Here in Colorado, where the winters are cold (below freezing almost every night, with a week or more of sub-zero temperatures at night and below freezing for the daily highs) we take the following steps to prepare our Chinook Glacier for "Winter Hibernation." Note that our Glacier is equipped with *two separate* Fresh Water storage tanks. While the two tanks are connected together for both filling and feeding the water pump, nevertheless, if one puts RV antifreeze into *both* tanks, their plumbing configuration will not allow you to extract the antifreeze from both tanks with any certainty when it comes time to prepare the coach for use, once again. For this reason, we have relied exclusively on blowing out the entire water distribution system with compressed air and refrained from putting any antifreeze in the fresh water system.

1. We first thoroughly drain both the Black and Gray water holding tanks.
2. Next, we drain the Fresh Water holding tank by parking the coach on a noticeable incline so that the water ports in the bottom of the tank**s** that lead to the pump are at the *lowest possible point* in the tank, then we use the pump to empty the tanks through the three-way valve behind the pump that leads to the drain that discharges overboard through the floor behind the slide.
3. Next, we remove the water pump (the inlet and outlet hoses detach with "quick couplers" built into the pump, and the electrical leads unplug from spade lugs), and place a "bridge" or "shunt" hose across the pump connections.
4. Then, we remove the shower head, galley faucet head and toilet hand rinse head, and place the loose ends of these hoses in their respective "basins."
5. We then remove the Anode Rod from the Water Heater, leaving its port open.
6. Then we connect the hose from our air compressor to an adaptor fitting that is equipped with a male garden hose fitting on the end that attaches to our "City Water" connection in the "utility box" on the exterior of the coach.
7. Then comes the tricky part. We begin opening and closing various valves until all of the water lines (including the toilet and the outside "shower") have been blown clear of any water. This takes some time, and one must operate valves one at a time in a sequence that insures that the water is blown overboard (or down a drain) and not just into some other leg of the system.
8. To complete the winterization of the water and waste systems, I dump RV antifreeze into each of the three **traps**, only, (galley sink, bathroom sink and shower). Then, I give the waste tanks one final dump of any residual water or RV antifreeze that overflowed from the traps.
9. When I park the coach on our storage lot, I park it facing downhill so that the small amount of water that I can't get out of the water storage tanks rolls to the front of the tanks and out of the piping leading from the tanks.
10. We leave the engine battery in the coach, HOWEVER we have installed a "knife" type disconnect directly on one of the battery posts and we leave the coach with that switch disconnected.
11. We do visit the storage lot periodically to run the engine and check on the general welfare of the Coach. When we make these visits, it's easy and quick to open the hood and temporarily re-connect the battery disconnect switch long enough to start and run the engine to "get things circulating once again."
12. I make sure that the coach batteries are charged, and then I remove them one by one (watch your hernia!). We have four six-volt batteries in our coach, two pairs in series, and then the pairs are connected in parallel. As I take each set of leads off (being careful to remove the negative leads first), I put each set of leads back together with the bolt and nut that held them on the battery post.
13. When all the batteries are out, I temporarily wire tie the positive leads to the roof of the battery compartment to keep them from contacting the negative leads that are lying on the floor of the compartment.
14. The batteries spend the winter in our garage next to the wall of the house, where the temperature never reaches freezing. They are placed on a platform, and are individually trickle charged periodically throughout their winter's rest.

Getting the coach ready for use in the spring is easy, just re-install the house batteries, reconnect (close) the engine battery disconnect switch, close the three-way water drain valve, install the water pump, shower head, galley sink faucet head, toilet hand rinse head and water heater anode. Then fill the water tanks, turn on the pump and stand back! We're ready to rock and roll!