Dead Coach Batteries – Troubleshooting 2020 through 2024 winnebego Navion view

First step was to start the generator, but since the coach batteries were completely dead, no go. But I knew that starting the Sprinter engine would power the 12V circuits and allow us to start the generator. We've done this in the past.

But, the batteries were completely dead and the Charge Mate Pro (which regulates the alternator charging circuit) won't turn on with that big of a difference between the 14+ volt charging voltage and the coach battery voltage of almost zero.

The fix (after spending way too long checking fuses, circuit breakers, and grounds) was to connect our Noco GB150 - NOCO Boost Pro GB150 3000A UltraSafe Car Battery Jump Starter, 12V Battery Pack, Battery Booster, Jump Box, (which is one of the few that produces 12V power) to the cables going to the batteries. if you have a toad, flat tow vehicle, you could jump from that battery.

Just like having an extra battery, this powered up the whole system and let me lower the Murphy bed (which was my main concern.

If we had wanted to, we could have used everything as normal, (even making it through the night with minimal power consumption) until the small battery in the GB 150 ran down. But the GB150 supplied enough power to start the generator, so we were all set.

The lesson here is to be prepared, with the GB150 or another powerbank, and good lighting charged up and ready to go; and to have practiced this in a low-risk environment (like your driveway or a campsite with hookups) so that you are ready to get to work.

If I hadn't had the GB150, other options would have been to figure out a bypass for the Charge Mate Pro, or to drive to another location where we could have plugged in.