

# EXSIS STANCE

**Hymer Exsis SK on MWB 2.3-litre JTD Fiat Ducato**

*Standing tall and slim, Hymer's new baby exhibits a unique design concept. Dave Hurrell practised his parenting skills...*



Hymer is big. Many would say Hymer is best. One thing is certain, in the world of motorhomes Hymer is impossible to ignore. With a reputation for quality and design flair, the German company has the financial muscle to dare to design where other manufacturers fear to tread. Hymer manufactures a range of coachbuilt, low profile and A-class 'vans: 'vans that are seen in their thousands on the campsites and roads of Europe. Exsis is the latest entirely new design to emerge from the company. Unique is a word to be used carefully, but in this case it's entirely appropriate. Hymer's latest creation aims at a younger, sportier customer who will want to use the motorcaravan all year round, and not spend the driving hours navigating an overweight leviathan.

## DARING TO BE DIFFERENT

Take one Fiat Ducato platform cab base vehicle (the platform cab includes a flat steel rear floor with wheel arches ready to accept a body on top) and clothe it from bonnet to rear bumper for a unique look that appears to be a cross between a mini A-Class and a high top camper. Exsis aims to provide coachbuilt motorhome accommodation in a vehicle the size (and width) of a panel van conversion - with generous storage and full 'winterisation'.

## EXSIS MEETING

A sandwich construction body is topped with a GRP high roof that extends forward and down to



include a replacement windscreen and surround that sit ahead of the location for the original Fiat item. Lower front coachwork is also replaced but original cab roof and doors are retained. The result is a high and slim look that descends to the front in a single arc. To my eye the Exsis looks 'integrated' as, no doubt, the designers intended, but with a bit of a 'pug nose'. Exterior features are as unusual as the design, with a low, offside, centrally located entrance door, and a large lift-up boot lid in the tall rear panel. The quality of the external construction is a testament to Hymer's design and build ethic. It seems rock solid, with no visible sealant, and doors that close with a satisfying clunk. These are the kind of things that make loyal followers of the marque. Grey lower panels and attractive graphics look good in standard white - even better with the optional red, blue, or silver metallic body colours.

## EXSIS INTERIOR

Commendably, two keys control the whole of the Exsis, one Hymer and one Fiat. Unlock the seemingly lozenge-shaped caravan door and reach inside to operate a control that sees the cassette step slide from its sheath beneath the threshold. Entry is easy as long as you remember to duck; the door is only 1.42m (4ft 8in) high.

Inside, two short inward-facing sofas dominate the front end with swivel cab seats adding to lounging opportunities. The longitudinal kitchen unit is behind on the nearside, with inset hob and sink. Opposite is a tall unit housing the fridge and oven. One substantial step up to a raised floor in this area reveals the across-the-rear washroom with wardrobe in the offside corner.

This layout is part conventional (with its twin sofas and side kitchen) and part radical with a raised rear living area that creates a partial double





The Ducato cab seen here is equipped with Hymer's secret weapon - lowered seat boxes.



Hymer's replacement windscreen and GRP surround created a significant blind spot when driving.

floor. This provides useful storage capacity but, more importantly, encloses all services to give the Exsis that desirable year-round ability.

### DUCATO DAYS

Oft encountered, ubiquitous even, the Fiat Ducato is the most popular base for a motorhome bar none. Here it's seen in medium wheelbase form with the lusty, and excellent, 2.3-litre turbo-diesel under Hymer's replacement GRP bonnet. Cooling air, flowing through the cutout Hymer grille, finds not only a radiator but an intercooler too - something that helps to boost power to a respectable 110 bhp. The Ducato cab is the most familiar driving environment for motorcaravanners Europe-wide and does its job very well, albeit with one or two idiosyncrasies. Central locking, electric windows and mirrors, multi-adjustable seats - all these

things make for comfort and convenience for driver and passenger.

Seat height is traditionally the Ducato's Achilles heel, and height is the operative word - as drivers can struggle to see under lowered sun visors while passengers' feet dangle in mid air. I've never got to the bottom of this problem, coming to the (possibly mistaken) conclusion that the Ducato's designers all had long legs and short bodies! However, Hymer, in its wisdom, has seen fit to tackle the problem in the Exsis. The result is seat boxes that are some 90mm (3.5in) lower than standard. This simple modification means that passengers' feet no longer dangle in mid air and drivers can see under that sun visor. I was concerned that this mod may adversely affect the relationship between feet and pedals. This proved to be of minimum concern and only long periods travelling at small throttle openings

(slowly in traffic jams for instance) produced aches caused by needing to hold my right foot at a higher angle than would be the case with standard (and higher) seat boxes.

