designed stainless steel (158 x 117 mm)
- Waterproof IP65 when mounted
- V-CAN CAN bus-protocol certified
- Twin connector for plug and play

ELCS

Module: Monitoring

To monitor the E-DRIVE status, warning and alarms there are multiple options. To see the most important instances at a glance the MPE1MBV V-CAN monitoring panel can be used. To see the rich digital information available on the digital CAN bus line, the NMEA2000 connected solution can be selected. By using the CANV2N CANverter messages on the V-CAN line are translated towards NMEA2000 and can be displayed on NMEA2000 devices.

Monitoring panel for E-DRIVES

The MPE1MBV monitoring panel is the monitoring dashboard instrument, providing important instances insight with clear LED light indication of V-CAN electric propulsion activities.

Specifications
- Compact design and high quality materials
- Stylish designed aluminium bezel (85 x 85 mm)
- Quick installation in Ø 75 mm cut-out hole
- Can be installed in double frame (XTASF2P 167,5 x 85 mm)
- Waterproof IP65 when mounted
- Control and warning lights; Propulsion active, POWER mode, temperature, limiting power alarm, volt indication (four levels), high current draw, low voltage, charging active indication
- V-CAN CAN bus protocol certified
- Twin connectors for plug and play

MPE1MBV

NMEA2000 monitoring solution for E-DRIVES

VETUS has taken on an active role on the NMEA2000 committee to enable electric propulsion data visible on NMEA2000. Using the VETUS CANverter (CANV2N) the V-CAN line can be connected to a NMEA2000 CAN bus line. When connecting a NMEA2000 display (CANNME7, see page 15) a rich set of parameters can be displayed. For example, the rpm and temperatures are visible.

CANNS500 battery monitoring

This Digital Battery Monitoring Shunt is especially designed for Electric Propulsion in order to monitor the percentage state of charge left in the batteries to calculate the remaining available boating time and ensure a enjoyable stay on the water. The CANNS500 Digital Battery Monitoring Shunt is equipped with connectivity via WiFi protocol as well as NMEA2000. This WiFi connection is a local on-board signal. Meaning that a smartphone, tablet or laptop can be used to log on to the Digital Battery Monitoring Shunt to read-out data and set battery information as long as you are on board the boat.

Connecting the CANNS500 to NMEA2000 and the CANNME7 gives even more data. Next to power consumption, battery state of charge and a calculated estimation of remaining time when continuing at the current speed. The CANNS500 combined with the CANNME7 display gives you the option to see remaining range on the CANNME7 chart plotter.

NMEA2000 monitoring components (also see page 15)

CANV2N1	CANverter mono directional V-CAN to NMEA2000
CANNS500	Digital Battery Monitoring Shunt NMEA2000 and WiFi connection, max. current 500A
CANNME7	Multifunction Display for Electric Propulsion 7” display, NMEA2000
CANNPSCM	NMEA2000 Power Supply Cable Male connector, 3A fuse, 1 m cable
CANNC..	NMEA2000 Cable of certain length
CANNHUB	NMEA2000 hub 3 way M-F-M
CANNTF	NMEA2000 terminating resistor F - 120 Ohm
CANNTM	NMEA2000 terminating resistor M - 120 Ohm

CANV2N1

CANNS500

CANNTF

CANNC05

Module: Monitoring

CANNME7 multifunctional display

One display. Every boat.

The **CANNME7** gives you complete control on the water with a high-brightness screen that's easy to read even in full sun. Designed for **electrical**, **combustion**, and **hybrid systems**, it delivers all the data you need - from motor RPM and battery state of charge to real-time speed, range, and operating time.

With **integrated navigation maps** and a dynamic GPS range circle that updates instantly to your power use, you'll always know how far you can go. Free **OpenSea** charts come included, with optional **Navionics integration** for advanced navigation worldwide.

Combine it with the **CANV2N1** converter and **CANNS500** shunt, and the **CANNME7** becomes the beating heart of your system - ensuring a smarter, safer, pleasant experience on the water.

CANNME7

Module: Energy storage

Battery technologies for Electric Propulsion: $LiFePO_4$ vs. AGM

As electric propulsion systems become increasingly popular for their efficiency, low emissions, and silent operation, the role of batteries is more important than ever. At VETUS, we offer both **$LiFePO_4$ (Lithium Iron Phosphate)** - upon request - and **AGM (Absorbent Glass Mat)** battery options, each with distinct characteristics suited to different applications and vessel types.

