RemigoOne Go

OWNER'S MANUAL

ORIGINAL INSTRUCTIONS

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I. Introduction

General information on the instructions

These instructions describe all major functions and activities of the RemigoOne Go electric outboard system (hereinafter referred to as »Go«, »Go system« or »outboard«). They provide:

- Information on the structure, operation, and characteristics of the RemigoOne Go.
- Information on possible dangers, their consequences, and measures for preventing them.
- Step-by-step instructions for performing all functions throughout the complete life cycle of the system.

The purpose of these instructions is to help you become familiar with the Go and to ensure that it is used safely and strictly in accordance with its intended purpose. All persons who operate or work with the Go must read and understand these instructions before use. For future reference, this manual must be kept readily accessible and located near the Go at all times.

By carefully following these instructions, you will be able to:

- Avoid dangers and potential damage,
- Reduce repair costs and downtime, and
- Increase the reliability and service life of the product.

Due to ongoing optimization of products, Remigo reserves the right to constantly adjust the contents described in the manual. This manual is subject to update without prior notice. Always ensure that you are working with the latest version of these instructions, available on **remigo.eu** website. Please note that software updates may result in changes to the content of this manual. Remigo reserves the right of final interpretation of this manual.

Layout of the safety information

In this manual, safety information is displayed using standardized symbols and formats. All safety notices must be observed and followed at all times. Hazard classifications are defined according to the probability of occurrence and the seriousness of the possible consequences.

⚠ **WARNING:** Indicates a potential hazard that could result in death or serious injury if not avoided.

⚠ **CAUTION:** Indicates a potential hazard that may result in minor or moderate injury or property damage if not avoided.

NOTICE: Indicates a potential hazard that could result in damage to the motor or boat.

IMPORTANT: Provides mandatory instructions, highlights important information for users.

RECOMMENDATION: Indicates a suggested practice.

NOTE: Indicates special instructions to make maintenance easier or instructions clearer. Notes do not indicate hazards.

About this operating manual

How to read the instructions

Actions that require several steps are presented in a numbered list. Complete the steps in the correct order.

Example:

1. Action step

2. Action step

Lists without a mandatory sequence are presented as a list of bullet points.

Example:

- Item 1
- Item 2

Product Identification

Three identification labels with serial numbers are provided. Copies are included with the warranty documentation.

- Outboard ID label: located on the outboard housing
- Transom Bracket ID label: located on the underside of the bracket
- Remote Control ID label, located at the Remote Control USB-C charging port

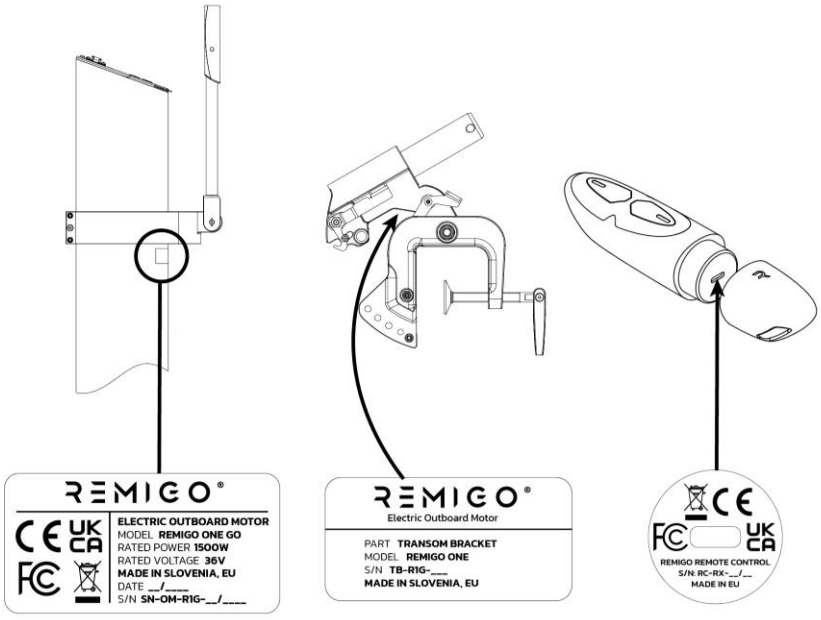


Figure 1: ID label locations

To request warranty service or any after-sales support, contact **support@remigo.eu** and ensure that the relevant serial numbers are included in your correspondence.

Product Registration

Product registration is optional and does not affect the validity of the warranty. We recommend registering your outboard to enable faster communication in case of safety-related updates or recalls and to simplify future support and service requests.

- Locate the serial number on the outboard. See *Figure 1: ID Label Locations*.
- Prepare your contact information, exact product model, and date of purchase.
- Complete the online registration form at the Remigo website: https://remigo.eu/warranty/

Package Contents

- RemigoOne Go electric outboard motor

- Transom bracket with the bracket safety pin (attached with a cord to the safety ring)
- Standard 210 W charger unit
- Tool set
- Operating manual
- Warranty documentation

Tool set contains:

- 10 mm socket wrench

- 4 mm hex key (Allen key)
- 1x spare shear pin
- kill switch cord with floating wristband
- 2x magnetic kill switch
- height adjustment tool

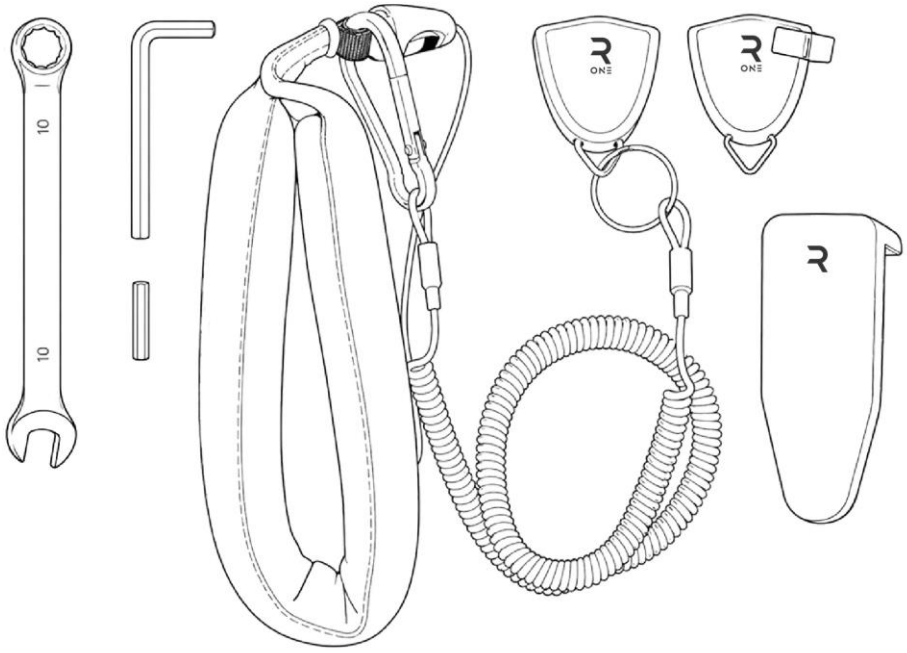


Figure 2: Tool set content

It is recommended to retain the original packaging for future storage of the outboard.

Accessories referenced in this user manual that are not listed as included items are available for separate purchase.

Carefully unpack the product and inspect the packaging and all contents for any signs of transport damage. Verify that all items listed in the package contents are present. In the event of damage or missing components, contact your dealer or, if the product was purchased through the Remigo webstore, contact Remigo directly via **support@remigo.eu.**