### ON THE ROAD

At over three metres high and not much wider than a panel van, the Exsis may be unkindly described by some as a wardrobe on wheels. Indeed, I wondered how it would handle motorway sidewinds. Thankfully, handling proved to be excellent even during the often-blustery days of the test. France was our destination this time, and we travelled from Dover to Dunkerque with Norfolkline, taking advantage of one of their bargain offers aimed specifically at motorhomers. Of course, the narrow body is one of the Exsis' main strengths; at 2.06 metres (6ft 9in) wide it's some 240mm (9.5in) narrower than a 'standard'



Two short sofas dominate the front end, and swivelling cab seats add lounging versatility.





*At the rear, a step up leads to the washroom (at the far rear with the wardrobe in the offside corner) and creates a winter-friendly double floor beneath. In the nearside foreground is the main kitchen unit with oven and fridge housing opposite.*

coachbuilt body - making everyday use and narrow lanes a stress-free possibility.

A lack of rear seatbelts here means sole vehicle potential is limited to those not wishing to carry rear seat passengers. However, £145 buys you the Vario seat option that provides a forward-facing belted seat in place of either (or both) sofas.

The 2.3-litre engine performed with aplomb,

belying its 110bhp rating to produce super performance and relaxed 80mph cruising on the French autoroute.

Although a seemingly small detail, the reduced seating height transforms the comfort for both driver and passenger, making journeys far more enjoyable than travelling in a standard Ducato cab.

Front-end bodywork modifications see a replacement windscreen set in a GRP moulding that sits some distance in front where the original would have been. This includes a shelf beyond the dashboard - much like a mini version of an A-class 'van. Extreme curves to the outside edges of the screen produced a distorted view when looking sideways, while the GRP moulding increases the





thickness of the screen pillar to the extent that a large blind spot is created at each side.

Although the modified coachwork creates an integrated look from the outside, I found myself wondering if this wasn't a mod too far, as the extra thick screen pillars were the most annoying thing about driving the Exsis - and appeared to contribute little to the practicality of the vehicle.

### EXSIS GALLEY

One of this 'van's biggest strengths design-wise is the way it packs big motorhome facilities into its small body. Nowhere is this more true than in the kitchen. A spacious, open interior is the starting point for easy and fully featured cooking, and there's plenty of room for the cook to move around.

The main kitchen unit (on the nearside) is supplemented by a tall unit opposite - that contains drawer storage, the fridge and an oven. The kitchen appears quirky and impractical at first glance, as the main unit sits astride normal floor level and the considerably raised rear floor section that's home to the washroom and wardrobe. The fridge and oven housing also sit at the higher level - creating the impression that ergonomics may be fatally flawed. In use, however, this was not the case and the kitchen and all its appliances were easy to use.

Work surface was in short supply (as might be expected in a 'van of this size), but the hinged glass lid over the hob and two natty nylon chopping boards that sit over the sink saw the need for worktop fulfilled convincingly.

Furniture wise, the kitchen was both a delight



*Plenty of room for the cook to move around, as Exsis packs a lot of kitchen into a small space.*

and a pain. Looking sexy with its radiused top in high-gloss GRP, the kitchen unit did little to prevent spills hitting the floor or the adjacent nearside sofa. The one thing good that this GRP furniture did do was provide a neat, dedicated storage niche for the aforementioned chopping boards. Appliances, too, both delighted and

infuriated with a two-burner hob having no spark ignition and sporting an awful foldout 'tin' heat shield to stop it overheating the adjacent wall. In contrast, the sink was a joy, with - oh wonder of wonders in a Continental 'van - a drainer and superb designer mixer tap, not to mention those ever useful fitted chopping boards.







*The offside half of the kitchen features a super oven and handy drawer storage. Only the fridge disappointed.*



*Superb high-level kitchen storage demonstrates imagination and practicality in Exsis design.*



*Although heavy, the table is easy to extract from its dedicated stowage position in the wardrobe.*

Across the way the contrasts continued with a Smev oven in gleaming stainless steel. This unit had the lot: a grill, electronic ignition, internal illumination and - bring on the suckling pig - even a rotisserie! Below this, things took a dive once again with the fridge. Too ashamed to even bear the Dometic name of its makers, the Electrolux fridge was a model that may soon be seen on the *Antiques Roadshow*! Maybe Hymer has a warehouse full of them it needs to shift, but fitting a fridge that requires you to unload part of it so you can peer through the little window hoping to see a flame, while you repeatedly press the piezo-electric igniter button, is hardly appropriate for a cutting edge motorhome. I'd flog the fridge, fit a 12V compressor model, and buy myself a very reliable gas igniter for the hob. Aside from these niggles the kitchen worked well and its storage solutions were just pure heaven.

