



# BODY ELECTRONICS: MOTOBREAKER 2.0

## MOTOMETER

*powered by solutions*



The full-electronic battery breaker MOTOBREAKER is intended for use in commercial vehicles and construction equipment.

MOTOBREAKER is used to monitor the main power supply and protects your vehicle from overheating as well as from overcurrent.

While "simple" electronic battery breakers input signals over a mechanical relay, the full-electronic battery breaker do that without mechanical relays. They switch circuit wearlessly over power semiconductor and achieve therefore a significant higher amount of make-and-break cycles.

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## 1. Greater safety with less wiring

Until now the make contact of the first-generation MOTOBREAKER had to be protected by routing the control line that switched on the MOTOBREAKER via the vehicle's fuse box. To reduce the wiring while simultaneously improving safety, we have incorporated a voltage output in the 4-pin plug of the MOTOBREAKER 2.0. This is connected to the battery in the MOTOBREAKER 2.0 on the primary side and is short-circuit-proof. This allows the MOTOBREAKER 2.0 to be switched directly off and on without any additional wiring, so managing without extra fuses.

## 2. Greater flexibility and stability on installation

To save space and make both installation and contacting of the MOTOBREAKER 2.0 more flexible for the various applications we have now replaced the threaded bolt by a second bore. This now allows the MOTOBREAKER 2.0 to be secured using two M10 bolts. This design improvement also results in greater stability.

## Electrical specifications

Voltage range:	5 – 32 V
Nominal voltage:	12 V / 24 V
Temperature range:	-40 °C up to +110 °C
Continuous current:	200 A at max. 85°C
Power pulse current:	2.500 A / 100ms at 25°C
Current consumption control input:	typ. 5 mA
Leakage current:	max. 120 µA
Contact resistance:	typ. 0.42 mOhm

## Electrical connection

Main connector:	bore Ø 10 mm
Control cable:	4 pin. Super-Seal (manufacturer: Tyco)

## Case (potted case )

Type if protection:	IP69K (test pressure 150 bar)
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## Connector pin assignment of control cable

PIN1:	control contact
PIN 2:	holding contact
PIN 3:	ground
PIN 4:	steady plus

## Installation

Place of installation:	positive cable of the vehicle
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<b>Part No.</b>	670.002.1001
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## BODY ELECTRONICS: MOTOBREAKER 2.0

feature	vehicle relay	battery switch	simple disconnecter	isolation diode	electronic disconnecter	full electronic disconnecter
ampacity	-	++	++	++	++	++
power loss above the relay	++	--	++	--	++	++
circuit complexity for signal input	-	+	-	++	+	++
contact capacity (when you switch-on/-off)	-	+	++	++	--	++
wear of switch contacts	--	+	--	++	--	++
control of equalising currents by parallel connected batteries	--	--	--	++	--	++
automatic switch-off after ignition "off"	-	--	-	++	++	++
automatic control of charge	--	--	--	++	++	++
switching only when alternator is running (holding of activation energy)	--	--	--	--	++	++
switching only, when nominal values are reached	--	--	--	--	++	++
self initial aid possible	--	--	--	--	++	++
self-diagnosis (function control)	--	--	--	--	+	++

All data subject to technical changes.

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