

# MASTERFUL PROFILE

## Bürstner T-Delfin 680 on 2.5dCi Renault Master



### *Dave Hurrell samples the delights of an all-new motorhome from Germany*

It's new, it's tasty, and completely F(i)at free! No, I haven't got a part-time job selling yogurt - it's just that (funnily enough) the slogan fits! The new, nay, completely new, Bürstner Delfin arrived on these shores in time for the NEC show in February. Meanwhile, Bürstner agent, Euro Motorhomes had acquired this very 'van and after the show whisked it away to the company's premises near Grimsby. Thanks to this, I was able to get my hands on the first Delfin in the country, albeit in left-hand drive form.

Externally, this is a 'clean sheet' design using the newly-facelifted and engined Renault Master (rather than the seemingly omnipresent front-wheel drive motorhome base, the Fiat Ducato) as a means of motivation. There's only one model in the range for this season, with two engine options (2.5 and 3-litre turbo-diesels) and a body length of just under 6.8 metres. Euro Motorhomes tells me that more models, and right-hand drive, are expected in the future. German manufacturer Bürstner has a deserved reputation for producing quality coachbuilt, low profile and A-class motorhomes on Fiat Ducato, Iveco and Mercedes chassis, so the Delfin is a departure for the company and a potentially welcome change.

#### **Aqua Bürstner**

Strangely enough, not even the 'eating out' section of my 'German For Travellers' could tell

me if a Delfin is a Teutonic dolphin, but as the 'van's graphics include one I'll guess that it is. This 'van should sell on external looks alone, with the superb new Renault Master cab and super stylish low-profile nose - making it look up-to-the-minute styling wise. Colour coordinated front bumper, wheel arches, cab door mouldings, side skirts and rear bumper/light clusters create a harmony of styling that - coupled with the blue and silver paint job - suggests a marine theme. A shame then that the sidewalls are white. All that integration down below seems offset by these big white bits and I'd love to see the silver continued down both sides for a truly seamless effect. Mind you, many of the campers at the Caravan Club's Skegness Sands site would probably disagree, as comments such as 'ooh look at that' and 'what a beauty,' drifted across to our pitch.

#### **The low-down**

Renault's long wheelbase platform cab offers a low rear end, and an opportunity for true low profile credentials that Bürstner's designers have grabbed with both hands. Externally, this means a low rear roof and low-set entrance door with no need for an external fold-out step. Indeed, the overcab section rises forward of the main roof in a graceful 'dolphin's back' curve that complements the cab perfectly.



*No need for a fold-out step as Renault's platform cab helps create a low caravan floor.*



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The view forwards shows the step up from kitchen to lounge - a pinch point headroom-wise.

Inside, things are rather less radical, with a layout seen in several other 'vans in the Bürstner range. As with most mainland Europe built motorhomes, the Delfin's body is handed to suit driving and - more importantly - parking on the right. Consequently, you enter through the UK offside-located entrance door to find an internal layout that sees a half-dinette (with swivel cab seats and short, side-facing sofa) ahead of a central L-shaped kitchen. The rear end is home to a permanent double bed, with separate-shower washroom alongside. This is a layout popular with several manufacturers and provides comfortable touring for two. However, safe, belted, forward-facing travel seats (and the inclusion of a second bed made from the dinette) means up to four might travel and live in safety and comfort.

### Master stroke

Things look and feel pretty good as you settle yourself into one of a pair of Isri captain's seats in the cab. These multi-adjustable beauties include inflatable lumbar support and make achieving a good seating and driving position easy. This includes the passenger too - something less likely with standard cab seats as these tend to have less adjustment than the driver's. The environment in here is somewhat understated, almost sombre to my eye. Semi-matt plastic is finished in grey and black, with the steeply-sloping non-reflective dash top not destined to become a dumping ground for maps and guides. Both doors are fully trimmed in practical - if uninspiring - grey plastic, albeit with large and useful door bins. Sombre it may be, but it exudes an air of understated quality nonetheless.

Kit-wise the Renault comes up to scratch with an increasingly-expected driver's airbag, ABS brakes, and remote central locking of the cab

doors. Power windows and mirrors are present with the interior mirror being by no means redundant, as the low rear body line and rear caravan window allow an excellent view directly aft. There is a multitude of shelves and cubbies, including one below the dash top big enough for maps and guides, and a locking glove box. The dash-mounted gear lever is no longer a novelty in the modern motorhome and the one fitted here does its job as well as expected, leaving a floor almost free of obstacles and allowing you to gain the living quarters with ease. The handbrake too

- although centrally mounted - folds down flat (even when applied) to clear the driver's seat for swivelling.