II. Product Overview

RemigoOne Go Part Overview

Outboard

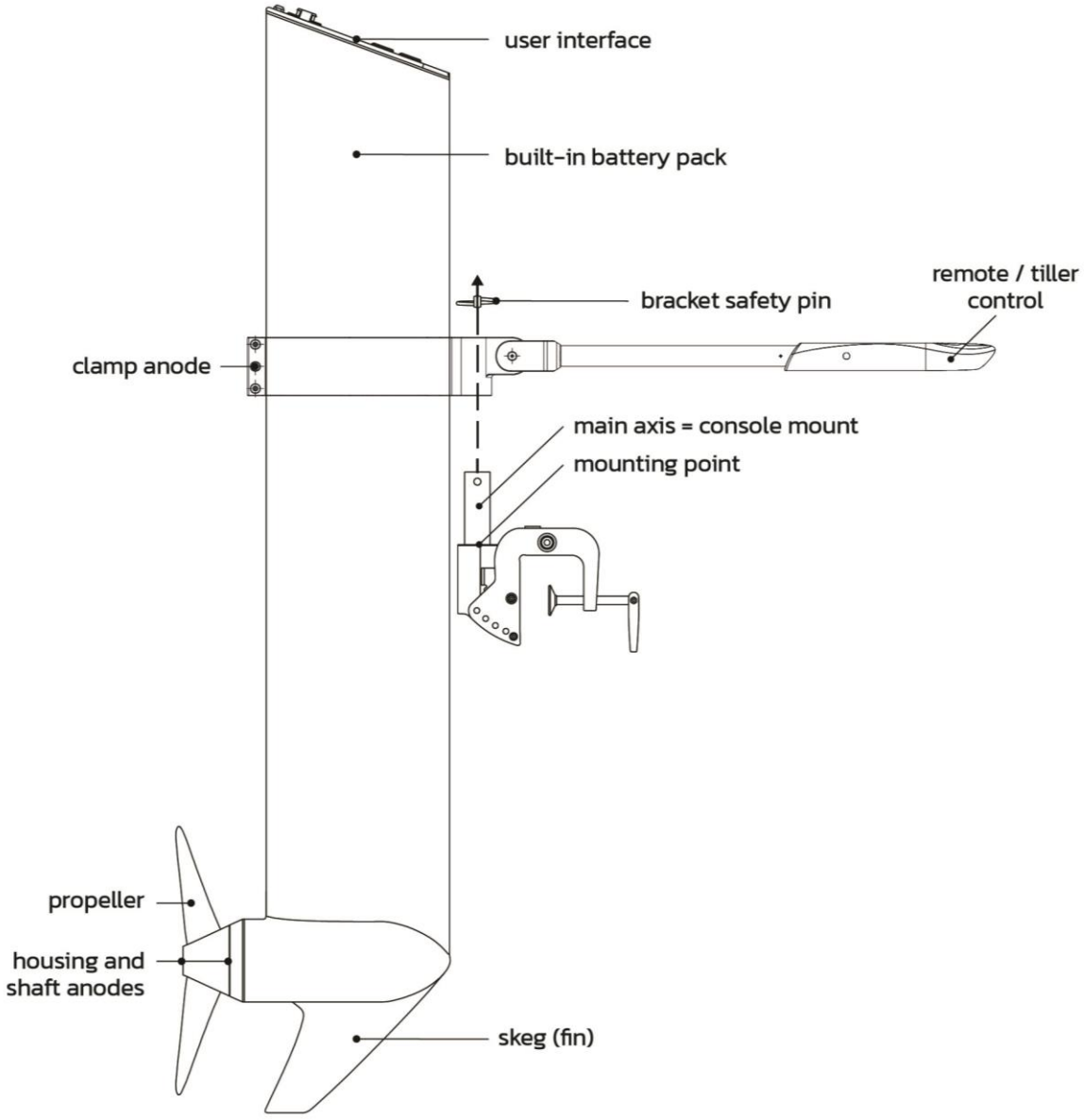


Figure 3: RemigoOne Go Outboard Parts

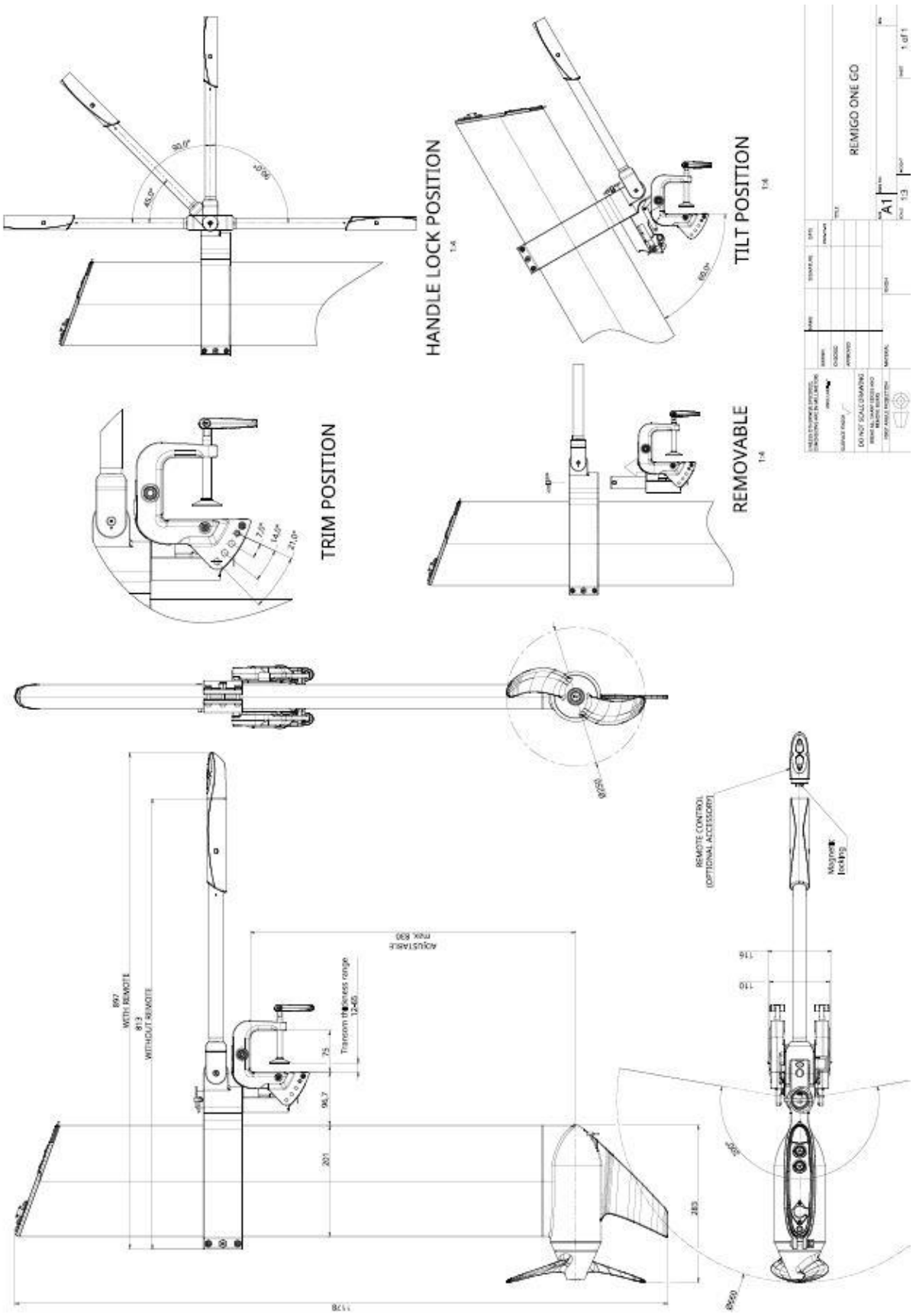


Figure 4: Dimensional Drawing

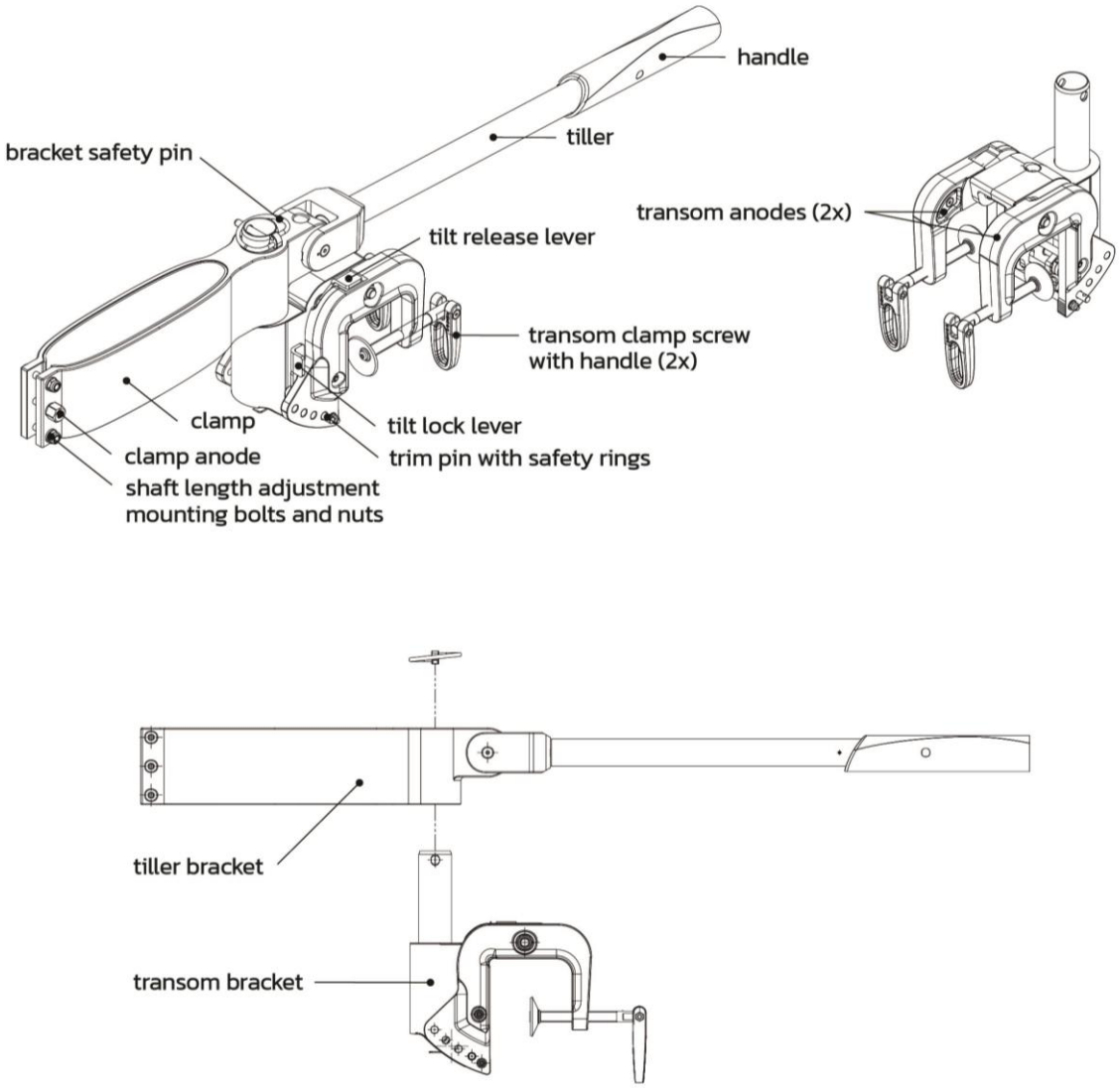


Figure 5: Tiller and Transom Bracket Parts

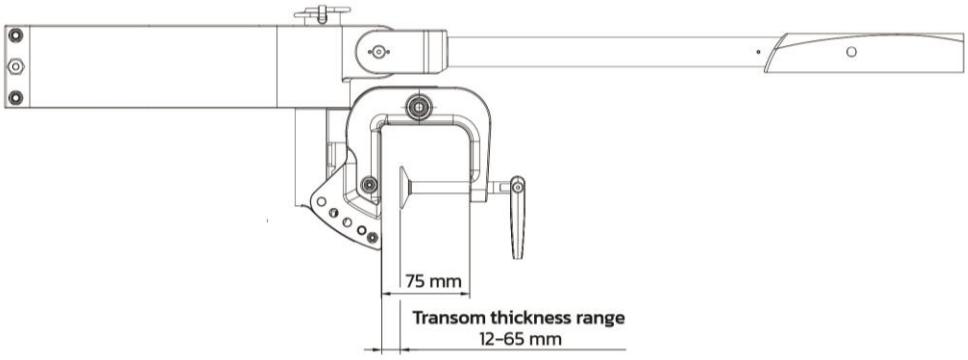


Figure 6: Transom Thickness Range

Interface

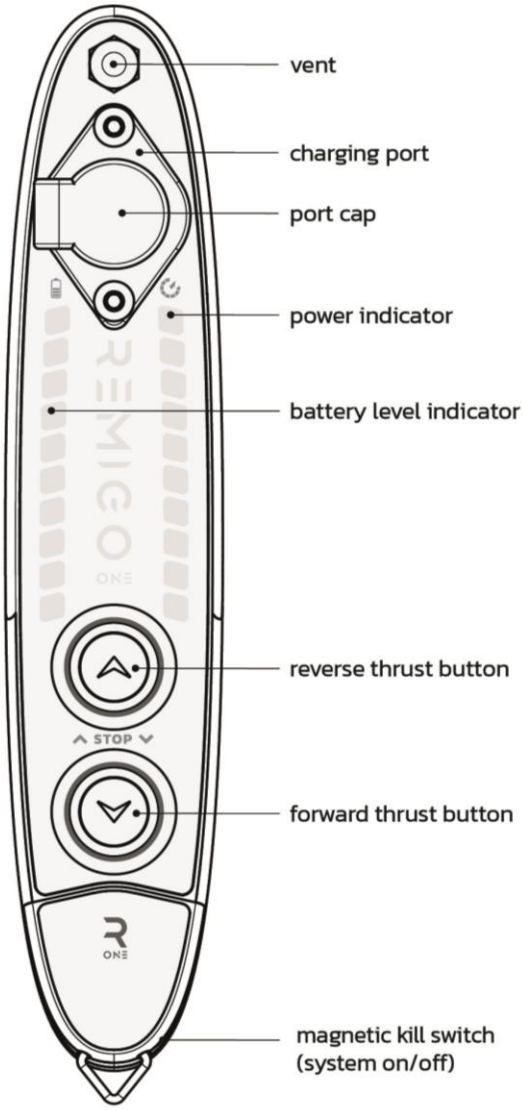


Figure 7: Interface Parts

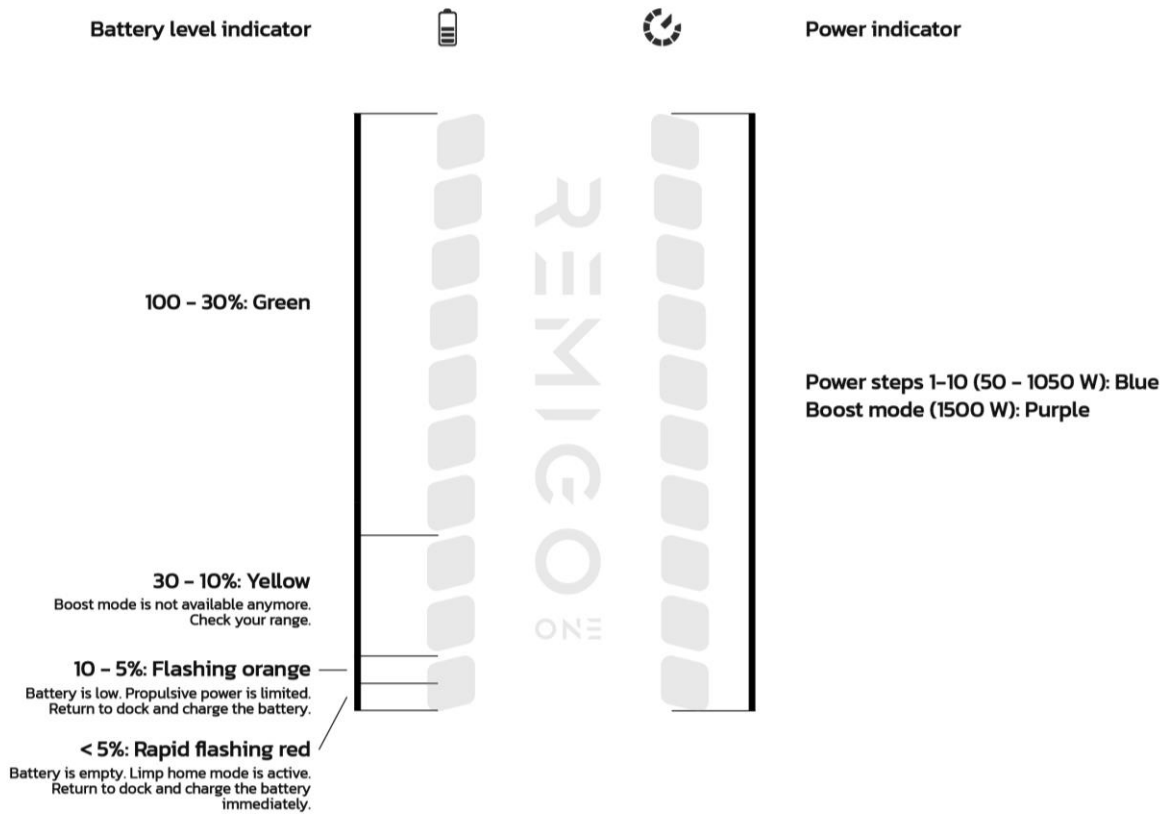


Figure 8: Indicators

Battery Level Indicator

The interface features two LED indicators, each consisting of 10 LEDs. The left LED indicator displays current battery level (SOC), with each LED representing 10%. LED color changes indicate battery status:

- **Green:** 100% – 30%
- **Yellow:** 30% – 10%
- **Flashing orange:** 10% – 5%
- **Rapid flashing red**: below 5%

Power Indicator

The right LED strip shows the current power step. Steps 1–10 represent power levels from 50 W to 1050 W. The additional step forward, Power Boost Mode, offers full power of 1500 W.

During standard operation (steps 1–10), the active power step is shown in blue. When the Power Boost Mode is engaged, **all 10 LEDs light up in purple**.

RemigoOne Go Technical Data

Input power standard / boost mode	1000 W / 1500 W
Motor type	Brushless DC
Static thrust standard / boost mode	31 kg / 36 kg
Battery	Integrated 1154 Wh Li-Ion
Nominal voltage	36 V
Maximum voltage	42 V
Charging Time - Standard 210 W Charger (100 – 240 V)	6 h 30 min (item included)
Charging Time – Fast 420 W Charger (100 – 240 V)	3 h 45 min (optional item)
Charging Time – DC-DC 84 W Charger (12 – 30 V)	~ 12 h (optional item)
Outboard weight / with transom bracket	13.9 kg / 16 kg
Shaft length	15 - 25 inch (S-XL equivalent)
Control type	two-button control on interface / remote control (not included)
Steering	lockable
Tilting	manual
Trim Levels	0° / 7° / 14° / 21°
Reverse	Yes, 10 power steps
Outboard dimensions h x w x d	1178 x 295 x 90 mm
Protection class (IP rating)	IP 67
Operating temperature	-20°C to 55° C
Charging temperature	0°C to 45°C
Storage temperature	10– 25°C

Remote Control

Part Overview

- LED 1: Connection status indicator
- Forward thrust button
- Reverse thrust button
- LED 2: Remote battery level indicator
- USB-C charging port
- Port cap

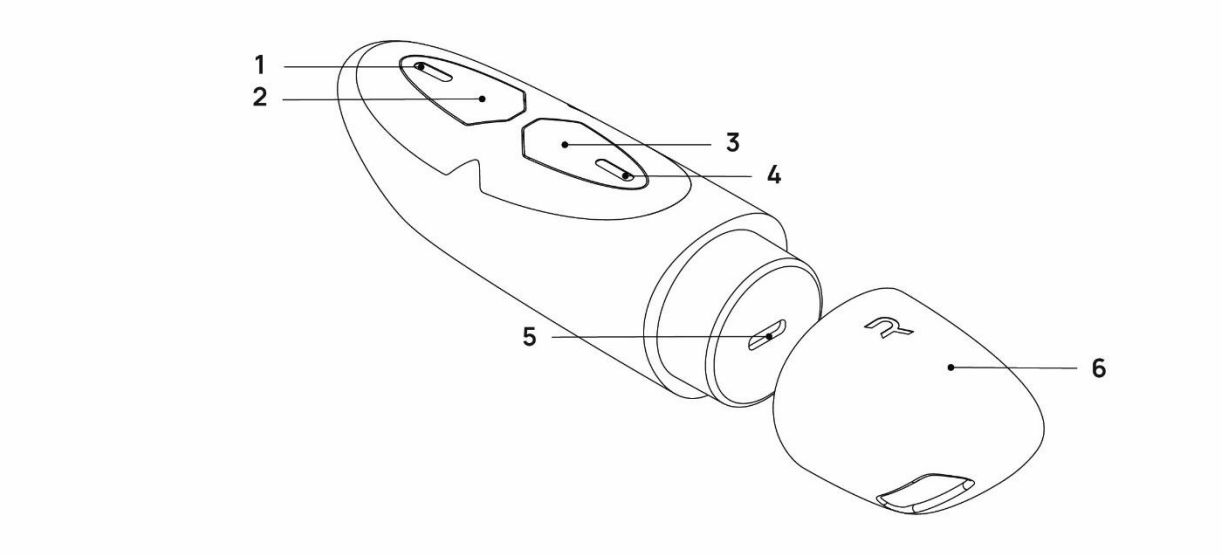


Figure 9: Remote Control Parts

Remote Control Technical Data

Connectivity type	Poprietary Wi-Fi
Connectivity range	Min. 15 m
Display type	LED indicators
Battery capacity / type	1200 mAh / Li-Ion
Autonomy	12h operating time / 30 days stand-by
Charging type	USB-C - charger not included
Mounting type	Magnetic coupling on tiller handle

Switch On/Off and Indicator LEDs

- Switch on: Press and hold any button on the remote control for 1 second.
- Switch off: Press both buttons twice simultaneously. This will switch off the Remote Control and stop the motor if it is running. You may continue adjusting power using the interface controls.
- The device will automatically switch off after 10 seconds of inactivity if there is no connection to the outboard (for example, if the kill switch is removed or the outboard is out of range).

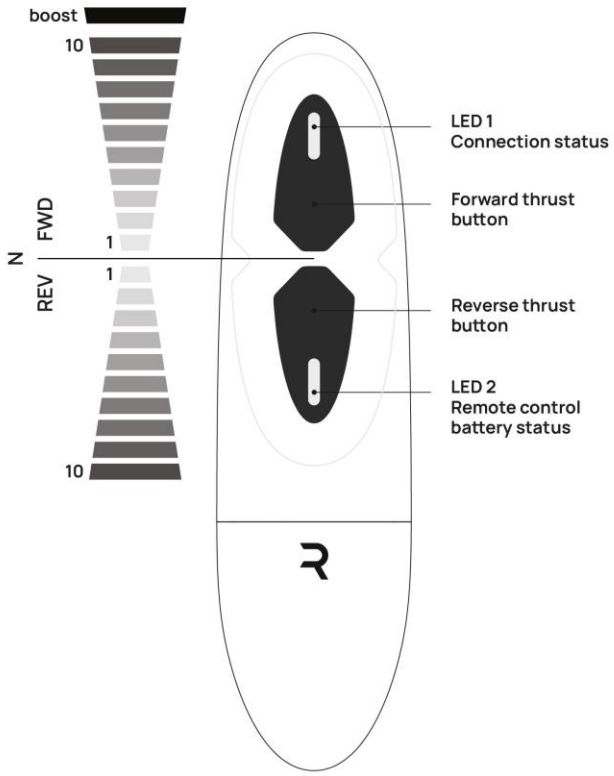


Figure 10: Remote control control and LEDs

Connection Status Indicator – LED 1

- **Flashing Blue:** Connected to the outboard.
- **Flashing Orange:** Not connected to the outboard.

Remote Battery Level Indicator – LED 2

LED 2 indicates the battery charge level of the remote control. It uses different colors to indicate the current battery level:

- **Green:** 100% – 30%
- **Orange:** 30% – 10%
- **Red:** Below 10%

During charging:

LED 2 flashes according to the color coding shown above. When the battery reaches 100%, LED 2 changes from flashing to solid green.

III. Safety

The Go Safety Features

Magnetic Kill Switch
Disconnects the energy supply and switches off the system immediately. The propeller comes to a stop.

IMPORTANT: The kill switch must always be attached securely to the operator during operation.
Remove the kill switch from the interface whenever people or body parts are near the propeller to prevent accidental motor activation. Refer to the chapters *General Safety Information*, *Before Use*, and *Maintenance*.

Additional Remote Control Safety Feature

The Additional Remote Control Safety function operates **only with an active remote control connection**. If the connected remote control is submerged in water, the motor immediately comes to a stop.

Over-Temperature Protection
Automatically reduces available power if the motor, battery, or electronics exceed safe operating temperatures. See chapter *System Protection Mode*.

⚠ **CAUTION: The motor will reduce propulsion power or shut down if temperatures rise too high.**
Always monitor traffic and environmental conditions, especially in hot weather, and keep safety equipment accessible (e.g., backup propulsion, anchor).

Motor Protection
Protects the motor from thermal and mechanical damage if the propeller gets blocked. See chapter *System Protection Mode*.

⚠ **CAUTION:** The motor will shut down if the propeller is blocked. Stay aware of traffic and water conditions at all times, and ensure safety equipment is readily available (e.g., backup propulsion, anchor).

SOC Derating Mode
Automatically reduces available power if the state of charge (SOC) is low. This function can be disabled in emergency case where the full power is needed. See chapter *SOC Derating Mode.*

Battery Management System (BMS)
Monitors and protects the battery during operation and charging:

- **Cell Balancing**
  Equalizes individual cell voltages to maintain battery performance and extend service life.
- **Overcharge Protection**
  Prevents battery damage by stopping charging when maximum voltage limits are reached.
- **Over-Discharge Protection**
  Protects the battery by disconnecting the load when the minimum safe voltage is reached.

- **Overcurrent Protection**
  Limits current flow to protect the battery and system components from electrical overload.
- **Short-Circuit Protection**
  Immediately disconnects the battery in the event of a short circuit.
- **Battery Temperature Protection**
  Monitors battery temperature and limits operation if safe temperature thresholds are exceeded.

Safety Instructions

Before operating the Go, you must carefully read, understand, and comply with all safety information and instructions in this manual. Improper use or failure to follow these instructions may result in personal injury or property damage. By using this product, you acknowledge your acceptance of these instructions, agree to operate the Go only in compliance with applicable laws and regulations, and accept full responsibility for your conduct during operation. Remigo accepts no liability for damage resulting from use that is contrary to these instructions.

Intended use

The Go drive system is intended for propelling marine crafts – vessels up to 1.5 tones of weight and 8 m in length. This system must be operated in chemical-free waterways of sufficient depth.

Intended use also includes:

- Installing the Go system only on the designated mounting points provided for this purpose, providing suitable specifications, following the specified torque values.
- Adhering to all instructions and directions provided in this manual.
- Following the care and maintenance intervals.
- Using only original replacement parts and accessories.
- Using only original chargers to charge the Go electric outboard.

Foreseeable misuse

Any use that differs from, or exceeds, the use described in chapter 'Intended use' is considered unintended use. The operator bears full responsibility for any damage resulting from improper or unintended use, and the manufacturer accepts no liability whatsoever.

The following, among others, are considered unintended use:

- Using the Go system outside of marine vessels.
- Operating the propeller while out of the water.
- Operating the system in waterways contaminated with chemicals.
- Making any modifications to the product.
- Conducting any disassembly or modification of the integrated components of the Go system outside of an authorized Remigo Service.

Before Use

- Become familiar with all functions and controls of the Go system.
- Only allow persons who have a thorough understanding of this manual to use this product.
- The Go system may be operated only by appropriately qualified persons who have the necessary physical and mental capabilities. Comply with the relevant national regulations.
- As the operator of the boat, you are responsible for the safety of the people on board, and for all vessels and persons nearby. It is therefore essential that you understand and follow the basic navigation rules and read these instructions thoroughly.
- Instruct your passengers on how to operate the boat, how to deal with emergencies, and how to operate safety and emergency equipment.
- Ensure that everyone wears a PFD (Personal Flotation Device) on board.
- Never operate the boat while under the influence of alcohol or other drugs.
- Distribute all weight load evenly in the boat.
- Follow the boat manufacturer's limits for motor power and loading.
- Do not modify or remove any standard equipment. This may make the outboard unsafe to use.
- Do not hold onto the motor or any part of the outboard when boarding or leaving the boat.
- Navigate with extreme caution when people are in the water, even if the boat is moving at low speed.
- Stop the motor immediately if someone falls overboard.
- When the boat is at anchor and swimmers are nearby, remove the magnetic kill switch to prevent accidental activation of the motor.
- Before first use, allow the battery management system to complete cell balancing by keeping the outboard connected to the charger for a few hours after full charge.
- Except for the first charge and occasional longer charging during periods of high use, do not leave the outboard connected to the charger for extended periods. See the relevant chapter '*Battery and Charging*'.
- Charge the outboard only at the temperature range of 0 °C to 45 °C.
- Note that range is increased when the outboard is operated at lower power levels.
- When the battery voltage is lower than a set threshold, the outboard will stop automatically to prevent over-discharging the battery.
- Be aware that at high ambient temperatures, the system automatically limits available power to prevent battery overheating.
- Do not store the Go in enclosed or unventilated spaces subject to high temperatures or pressure, such as a vehicle trunk on hot days.
- Extended operation of the motor out of the water may damage the shaft seals between the motor and gear shaft and may lead to motor overheating.
- Protect the outboard from mechanical damage. If the housing gets damaged, discontinue use and do not charge the outboard.
- Do not expose the outboard to impacts or mechanical shocks.
- Do not attempt to open the Go housing.
- In the event of a motor malfunction, an error code is shown on the display. Once the fault has been resolved, operation can usually be resumed immediately. See chapter '*Error Modes*'.