Choosing the right battery

The best battery choice depends on the propulsion power, vessel size, budget, and performance expectations.

$LiFePO_4$ Batteries

Optimized for high-performance electric propulsion

$LiFePO_4$ is perfect for electric propulsion in boats due to their high efficiency rate, low weight, and service life. They also have the ability to deep discharge and fast recharge which is ideal for longer trips.

Key Benefits

- **High Energy Density:** Delivers more power in a compact, lightweight format
- **Long Lifespan:** Up to 2,000 - 6,000 cycles, reducing replacement frequency
- **Stable Voltage Output:** Stable voltage during load of a propulsion engine, which is important for constant output power of the engine
- **Fast Charging:** Supports higher charge currents with excellent efficiency
- **Deep Discharge Capable:** Allows 80 - 90% usable capacity without compromising lifespan
- **Maintenance-Free:** No need for electrolyte refills or regular checks
- **Enhanced Safety:** $LiFePO_4$ chemistry is among the safest in lithium battery technology

Considerations

- **Higher Initial Investment:** Offset by lower total cost of ownership over time
- **Requires a Dedicated Charging System:** To ensure optimal performance and safety
- **Cold Weather Sensitivity:** Reduced charging efficiency below 0°C

Contact your dealer for VETUS lithium packs (special order only).

AGM Batteries

Reliable and economical for lighter duty or budget-sensitive installations

AGM battery technology is most suitable for applications where affordability is a priority and prolonged operating time on the water is not essential.

Key Benefits

- **Cost-Effective:** Lower upfront investment
- **Compatibility:** Compatible with standard battery chargers
- **Good Cold Weather Performance:** Reliable at low temperature
- **Sealed and Maintenance-Free:** Spill-proof design with no servicing required

Considerations

- **Lower Energy Density:** Larger and heavier with less capacity
- **Shorter lifecycle:** Approximately 300–500 charge/discharge cycles
- **Limited Discharge:** Frequent deep discharging may shorten the battery lifespan
- **Voltage Drop Under Load:** Less suitable for continuous propulsion use
- **Longer Charging Times:** Lower charge acceptance compared to $LiFePO_4$
- **Heat Sensitivity:** Sensitive to heat when charging and discharging

Cost & Performance Comparison		
Feature	$LiFePO_4$	AGM
Initial investment	High	Low
Lifespan	10+ Years	2 - 5 Years
Cost per cycle	Low	High
Maintenance	None	None
Replacement needs	Rare	Frequent

At VETUS, we understand that every boat is unique. Whether you prioritize extended range, weight savings, or budget-friendly solutions, our range of **$LiFePO_4$** (upon request) and **AGM** batteries ensures optimal power performance for your electric propulsion system.

Need help choosing the right battery?
Our technical team is happy to assist you in selecting the best fit for your vessel and usage profile.