### The joy of six

Under the bonnet lurks two and a half litres of turbocharged, intercooled, electronically-injected engine. On paper, its 115bhp output seems modest for a medium-sized motorhome but the reality is different. This still-tight engine (with around 200 miles on the clock) belied its output figure and turned in a superb performance



Master cab is sombre but superb, with excellent driving position and top-notch Isri seats.





*Radical outside, but less so inside with a half dinette, L-shaped kitchen and fixed bed with washroom alongside.*



*Drinks and nibbles for up to six are made possible by the side sofa and swivelled cab seats.*



*Dining is perfect for two, but extend the table and you can accommodate five for meals.*

which was made all the more impressive by the wonderful six-speed gearbox. The high ratio top gear (6th) provides an overdrive-style cruising gear (as does 5th gear with the 2.8-litre Fiat Ducato). But, unlike the Fiat, that extra ratio means there's now one for every occasion. Third is perfect for town, fourth for back roads, and fifth for fast A roads. Sixth gear comes into its own above 60mph, making a perfect motorway cruiser. Torque, too, is excellent from relatively low revs. A capable, flexible package that's relaxing to drive. All the other controls were equally impressive with light clutch action and powerful brakes. Steering was light but well-weighted. Handling proved excellent with a good combination of comfortable ride and flat cornering capability.

Radio weather reports and subsequent

experience of gale force gusting side winds did nothing to ruffle the Delfin or its passengers' composure and it sat solidly on the road - no doubt in part due to its low-profile stance. As I said, this 'van is 'Fiat free' and provides an excellent alternative (and in my opinion superior in both design and quality) front-wheel drive motorhome base vehicle. I for one hope more manufacturers build on it in the future.

### **Eat, drink and collapse**

A common sight in Continental motorhomes these days, the half-dinette front-end is a pretty good lounge/dining compromise - especially when it includes an inward-facing sofa as here. The cutaway cab roof and swivelling cab seats combine with the sofa and forward-facing travel seats to provide dining for up to five. The large

(and heavy) fixed table top slides out on runners and a leaf drops in behind - thus allowing diners to reach it from the side sofa and remaining cab seat (here, it's the passenger's seat, in right-hand drive form it would be the driver's). Lounging is a bit more challenging with no proper feet-up capability. As with many permanent bed designs, getting your feet up will mean using the bed as a sybaritic lounger. As an entertaining space the lounge area has great potential, with room for six slurpers and nibblers at any one time.

Lighting is courtesy of three delightful spotlights on bendy stalks complete with little glass shades - not only practical, but attractive to boot. Shame then that there was only one adjacent to the table, with no personal illumination for the occupant of the forward-facing seat. The cab cutaway is neatly executed



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*Stylish halogen lamps illuminate the lounge/diner, while detailed décor panels add a touch of class.*

with cab-matching moulded plastic panels that incorporate capacious on-site dumping shelves. Here too are found rear-facing speakers for the CD/radio and a strange shallow locker with a silver tambour door that slides upwards. Euro Motorhomes had managed to squeeze a flat-screen TV in here linked to the latest Status



*Euro Motorhomes managed to squeeze a flat-screen TV in the small locker above the lounge.*

directional aerial (mounted through the roof and accessed for adjustment in the wardrobe). The picture was excellent when viewed from the correct angle but prolonged viewing had me suffering from potentially terminal neckache, so I gave up watching. Besides, one of the reasons I go motorcaravanning is to get away from



*Now a familiar sight in upmarket motorhomes, Dometic's big AES fridge/freezer could be bigger than the one at home.*

Gardener's World!

One of the downsides of creating this very low, low-profile motorhome is found here in the shape of a step down from lounge to kitchen. This is required because the main rear floor is lower than the cab, so in order to utilise the cab seats at the same level as the lounge, the step





down is at the rear - as you enter the kitchen. This also means that, at the point where the rear of the overcab moulding meets the main roof, headroom is compromised. The leading edge of the rear roof is directly above the step resulting in a headroom (below the front edge of the Heki rooflight) of five feet nine inches. I'm five foot ten-ish tall, but I admit I didn't bang my head once - mainly because I was too busy looking down to avoid tripping over the step and landing in a heap in the kitchen! But seriously folks, if you're well over six foot tall the lack of headroom at this point could be a problem and it could take a while to get used to that pesky step!

### Delfin-friendly food

Half dinettes and L-shaped kitchens go together 'like a horse and carriage' in many of the current crop of 'vans. Find an interior with a half dinette, and tagging along behind will be an 'exciting and spacious' L-shaped kitchen. Look across the aisle and you will probably discover that other essential accessory; the mega fridge/freezer. No prizes, then, for guessing that's what we get here.