RECOMMENDATION: Tilt the outboard out of the water when it is not in use.

NOTICE:

- When a vessel equipped with the outboard is being towed (for example a dinghy under tow), remove the outboard from the transom bracket.
- Uninstall the outboard if vessel is propelled by other means (e.g. main engine) and hard wave impacts are expected to avoid damage by excessive loads esp. in tilted up position.
- Never leave the outboard mounted on the transom bracket while trailering, to avoid excessive loads and potential damage to it.

⚠ **WARNING: Loss of control or maneuverability of the boat may lead to serious injury or death.**
Always follow these safety instructions. Before starting each trip:

- Check the route, weather, and water conditions.
- Check the water depth and plan accordingly.
- Check the status of the battery level and plan accordingly.
- Always carry safety equipment on board in accordance with the size of the vessel (anchor, paddles, communication device, backup propulsion if necessary).
- Inspect the Go system for mechanical damage and operate it only if it is in proper working condition.
- Check the wristband and kill switch cord for any signs of damage. Always connect it firmly to the operator during use. Always carry a spare kill switch.
- Test all system functions and perform '*Emergency Stop Check*' at low power while the boat is still moored.
- Check the transom clamp screws and ensure they are fixed to the transom tightly.

General Safety Information

⚠ **WARNING: Risk of fatal electric shock**
Contact with exposed or damaged electrical components can cause death or serious injury.

- Protect charging cables from excessive mechanical load and damage.
- Keep all electronic components dry and protected from water.
- Do not use damaged chargers or power cables.
- Do not perform any repair work on the Go system or chargers.
- Never touch frayed, cut, or visibly defective wiring or components.
- If a fault is suspected, switch off the Go system immediately and avoid contact with any metal parts.

⚠ **WARNING: Risk to life from overestimating the remaining range.**
Overestimating range can lead to serious injury or death.

- Before starting a trip, familiarize yourself with the planned route and account for wind, current and direction of travel.
- Always include a sufficient safety margin to ensure you have enough range for the journey.

⚠ **WARNING: Risk of fire**
Using third-party charging equipment can cause fire, resulting in serious injury or death.

- Always use the original charging equipment provided by Remigo.
  The use of third-party charger units can cause fires.

⚠ **WARNING: Risk of lithium fire**
Exposure can cause serious injury or death.

- In case of a lithium fire, do not use water as it will not extinguish it. If possible, smother the fire with sand.
- Water can be used to cool the battery and prevent the fire from spreading.
- Move the battery to a location where it will cause minimal damage if safe to do so.

⚠ **WARNING: Risk of death due to electromagnetic fields (EMF)**
Exposure can cause serious injury or death.

- Persons with cardiac pacemakers or other implanted medical devices sensitive to EMF must keep a minimum safe distance of 50 cm from the motor, remote control and the magnetic kill switch.

⚠ **WARNING: Interference Risk**
The kill switch and remote control generate a magnetic field. These may interfere with certain electronic instruments.

- Keep both devices (kill switch and remote control) at least 50 cm away from sensitive electronic instruments, medical implants (e.g. pacemakers), magnetic cards (e.g. credit cards) and other magnetic media.

⚠ **WARNING: Lithium-ion batteries and products containing lithium-ion batteries can expose you to chemicals**, including cobalt lithium nickel oxide and nickel, which are known to the State of California to cause cancer, birth defects, or other reproductive harm.

⚠ **WARNING: Risk of injury from rotating parts.**
Contact with moving components can cause serious injury or death.

- Do not wear jewelry or loose clothing near the drive shaft or propeller. Secure long or loose hair.
- Switch off the Go system whenever people are near the drive shaft or propeller.
- Never perform maintenance or cleaning on the drive shaft or propeller while the Go system is engaged – remove the kill switch first.
- Operate the propeller only when it is submerged in water.

⚠ **CAUTION: Rare risk of battery electrolyte leakage.**
Exposure may cause minor or moderate injury.

- Avoid contact with skin.
- Do not inhale gases released from the battery.
- In case of contact, rinse the affected area with clean water immediately and seek medical attention.

⚠ **CAUTION: Risk of unsafe operating conditions**

Inappropriate or low-quality replacement parts or accessories may create unsafe operating conditions.

- Use only genuine Remigo replacement parts and accessories, or their equivalent.
- Use caution when purchasing replacement parts or accessories.

NOTICE: The charging cables must not be crushed, crimped or damaged.

IV. Installation

Tiller Positions

The tiller can be used in four different positions: downward, horizontal, 45°, and upward. To change the position, perform a pump-action pull by pulling the handle at the end of the tiller away from the tiller body. This retracts the tiller locking pin and allows the tiller to rotate. When the tiller reaches the next position, release the handle to allow the locking pin to engage and secure the tiller in place.

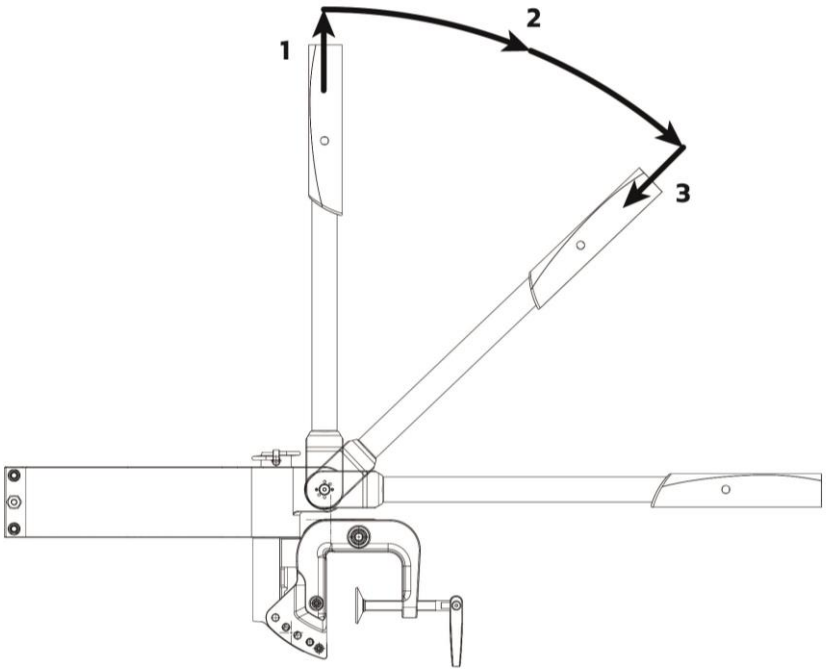


Figure 11: Pump-action Pull

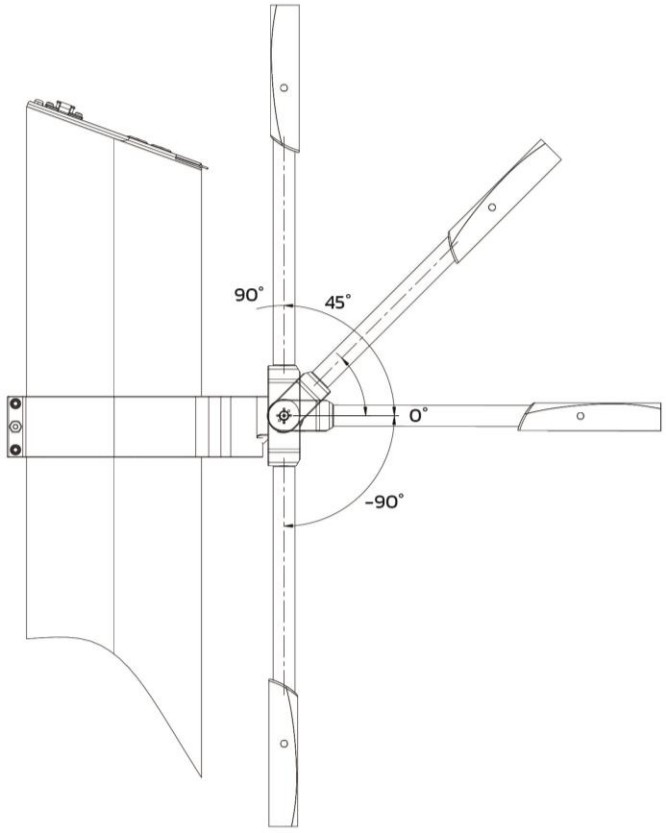


Figure 12: Four Tiller Positions

Position 1 – Carry Position

In the downward position, the tiller functions as a carry handle for handling and transport of the outboard.

Position 2 – Steering Position

In the horizontal position, the tiller allows the outboard to rotate around the main axis (console mount) and is used for steering.

Position 3 – 45° Position

The 45° position also allows steering and is intended for use when the outboard is mounted lower on the transom.

Position 4 – Utility Position

This tiller position is used for:

- mounting process: the tiller serves as a handle during mounting the outboard to the transom bracket.
- fixing the outboard in centered position: when the outboard is rotated into the centered (straight-ahead) position, the tiller locking pin engages into the corresponding hole in the

transom bracket. Once engaged, the outboard is locked against rotation around the main axis and cannot be steered.

- Tilting the outboard: the tiller acts as a lever when downward force is applied on the handle, lifting the motor out of the water.

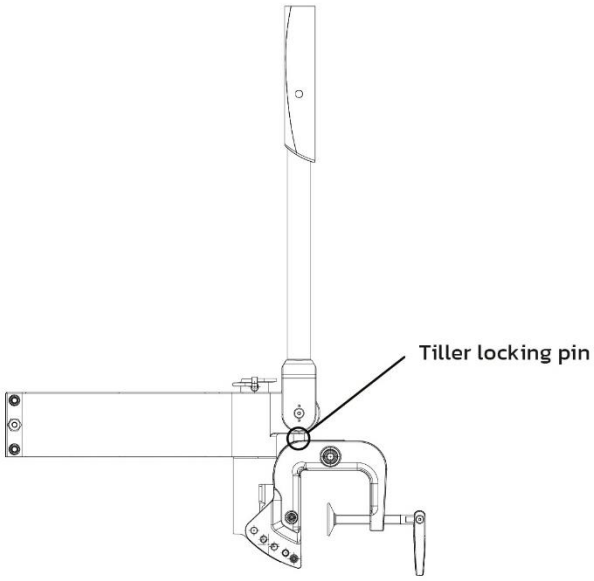


Figure 13: Location of the Tiller Locking Pin

Mounting to the boat

Installation of the Go system is carried out in two separate steps: first, the transom bracket is mounted to the boat, followed by installation of the outboard. This two-step approach improves both safety and ease of installation.

- Mount the transom bracket on the boat transom and tighten both clamp screws to secure it firmly. Install the bracket only at the designated mounting position at the stern, in accordance with the boat manufacturer's instructions.

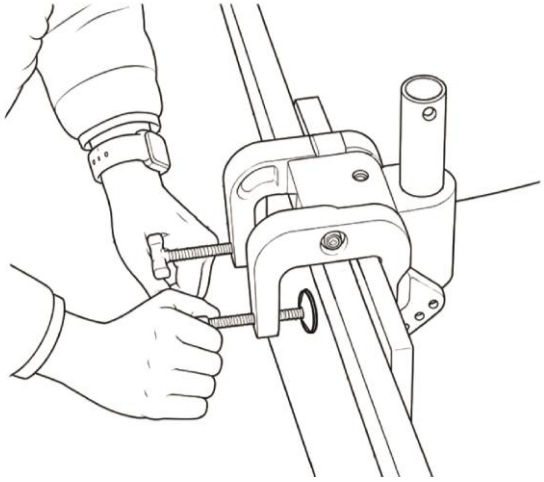


Figure 14: Mounting the Transom Bracket

- **With the pump-action pull put the tiller in the upward position – see Position 4 - Utility Position.**
- **Hold the outboard with both hands and carefully lower it onto the console mount of the transom bracket.**

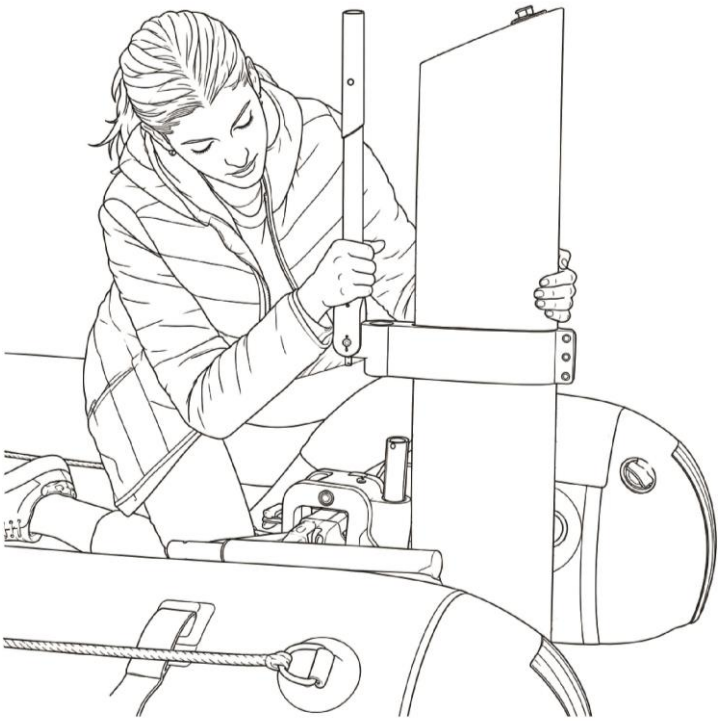


Figure 15: Mounting the Outboard

- **Insert the safety bracket pin through the top of the console mount and secure the pin by snapping the retaining ring into place. Make sure to install the safety bracket pin in the correct orientation, with the flat side of the pin facing downward *(see figure 17.).***

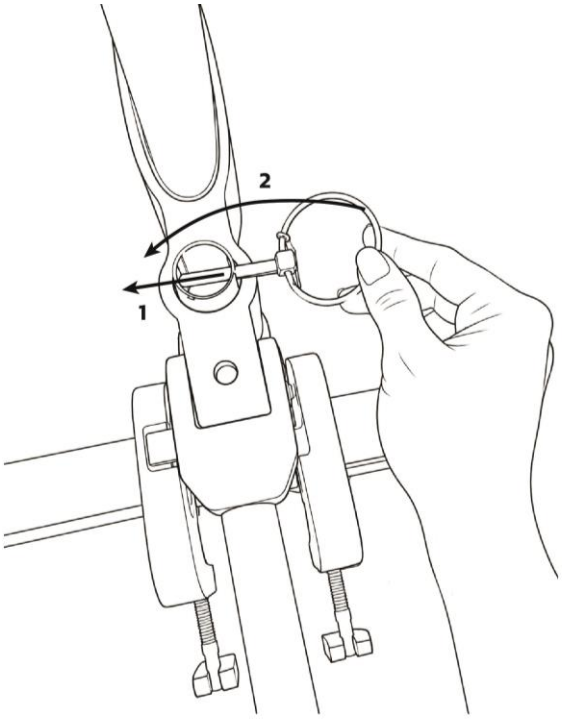


Figure 16: Securing the Bracket Safety Pin

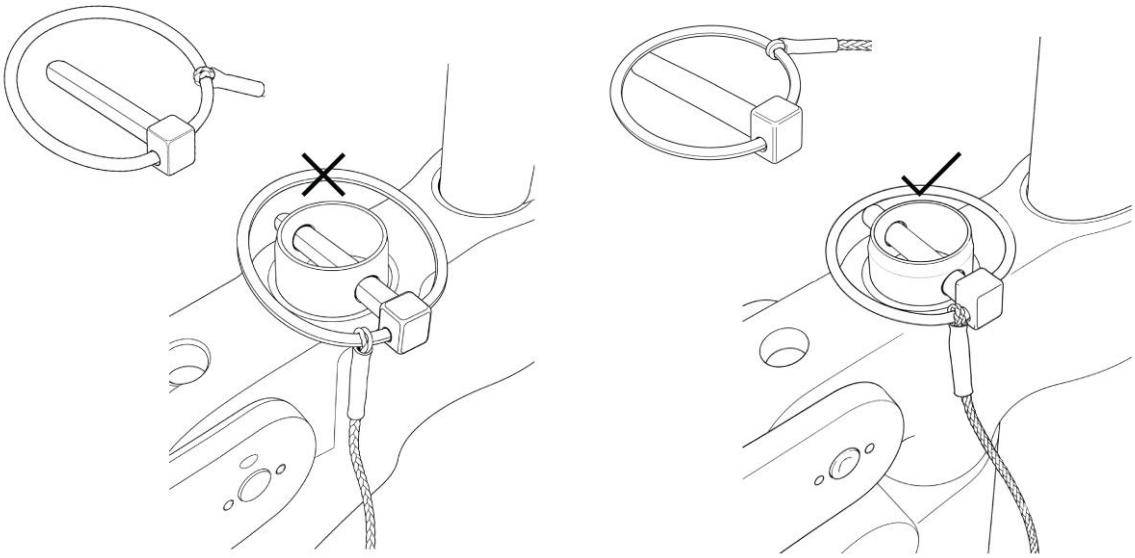


Figure 17: Correct Bracket Safety Pin Orientation

IMPORTANT: Correct orientation of the safety bracket pin

Make sure to install the safety bracket pin in the correct orientation. Incorrect installation may reduce its ability to retain the outboard on the transom bracket and may damage the coating of the tiller bracket.

