

## Coach Battery Disconnect Switch

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September 2006

Is your coach battery boiling with envy...



... toward the Winnebago-installed coach battery disconnect switch on the 04 and 05 Rialtas? Install your own.

If the Rialta is unused and connected to an external electrical source for more than a few days, the coach batteries can become over charged and "boil" off the battery water, ruining the coach batteries. In addition, there are several things in an RV that will continue to slowly drain the coach battery even when you think everything is turned off. One of the leading culprits for battery drain is the LP gas leak detector. A coach battery disconnect switch is perhaps the simplest mod that can be made to an older Rialta. We will go through this step by step to take the mystery out of it.

APPROX. MODIFICATION TIME: 20 minutes

PARTS LIST: All prices are approximate and pre-tax.

[1] battery disconnect switch (see photos below)	< \$10
APPROX. TOTAL COST OF PARTS	< \$10

## INSTRUCTIONS



1) Be sure the coach is not plugged in, the ignition switch is off, all twelve volt appliances and lights are off. Remember these words, Red is "Hot" (worry), Black is "ground" (safe).

2) When looking down into the battery box when you are facing the front of the coach, all we are going to be concerned with is the battery on the right.

3) Note the heavy "Black" cable connected to the negative pole on the right side of said battery, you can not see the other end of that cable because it disappears, going towards the head end of the vehicle. But trust me, that other end is fastened to the frame of the vehicle and causes no end of trouble if that connection to the frame gets loose, but that's another subject.

4) Disconnect that heavy black cable from the battery post.

5) Connect disconnect switch to said battery post.

6) Connect that same heavy black cable to the other end of the disconnect switch.

7) Test your work.

8) With the disconnect open, turn on a twelve volt light. It should not light. Close the switch, the light should light.



**SEE ADDENDUM NEXT PAGE**

Special Addendum written by Cory DeNoble  
after much research and discussion with Don Jenkins and Bob Salmetto

## Battery Cut-off Switch [Green Knob Type]

Before starting this simple project, make sure all power is off and that all 12v fixtures are off. You will be working only with the ground wire and there should be little or no danger of getting a shock. The "green knob" battery cut-off switch is not very complicated. The switch does not come apart, as is the case with some older switches. Just a turn of the knob is all that is required to "break" continuity. Various battery configurations make it a challenge in some cases. We viewed 4 batteries and found 4 different battery post arrangements.

The first thing most of us must do is head to the nearest hardware store and buy a bolt, nut and lock washer [stainless preferred ¼ x 1 inch] and make sure it fits through the terminal post of the switch and there is enough bolt showing to attach the cable. This is the end of the switch that does not get attached to the battery post.

Assure that the bolt is long enough to attach the black ground cable that comes from the chassis.

Remove the chassis ground from the battery and attach to the cut -off switch with the bolt you have purchased. This should be the only cable attached to that side of the switch in most cases. Next, connect the switch to the battery post. The black wire that bridges the batteries now has to be connected to this side of the switch. Not easy in some cases. May require a little imagination or a little creativity.

Test your work by tightening the green knob. Turn on a light. Loosen the green knob. Light should go out. Job complete.

The above procedure applies to the Rialtas with two batteries. For those of you with one battery, the procedure is rather simple [if the switch fits in the battery compartment]. Remove the chassis ground cable from the battery. Attach it to the switch and then connect the switch to the battery terminal.



Updated  
Sunday, 11 February, 2007