Two shelved cupboards, one with a waste bin on the inside of its door, and some superb drawers, were the icing on this galley's cake - and helped to make it a very nice place to be for most of the time. Look up, and to the left, to see a tower storage unit set to the right of the washroom doorway on the higher floor level. This narrow unit consists of a combination of cupboards and pullout storage units ready to swallow large quantities of food and drink. Things in motorhomes that are well designed, look good, and work well, make me smile. The Exsis' kitchen storage had me grinning from ear to ear!

### LOUNGE AND EAT IN EXSIS

Two short inward-facing sofas, and swivelled cab seats, combine with a twin-leaf table to create a lounge diner that's entirely conventional in arrangement but minimalist as far as decor is concerned. The suede-style, Monte Carlo fabric covering cab seats and sofas is an extra-cost option and adds to the somewhat austere look of the interior.

A lack of any curtains (aside from those separating cab from living area) completes a look that's intentionally minimalist. I found myself wondering why the curtains were there at all - especially considering that the cab is part of the living area and is equipped with blinds to both side windows and windscreen.

Comfortable lounging for two is the norm here as the short sofas will only accommodate four very close friends. On the plus side, the general ambience is fresh and light - due mainly to



*Once in place the table is stable and comfortable to use.*

excellent levels of natural daylight from the big Hymer-branded wind-up rooflight and twin windows in the high top roof.

At meal times the table emerges from dedicated stowage in the wardrobe to sit on a floor-mounted pedestal between the sofas. Twin, fold-over leafs flatten to provide a strong and stable platform for dining. As seems to be traditional with Continental motorhome tables, it's thick and heavy and its mounting socket protrudes from the floor - creating something health and safety experts might describe as a 'tripping hazard'. If the Exsis were mine I'd be tempted to replace the table with a lightweight free-stander that could also be used outside. This would allow me to remove that pesky, protruding socket and make sure I didn't keep ending up face down in the cab!

### EXSIS SPLASH

At the rear, the Exsis houses washroom and wardrobe, the latter in the offside corner. As previously described, a substantial step up allows you to gain this area. The reason for this change in height is the double floor section



*The table's mounting socket protrudes from the lounge floor, providing opportunities for many 'trips'.*

below your feet.

Again strange at first, the rationale for this feature becomes clear as you realise it contains service items such as tanks and heaters (both water and air) and provides much useful storage to boot. All this (which is accessed through the rear, external, boot lid) gives welcome winterisation.

Pride of place in the washroom goes to Hymer's innovative 'swinging washbasin'. Last seen by me in Hymer's equally innovative C-Class,





◁ The washbasin docks above the toilet for use...

...and swings away into a dedicated cubby when the loo is required. △

the pivoting washbasin was utilised to swing away over the toilet and help create a shower compartment in a small space. Here it swings away into a dedicated pigeonhole and allows the use of the swivel-bowl cassette loo below.

The basin is mounted on a vertical shaft that also incorporates the waste pipe and provides the pivot to allow it to swing. The top section of this shaft incorporates a vertical fluorescent light that illuminates your face perfectly in the large mirror that's a feature of the rest of this unit. A shower tray floor and convoluted system of nylon shower curtains protect the stowed basin, the toilet, the wardrobe door and the rest of the wood-effect walls, should you wish to have a crack at taking a shower. This was the only feature in the Exsis that fell a little short - ranking, in my mind, alongside all those showers that no-one ever uses because they're just too fiddly and take too long to clean up after.

In the wall to the right is a modest sliding door, which hides a shelved cupboard that solves washroom storage neatly. It's big enough for all your toiletries (and spare toilet rolls as well).

Possibly the most controversial feature of this area is the washroom door. The problem is it's not solid. Made of concertina heavy-duty blind-type material, it does its job well enough from a visual point of view although it fails to touch the floor at the bottom. However, when one is ensconced in the toilet, this screen feels just a mite too thin. I wouldn't want anyone apart from my significant other to be present in the main living area while I was taking care of business.

Again, clever design manages to provide spacious washroom facilities - and incorporate storage and winter-friendly qualifications too. I'd have preferred to see a modesty-preserving, solid sliding door to enclose this area and aside from the campervan-style shower this washroom is a winner - especially considering it's in a motorhome that's under five-and-a-half metres long.

## BEDTIME STORIES

Sleeping accommodation is billed as a three/four berth, but in reality there's only proper accommodation for three sleepers. This is divided between a transverse single made from the twin sofas and an innovative, longitudinal double that descends from the roof above.

Making the single berth up is simplicity itself as the two sofa bases slide together and the backrests drop in behind. No support legs are needed as strong runners support the weight of



The pole-style basin support allows it to pivot and incorporates waste drain and lighting. To the right, 'hole in the wall' washroom storage is simple and effective.

the centre section of the bed. The thick cushions make a very comfortable mattress, and spacer panels at the ends stop you coming into contact with potentially colder outer walls. Simple and effective, this bed was generously comfortable for one person - perfect in fact.