⚠ **WARNING: Overpowering your boat can be hazardous.** Excessive horsepower will have an adverse effect on hull safety and may cause operating/handling difficulties. The boat may also sustain stress and hull damage.

- Never install an outboard motor with horsepower exceeding the manufacturer's recommended maximum horsepower lister on the boat's "certification plate".
- Contact your authorized Dealer if you are unable to locate the hull "Certification Plate".

⚠ **CAUTION: Risk of crushing during assembly.**
May cause minor or moderate injuries.

- Do not place hands or fingers between components.

IMPORTANT: After mounting the outboard on the bracket, **always use the bracket safety pin** mounted on the console mount to secure the outboard from falling into the water.

IMPORTANT: Check the transom clamp screws regularly and ensure they are fixed to the transom tightly.

IMPORTANT: Maintain a stable stance when installing the outboard and ensure secure support when installing the outboard. Attach the transom bracket to the transom first, then mount the outboard onto the bracket in a separate step.

RECOMMENDATION: Use a rope to connect your outboard and a secure mounting point on the boat, to avoid loss of your outboard in case it falls off the transom.

Adjusting the trim angle

Adjust the trim angle of the mounting bracket so that the console mount (main axis) is in a fully vertical position.

Go offers four trim angle settings: 21°, 14°, 7°, and 0°.

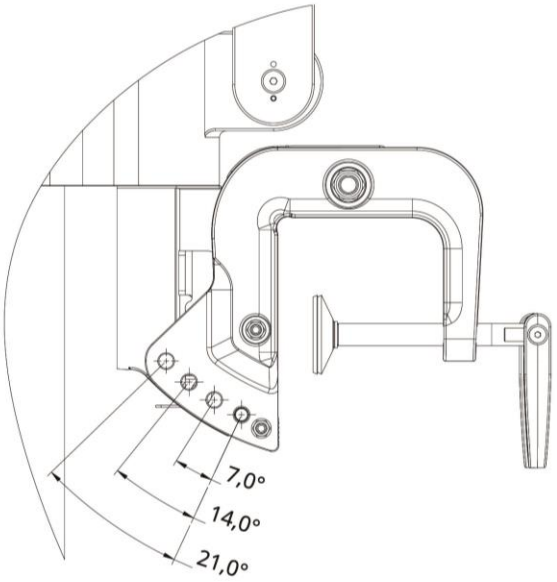


Figure 18: Trim angles

- Select the trim angle according to your boat type and operating power to achieve the best efficiency. Testing different trim angles at your typical cruising speed is recommended to determine the optimal setting.
- Always switch the system off by removing the kill switch before adjusting the trim angle.

- **Set the tiller in the Utility Position to lock it in center**
  Move the tiller handle to the Utility Position and rotate the outboard into the centered (straight-ahead) position. The outboard is correctly locked when the tiller locking pin engages in the transom bracket and locks the outboard against steering rotation.

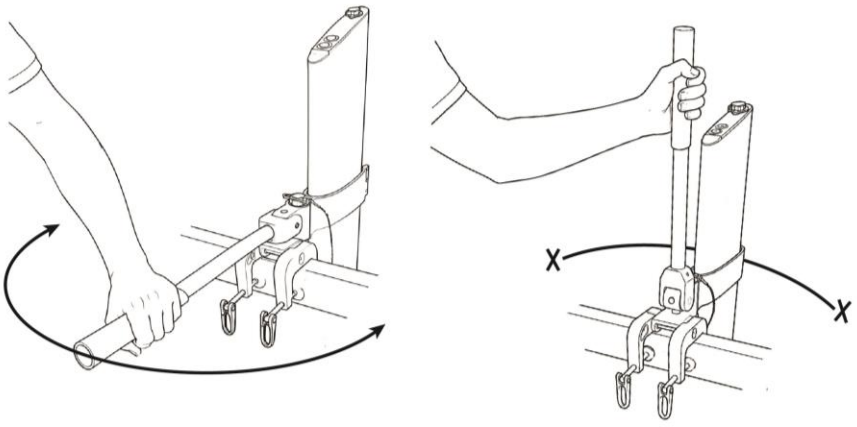


Figure 19: Lock the outboard in the centered position

1. **Tilt the outboard up**
   Push and hold the **Tilt Lock Lever**, then pull the outboard toward you using the tiller handle to lift it clear of the water.

   NOTICE: If not tilted up, removing the trim pin will be very hard and outboard can fall down to lowest position causing damage or injuries.

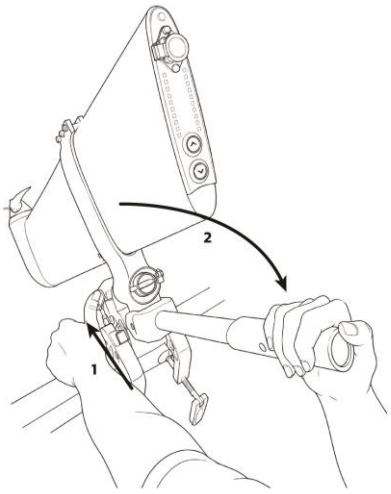


Figure 20: Tilting the outboard up

- **Keep the safety bracket pin attached**
  Keep the safety bracket pin attached to the console mount (main axis) during removal to keep the safety ring secured to the bracket by the cord, preventing it from falling into the water.

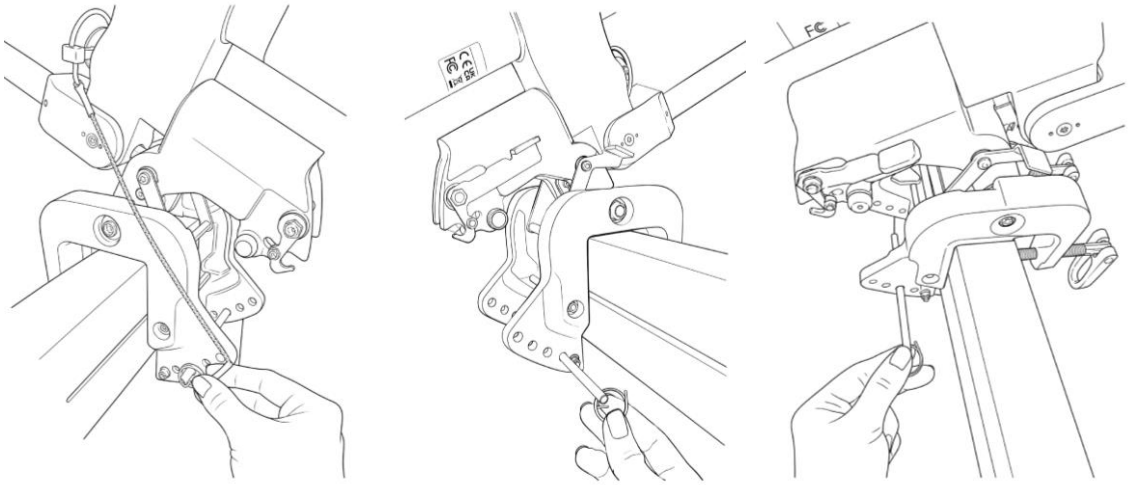


Figure 21: Changing trim pin position in steps

- **Remove the safety ring**

Remove the safety ring attached to the trim pin and connected to the safety bracket pin by the cord.

- **Remove the trim pin**
- Hold the safety ring on the opposite side of the trim pin and carefully withdraw the trim pin completely.

2. **Set the desired trim angle**
   Align the outboard with the desired trim-angle position and insert the trim pin into the corresponding hole.
3. **Reinstall the safety ring**
   Reinstall the safety ring to the trim pin to secure it into position.
4. **Tilt the outboard down**
   Carefully tilt the outboard back down until it locks securely against the trim pin.

⚠ WARNING: Incorrect trim angle can reduce steering control
Too small an angle may cause "plowing" or "bow steer," while too large an angle may cause "chine walking" or "porpoising." Always maintain the proper trim for your boat, equipment, and conditions.

Adjusting the shaft length (mounting height)

The correct mounting height of the outboard significantly affects performance. If the outboard is mounted too high, the propeller may ventilate, reducing thrust and efficiency. If it is mounted too deep, water resistance increases, slightly reducing speed. If the propeller is partially behind the submerged portion of the transom, stopping and reverse maneuvering is limited.

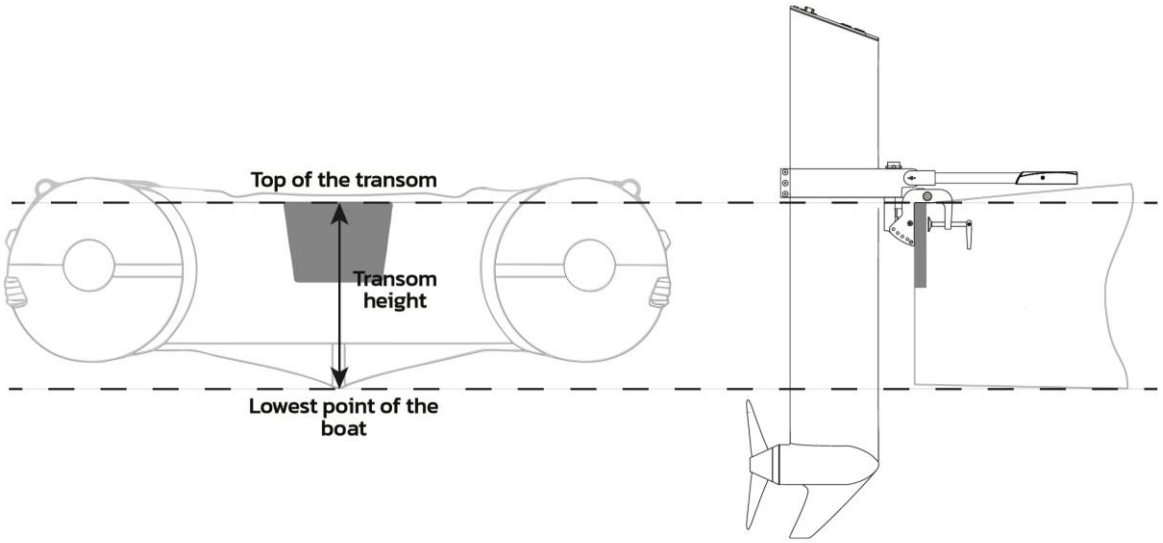


Figure 22: Recommended Mounting Height

- Adjust the mounting height according to your boat's transom and intended use. In the highest position, the propeller tip must remain below the keel depth at the stern waterline and at least **5 cm below the water surface** in calm water.
- In lightly loaded boats or rough conditions, a slightly deeper mounting can help maintain proper submersion. Always ensure the propeller remains fully submerged and does not contact the hull.
- Test the outboard at different mounting positions to determine the setting that provides the best performance (in both forward and reverse) for your boat and operating conditions.

⚠ **CAUTION**: **The outboard does not float.**
Adjust the shaft length only when the outboard is removed from the boat and securely supported on shore or inside the vessel. Never adjust the shaft length while the outboard is installed or in operation.

IMPORTANT: The maximum mounting height of the tiller bracket is 995 mm from the tip of the skeg (fin) up to the lower edge of the transom bracket, where the transom bracket sits on the transom. See the *Figure 21: Recommended Mounting Height*.

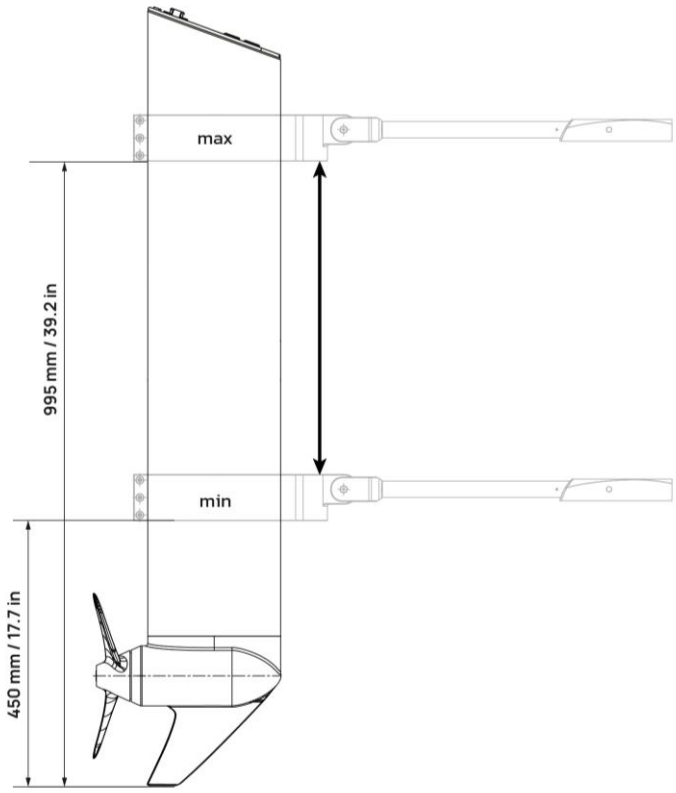


Figure 23: Minimum and maximum mounting height measured from the tip of the skeg (fin)

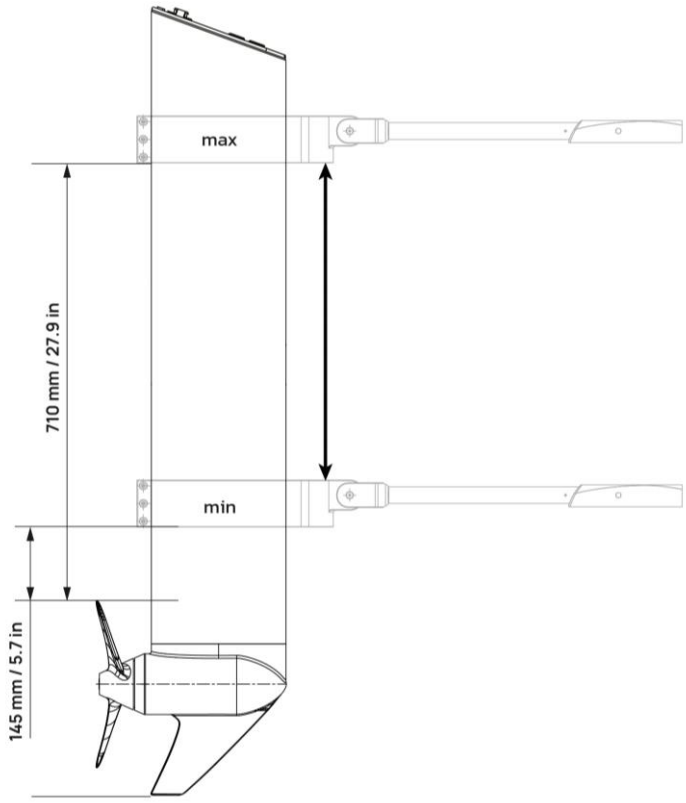


Figure 24: Minimum and maximum mounting height measured from the tip of the propeller

To adjust the shaft length, prepare the following tools and follow the steps below:

- the 10 mm socket wrench (tool set)
- the 4 mm hex key (tool set)
- 13 mm socket wrench
- Height adjustment tool (tool set)

1. Using a 13 mm socket wrench, loosen and remove the clamp anode from the mounting bolt, located on the rear of the tiller bracket. Hold the bolt head in place with the 4 mm hex key.

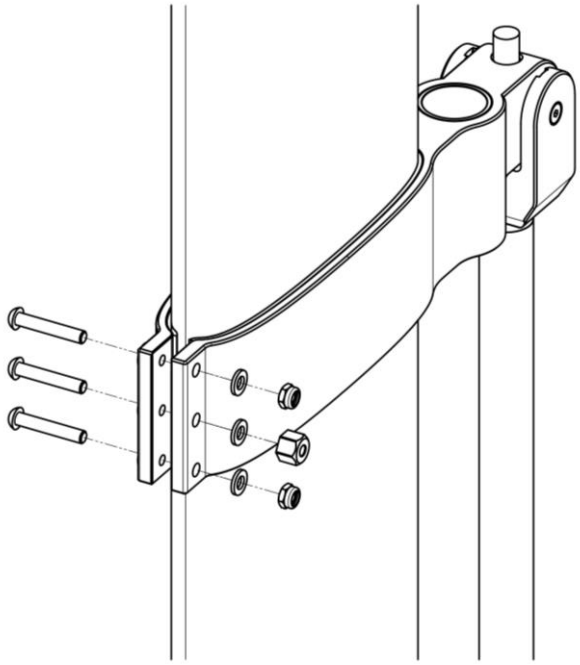


Figure 25: Mounting Bolts on the Tiller Bracket - Clamp

2. Using the 10 mm socket wrench, loosen and remove the two self-locking nuts from the mounting bolts. Hold the bolt heads in place with the 4 mm hex key.
3. Fully remove the three mounting bolts.
4. Hold the outboard housing firmly and insert the height adjustment tool between the sides of the clamp to spread the tiller bracket and detach it from the outboard housing.