The biggest plus point with this design is its separate area status. The cook has his or her own space when preparing a meal, while the other residents can relax in the lounge/diner and work up an appetite. This kitchen majors on storage, with a large, low-level cupboard (with a stylish, semi-circular door) and two large drawers, one of which is fitted out for cutlery and utensils. The three cupboards above the kitchen are just that, with side-hung doors setting them apart from the aircraft-style lockers that populate the upper regions of the rest of the interior. The kitchen worktop features a circular stainless steel



*The cupboards over the kitchen have side-hinged doors – more kitchen friendly than aircraft-style lockers.*

sink (with fitted, hard plastic chopping board), a separate, square drainer, and a three-burner gas hob with hinged glass lid. This lid and the chopping board are essential features as they provide the only work surface.

Below the cutlery drawer is a small gas oven. As with many Continental 'vans (with no oven as standard) this afterthought unit is set too low to

be easily used (many others are set too high). To add insult to injury it has no interior light or electronic ignition, making it difficult to light and impossible to see into without using a torch. Blanks on the oven's front panel showed where the switches for these features would be if Bürstner had chosen to pay the extra few quid for a better specified unit.



*Kitchen storage is both plentiful and convenient to use. Look! A proper cutlery drawer!*



*The kitchen features capacious cupboard storage and a mini grill/oven - sadly with no light or automatic ignition.*



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*The washroom has a full complement of facilities with enough room to use them in comfort.*



*As fixed beds go this one's a smasher with good length and a comfortable sprung interior mattress.*







◁ *The product of a talented designer, who was tired of being showered with cosmetics bottles, the Delfin's washroom storage solution will put a smile on your face!*

The hob, too, had no auto-ignition, something I find a bit difficult to stomach in a £39,000-plus 'van. Once you've fumbled around in the dark with your matches and got these appliances lit they work a treat, with the little oven baking and grilling well.

Opposite, the big Dometic AES (Automatic Energy Selection) fridge/freezer towers monolith-like, a monument to mobile chilling technology. It's a brilliant bit of kit this, with its enormous capacity and clever automatic operation. Don't turn your back though, 'cause if this 'van were mine I'd have it out of the door and into MMM's classified ads before you could say oven chips!

Why? you may ask. Well it's simple really. This beast is bigger than the one I've got at home and I'd rather fit a smaller fridge and have the oven at a sensible height above it (that'd be the one with a light and electronic ignition). I wish Bürstner would do the same; it's just not enough to bung in an oven anywhere to try to keep us Brits quiet.

In spite of my quibbles, the kitchen performed well during the test and the hair on my arm has almost grown back! Don't ask! There was a nasty incident when I was kneeling down and waving a lighted match about in the back of the oven!

### Rub-a-dub-dub

Like many examples of this layout, the washroom is inserted alongside the permanent bed. Some manufacturers provide a full-width (4ft 6in wide) double bed with the result that the washroom can become difficult to use comfortably - especially in the areas of shoulder room and floor space. A few minutes with the trusty tape measure revealed that Bürstner has shaved some inches off the width of the bed - we assume to provide more width in the washroom. The bed was still plenty wide enough for us and although three inches doesn't sound like much, it makes all the difference.

If you're looking at a 'van of this type, go into the washroom and shut the door behind you. Now pretend to wash. In some 'vans you'll find your elbows hit the walls and the inside of the door. In this one, that extra three inches means ablutions without bruises.

As far as equipment is concerned it's all present and correct. A large, practical, vanity basin is joined by our old friend the swivel-bowl electric-flush loo, and the sensibly-sized separate shower compartment has a rigid, bi-fold door. Lighting in here is excellent above the toilet and basin - and somewhat quirky in the



◁ *The dinette bed lacked a supporting leg in the test 'van - so I'm holding it up. Two close friends could snuggle up in this generous single.*

shower. Halogen downlighters illuminate the main area beautifully, while in the shower the one downlighter provided is in a cupboard! The shower features a neat little storage unit with a translucent door to keep gel and shampoo in, while the light within it tries desperately to illuminate the shower compartment through the door. Proper lighting is essential in this shower and a couple of decent downlighters are really needed in (and could probably be retrofitted).

It's at this point that the 'showroom appeal warning light' comes on - as this set-up gives you a beautifully-lit silhouette of your cosmetics bottles!

Washing at the capacious basin is a very pleasant experience with a good mixer tap and excellent mirrors that even include a swing-out shaving version. The only downside here is the lack of a surface to put your bits and bobs on - however there is plenty of wall space to the right of the basin for retrofitting of a shelf and maybe a tooth mug and holder.