In the roof, the double berth is a radical solution to near-instant two-person sleeping in a motorcaravan of this size. A bi-fold solid base hinges up and forward into the roof space (assisted by twin gas struts). The front section sits vertically, forming a storage locker over the cab, which is accessed by a dropdown door. Above, the rear section sits parallel to the roof, held in place by a latch mechanism with central handle and twin catches, one on either side. Come bedtime, you reach up and operate the latch to see the bed descend and flatten to rest on support brackets built into the lower regions of the high top.

An alloy ladder (which lives on the bed in its stowed state) gives access to a large lengthways berth with a thin, but comfy, mattress. Twin high



The concertina blind-style washroom door is a neat solution, but feels less discreet than a conventional door.

windows each side and the big rooflight above provide much-needed ventilation and natural light. Access is aided by being able to step onto the ladder from the raised rear floor section.

Restricted headroom and a rather long ladder make this bed challenging to use. This is especially true when there are two sleepers, and getting in and out (particularly in the middle of the night) can be tricky as you need to turn around to get down the ladder. Low headroom means it's difficult to sit up and I woke up in the middle of the night with my feet wedged at the foot of the bed where the high top roof curved downward towards the front of the 'van.

What we presume must have been faulty latches on the locker door (which becomes part of the horizontal bed base) made it drop open downwards when the two of us moved to settle down in bed - an annoying occurrence which I would not expect to find in a top quality 'van such as a Hymer.

In the end, the two of us ended up sleeping one-up and one-down, as one person in the





*The downstairs bed is easy to make with the slide-together sofas.*

upper bunk didn't cause the locker door to drop open and it was much easier for a lone sleeper to turn and negotiate the access ladder.

It was possible for bedding to remain in place with the upper bed stowed but the reality of this was that its weight (along with that of the access ladder) made it difficult to lift the bed back into the roof.

The upper bed is a brave design and a fundamental part of the Exsis concept. To be comfortable in it long term (especially in the heat of the summer) I would need more headroom, while dedicated stowage for the ladder would be

a real advantage - that old saying 'try before you buy' is as true here as anywhere.

#### EXSIS STORE

The centrepiece of several storage solutions is the underfloor section. Taking up the main area in the centre, it's accessed externally via the large, lift-up boot lid in the rear panel. This lid was equipped with a low-tech metal stay to hold its considerable weight in the open position. I was very pleased to discover that production examples are now fitted with a safer and more sensible gas strut that not only supports the door but also removes the need

for a course of steroids for the lifter!

Looking into the rear you are greeted by an underfloor area that's slim but supremely useful, running forwards in the centre. It's big enough for all those hard-to-store holiday items such as outdoor chairs and windbreaks. Come the winter season your skis should fit in here too. At its front end there's a flap (in the riser of the internal step inside the 'van where the level changes) that, once opened, allows long, slim items to be slid in - projecting into the living area. Lengths of timber, rolls of carpet, and flat-pack furniture could all be accommodated - making the Exsis



*Operate the central handle to see the roof bed descend.*

◁ *Restricted headroom and long ladder made the roof bed a challenge, so one-up and one-down sleeping became the norm during the test.*





*The rear boot lid not only gives access to services but also allows the loading of longer items - sliding them through into the interior.*

a good shopping-mobile too. The boot also gives access through into the washroom and thence the interior (check no-one is in the toilet before opening the boot!) so larger items could be slid in and carried too.

Inside, the storage theme provides yet more innovative solutions with clever, drop-down, tray-style overhead lockers. These look slightly utilitarian (with their plastic construction and little push catches), but proved to be excellent in use. Storage of smaller items here was convenient and, over the kitchen, they were perfect for our tea, coffee and sugar containers. Up the step and to the left is another tall unit (opposite the previously described one that serves the kitchen). This is divided into yet more useful cupboards, perfect for clothes storage. Beyond this is the capacious wardrobe. Conventionally spacious, with a useful storage well within, this unit's strength is its position just inside the washroom door. Step inside the washroom and close the concertina partition and you have the perfect, private changing area.

Both sofas contain big top-accessed spaces that'll take bedding and the like. There are a slide-out 'shoe drawer' and strange, semi-circular umbrella rack just inside the caravan door. This completes a range of storage solutions that is very firmly motorhome rather than campervan.

