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i am new to sailboats and run my torque s/n 1003l w/ a mariner 15 sail..mats just got a the motor from my old sailboat in june. i hauled with the sails then left for to a week winter trip.i put it on the boat and ran it out of the woods i sailed it to a friends house then hooked up to my battery and started it up. i got it running but it was a little hard to start it. i took out the backlash and tightened the nuts and started it running again. then went to the heaviest wind i have seen all summer and it ran easy and it felt good.then i got some headwinds and the just stopped the motor and threw the sails in the sailboat.and it has been no stoping for 4 years. i loaded it on the back to haul it back but everytime i would take it off i would not take the backlash off but as time went by i started taking them off then tried to started it.but it would not start. today i went to charger because i have a batter it is still low on power but it will not start.i was thinking of bringing it to.tordoes who i deal with because all the other sail.companys have had it out and i still want it to start. i am sure it is something easy to fix because i have kind of a hobby of repairing engines and put in it back to running but i can't without fixing it. if i do get it fixed and it only cost me \$35.00 i will be buying another and fixing that one. i will be keeping the sails and battery and i will buy some other kind of a battery with it. i don't want to have problems with them like i had with the 1003l. i installed a torqueedo 1003l and i'm happy with the motor. i have used it on the sea many times and never had a problem. but when i test it on the water (surf) the motor keep slowing down to the point you're underspeeding it. i mean the rudder does not respond like you want it to do. you end up having to push more and more hard on the rudder to get the boat turn. it doesnt happen right away when you start out and you get used to it. it happens everytime that you are going faster than usual and you are surfing. does this happen to you sometimes when using the torqueedo 1003l? i really want to use this motor on my boat, but my friend that has had a 12v inboard for more than 10 years told me to watch out for this..

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as long as the boat is in the position where the brake will be used, there is no problem. if the boat starts to move before the brake is engaged, there will be no brake. if the boat moves away from the position where the brake will be used, there will be an overload situation where the motor will continue to run. the fact that the motor runs to the point where you are ready to cast off does seem to imply that there is a brake, so that the motor can be stopped from the overloading situation, and then start again from a stalling situation. a resistor in the electronics is probably the only way of explaining this behavior. this resistor will need to be set depending on the load and power applied to the motor. when the brake is engaged, the resistance of this resistor will be high. when the motor is started, the voltage on the resistor will be low. if the load is too large, the resistor will eventually fail, and the motor will stop. there is a potential problem when the motor is started. if the resistor is not rated for the starting current, it will eventually fail, and the motor will continue to run, and will burn out. another potential problem is a malfunction of the motor. a burned out motor will not be able to withstand the starting current. it will also short out. the 3-letter acronym efc is also very interesting. e-field-control. this may be the cause of the brake. this very high current device is intended to change the e-field of the motor windings, thus changing the speed of the motor. if the efc fails, the motor will run at high speed, until it burns out. this could explain the brake and why it does not work if the boat is moving. it is also the reason why the efc is a 3-letter acronym. this motor should be doing its job, but is only partially successful. 5ec8ef589b

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