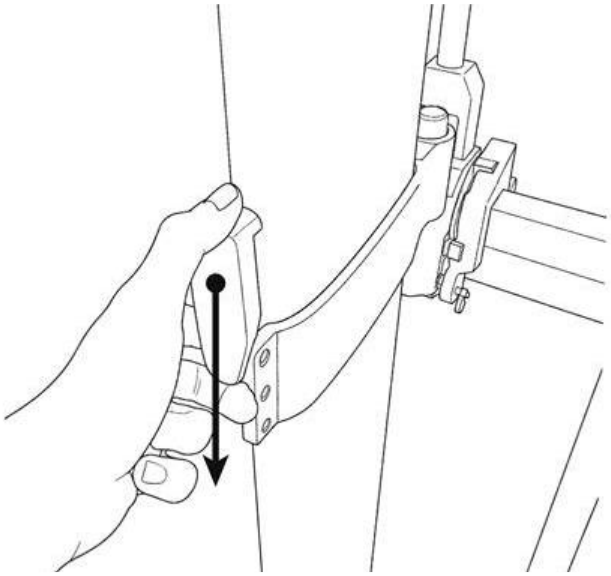


Figure 26: Inserting height adjustment tool in the tiller bracket (clamp)

5. **Reposition the tiller bracket to the desired mounting height and remove the height adjustment tool.**
6. **Reinsert the three mounting bolts. Tighten the bolts one after another, repeat multiple times until all three bolts are firmly and evenly tightened.**
7. **Reinstall the three washers, two self-locking nuts and the clamp anode. Ensure that the nylon insert of the self-locking nuts face away from the tiller bracket, as required for proper locking.**
8. **Tighten each nut a few turns in sequence (alternate between nuts rather than fully tightening one at a time) to ensure an even grip, while preventing the bolts from rotating by holding them with the 4mm hex key.**
9. **Before switching on the motor, verify that the propeller rotates freely in all positions, including when the outboard is turned sideways, and that it does not contact the boat.**

Pairing the Remote Control

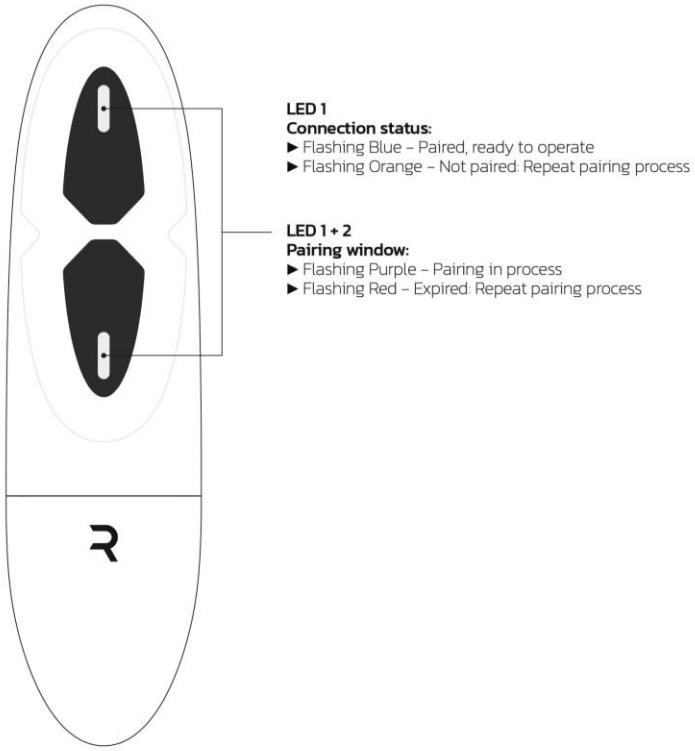


Figure 27: Remote Control operating status indicators

The remote control connects to the outboard via a reliable Wi-Fi protocol. To pair it with your Go, follow these steps:

- Ensure that the outboard to be paired is the only one switched on within a 30 m radius.
- Ensure that the remote control is turned off when you start the process.

1. Switch the system on using the kill switch.
2. Press and hold both buttons on the remote control for 5 seconds to start the pairing process.
3. When the LEDs begin flashing purple, release the buttons and wait for the pairing process to complete. The remote control will switch off automatically.
4. Switch the remote control on again by pressing any button for 1 second.

- If pairing is successful, LED 1 flashes blue.
- If pairing is unsuccessful, LED 1 flashes orange. Repeat the pairing procedure.
- To pair the remote control with a different outboard, repeat the pairing procedure with the new outboard. The previously paired outboard is automatically unpaired.
- Pairing is possible only within 15 seconds after the outboard is switched on. If more than 15 seconds have elapsed, switch the outboard off and on again using the kill switch to restart the system and re-enable pairing.
- Pairing is required only before the first use. Once paired, the remote control automatically reconnects to the paired outboard whenever both devices are switched on and within range. The

15-second pairing window applies only to the pairing procedure, not to subsequent reconnections.

- If the pairing window expires, both LEDs flash red.

Mounting the Remote Control

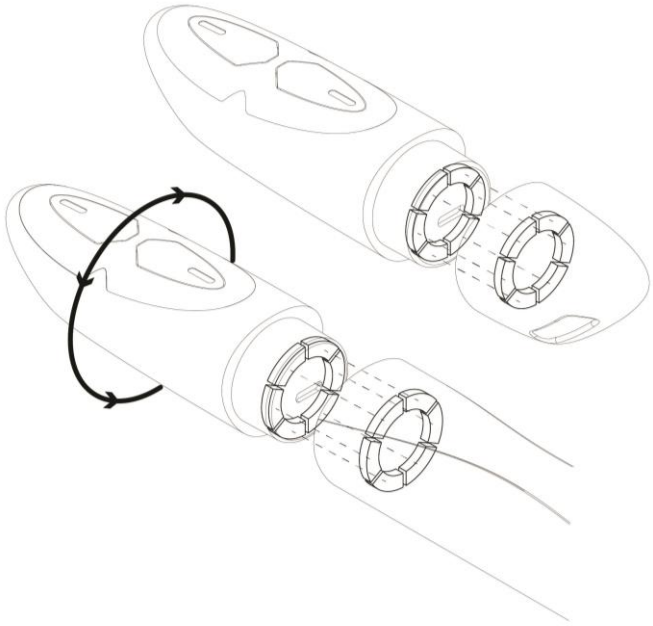


Figure 28: Magnetic coupling offers tiller mounting in three different positions

The Remote Control attaches to and detaches from the Handle or Cap using a magnetic coupling.

When attached to the handle, the Remote Control can be rotated and locked into three positions, allowing the power control buttons to be positioned for comfortable operation from either side of the outboard.

CAUTION: Risk of uncontrolled steering or damage to the Remote Control

The magnetic coupling is not designed to withstand steering loads and may detach **if the Remote Control is used for steering**.

- Always hold the tiller handle, not the Remote Control, when steering the outboard.

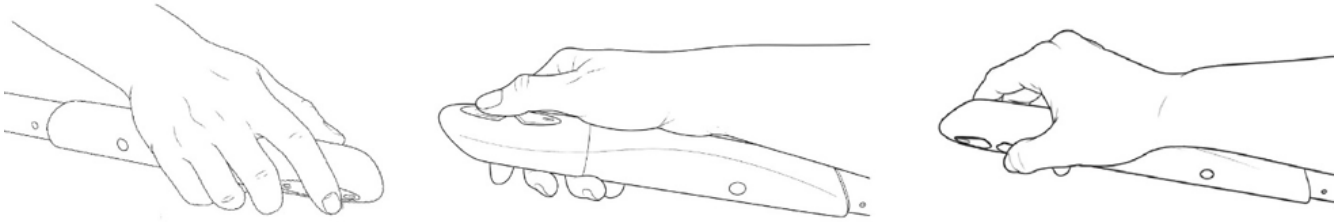


Figure 29: Three ergonomic positions of the Remote Controls on the Tiller (0°, 120°, 240°)

V. Operation

⚠ **WARNING: Loss of control or maneuverability of the boat may lead to serious injury or death.**
Make sure to read the chapter 'Before use' and perform a quick check-up before each trip.

⚠ **WARNING: Improper use of the emergency stop switch can cause serious injury or death.**
Always observe the following:

- Secure the kill switch cord to your wrist or suitable clothing (belt, etc.).
- Keep the kill switch and cord free from obstructions.
- Do not pull the cord or dislodge the kill switch during normal operation, as this will stop the motor abruptly and may throw occupants forward.

⚠ **WARNING: Risk of death from electromagnetic fields**
Exposure can cause serious injury or death.

- Persons with cardiac pacemakers must keep a minimum distance of **50 cm** from the motor and the magnetic kill switch.

⚠ **WARNING: Interference Risk**
The kill switch generates a magnetic field. It may interfere with certain electronic instruments.

- Keep the kill switch at least 50 cm away from sensitive electronic instruments, medical implants (e.g. pacemakers), magnetic cards (e.g. credit cards) and other magnetic media.

⚠ **WARNING: Risk to life from overestimating the remaining range.**
Overestimating range can lead to serious injury or death.

- Before starting a trip, familiarize yourself with the planned route and account for wind, current and direction of travel.
- Always include a sufficient safety margin to ensure you have enough range for the journey.

IMPORTANT: When the battery level is very low, the system automatically limits output power to protect the battery and range (see chapter *'SoC Derating Mode'*)

At 10% battery left, the maximum power is limited to step 7.
At 5% battery left, the system enters limp home mode, limiting power to step 3.

NOTICE: Shallow water operation
Steer carefully in shallow water to prevent damage to the outboard or boat. Never strike the bottom, particularly in reverse, as the impact transmits directly to the transom and can cause serious damage.

NOTICE: Improperly securing the boat can cause damage
Improperly securing the boat can damage the outboard, boat, or other property. Ensure the motor does not rub against quay walls, piers, or other boats. Check waves and tide to avoid grounding.

Switching the System On

1. Attach the floating wristband at the end of the kill switch cord to your wrist or life vest.
2. Place the magnetic kill switch in its designated position on the bottom of the interface to switch the system on.

3. **Wait for the system to complete the boot process, indicated by the blue startup animation on both indicators.**
   → **When startup is complete, the battery indicator displays the battery level, indicating that the outboard is ready for operation.**

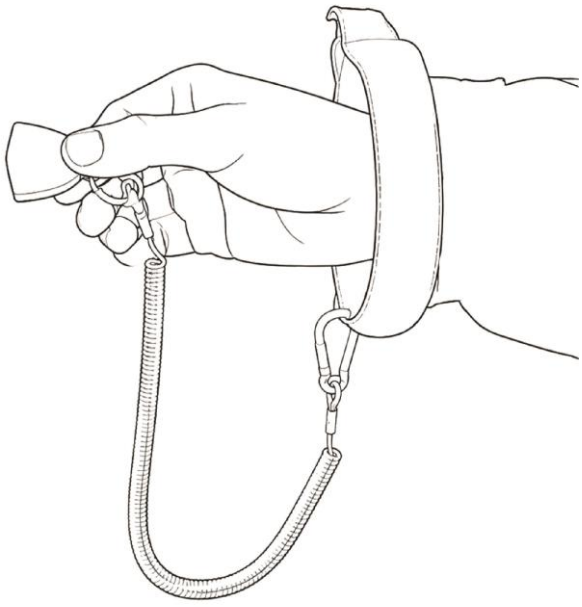


Figure 30: Kill Switch Attached to the Operator's Wrist

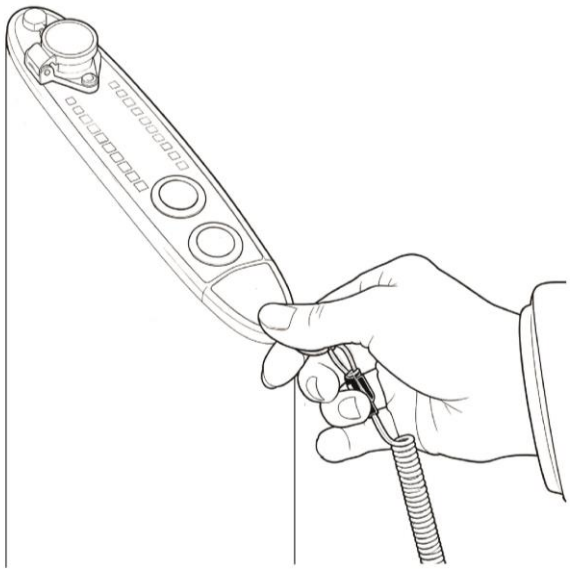


Figure 31: Kill switch location on the Interface

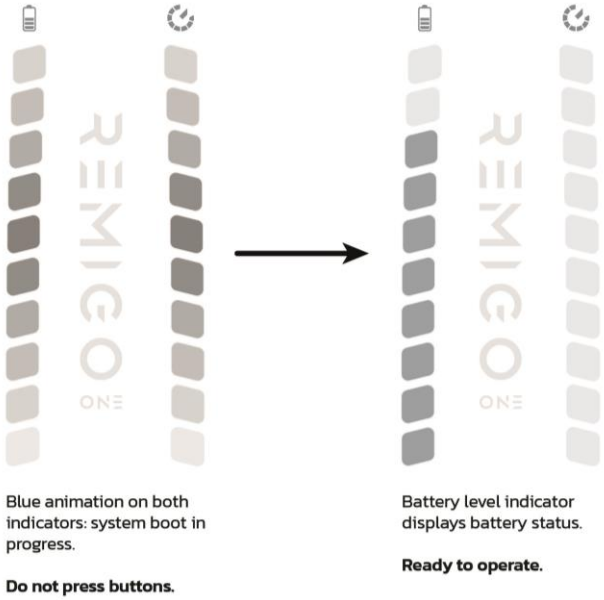


Figure 32: Indicator LEDs during the boot process

Control Power on the Interface

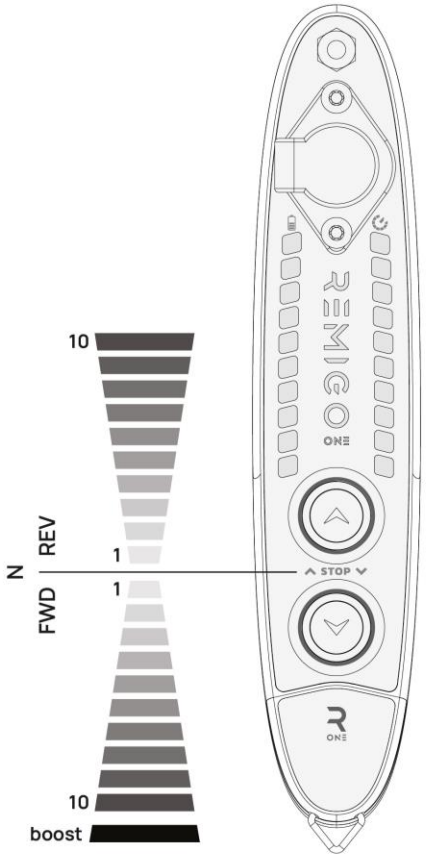


Figure 33: Control Diagram

1. **Press the forward thrust button to engage forward thrust.**

2. Press the forward thrust button again to increase power.
- A short press increases power by one step.
- Press and hold the button to increase power continuously.
  → The Power Indicator LEDs **illuminate sequentially from top to bottom** to indicate the selected forward power step (see Figure 31).
3. Press the reverse thrust button to reduce power.
4. Continue pressing until neutral (N) is reached.
5. Press it again to engage reverse.
6. Continue pressing the reverse thrust button to increase power in reverse direction.
   → The Power Indicator LEDs **illuminate sequentially from the bottom to the top** to indicate the selected reverse power step.
7. Stop the motor immediately by either of the following methods:
   - Press both interface buttons simultaneously.
   - Pull the kill switch from the interface to switch the system off.

NOTICE: Risk of damage from grounding

Allowing the outboard to hit the bottom may damage the outboard or the boat. When operating in reverse, impact loads are transferred directly to the propeller and transom, which may result in damage to both the outboard and the boat.

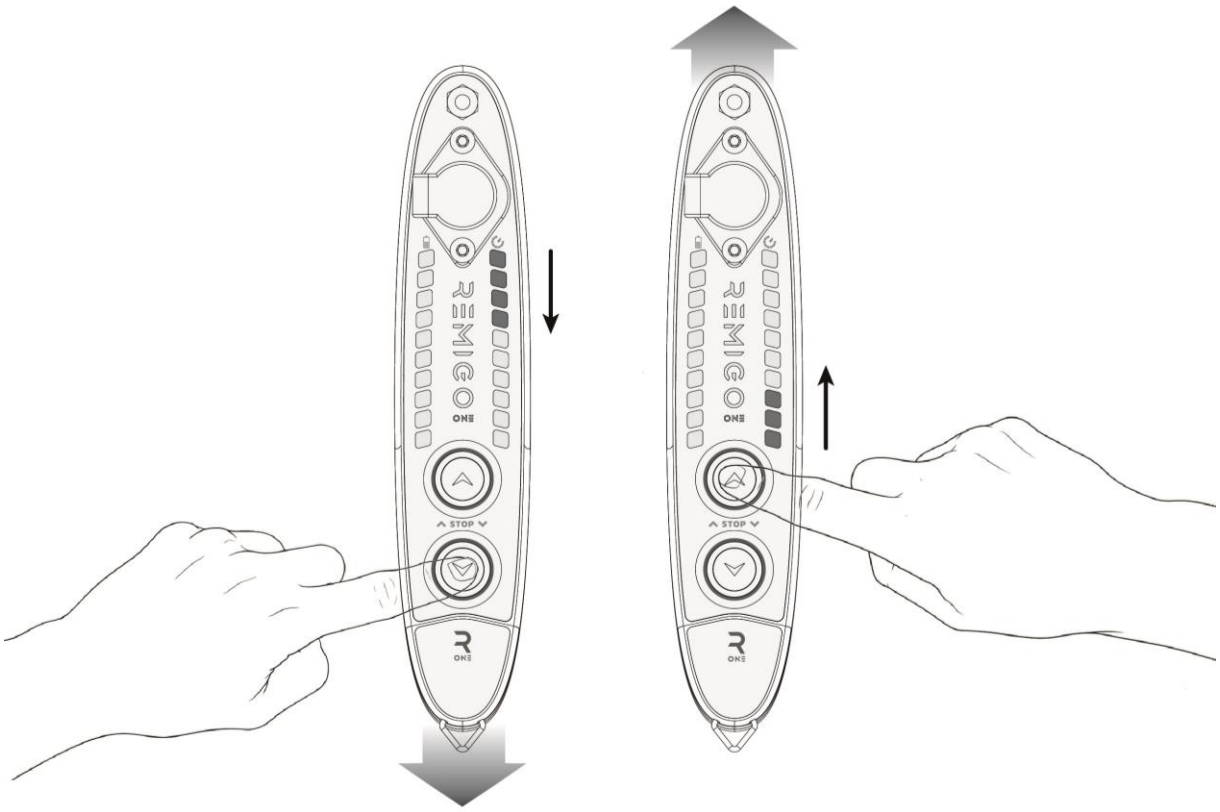


Figure 34: The LED logic on the Power Indicator

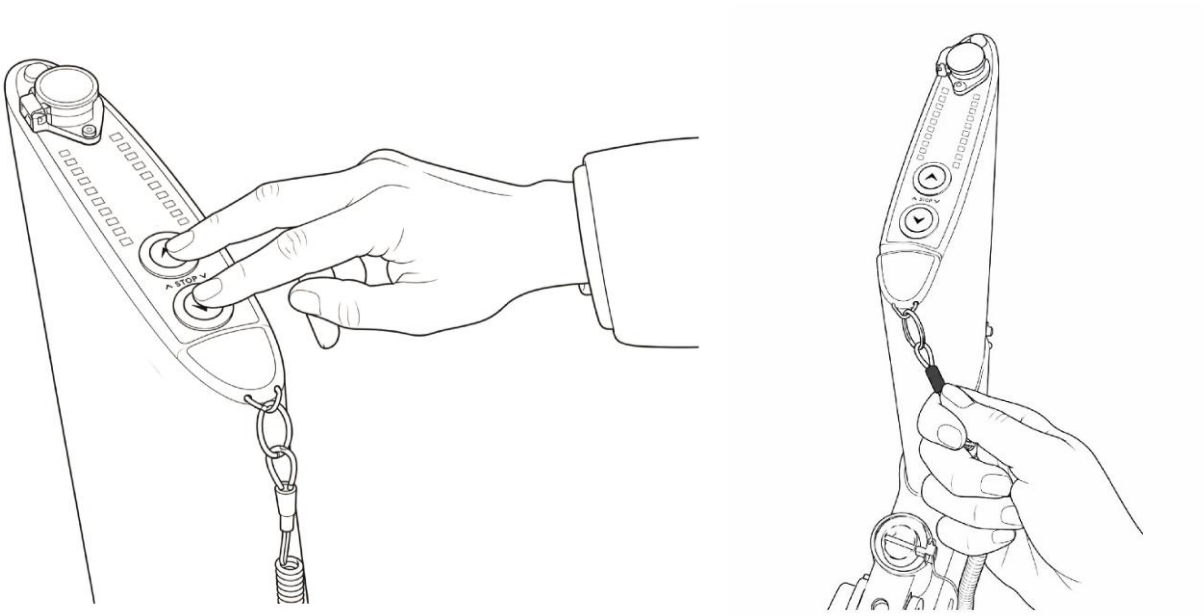


Figure 35: Press both buttons simultaneously or pull the kill switch to cut power immediately.