#### EXSIS SERVICE

Lift the boot lid once again to discover the heart of the service arrangements. On the offside, is an easily accessible gas locker with capacity for two 11kg cylinders (sealed from the interior and vented to the exterior) - showing its mettle when winter camping trips see gas consumption soar. On the opposite side is a compartment containing the Truma hot water boiler with the blown-air heater beyond it. Here are the drain-downs for the plumbing and a big valve for the waste water



*Tray-style overhead lockers were superb to use: here they accommodate our tea and coffee containers with ease.*



*Teutonic umbrella rack and slide-out shoe drawer.*



*Go through the boot lid to discover the large capacity gas locker.*

tank. Above this you have direct access to the toilet cassette without the need to open another locker door (all these items are enclosed by the boot lid). The fresh water tank is located in part of the wardrobe base, its 100-litre capacity ensuring sensible intervals between fill-ups.

Aside from gas-only operation of the heaters, this service sector is very good - capacious, capable, easy to service, fully winterised and enclosed cosily within the rear double floor area.

Inside, lighting is impressive - the super

vertical fluorescent in the washroom is joined by beautifully designed and fitted strip lighting under the overhead lockers in lounge and kitchen. Downlighters built into the rooflight, and a pair of stylish halogen spots in the lounge, complete a scheme that looks superb and works superbly too. The Trumatic E4000 blown-air heater was essential during the chilly nights of the test and warmed the interior well, albeit rather noisily. All this kit is controlled by a simple-looking control panel that worked well and was



*Top access sees plenty of storage in both sofa bases.*



*The generous fresh water tank lives in the base of the wardrobe.*



straightforward in use.

We spent most of our test time on French aires with no hook-up - and it was gratifying to find that the leisure battery, although the gel-type (which has been said to perform less well than its lead/acid equivalent) and rated at only 80 amp hr, held up well in spite of spending long periods of time with lights and heating going full-tilt. (These batteries are becoming more popular these days and unlike old-fashioned wet lead/acid versions, they are fully sealed and so produce no potentially explosive gasses in use.)

#### EXSIS' STANCE C FOOTER

Standing tall and commendably slim, the Hymer Exsis packs a huge amount of motorhome into its short body length.

Get used to ducking through its low doorway and you'll find almost all the comforts of home inside in a very cleverly designed package. Look closer at build quality and you will discover superbly designed and crafted features that speak of an integrated leisure vehicle rather than a caravan sitting on the back of a commercial vehicle chassis. External bodywork clothes the Fiat base to the extent that from the outside, this is true too.

Function is, for the most part, excellent - and the small and slim body gives the ability to explore harder to get to areas (such as narrow lanes and town centres).

Niggles include that tricky to use roof bed and the blind spots created by the new front bodywork and windscreen.

For the young, and the young at heart, the roof bed won't be too much of a problem and I'd



*It's through that ever-useful boot lid again to find toilet cassette (top of picture), water heater and drain-down valves, plus an easy-to-operate, fast draining waste water valve.*

have been in heaven if I'd had the chance to own an Exsis when I was 25. Whether it's skiing near Chamonix, or sea canoeing off Nice, the Exsis