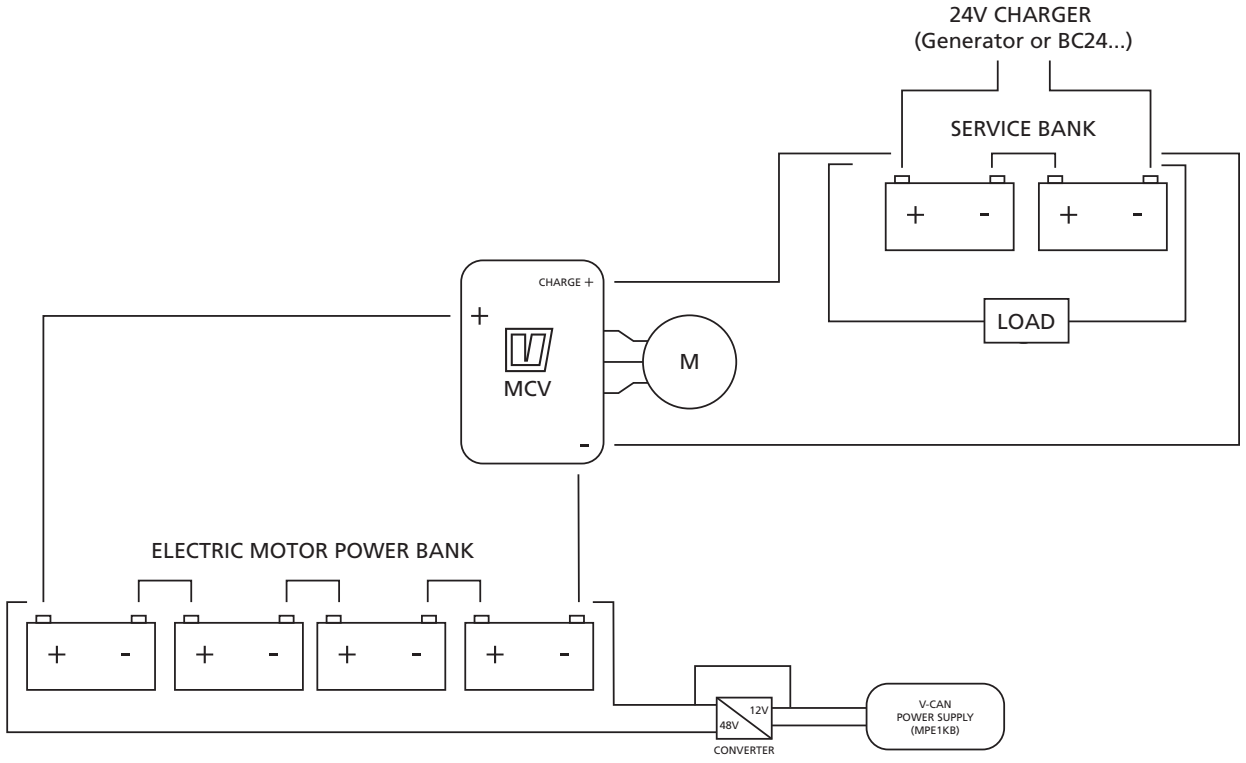
Module: Energy supply

What filling up the tank is for combustion engine systems, charging the batteries is for an electric propulsion system. Difference is there is no jerrycan or petrol filler nozzle. There are in fact multiple ways to charge a battery pack. Think about shore power, generator set, solar panels, wind generator, etc.

All VETUS E-DRIVE motors are equipped with the patented Motor Controller VETUS (MCV) with boosted charge function. Using the Boosted Battery Charge function a 24 VDC charger can be used to charge up the required 48 VDC battery pack for propulsion.

For bigger battery banks a 48 VDC 40 A battery charger (BC4840E) is available. Ask your dealer for more information.

For shore power connections material see page 279. For generator sets, battery chargers and other electricity on board materials see page 270.

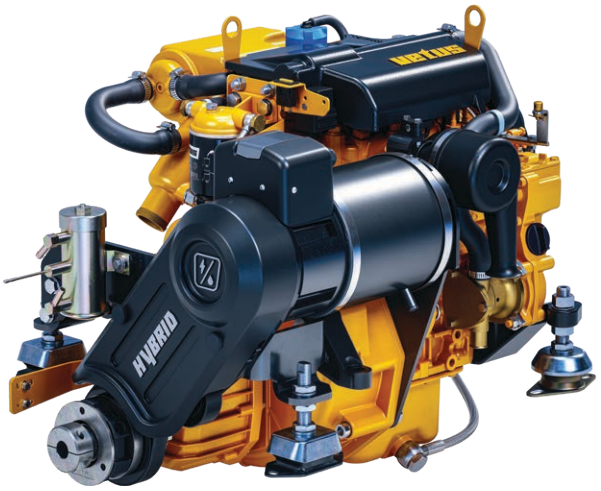


HYBRID SYSTEMS

NEW!

The new VETUS hybrid solution lets you effortlessly switch between diesel and electric propulsion, combining instant torque for quick maneuvers with the endurance and extended range needed for longer journeys.

Developed in-house and backed by years of experience with both diesel engines and electric propulsion, the VETUS hybrid system is engineered to integrate seamlessly with the M-Line diesel engines. Every detail - from RPM and gear ratio to cruising speed - has been carefully considered to deliver a truly refined boating experience. Only this level of internal know-how and proprietary technology would allow for a finely tuned hybrid solution that delivers smooth operation and optimal performance. With custom installation kits, any 2, 3 and 4-cylinder M-Line engine can be upgraded to a high-performance hybrid system - efficient, versatile, and ready for the future.



To ensure a flexible and hassle-free operation - shore power is not a must - the battery bank connected to the electric motor is recharged automatically while the diesel engine is running. With two distinct modes of operation - electric-only as well as diesel-only -, you can experience the best of both worlds: silent, emission-free cruising through inner-city canals and powerful diesel performance when navigating open waters.