Control Power with the Remote Control

IMPORTANT: When steering the boat with the outboard, the kill switch cord must always be attached to the operator's wrist, including during remote control operation.

IMPORTANT: The additional safety function does not replace the kill switch and serves only as an additional safety measure for the remote control unit and operator.

NOTE: The interface buttons and the remote control can be used interchangeably. After a button is pressed on the interface, **the remote control is temporarily unavailable for a few seconds** while the controls synchronize.

NOTE: In case the remote control unit runs out of battery, the motor will come to a stop. Continue adjusting power using the interface controls.

The Remote Control uses the same control logic as the interface. Before first use, note the orientation of the Remote Control relative to the interface, as the direction markings follow the interface logic (see Figure 33).

1. Switch the Remote Control on by pressing and holding any button for 1 second.
   → LED 1 indicates the connection status and flashes purple while Power Boost Mode is active.
   → LED 2 indicates the Remote Control battery status during operation.
2. Adjust the power using the same forward and reverse button logic as on the interface.
   → The selected power step is displayed on the outboard interface throughout Remote Control operation.

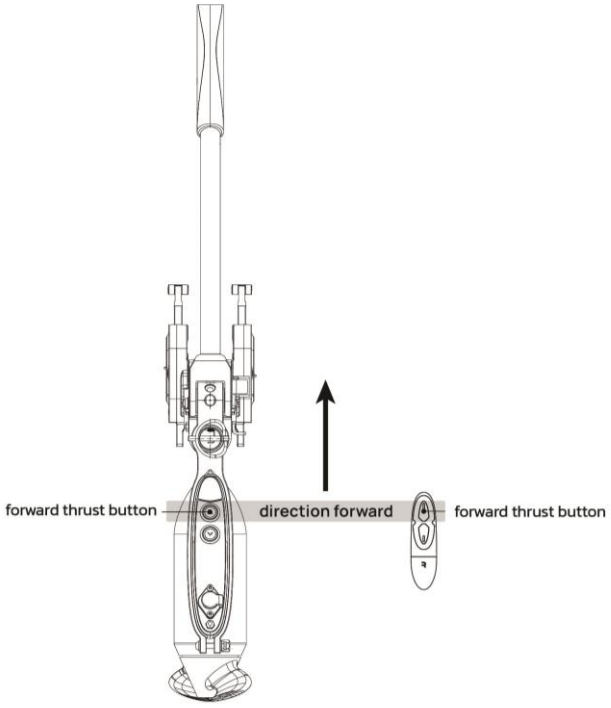


Figure 36: Interface and Remote Control orientation during use

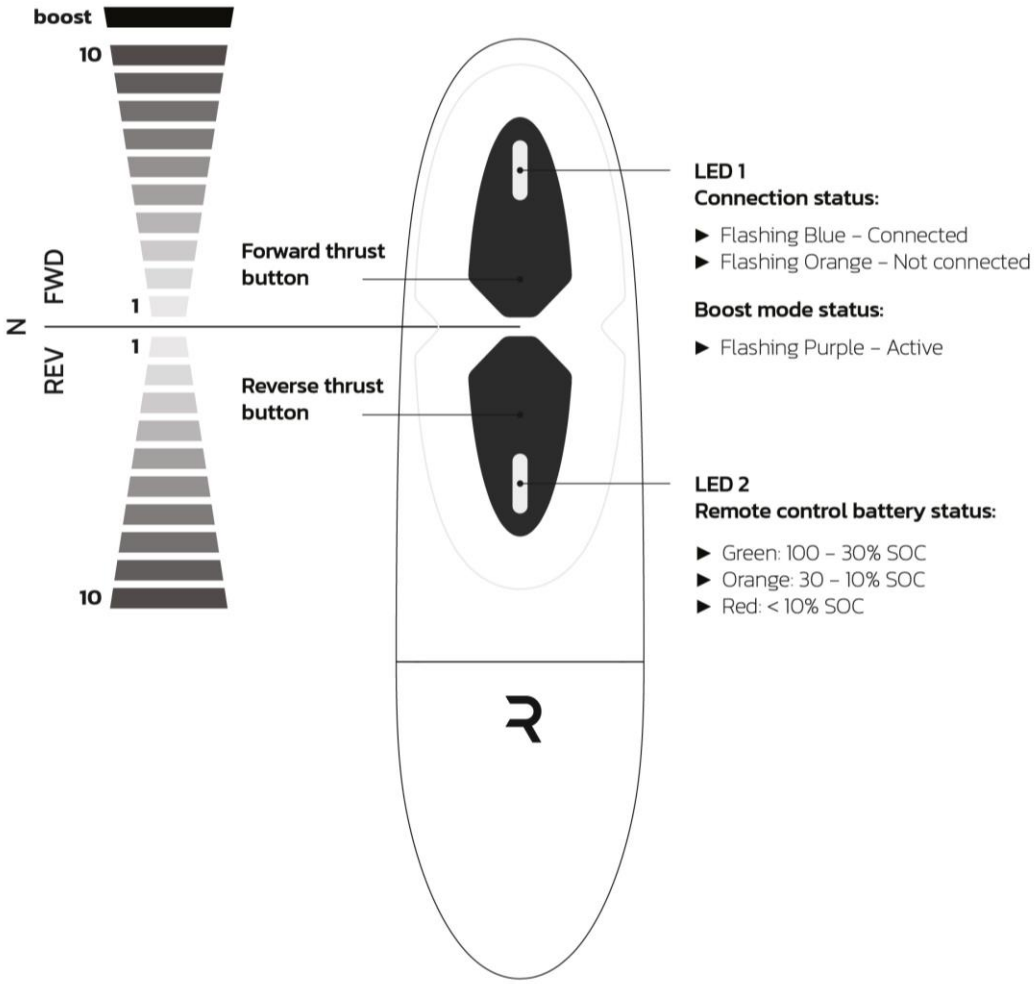


Figure 37: Remote control operating status indicators

Activating Power Boost Mode

Power Boost Mode increases the maximum input power from 1000 W to 1500 W when the battery state of charge is above 30%.

Power Boost Mode cannot be activated when the battery state of charge is below 30%.

1. Operate the outboard at Power Step 10.
2. Press and hold the Forward thrust button for 3 seconds.

→ The Power Indicator LEDs turn purple during operation in Power Boost Mode.

→ LED 1 on the Remote Control flashes purple.

3. Reduce the power to deactivate Power Boost Mode.

NOTE: Extended use of Power Boost Mode reduces the available range. Monitor the battery state of charge throughout your trip.

SoC Derating Mode

When the state of charge (SoC) drops below 30 %, the system enters SoC Derating Mode, which limits the available propulsion power. This function is designed to protect the battery and provide reserve energy for safe operation at low battery levels.

When the battery level drops below:

- → **30 %:** Power Boost Mode becomes unavailable.
- → **10 %:** Maximum available power is limited to power step 7.
- → **5 %:** Maximum available power is limited to power step 3.

In situations where maximum available power is required, **SoC Derating Mode can be temporarily deactivated.**

To temporarily deactivate this mode, press and hold the **forward thrust button for 15 seconds**.

NOTE: Deactivating SOC Derating Mode will reduce available range. Monitor the battery status carefully and plan your trip accordingly.

NOTE: Frequent deactivation of SoC Derating Mode will reduce battery lifespan and accelerate battery aging. Monitor the state of charge carefully and use this function only when necessary.

Emergency Stop

Press both buttons simultaneously on the interface or remote control, to stop the motor instantly at any speed.

In case of emergency during the operation, **pull the kill switch off of the interface** to immediately cut power.

Emergency Stop Check

Before each use, while the boat is still moored, verify that the kill switch is functioning properly.

1. Insert the kill switch into its designated slot on the bottom of the interface.
2. Wait for the boot process to complete.

→ During the boot process, both indicators display a blue startup animation.

→ The boot process is complete when the battery level indicator displays the state of charge.

3. Start the motor.
4. Remove the kill switch.

→ The motor shuts down immediately when magnetic contact with the kill switch is lost.

→ **If the motor does not shut down, do not use the outboard**. Try a spare kill switch and contact an authorized dealer for inspection and repair.

Tilting the Outboard

Tilt up the outboard

1. Switch the system off by removing the kill switch.
2. Put the tiller in the utility (upward) position and center the outboard. Once the tiller locking pin interlocks with the transom bracket, it prevents the rotation around the main axis.

⚠ **CAUTION:** In case the lock pin is not engaged in central position, the motor might tilt uncontrolled to one side, causing injury or damage.

⚠ **CAUTION: Risk of crushing when tilting the motor.**
This may result in minor or moderate injury.

- Ensure no one is near the motor while tilting.
- Do not place hands or fingers into the mechanical parts while tilting.
- Tilt the motor up only with the tiller in the Utility Position and ensure the outboard is securely fixed in the centered position. See *'Position 4 – Utility Position'.*
- Switch off the system by removing the kill switch before tilting the motor.

3. Push and hold the Tilt Lock Lever while pulling the tiller downward (*see Figure 38 – left image*). The tiller acts as a lever to push the outboard out of the water.

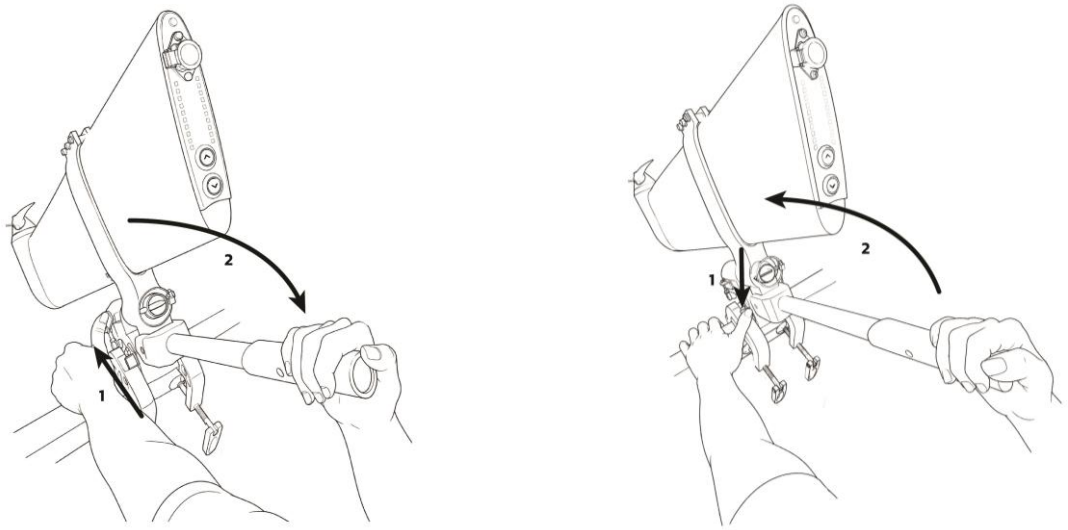


Figure 38: Push and hold the Tilt Lock Lever while pulling the tiller downward. Press and hold the Tilt Release Lever while slowly releasing the outboard to the water.

4. Continue until the outboard tilts out of the water. A click indicates that the Tilt Lock Lever has engaged. The outboard is now secured in the tilted-up position.

IMPORTANT: Before tilting, always switch off the system by removing the kill switch and ensure the outboard is securely fixed in the center. See *'Position 4 – Utility Position'.*

Tilt down the outboard

1. Pull the tiller slightly toward yourself to release the weight from the Tilt Lock Lever shaft.
2. Press and hold the Tilt Release Lever to release the locking mechanism. While holding the lever down, slowly tilt the outboard into the operating position (*see Figure 38 – right image)*. A click indicates that the locking mechanism has engaged with the trim pin and secured the outboard in place.

⚠ **WARNING**: **Carefully check the position of your fingers when operating the Tilt Lock Lever.** Do not place your fingers or any other body parts under the transom bracket swivel. Pinching may lead to

serious injury.

⚠ **CAUTION:** Make sure the Tilt Release Lever is locked before setting the outboard in reverse. Never toggle the Tilt Release Lever when the propeller is rotating.

VI. Battery and Charging

Outboard Battery

Take battery safety seriously. Follow battery instructions rigorously. The Go has a built-in battery management system that provides communication and takes care of the system with many protection systems. For detailed descriptions, see *'Safety Features'*.

Go Battery capacity	1154 Wh
Operating temperature range	-20°C – 55°C
Storage temperature range	10 – 25°C
Charging temperature range	0°C – 45°C
Optimal battery level for storage up to 6 months	50 – 80 %
Charging time – 5 A Standard AC Charger (100 – 240 V)	6 h 30 min
Charging time – 10 A Fast AC Charger (100 – 240 V)	3 h 45 min
Charging time – 2 A DC-DC Charger (12 – 30 V)	~ 12 h

- Charge the Go using genuine chargers and charging equipment, supplied by Remigo.
- Protect charging cables from mechanical stress and damage.
- Do not perform any repairs on the outboard battery. Battery disassembly and other internal repairs may only be performed by an authorized Remigo Service partner.
- Never attempt to charge a damaged or malfunctioning outboard.
- Do not charge the battery near flammable or combustible materials. Charge on nonflammable surface and do not cover while charging.
- Chargers are not designed for outdoor use. Use the charger indoors only.
- Keep conductive objects away from the charging port to prevent damage to electronic components.
- Recharge the battery immediately after it has been fully discharged.
- If the battery voltage drops too low, the outboard will stop automatically to prevent over-discharging.
- The outboard may be exposed to direct sunlight during normal operation. However, do not leave the outboard covered (for example, under a tarp) while exposed to direct sunlight for extended periods of time.
- The motor can be used in hot climates or at high daytime temperatures. After use, keep the battery out of direct sunlight.
- For long-term storage instructions and recommendations, see chapter Storage and Transportation.

IMPORTANT: Ensure the charging port cap is securely fitted on the charging port whenever the charger is not connected to prevent accidental short circuits.

IMPORTANT: Before first use, allow the battery management system to complete cell balancing by keeping the outboard connected to the charger for a few hours after full charge.

Outboard Charging

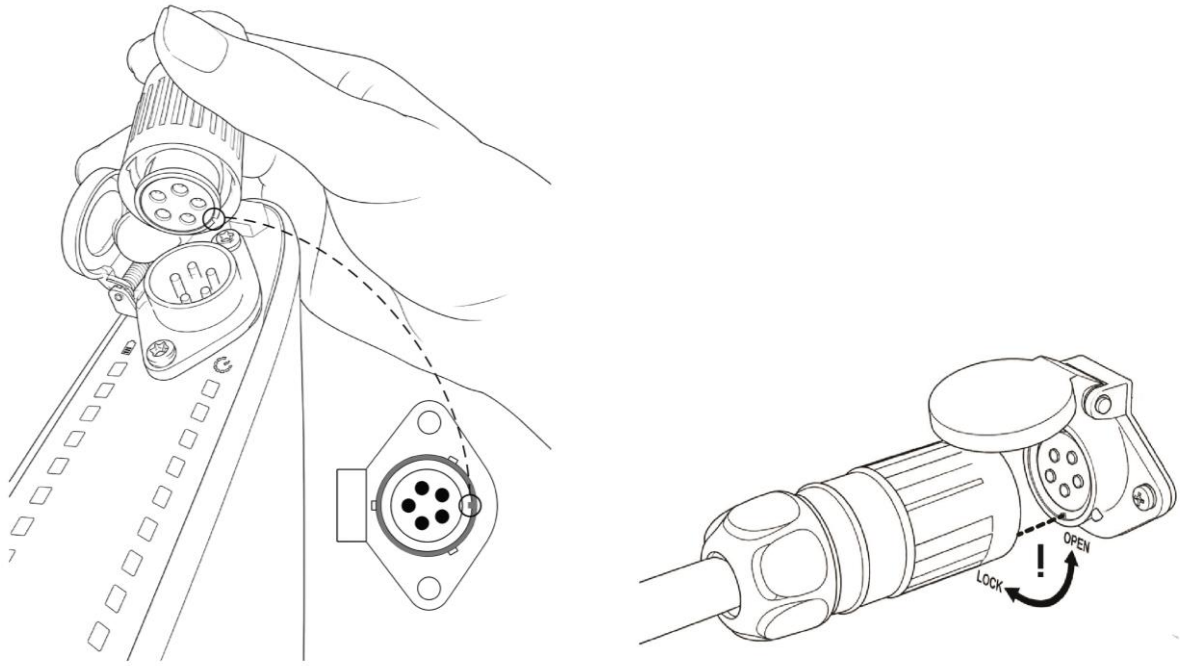


Figure 39: Connecting the Charger Cable to the Charging Port

1. Plug the charger cable into the charging port on the interface, ensuring the connector is correctly oriented before insertion. Connect the AC power plug of the charger to a 100V~240V wall outlet, or a 12-30 V DC source if you are using the DC-DC charger.
2. The LED on the top of the charger's housing illuminates red while charging is in progress. When the battery is fully charged, the LED turns green. The LED also turns green when the charger is not connected to the outboard.
3. Disconnect the charger cable when the charging is complete.