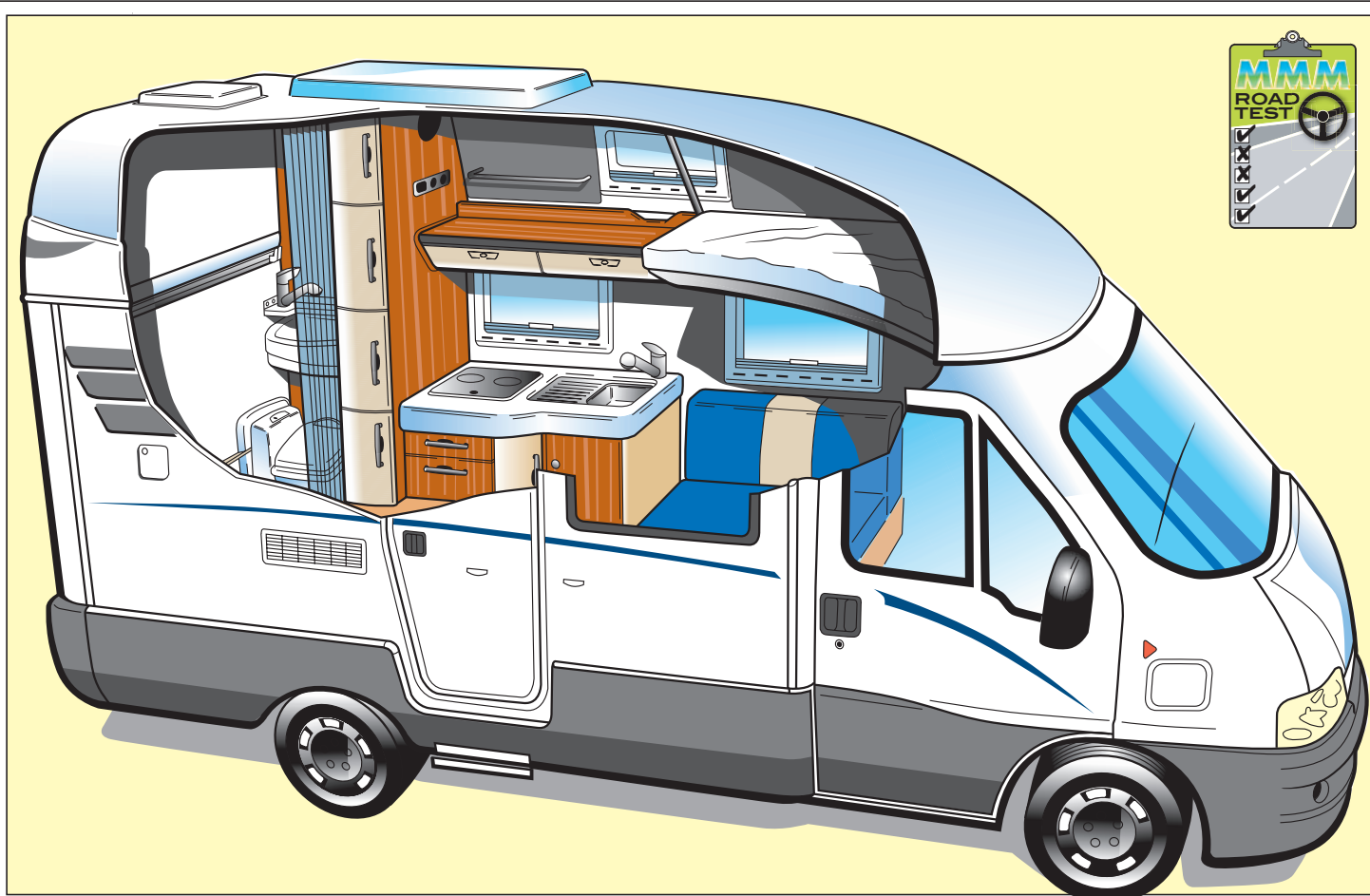


*Simple and stylish halogen spotlights are joined by useful, flush fluorescent lighting.*

has the potential to provide a home from home that will work superbly well whatever the weather. □







## MMM SUMMARY

### I LIKED

- Unique concept
- Slim, go anywhere, body
- Lusty 2.3-litre engine
- User-friendly lowered cab seats (see text)
- Standards of design and construction, inside and out
- Year round motorcaravanning ability
- Storage solutions
- Lighting

### • Oven

### I WOULD HAVE LIKED

- A more upmarket fridge
- A solid washroom door
- Electronic ignition on the hob
- A lighter, free-standing table

### I DISLIKED

- Difficulty of access & low headroom in roof bed
- Blind spots caused by windscreen surround

## SPECIFICATION

### THE VEHICLE

- **Base vehicle and engine type:** Fiat Ducato 15 MWB platform cab with 2.3-litre 4-cylinder common-rail turbocharged diesel engine
- **Output:** 81kW (110bhp) @3600rpm
- **Max torque:** 300Nm (221lb ft) @ 1800rpm
- **Gearbox and drive:** Five-speed manual, front-wheel drive
- **Brakes:** All-round self-adjusting discs with dual circuit and servo assistance, ABS and ASR
- **Steering:** Power-assisted rack and pinion
- **Suspension:** Front: independent MacPherson-type struts with coil springs and integral dampers. Rear: semi-elliptic springs with telescopic dampers and tubular rigid axle
- **Tyres fitted:** Michelin XC Camping 215/70 R15C
- **Spare wheel position:** In cradle under rear
- **Fuel tank capacity/type of fuel:** 80 litres (17.6 gallons), diesel
- **Instruments:** Speedometer, rev counter, fuel gauge, coolant temperature gauge, LCD panel showing trip and total mileage, engine oil level, service indicator, clock
- **Warning lamps:** High coolant temperature, immobiliser function, handbrake on/wear indicator, engine fault, alternator charge, low oil pressure, diesel preheat, ABS, ASR, low fuel level, sidelights on, headlamp flash/main beam, indicators/hazards
- **Windscreen wiper controls:** Column-mounted stalk, pull up for wipers/washers, one forward flick wipe, one back intermittent, two back normal speed, three back fast speed
- **Immobiliser/alarm:** Fiat electronic engine immobiliser. Sigma alarm system with intruder detection and transponder/keypad activation (option)
- **Other features:** Single CD/radio with rear speakers, electric cab windows, electrically-adjustable mirrors, lockable glove compartment, twin door pockets, mobile phone holder, three cubbyholes, oddments tray, pop-up map/document holder, 12V socket, adjustable steering column, headlamp