Electric-Only Mode: Ideal for slow cruising, marinas, or eco-sensitive areas. Silent, zero-emission, and fuel-free.

Diesel-Only Mode: Engaged for higher speeds or longer distances. The diesel motor regenerate 50 Amps to charge your batteries.

Hybrid systems M2, M3 and M4

- 2,3 to 6 kW solutions
- 24 and 48 VDC options
- Installation kits and brackets for all 2, 3 and 4-cylinder M-Line engines
- Compact design
- Drive belt and pully
- Patented motor control
- V-CAN control lever
- Designed for both new builds and retrofit projects

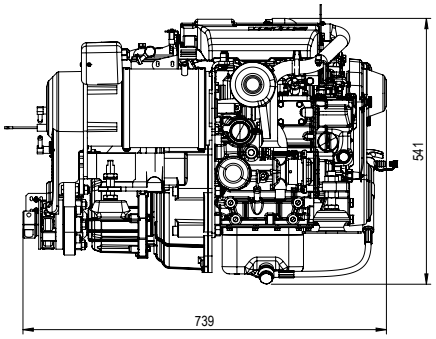
Hybrid

M2H

2.3 kW

TECHNICAL SPECIFICATIONS

Model	M2HSET
Max. speed (RPM)	1600
Max. torque (Nm)	17
Electric motor type	Permanent magnet motor
Voltage (V)	24
Maximum output power	2,3 kW
CAN bus	V-CAN
Cooling systems	Liquid Cooled



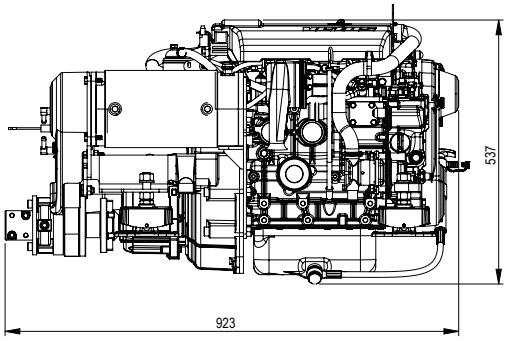
Hybrid

M3H

● ● ● *6 kW*

TECHNICAL SPECIFICATIONS

Model	M3HSET
Max. speed (RPM)	1600
Max. torque (Nm)	35,8
Electric motor type	Permanent magnet motor
Voltage (V)	48
Maximum output power	6 kW
CAN bus	V-CAN
Cooling systems	Liquid Cooled



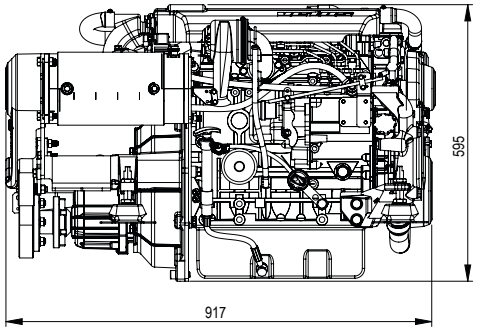
Hybrid

M4H

● ● ● ● *6 kW*

TECHNICAL SPECIFICATIONS

Model	M4HSET
Max. speed (RPM)	1600
Max. torque (Nm)	35,8
Electric motor type	Permanent magnet motor
Voltage (V)	48
Maximum output power	6 kW
CAN bus	V-CAN
Cooling systems	Liquid Cooled



ELPS2H - Hybrid control lever

The **ELPS2H** is the dedicated side-mounted V-CAN control lever for VETUS hybrid systems. Designed for safety and efficiency, it includes a neutral safety switch as standard, ensuring the motor cannot be started while propulsion is engaged. This control lever provides two propulsion modes: **NORMAL** and **ECO**.

- **ECO mode** limits maximum output power, extending range and efficiency.
- Switching ECO mode off activates **NORMAL mode**, delivering full power for responsive handling and fast maneuvers.

Features and specifications

- Start/Stop command button with LED status indication
- ECO mode latching button for extended range
- LED and audible status alerts
- Smooth proportional control for safe, intuitive vessel handling
- High-quality construction with premium materials
- Stylish aluminum bezel (154 x 100 mm)
- Waterproof to IP65 when mounted
- Certified V-CAN CAN bus protocol integration
- Twin connector for true plug-and-play installation

ELPS2H


e-line
11000W