Circuit Main Braker

A circuit main braker or simply a complete decoupling of the batteries is in many ways convenient. In case of a car accident, the whole electrical facilities can be switched off with one stroke. Short circuits and with it dangerous sparking can be avoided. But the device also prevents the subtle discharge of the batteries during longer term immobilization of the vehicle (i.e. current leakages). In addition, a circuit main braker can also prevent car-theft (but only when circuit braker-key is detached!).

Unfortunately, there are many circuit main brakers on the market that are not of much good. On the one hand, such a switch must withstand powerful electrical flows – min. 250 A of constant load – and it should also be resistant to shortterm peak current (2000 A). Further, the switch should be constructed in a way, that vibrations and rough roads will not lead to shortterm current interruptions. And for a Landrover, it should also be build in a heavy way. I therfore do not recommend cheap stuff in the area of 10 to 20 Euros.

For my requirements, I have mounted an upper middle-class protect switch that is also used for boats. It can be bought through specialist shops or the internet (i.e. http://www.segelladen.de. The costs range from 60 to 80 Euros, depending on type, performance and manufacturer.

I have mounted the circuit main braker directly under the driver seat (front side). On the one hand, it is easily accessible and the installation is relatively simple as the connections are within the battery compartment. With that, I did not have to place any additional cables.