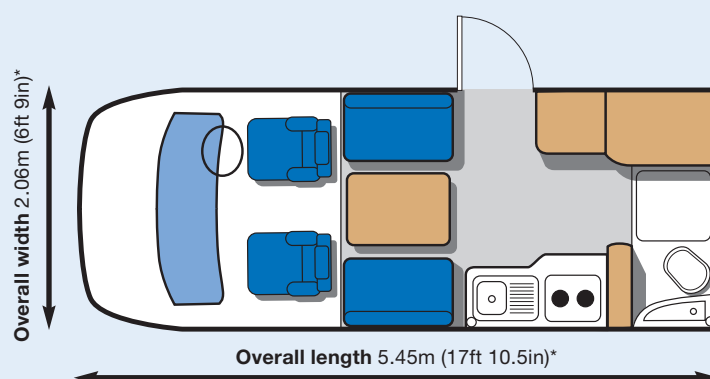
angle adjustable from cab, adjustable top seatbelt mountings, cab seats upholstered to match caravan

## PERFORMANCE AND ECONOMY

- **Achieved 30-50mph acceleration time:** Six seconds
- **Fuel consumption during test:** 30 mpg overall

## THE CARAVAN

- **Body type and construction:** Hybrid A-class, alloy-skinned bonded sandwich construction with insulated double-skinned GRP roof. GRP nose section, bonnet and rear panel. ABS skirts
- **Insulation:** Sides 30mm, roof 30mm, floor 30mm
- **Conversion NCC badged as EN1646 compliant:** No
- **Warranty:** Two years base vehicle and conversion, six years water ingress
- **Number of keys required:** Two, one for base vehicle, one for caravan
- **Windows and doors:** Four top-hinged and one sliding double-glazed acrylic windows, one-piece caravan door with anti-burst latch and key-operated lock
- **Additional ventilation:** Large Hymer wind-up rooflight above kitchen, five-way push-up roof ventilator in washroom
- **Blinds/curtains:** Concertina blinds to windscreens and cab side windows, blinds and flyscreens to all caravan side windows, concertina blind and flyscreen to rooflight above kitchen, blind and flyscreen to roof ventilator in washroom
- **230V AC system:** Mains hook-up with MCBs feeds leisure battery charger, fridge, two unswitched 13A sockets in main living area
- **12V DC system:** Leisure battery feeds control panel, cassette step, lighting, fresh water pump, toilet flush, oven illumination and ignition, water and blown-air heater controls, two 12V sockets (one in washroom locker, one in living area)
- **Capacity of caravan battery:** 80 amp hr
- **Lighting:** All 12V. Two adjustable halogen spotlamps in lounge, three single fluorescent pelmet lights (two in lounge, one in kitchen), two halogen downlights in frame of rooflight, vertical single tube fluorescent fitting in washroom, auto-illumination in wardrobe
- **Cooking facilities:** Smev two-burner stainless steel hob with hinged glass lid. Smev combination oven/grill with auto ignition, internal illumination and rotisserie
- **Extractor fan/cooker hood:** None fitted
- **Refrigerator:** Dometic RM4210 three-way with push-button ignition and freezer compartment, 60-litre capacity
- **Sink and drainer:** Stainless steel sink with drainer and swivelling monobloc mixer tap, integral twin nylon cutting boards with stowage
- **Water system:** In-board fresh water tank feeds kitchen sink, toilet flush and washroom combination tap/showerhead
- **Water heater:** Truma Ultrastore gas-only operation, 30-70 degrees C temperature range, 10-litre capacity
- **Fresh water tank:** Inboard mounted, in base of wardrobe, 100 litres (22 gallons) capacity
- **Fresh water level gauge:** On control panel, press rocker switch to read multi-LED display
- **Waste water tank:** Inboard mounted within rear floor cavity, 80 litres (17.6 gallons) capacity
- **Waste water level gauge:** On control panel, press rocker switch to read multi-LED display
- **Space heating:** Truma Trumatic E4000 gas-only operation blown-air heater with three outlets in living area, one in washroom
- **Gas locker:** Externally-accessed, 2 x 11kg cylinders capacity
- **Washroom:** Walk-in washroom across rear of vehicle with swivel-bowl electric-flush toilet, stowable swing-out washbasin, combination showerhead mixer tap, sliding door storage cupboard, mirror, three-robe/towel hooks on sliding rail, flexible concertina door, nylon rail-mounted shower curtains, shower tray floor with one outlet
- **Seating:** Two inward-facing sofas, two swivel cab seats
- **Table(s)/storage:** One single-leg pedestal table with two folding leaves. Dedicated storage - tabletop in wardrobe, leg in trough above kitchen
- **Berths:** 3 (or 2 plus 2 children)
- **Rear restraints:** None fitted (extra cost option - see text)
- **Wardrobe:** Rear offside location, single door with side-to-side hanging rail and storage well
- **Flooring:** Removable bound-edge flat weave carpet over terrazzo-style flooring
- **Additional features:** Electric cassette step, umbrella/walking stick holder, wall hooks, high-level shelving and drop-down storage bins to living area and kitchen, tall storage cupboards and two pullout larder units in kitchen, rear opening boot (gives access to waste water dump valve, gas locker and underfloor storage), opening internal flap allows loading of long items through to living area, storage pockets to inside of caravan door, fitted waste bin, drop-down roof bed with gas strut assistance and built-in overcab storage locker, alloy access ladder