IMPORTANT:

- Do not charge while running below 0°C as this might shorten the battery lifetime.
- Ensure the outboard and the charger remain uncovered during charging.

Charge level display during charging

The outboard charges without the kill switch connected to the interface; however, the charge level is not displayed unless the kill switch is attached – and the system is turned on. Note that now buttons can activate the propeller.

To check the charge level during charging:

- Attach the kill switch to the interface.

- Wait for the blue startup animation to complete, then wait a few additional seconds for the battery management system to update the state of charge. Read the status on the battery level indicator.
- Remove the kill switch to ensure the system is switched off.

RECOMMENDATION: Maintain battery healthy

- Every few months during the season, keep the outboard connected to the charger for 12–24 hours after charging completes. This enables cell balancing and helps maintain battery capacity and lifespan.
- Except for the initial charge and occasional longer charging during periods of high use, do not leave the outboard connected to the charger for extended periods.

⚠ **WARNING: Risk of lithium fire**
Exposure can cause serious injury or death.

- In case of a lithium fire, do not use water as it will not extinguish it. If possible, smother the fire with sand.
- Water can be used to cool the battery and prevent the fire from spreading.
- Move the battery to a location where it will cause minimal damage if safe to do so.

⚠ **WARNING: Risk of fire**
Using third-party chargers can cause fire.
Always use the power supply provided by Remigo. The use of third-party charger units can cause fires.

Remote Control Battery and Charging

The Remote Control contains an integrated rechargeable lithium battery with a capacity of 1200 mAh. The battery is charged via the USB-C port using a 5 V power source capable of supplying at least 1 A. **Charging equipment is not included.**

Remote Control Battery capacity	1200 mAh
Operating temperature range	10°C – 50°C
Storage temperature range	15 – 25°C
Charging temperature range	0°C – 40°C
Optimal battery level for storage up to 6 months	50 – 80 %
Charging time – 1A USB-C charger	1 h 30 min

Charging and safety instructions

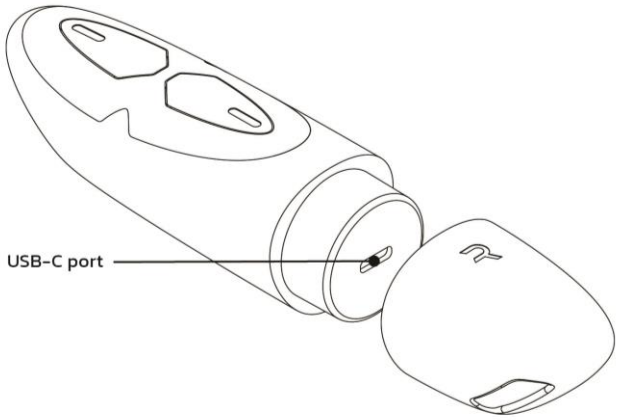


Figure 40: Location of the USB-C Port for charging

Charge via the USB-C port (charger not included).

IMPORTANT: Inspect the housing for damage

The housing is designed to withstand normal bumps and impacts during regular use. Since the device contains a lithium battery, it is essential to inspect it after any drops, falls, or impacts.

If the housing is visibly damaged or the seal is broken, stop using the remote control immediately to prevent water ingress. Keep the damaged device away from flammable materials and contact Remigo Service partner for further assistance.

RECOMMENDATION: Avoid leaving the battery at a low state of charge for extended periods, as this may reduce cell lifespan.

Auxiliary Battery (Range Extender - REX)

RemigoOne Go supports the connection of an auxiliary battery, the Remigo Range Extender (REX).

To connect Go with the Range Extender, follow these steps:

1. Stop the motor by setting the power step to 0. The system may remain switched on with the kill switch attached to the interface.
2. Connect the Range Extender to the charging port on the outboard.
3. The battery level indicator will briefly switch off and then display the battery status of the Range Extender.
4. The motor is now ready for operation using the Range Extender.

NOTE: When operating with the Range Extender connected, Power Boost Mode is unavailable, regardless of battery SoC (even if the battery SoC is above 30%).

⚠ CAUTION: Risk of damage to the system

Always stop the motor before connecting or disconnecting the Range Extender.

⚠ WARNING: Risk of damage from incompatible batteries

Using third-party batteries may cause permanent damage to the Go system.

- Use only the original Remigo Range Extender.
- Damage caused by the use of third-party batteries is not covered by warranty.

VII. Storage and Transportation

Storage

- Rinse the outboard with fresh water to remove the salt and let it dry completely.
- **Charge the battery to 50-80% to prepare it for storage**: do not store the outboard at 100% SoC or below 50% for extended period, to keep the battery healthy.
- Store the outboard indoors in a dry, cool, well-ventilated location. Do not exceed the storage temperatures specified in the Technical Data.
- Ensure there is no pressure on the propeller while in storage.
- Do not leave the outboard covered (e.g. with a tarp cover) and exposed to direct sunlight.
- Check the state of charge regularly during the storage, at least every 6 months.
- Do not keep the kill switch attached to the interface during storage to avoid discharging.
- In case of deep discharge, the BMS will prevent charging for safety reasons. This can occur after prolonged storage at an extremely low state of charge. Contact authorized Remigo Service for repair.

NOTE: Prolonged exposure to high or low temperatures may reduce battery lifespan.
Ensure proper storage temperature range during extended storage.

⚠ **CAUTION: Risk of battery damage due to deep discharge**
Storing the battery at a state of charge below 20% may result in deep discharge and permanent battery damage. Maintain the optimal battery level for storage.

RECOMMENDATION: Store the Go system in original packaging
The original packaging is designed to fully protect the outboard during storage and transport. High-quality inserts securely support the outboard, prevent movement, and provide dedicated space for additional equipment and accessories.

Transportation

⚠ **CAUTION: Passenger air transport prohibited**
Due to the large battery capacity, RemigoOne Go **cannot be transported on passenger aircraft.**

The lithium-ion battery is classified as Class 9 dangerous goods (UN 3480 / UN 3556) under the IATA Dangerous Goods Regulations (DGR). Cargo aircraft shipment may be possible, subject to applicable packing instructions, documentation requirements, **a maximum state of charge of 30%**, and coordination with the freight carrier. Always comply with the current edition of the IATA DGR and applicable national regulations when shipping by air freight.

- Ship the outboard only if it is in proper condition and shows no signs of damage.
- Before air freight transport, ensure the battery state of charge does not exceed 30% and fully complies with the latest applicable transport regulations.
- During private transport, take care not to damage the battery housing.

IMPORTANT: The transport of lithium-ion batteries and battery-powered equipment is subject to national and international regulations. Before transporting the product, verify and comply with the latest applicable requirements for the intended mode of transport.

RECOMMENDATION: Keep the original packaging
Keep the original packaging for future transport. It is recommended for long-distance transport and may be required by freight carriers.

VIII. Troubleshooting

If the outboard shows unexpected behavior not related to a mechanical blockage or external impact, a system reset may resolve the issue.

System reset

- Remove the kill switch.
- Wait for one minute.
- Reinstall the kill switch and allow the system to complete the boot process.
- The boot process is complete when the battery level indicator displays the battery charge level.
- Attempt to start the motor.

Error Modes

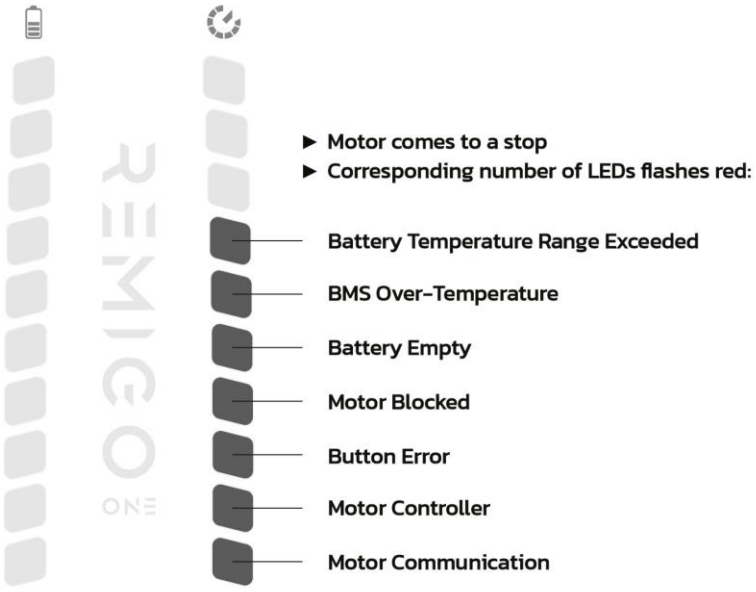


Figure 41: Power Indicator at Error Modes

When the system enters an error mode, error information is displayed on the power indicator on the interface. The number of the error corresponds to the **number of LEDs flashing red:**

Error Mode #1 – Motor Communication Error
One LED on the power indicator blinks red, indicating a communication failure between the control

system and the motor. The system automatically stops the motor.
Action: Perform a system reset. If the problem persists, consult your dealer for further assistance.

Error Mode #2 – Motor Controller Error
Two LEDs on the power indicator blink red, indicating a malfunction or fault in the motor controller. The system automatically stops the motor.
Action: Perform a system reset. If the problem persists, consult your dealer for further assistance.

Error Mode #3 – Button Error
Three LEDs on the power indicator blink red, indicating a malfunction or fault of the buttons. The system automatically stops the motor.
Action: Check if the buttons are blocked. Perform a system reset. If the problem persists, consult your dealer for further assistance.

Error Mode #4 – Motor Blocked
Four LEDs on the power indicator blink red, indicating a blocked propeller shaft. The system automatically stops the motor.
Action: See instructions in *'Blocked Propeller'.*

Error Mode #5 – Battery Empty
Five LEDs on the power indicator blink red, indicating an empty battery (SOC 0%). The system automatically stops the motor.
Action: Recharge the battery immediately to prevent deep-discharge and to reactivate the motor.

Error Mode #6 – BMS Over-Temperature
Six LEDs on the power indicator blink red, indicating that the Battery Management System temperature is too high. The system automatically stops the motor.
Action: Allow the battery to cool down before further use.

Error Mode #7 - Battery Temperature Limits Exceeded
Seven LEDs on the power indicator blink red, indicating that the battery temperature is outside the safe operating range - too hot or too cold. The system automatically stops the motor.
Action: Please ensure that the battery is within the temperature range specified in the chapter *'Battery and Charging'.*

System Protection Mode

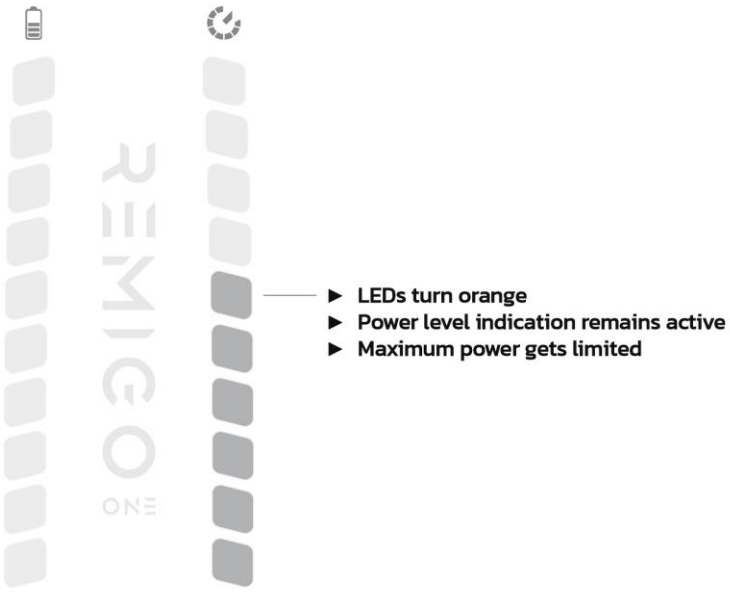


Figure 42: Power Indicator at System Protection Mode

The power indicator LEDs turn orange, indicating that one or more system components (motor controller, Battery Management System, or battery cells) have reached an elevated temperature. The system automatically limits the maximum motor power to protect the components. The LEDs continue to display the current operating power level. The maximum available power depends on the component temperature.

After normal conditions (temperature) are restored, the motor will resume normal operation.

Blocked Propeller

In the event of an outboard collision or if the propeller becomes blocked (e.g., by seaweed, rope, etc.), the outboard displays Error No. 4 on the interface, indicated by four flashing red LED lights on the power indicator. Follow these next steps immediately:

1. Remove the kill switch.
2. Lift the outboard out of the water.
   - Inspect the outboard for any damage and clear any visible obstructions blocking the propeller.
   - Tilt the outboard down into the water.
   - Apply the kill switch and test running the motor at low power to ensure proper operation.
3. If the issue persists or if other errors are displayed, contact your Remigo dealer or authorized Remigo service for further assistance.

Impact Damage

1. If the outboard strikes any object in the water, please follow the steps below.
2. Stop the outboard immediately if it strikes an object in the water.

3. Inspect the propeller and all visible components for damage before restarting the motor. If you notice any damage or abnormal operation, do not continue using the outboard. Contact your Remigo dealer or authorized Remigo service for assistance.

Submerged Outboard

The Go outboard is rated as IP 67. If the outboard was submerged in shallow waters (<1m) for a short period of time (<30min), inspect it thoroughly before re-operation:

1. No visible housing damage or impact.
2. Charging connector and air vent are intact.
3. Propeller is intact.

If the outboard has been submerged in shallow water (< 1 m) for more than 30 minutes, contact your Remigo dealer or authorized Remigo service and **do not attempt to run it. Do not dive the outboard from deeper water (> 1 m), inform local authorities.**

⚠ **WARNING: Recovering the outboard from deep water may cause the housing to burst.**
Do not attempt recovery yourself—contact professional divers. Do not leave the Go submerged to avoid environmental damage.

NOTE: Incorrect troubleshooting may cause damage to the system
Incorrect troubleshooting or adjustments may damage the outboard instead of resolving the issue. Damage caused by improper troubleshooting may not be covered by the warranty. If you are unsure how to proceed, consult with your Remigo dealer or authorized Remigo service.

IX. Maintenance

- To maintain the electric connector in proper condition, clean it with a contact spray once per year.
- The Go outboard is rated IP67; however, do not intentionally immerse the unit in water or store it in a high-humidity environment.
- Inspect the propeller blades regularly for wear or damage.
- Inspect the shear pin on the motor shaft for wear or damage regularly.
- Regularly check for debris around the propeller, such as seaweed or fishing lines/nets.
- Check the anodes regularly and remove any coating with a wire brush, as coatings reduce their protective function.
- Do not paint the anodes, as this will render them ineffective.
- Apply marine-grade multipurpose grease regularly to the threads on the two transom clamp screws.

⚠ **WARNING:** Your safety and that of your passengers depend on proper maintenance of the outboard motor.

⚠ **WARNING: Risk of injury from propeller.**
Contact with moving components can cause serious cut wounds.

- Before performing any cleaning or maintenance work around the propeller, always switch the Go system off by removing the kill switch.
- Never store the Go with the kill switch attached.
- Never leave the Go unattended with the kill switch attached during charging. Only attach it briefly if necessary to check the current state of charge. Keep clear of the propeller and remove the kill switch immediately after the check.
- Wear protective gloves when handling or working near the propeller.

NOTICE: Periodically inspect the anodes to ensure they are secure and have not become loose.

Anodes Replacement

The system is equipped with five zinc anodes to fully protect against galvanic corrosion in saltwater and mixed-use environments.

- To ensure optimal system performance and long service life, perform a visual inspection at least every 6 months, or more frequently in cases of heavy use. Replace all anodes as a complete set once per year, or sooner if significant erosion (≥ 50%) is observed.
- Do not use magnesium anodes in saltwater as they wear out quickly.

NOTE: If anodes are not properly maintained, submerged aluminum parts on the outboard may suffer from galvanic corrosion.

RECOMMENDATION: Use magnesium anodes for exclusive use in freshwater
If the Go is used exclusively in freshwater, the zinc anodes may be replaced with magnesium anodes, which provide improved corrosion protection in low-conductivity water.

Housing and Shaft Anodes

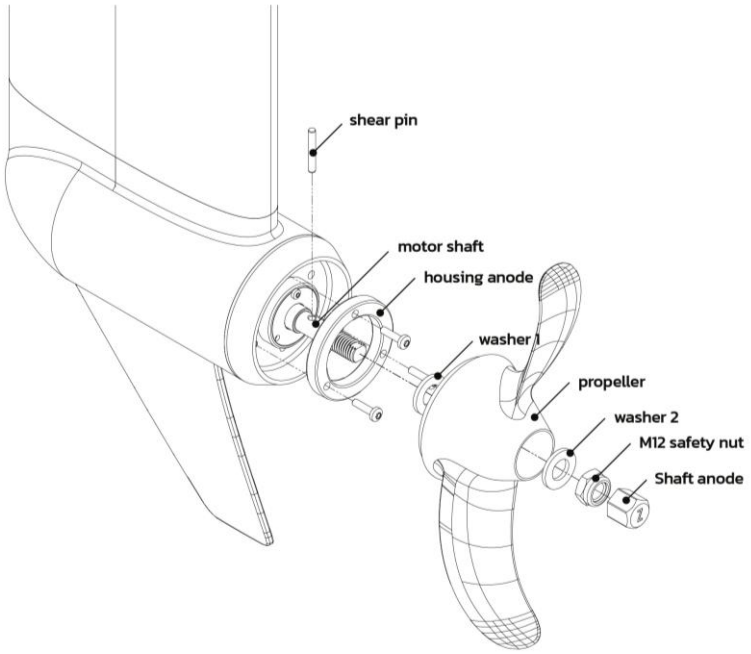


Figure 43: Location of Housing and Shaft Anodes

To replace the housing and shaft anodes, prepare a 19 mm socket wrench and a Torx T20 screwdriver, then follow the steps below:

- Uninstall the shaft anode using a 19 mm socket wrench.
- Using a 19 mm socket wrench, remove the M12 self-locking nut and the first washer from the motor shaft.
- Slide the propeller off the motor shaft.
- Remove the shear pin from the motor shaft and the second washer.

  IMPORTANT: If the shear pin cannot be removed by hand, use pliers to pull it out from one end. Always replace the shear pin with a new one after using pliers for removal, as the pliers may damage the pin. Reusing a damaged shear pin may cause it to become stuck in the propeller shaft, resulting in significant damage.

