



Customer: We have a 2008 monaco signature. 600 ISX. Started with some no ignition on and no start or turn over. Now it has started to shut off while driving. Going along with no issues, and the dash shuts off, and engine dies. Can't find out the issue. If we hold the battery boost, it will start and run. Let go of the button, and it shuts off.



The first battery cost me about \$950, but the second was only about \$850 due to having purchased some supplies for the first battery in quantities (like I had to purchase a minimum of 3-ft Heat Shrink tubing of each color, but had enough for two batteries, and I only had to purchase the hydraulic crimper).



Using the boost switch did nothing! It was an older unit but well used an trying to chase the battery cables was difficult. I was able to perform a voltage drop on the cables as the battery cables ran from the batteries in the rear to mid point of the coach, from there they connected to inverter, then generator an other high amp devices.



Monaco Battery Boost Switch. Quote: Originally Posted by EDZ SIG. I easily found the Big Boy solenoid located in the motor compartment of my Sig. Someone had told me earlier that if it was warm to the touch when I was connected to shore power, it was doing it's job charging the chassis batteries. I haven't looked for the Bi-Directional Isolator



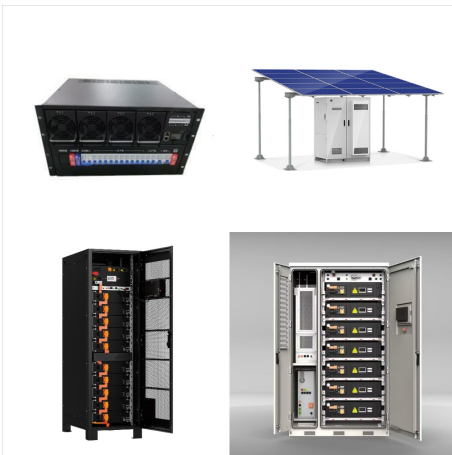
I've contacted Monaco and they did not have an Imperial wiring diagram on file, though they indicated a Monaco Windsor is representative of an Imperial. Does anyone have a complete wiring diagram which would include house and chassis (roadmaster) battery connections? I have a total of (5) 2/0 gage cables in an empty battery compartment.



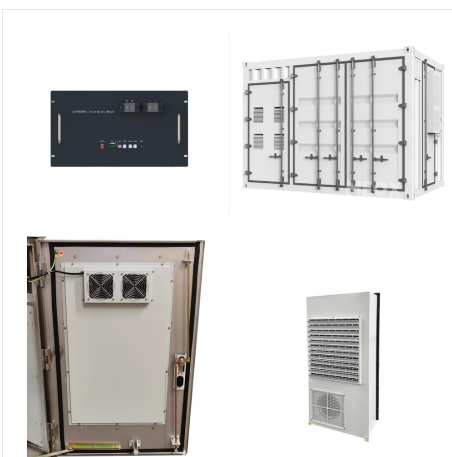
Monaco Diplomat Battery Wiring Question. I just purchased a used 2000 40" Monaco Diplomat motorhome last week. I went up to it today to get it ready for an upcoming trip and discovered that the chassis batteries were dead and the house batteries weren't much better. I ended up replacing the chassis batteries with new ones, but got to



Monaco Crown Royale power steering pump:
Holdenried: Monaco Owner's Forum: 6: 10-07-2021
09:36 PM: 1990 Monaco Crown Royale Signature
Series Project Coach: RoyaleSS90: Monaco
Owner's Forum: 13: 09-27-2020 10:32 AM: Power
Steering Pump 1990 Monaco Crown Royale:
Holdenried: Monaco Owner's Forum: 2: 07-24-2020
04:46 PM: ???



A Chassis Battery switch does NOT switch off the
chassis battery to the starter. That is directly cabled.
The Chassis switch turns off the other loads, save
power to the ECM & TCM and some other low draw
items. Monaco was inconsistent in how they hooked
up the inverter. Mine goes through a 300 A fuse and
not the House switch.



I have a 2008 Monaco Camelot. I have noticed that
there is recurring acid buildup in the same area
below the house batteries. I clean it off and it
returns. My batteries are not losing water. Ive added
a small amount once in the last 5 months. They are
holding a charge. Im attaching a picture to



RV #5 1999 Monaco Signature Slide ISM 11 450
 RV #6 2005 Monaco Executive 43PBQ Detroit
 Series 60 Honda Fit, Odyssey or Cargo trailer in
 tow. 01-12-2019, 02:07 PM The Coach Owner can
 monitor the battery charging/state-of-charge
 periodically to ensure the appropriate battery bank
 is charging from the generator.



between the Battery Disconnect and the Battery
 Cut-Off (Salesman) Switch. 2. Monaco was never
 consistent when installing systems. Your specific
 coach may have different 12 Volt Distribution but
 should follow the general layout shown here. 3. On
 some coaches, the battery disconnect may be a
 Latching Relay with a switch located on the front
 dash.



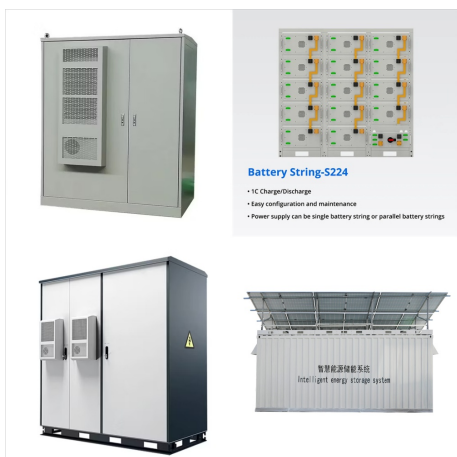
Mechanic's Assistant: How old are the current
 batteries in your Monaco Windsor RV? Customer:
 very old Mechanic's Assistant: What year is your
 Windsor? Customer: over 10 years for sure last time
 i recall buying Mechanic's Assistant: Ok. Thanks for
 the info. The Monaco Mechanic can help with your
 RV's door issue and battery concerns.



