

## **The problem of your RV House battery going dead while in Storage:**

*“Thanks to my forgetting to turn off the House batteries switch on my 05 Monaco Diplomat, the batteries were depleted and ruined after 3 weeks of storing the MH. For some reason, the engine would not crank after this, even though the starting batteries WERE disconnected and were fully-charged. The problem was finally traced to the starter solenoid. It was not allowing the 12 volts to pass to the starter.*

*The serviceman jumped the terminals on the solenoid while I turned the ignition key to "Start". The engine started right up and I let it run for a few minutes. I then stopped it and restarted the engine several times without jumping the solenoid. So why did it restart without jumping the solenoid? I don't know!*

*An expensive lesson, as the ruined batteries were only 3 years old. The Ultra Trik-L-Start would not work in this instance because it draws its power from the House batteries and I have no AC to charge them. So, my solution is to always disconnect both sets of batteries, and periodically **start the engine.**”*

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### **ISSUE:**

Battery issues related to long term (weeks not days) RV STORAGE

### **DISCUSSION:**

All RV's have parasitic electrical drag, some more than others. Then of course, forgetting to shut off the battery disconnect in the coach only compounds the problem. Parasitic drag will deplete a house battery in a 2-4 weeks. House battery drain (battery cutoff switch in coach left on) will deplete a house battery in days.

From everything I have read, when you TOTALLY deplete your house batteries, they are ruined. I have also read articles which indicate they are ruined before they go dead, perhaps when they reach 9 volts. I don't know if that is really true. I expect it has something to do with the 'condition' of the batteries. New batteries may be more resilient than old batteries.

There are several solutions. I don't think there is a "best" solution because circumstances are different.

- 1) If you have electricity, keep a trickle charger connected. BE CAREFUL, as many automotive chargers will overcharge the battery. Don't risk \$600 of batteries because you are too cheap to spend \$50 for a good trickle charger.
- 2) If you do not have electricity and your RV is left outside, you can install a SOLAR panel. You can still have the problem of overcharging with a solar panel. Use a Ultra Trik-L-Start with the solar panel to prevent overcharging.
- 3) If you do not have electricity, you MUST disconnect the house battery using the battery compartment 'house battery disconnect'. This is the ultimate solution and one that is frequently used.
- 4) Of course, you can always visit your RV every week and run the engine for an hour to recharge the system. A lot of monkey business however, and a VERY expensive solution.
- 5) Even with all batteries disconnected, you may still need to start the engine every couple months to top off the charge, as any battery will very slowly discharge from internal resistance. ALSO, running the engine every couple months is a good idea anyway, as engines rust internally and need to get the internal components coated with oil periodically.
- 6) **AND YES, if you forget to disconnect the "house battery disconnect" like Bob did, you are hosed. Bring out the checkbook.**