Washroom storage is the star of the show with a sideways-sliding locker opening across the main mirror to reveal a peg-board-style storage system that is simply superb. Small plastic shelves and elastic straps clip into holes allowing

a multitude of positions for different sizes of container. Containers are held in place by the elastic straps that clip on above each shelf and prevent the 'cosmetics cascade' that can occur when opening a washroom locker after travelling. Full marks are due here design-wise, and I would hope there would be the possibility to order additional shelves and straps from Bürstner as there is space for more.

### Master bedroom

The permanent bed is very much a Continental motorhome favourite that has also found favour with UK buyers. Here, it is offered in its most frequently found form as a lengthways-mounted rear-located double. Enthusiasts will cite its ever-ready status and massive storage locker beneath as a reason to choose a 'van so equipped. Detractors will see it as a waste of space and a robber of a decent lounge area in a medium-sized motorhome.

Both viewpoints are sound, it just depends on your needs and preference.

As an enthusiast, I love having a bed that's always at the ready with a comfy join-free mattress to sleep soundly on, to say nothing of the storage possibilities that lurk beneath - my



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other reason for liking this idea. These beds can suffer from having the corner chopped off too much (something that's required to allow the washroom door to open properly) which means one sleeper can experience their legs hanging out of bed. Fortunately, the Delfin double was OK in this regard and partner Suzanne slept as soundly as did I - due in part, no doubt, to the thoughtful provision of a pocket interior sprung mattress. Lined with overhead lockers (including the kind of tambour-door TV locker that is rapidly becoming redundant thanks to the profusion of reasonably-priced flat-screen TVs), the bed area is a very pleasant place to be, with windows on two sides that let light flood in.

This is great for an airy atmosphere, not so great for resting your head, as one of the windows is in the rear wall. I would gladly trade this window for a decent headboard, as propping yourself up to read, or drink that vital early morning cuppa, is difficult. Twin individually-switched spotlights are provided - unfortunately mounted a tad too far forward, where they had a tendency to shine more in my eyes than on my book. Shame really, the simple fitting of a couple of the excellent stalk lights found in the lounge would solve this problem and make for a more harmonious interior.

Up front, the lounge/diner converts into a transverse bed that Bürstner sensibly quotes as a single berth as it is less than the width of a full double. However, a couple of minutes with that trusty tape revealed it to be three feet nine wide. Not a full double, but big enough for a couple of kids or slim adults - bearing in mind there's two safe travel seats for their onward journey. Lowering the table to half-height and sliding the base of the inward-facing sofa forwards allows the insertion of backrest and infill cushions to create the bed. In the test vehicle there was nothing present to support the outer end of the table at its half-height position (I assume a shorter replacement leg will be supplied with production models) and consequently this bed could not be tried in anger. However, experience tells me that the bed should be as comfortable as many other multi-cushion motorhome berths, with only the joins in between the cushions compromising comfort. If this berth were to be used for extended periods it may be worth having a foam overlay made up to cover all those joins - especially as there's plenty of space at the rear to store it during the day.

### Store and service

Storage of bulky items is easy thanks to that big underbed locker at the rear. The good-sized exterior door is the best way to get in here, as the lifting bed base section inside is a tad narrow. Access and space are compromised by the presence of the Truma Combi air and water heater mounted under the foot of the bed. I would have preferred to see the whole bed frame



The underbed locker has a good sized external hatch ...

... but internal access is compromised by this narrow lifting section of the bed base. ▽

lifting on gas struts (as with many other 'vans of the type) as this would've made extracting stored items from inside much easier.

Aside from a flock of high-level lockers, there is also a wardrobe with a generous hanging drop (albeit with a slightly awkward front-to-back hanging rail), lockers above and below the fridge, and a large drawer that emerges from the end of the inward-facing sofa base.

Lighting, windows, blinds and curtains all help to provide interior light when wanted, and to banish it when not. Aside from the 'interesting' illumination in the shower the Delfin scores quite well lighting-wise with what is - generally speaking - good task lighting in all the areas that need it most. General illumination is found wanting however - especially from the ceiling and in the kitchen area. A switch mounted just inside the caravan door sensibly allows one to turn on a light when returning to the 'van. However, this light is a stylish, but dim, strip fitting above the lounge/diner. More ceiling-based illumination is required and I would like to see a centrally-located fitting above the kitchen to provide better general lighting.

As far as natural light is concerned, the windows in the lounge are a tad small but thankfully these are helped by the big wind-up rooflight above the lounge/diner cum kitchen. As



Plenty of room in the gas locker for a brace of 7kg cylinders. The high pressure hose and fixed regulator seen here is now the industry standard.