- Using a Torx T20 screwdriver, remove the three screws securing the housing anode.
- Install the new housing anode and secure it with the screws.
- Slide back the first washer and insert the shear pin into the motor shaft.
- Slide the propeller back onto the shaft.
- Slightly grease the thread on the propeller shaft, reinstall the second washer, then install and tighten the M12 self-locking nut. Ensure the nylon insert faces the end of the motor shaft.
- Reinstall and tighten the shaft anode.

The Transom Anodes

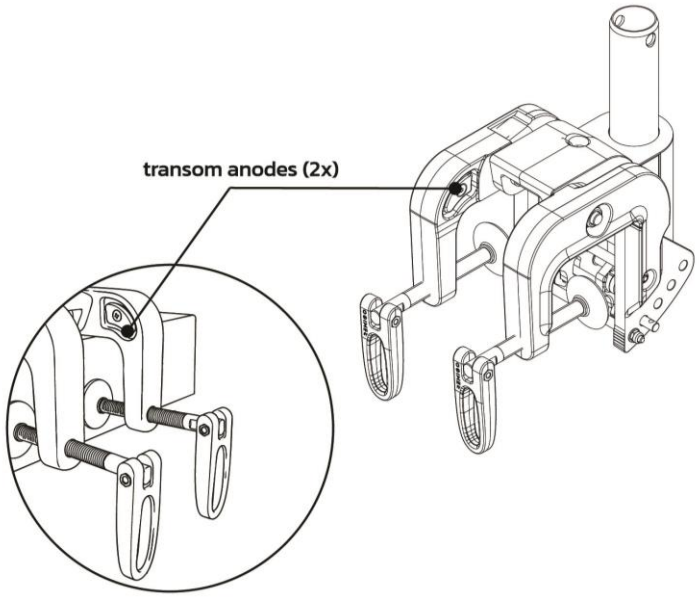


Figure 44: Location of the Transom Anodes

To replace the transom anodes, prepare a 7 mm socket wrench and a Torx T20 screwdriver, then follow the steps below:

1. Remove the motor from the transom bracket. If needed, tilt up the swivel for better access.

⚠ **CAUTION: Risk of finger pinching.**

2. Hold the transom anode with a 7 mm socket wrench while loosening and removing the fixing screw with a Torx T20 screwdriver.
3. Remove the worn anode.
4. Inspect the mounting surface. If residue or debris from the old anode is present, clean the surface with fresh water or a mild cleaning agent.
5. Install the new anode and tighten the fixing screw securely.
6. Repeat the procedure on the opposite side.

The Clamp Anode

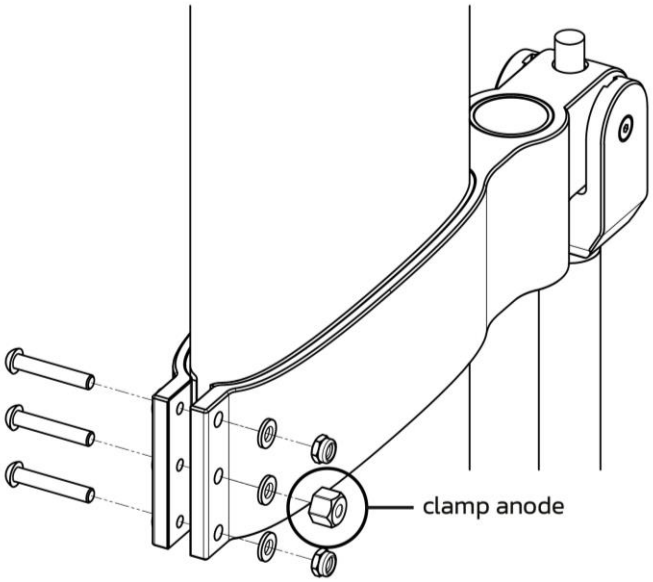


Figure 45: Location of the Clamp Anode

To replace the clamp anode, **prepare a 13 mm socket wrench**, then follow the steps below:

1. Unscrew the used clamp anode using a 13 mm socket wrench.
2. Inspect the mounting surface. If residue or debris from the old anode is present, clean the surface using fresh water or a mild cleaning agent.
3. Install the new clamp anode and tighten it.

Propeller and Shear Pin Replacement

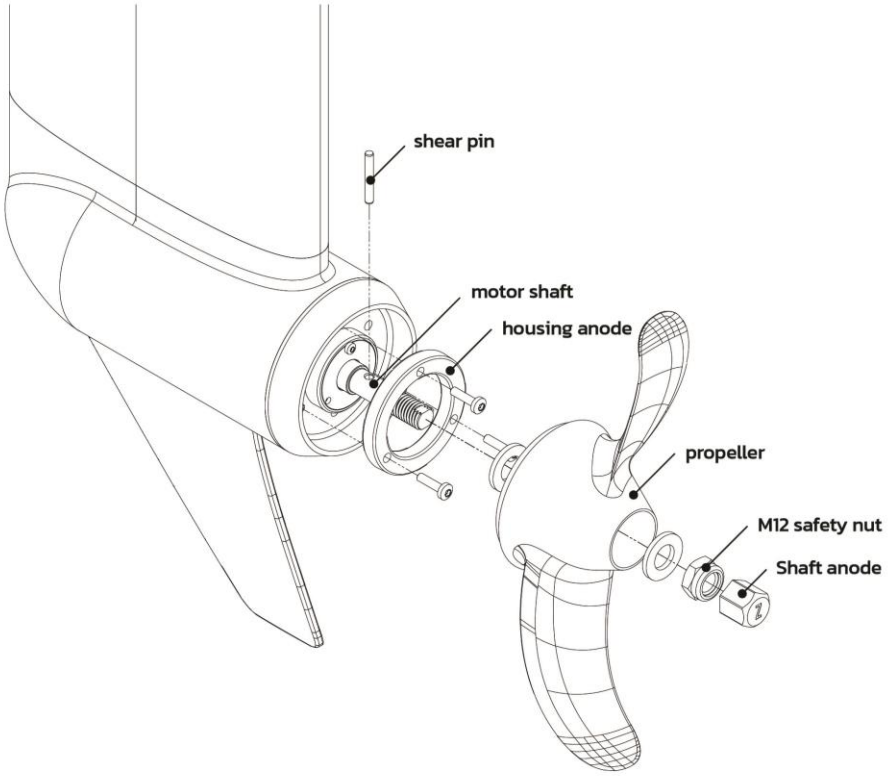


Figure 46: Location of the Shear Pin

The shear pin protects the motor and drivetrain by breaking under excessive load, such as when the propeller strikes an obstacle. Inspect the shear pin for bending, deformation, or breakage, and replace it if any damage is observed.

To replace the propeller or shear pin, prepare a 19 mm socket wrench and follow the steps:

- Using a 19 mm socket wrench, unscrew and remove the shaft anode.
- Remove the M12 self-locking nut using the same tool and remove the washer from the motor shaft.

1. Slide the propeller off the motor shaft.
2. Inspect the shear pin installed through the motor shaft. Replace the shear pin if it is damaged or deformed.
3. Align the shear pin with the slot on the rear of the propeller and slide the propeller fully onto the motor shaft.

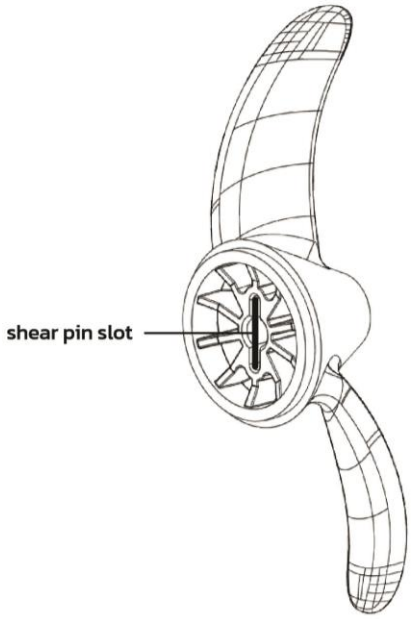


Figure 47: Location of the Shear Pin Slot

4. Slightly grease the thread on the propeller shaft with the marine grade multipurpose grease, reinstall the washer, then install and tighten the M12 self-locking nut. Ensure the nylon insert faces towards the end of the motor shaft.
5. Reinstall and tighten the shaft anode.

NOTICE: Unauthorized repairs may cause damage to the system and result in loss of warranty or unsafe use.

- Do not attempt to open the outboard housing. Internal repairs may only be performed by an authorized Remigo Service.
- Do not perform repairs outside the maintenance procedures described in this manual.
- If you are unsure how to perform maintenance, contact your Remigo dealer or authorized Remigo service for instructions.
- If the system behaves unexpectedly, discontinue use immediately.
- If the housing is damaged and water ingress is suspected, stop using the outboard and do not charge it.

X. Declaration of Conformity

REMIGO electric outboards

Remigo, proizvodnja in trgovina d.o.o.
Stanežiče 27E
1210 Ljubljana Šentvid

EU-Izjava o skladnosti

EU-Konformitätserklärung/EU declaration of conformity

Oznaka dokumenta: CE-OM-R1G-26/01
Dokument-Nr.:/Document Nr.:

Stran:/Strani:
Seite:/Page:/Seiten:/Pages:
1 / 1

Izdelek: Električni izvenkrmni motor
Produkt:/Product: Elektrischer Außenbordmotor/Electric outboard motor

Tip:/Typ:/Type: **RemigoOne Go** yy* **26**

yy* Letnica namestitve CE oznake na aparat (zadnja dva znaka)./Jahr der Anbringung der CE Kennzeichnung am Apparat (letzte zwei Zeichen)./The year of affixing of CE mark on the appliance (last two digits).

S polno odgovornostjo izjavljamo, da so navedeni izdelki usklajeni s sledečimi predpisi in standardi:
Mit voller Verantwortung erklären wir, dass die angeführten Produkte mit folgenden Vorschriften und Standards konform sind:
We declare with our full responsibility that the abovementioned appliances are in conformity with the following regulations and standards:

1. Oznaka evropske direktive: Nummer der Europäischen Richtlinie: European directive number:	**Direktiva 2013/53/EU** Evropskega parlamenta in Sveta z dne 20. novembra 2013 o plovilih za rekreacijo in osebnih plovilih ter razveljavitvi Direktive 94/25/ES **Directive 2013/53/EU** of the European Parliament and of the Council of 20 November 2013 on recreational craft and personal watercraft and repealing Directive 94/25/EC
Standard:	EN ISO 25197:2012+A1:2014 – Small craft – Electrical/electronic control systems for steering, shift and throttle EN ISO 16315:2016 – Small marine craft – Electrical propulsion systems
2. Oznaka evropske direktive: Nummer der Europäischen Richtlinie: European directive number:	**Direktiva 2006/42/ES** Evropskega parlamenta in Sveta RL 2006/42/EC **Directive 2006/42/EC** of the European Parliament and of the Council
Standard:	EN ISO 12100:2010
3. Oznaka evropske direktive: Nummer der Europäischen Richtlinie: European directive number:	**Direktiva 2014/30/EU** Evropskega parlamenta in SvetaRL 2014/30/EU **Directive 2014/30/EU** of the European Parliament and of the Council
Standard:	EN 61000-6-2:2019 EN 61000-6-3:2007 + A1:2011
4.. Nacionalna zakonodaja: Nationale Gesetzgebung:/National legislaton:	**Pravilnik o omejevanju uporabe določenih nevarnih snovi v električni in elektronski opremi** (Uradni list RS št 102/2012)
Oznaka evropske direktive: Nummer der Europäischen Richtlinie: European directive number:	**Direktiva 2011/65/EU** Evropskega parlamenta in SvetaRL 2011/65/EU **Directive 2011/65/EU** of the European Parliament and of the Council

Izstavitelj izjave:
Aussteller: /Issuer:

REMIGO d.o.o.
Stanežiče 27e
SI-1210 Šentvid Ljubljana
Slovenia, EU
E-mail: info@remigo.eu

Mesto, datum:/Ort, Datum:/Place, Date: **Ljubljana, 25. 3. 2026**

Pravno odgovorni:/Rechtsverbindliche:/Legally binding person: **Marko Vrtovec, CEO**
Podpis:/Unterschrift:/signature:

Ta izjava o skladnosti je izdana na lastno odgovornost proizvajalca. Izjava potrjuje skladnost z navedenimi predpisi, vendar ne zagotavlja drugih lastnosti izdelka. Upoštevati je potrebno navodila za varnost, ki se dostavljajo s pripadajočo produktno dokumentacijo.

Die alleinige Verantwortung für die Ausstellung dieser Konformitätserklärung trägt der Hersteller. Diese Erklärung bestätigt Konformität mit den angeführten Vorschriften, garantiert jedoch keine Zusicherung von Eigenschaften des Produkts. Die Sicherheitshinweise der mitgelieferten Produktdokumentation sind zu beachten.

This declaration of conformity is issued under the sole responsibility of the manufacturer. This declaration confirms the conformity with the mentioned regulations, yet it does not guarantee other characteristics of the product. The safety directions which are delivered with the enclosed product documentation should be observed.

Reg: 8382379000
Tax: SI56406053
IBAN SI56 6100 0002 1442 779
Delavska Hranilnica d.d. | HDELSI22

XI. Warranty Conditions

Scope of warranty

The warranty is valid for **two years** from the date the product is handed over to the end customer. Products used, even temporarily, for professional or official purposes are excluded from the two-year warranty; for these, a **12-month warranty** applies. Warranty claims must be made within **six months of discovering the defect**.

Remigo decides whether defective parts are repaired or replaced. Distributors and dealers performing repairs **cannot make legally binding statements on behalf of Remigo**. Wear parts and routine maintenance are **excluded from the warranty**.

Remigo may refuse a warranty claim if:

- The warranty process was not followed correctly (e.g., no prior contact before returning goods, missing warranty form, or missing proof of purchase).
- The product was used contrary to the instructions.
- Safety, operating, or care instructions were not followed.
- The product was modified, converted, or fitted with parts or accessories **not expressly authorised by Remigo.**
- Previous maintenance or repairs were performed by **unauthorised service companies**, or non-original parts were used, unless the customer can show these did not contribute to the defect.

In addition to this warranty, customers retain **statutory warranty rights** under their purchase contract with the dealer; this warranty does not limit those rights.

Warranty process

Following the warranty procedure described below is a prerequisite for the processing of warranty claims. To ensure efficient handling of warranty cases, please observe the following instructions:

■ In the event of a warranty claim, please contact Remigo Service or **support@remigo.eu** directly. If required, a service representative will issue an RMA number. Prior coordination with Remigo is required before shipping any product.

■ Please have your proof of purchase and a completed warranty form available so that Remigo Service can process your claim. A printable warranty form template is included with these instructions. The warranty form must contain contact information, product details, the serial number, and a brief description of the issue.

■ If it is necessary to send a product to Remigo Service, please note that damage resulting from improper transport is not covered under the warranty.

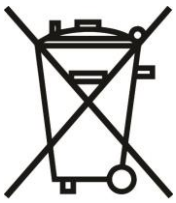
For any questions regarding the warranty process, please write an e-mail to **support@remigo.eu**.

XII. Accessories

Product	Description
Remote Control	Wireless remote with an integrated rechargeable battery for tiller or remote operation.
Fast AC Charger – 10 A	400 W AC charger providing a full charge in approximately 3 hours.
DC-DC Charger – 2 A	12–24 V DC charger with a standard 12 V accessory plug.
Spare AC Charger – 5 A	200 W AC charger for charging from a 100–240 V AC outlet.
Solar charger - 3 A	20–40 V Solar charger with MC4 connectors for use with compatible solar panels.
Solar Panel 200 W	Foldable 200 W, IP67-rated solar panel.
Solar Setup (solar panel + charger)	Complete solar charging kit including a 200 W solar panel and charger.
Extension Cable 6m	Marine-grade extension cable for increasing the charging distance by 6m.
Extension Cable 10m	Marine-grade extension cable for increasing the charging distance by 10m.
Carry Bag	Padded transport bag (and backpack in one) for carrying and storing the outboard.
Zinc Anode Set	Set of 5 sacrificial zinc anodes for saltwater use.
Magnesium Anode Set	Set of 5 sacrificial magnesium anodes for freshwater use.
Shear Pin Set (5 pcs)	Set of 5 replacement shear pins compatible with all Go propellers.
Aluminium Propeller	Durable 10'' aluminium propeller for demanding operating conditions.
Spare Propeller	10" glass fiber reinforced PBT replacement propeller supplied with two shear pins.
Bracket Safety Pin	Replacement safety pin for securing the outboard to the transom bracket.
Spare Transom Bracket	Replacement transom bracket assembly.
Spare Tiller Bracket	Replacement tiller bracket assembly.
Spare Kill Switch	Replacement magnetic kill switch with coiled safety cord and floating wristband.
Spare Transom Clamp Screw	Replacement transom clamp screw
Spare Transom Clamp Screw - Handle	Replacement handle for the transom clamp screw.
Wall Mount	Durable stainless steel wall holder for storage and charging.
Auxiliary Battery	Range extender - auxiliary 1152 W battery built exclusively for RemigoOne Go

XIII. Disposal

The RemigoOne Go outboards are manufactured in accordance with **EU Directive 2002/96/EC (WEEE)**, which regulates the collection, treatment, and recycling of electrical and electronic equipment to reduce environmental impact.



The device contains electronic components and an integrated lithium-ion battery (UN 3481) and must be taken to an **authorized collection or recycling point** in accordance with local regulations. There, it will be safely and properly processed.

Disposal of Waste Electrical and Electronic Equipment

For customers in EU countries

The RemigoOne Go is subject to **European Directive 2012/19/EU** on Waste Electrical and Electronic Equipment (WEEE) and the corresponding national laws. This directive sets out the framework for handling electrical equipment waste across the EU. The RemigoOne Go system is marked with the WEEE symbol of crossed out waste bin on the ID label.

Electrical and electronic equipment must not be disposed of with household waste, as this may release pollutants harmful to humans, animals, and plants, and can accumulate in the environment and food chain. Valuable materials would also be lost. Please direct your old or damaged Go system to a separate collection point for environmentally responsible disposal.

For customers in other countries

We recommend that it not be discarded with normal household waste but instead be disposed of via **authorized collection points** in an environmentally responsible manner. Local laws may also apply – ensure disposal complies with the regulations in your country.



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