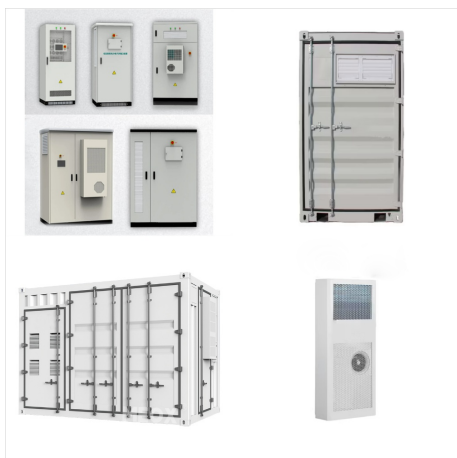
Monaco Diplomat stored in my garage, hooked up to 50 amp shore power is this enough to keep the batteries charged. I have a Magnum Energy charger / inverter model #2012 not sure of the settings that need to be inputted in to controller 2x 12 volt chassis and 4x 6 volt house. The battery boost switch worked and I was able to get going



Monaco diplomat, battery charging up 1999 Monaco diplomat, battery charging up. By Terryjean January 31 in Batteries. Share properly we cannot find any kind of diagram and our mechanic out of state said there was ???



In an effort to recharge my starting batteries quickly, I engaged the switch the connects that connects the chassis battery with the coach battery (the one that helps you start the coach when the starting battery needs help). I guess that's called the battery boost switch. Anyway, something got l



As stated, most coaches have 2 battery banks, one for house and one for chassis. Most house battery banks consist of four 6 volt batteries combined to make a 12 volt circuit. These batteries are normally deep charge golf cart type batteries. Chassis battery can either be one or two batteries, usually 12 volt each and have high Cold Cranking Amp.



Safari Cheetah SFD C7 Cat, 350 HP My house battery bank, four GC2 batteries, doe NOT charge when traveling, engine alternator. The house bank charges fine on the generator and shore power. The alternator is outputting 14+ volts keeping the chassis bank, two group 31 starting batteries charge



There are TWO methods. The original Monaco was connecting the inverter on the switched side. Thus, a 2000 watt inverter would be OK with a 300/350 A switch as the charging voltage is a little over 100 A. At 2000 watts & 12.5 VDC, that is 160 A. OK???later (2006 Dynasty? & my 2009 Camelot), the inverter is connected directly to the battery.



Monaco with 4 new Li-Ion Battle Born batteries. Question: the old "BIRD" is designed to look for voltage to engage and dis-engage the "BIG BOY" battery isolater. The Voltage Not true, if the BIM detects chassis battery voltage lower then 12.5 volts, while on shore, solar or generator power, it will connect the house battery to the



In about the 2008 model year Monaco started using a Dual battery charging device from Megatech of Oregon and the BIRD. Many owners installed aftermarket devices from, Xantrex, Intellitec, Magnum, LSL and others to overcome this issue. The major problems started in the 2004 and 2005 model years when Monaco added more loads to the chassis



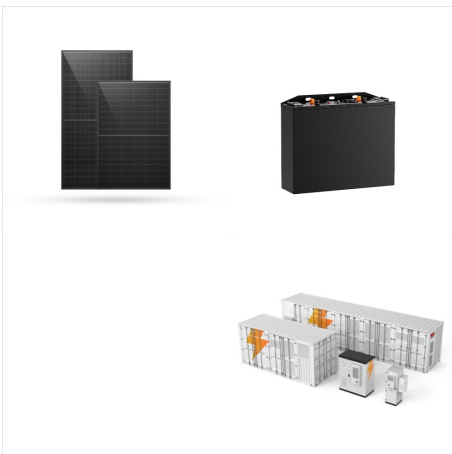
My 2005 Monaco Executive is plugged into shore power yet the chassis batteries discharge. I thought that these would be charged while plugged into 120V. 2005 Monaco Exec Chasis battery dead iRV2 Google Click Here to Login: Register: Files: Vendors Registry. Blogs: FAQ: Community: Calendar: Today's Posts: Search: Log in



Monaco Windsor Battery disconnect relay The Battery disconnect relay is getting very hot so I bought another one and it is getting very hot. The Coach lost all power and had it towed and got home and it started up and ran for about 30 seconds and died again. two day later it starts and runs fine.



Using the existing upper battery tray for house batteries all you can fit are four 225AH 6V batteries connected in series-parallel. A Monaco owner (Diplomat & Windsor) since 2004, and member of Monacoers group since about 2006. Share; Posted August 31, 2021 (edited) The AGM 6v house battery that Bill G recommended was the Duracell AGM Golf



My MONACO HOUSE BATTERY ISOLATOR RELAY DELAY (part 00-00629-120) has apparently failed. I have ordered a new one. Has anyone had such a failure with the symptom that the alternator is overcharging? I replaced the alternator because of its erratic charging (overcharge, undercharge and no charge). I may have wasted about a thousand ???