## DIMENSIONS

(\*Denotes figure supplied by base vehicle manufacturer or converter)

- **Overall length:** 5.45m (17ft 10.5in)\*
- **Overall width (excluding mirrors):** 2.06m (6ft 9in)\*
- **Overall width (including mirrors):** 2.39m (7ft 10in)
- **Overall height:** 3.05m (10ft 0in)\*
- **Length of wheelbase:** 3.2m (10ft 6in)
- **Length of rear overhang:** As measured from centre of rear wheels, 1.3m (4ft 3in) - 40.62 per cent of wheelbase
- **Turning circle (kerb to kerb):** 12.10m (39ft 8.5in)
- **Driver's maximum leg length:** 915mm (36in)
- **Step-up height to caravan:** Step one 320mm (1ft 0.5in), step two 290mm (11.5in)
- **Door aperture:** 610mm W (max) x 1.42m H (2ft 0in x 4ft 8in)
- **Interior length from dash:** 4.07m (13ft 4in)
- **Interior length behind cab:** 3.16m (10ft 4.5in)
- **Interior width at waist height:** 1.94m (6ft 4.5in)
- **Interior height:** Lounge area 2.29m (7ft 6in) (max), raised rear section/washroom 2m (6ft 6.5in)
- **Work surface height:** 900mm (2ft 11.5in)
- **Table dimensions:** 900mm L x 690mm W x 710mm H (2ft 11.5in x 2ft 3in x 2ft 4in)
- **Bed dimensions:**
  - (1) Roof double:
    - Mattress length:** 2.05m (6ft 9in)
    - Mattress width:** 1.63m (5ft 4in)
    - Mattress depth:** 90mm (3.5in)
    - Available headroom:** 610mm (2ft 0in)
  - (2) Downstairs single/child double:
    - Mattress length:** 1.89m (6ft 3in)
    - Mattress width:** 920mm (3ft 0in)
    - Mattress depth:** 140mm (5.5in)
- **Washroom:** 1.24m W x 670mm D x 1.98m H (4ft 1in x 2ft 2.5in x 6ft 6in)
- **Wardrobe:** 690mm W x 590mm D x 1.15m H (2ft 3in x 1ft 11in x 3ft 9in)
- **Gas locker:** 590mm W x 480mm D (max) x 700mm H (1ft 11in x 1ft 7in x 2ft 3.5in)
- **Gas locker door aperture:** 440mm W x 660mm H (1ft 5.5in x 2ft 2in)
- **Max authorised weight:** 3500kg\*
- **Unladen mass:** 2760kg\*
- **Load capacity:** 740kg\*

## PRICE (all prices include VAT)

- **Standard model:** £38,430 (on the road) - 2.3JTD engine
- **As tested:** £39,865 (on the road) - see options below

## OPTIONAL EXTRAS (\*starred items fitted to test vehicle)

- **Base vehicle options:** 2.8-litre JTD engine (£760), airbags (£535 each), electric pack (£401)\*, air-conditioning (£1070), satellite navigation (£2102), metallic body colour (£1530), cruise control (£223), alloy wheels (£586), tow bar (£779), bike rack (£367), Sigma alarm system (£795)\*, motorcycle rack (£1183), colour rear-view camera (£927)
- **Caravan options:** Vario-seat option (£145), central locking of caravan door (£293), upholstery in Aspen fabric (£185), upholstery in Monte Carlo fabric (£259)\*, rear steadies (£204), wind-out awning (£515), satellite TV system (from £1550), awning light (£93), additional socket 12V or 230V (£56), external combination 230V/12V TV socket (£167), additional leisure battery (£222), external shower (£156)

## SUPPLIED BY

Hymer Exsis SK kindly supplied for evaluation by:  
Hymer UK, Blackpool Road, Clifton, Preston, Lancashire PR4 0XN.  
Tel: 01772 684619. Web site: www.hymeruk.com.

Thanks to Norfolkline ferries. Call 08708 701020 for reservations.

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