The easy-to-use waste tank drain includes this (slightly short) extension hose.





*Plenty of room in the gas locker for a brace of 7kg cylinders. The high pressure hose and fixed regulator seen here is now the industry standard.*

a Continental contender, the Delfin has the expected décor drapes (a bit fussy to my eye but with excellent detailing) and net curtains.

Come sundown, it's easy to just pull the cassette blinds to shut out the night. However, come the morning, you discover that Bürstner has fitted the cheaper type that only have a frame on top and sides. Light leaks in at the bottom, which is at head level when laying in bed. With no conventional curtains to negate this effect it can lead to a rude awakening. Like the cheaper oven and non-ignition hob, I feel Bürstner is selling its customers short by providing 'economy' fittings in a 'luxury' motorhome. This is especially noticeable as the rooflight benefits from a superb, pleated blind and the cab side windows and windscreen will be fitted with the latest Remis blinds (sadly not present on the test 'van), again pleated.

All the other expected services are there with a good-sized inboard water tank and a waste tank that's outboard but insulated. The aforementioned Truma Combi takes reasonable care of heating water and residents, even - as it turned out - during a howling and freezing late spring gale. But oops, they're at it again - this Truma's gas-only operation (stopping you making the most of your hook-up). Not only that but it's the 3.4kW model when the 6kW version could be better in a motorhome of this size.

Leisure battery and management panel supply and control electric functions in a

comprehensive manner with a modern digital clock/ internal & external temperature display, juxtaposed with old-fashioned looking analogue gauges for water, waste and battery condition. My alter-ego, Inspector Gadget, was pleased to see an ammeter allowing you to monitor battery charge and discharge. My detailed explanation of its function soon had Suzanne snoring gently!

### **Marine marvel, or failed Flipper?**

Bürstner is famed for build quality and here it's combined with a stylish up-to-the-minute design with a tried and tested interior. True low profile characteristics and the superb new Renault Master base make for a motorhome that's a pleasure to drive and equally easy to live with and in. Forward-facing travel seats and the ability to accommodate up to four people (at a pinch) safely is a plus point in a motorhome whose métier is luxury touring for two.

My only criticisms are reserved for the 'lower spec' of some of the fitted equipment. At this length, and with this internal layout, you'll find plenty of 'vans to look at if you're buying, but finding this kind of quality in both caravan and front-wheel drive base vehicle may be difficult. All-in-all, the Bürstner Delfin is a desirable motorhome with spadeloads of style and - equally importantly - substance. If you've got forty grand to spend it should be very near the top of your 'must see' list. □





## ON TEST: BÜRSTNER T-DELFIN 680 ON 2.5DCI RENAULT MASTER



### MMM SUMMARY

#### I LIKED

- Superb Renault Master with six-speed gearbox
- Excellent build quality
- Stylish bodywork
- Colour scheme
- True low profile with no access step needed
- Funky lounge lighting
- Comfy pocket sprung bed
- Innovative and practical washroom storage

#### I WOULD HAVE LIKED

- Better ceiling lighting
- Another stalk light in the lounge

- Stalk lights at the head of the bed
- Better lighting in the shower compartment
- Better quality blinds
- The 6kW version of the Truma Combi, with 230V water heating
- A repositioned oven with interior light and spark ignition
- Spark ignition for the hob
- A shelf in the washroom

#### I DISLIKED

- Restricted internal access to underbed storage



### SPECIFICATION

#### THE VEHICLE

- **Base vehicle and engine type:** Renault Master 120 long wheelbase platform cab with 2.5-litre common-rail turbocharged and intercooled diesel engine
- **Output:** 84kW (115 bhp)
- **Max torque:** 290Nm (213lb ft) @ 1600rpm
- **Gearbox and drive:** Six-speed manual gearbox, dash-mounted gearlever, front-wheel drive
- **Brakes:** Servo-assisted dual circuit with ABS and EBD, discs all round
- **Steering:** Power-assisted rack and pinion
- **Suspension:** Front: independent with lower triangular arms and upper rocker arms acting on inboard coil springs, telescopic dampers and anti-roll bar. Rear: semi-elliptic leaf springs with telescopic dampers and anti-roll bar
- **Tyres fitted:** Michelin XC Camping 225/65 R16CP
- **Spare wheel position:** In cradle behind rear axle
- **Fuel tank capacity/type of fuel:** 100 litres (21.9 gallons), diesel
- **Instruments:** Speedometer; tachometer; digital display with odometer, trip, clock, digital fuel gauge, digital coolant temperature gauge, oil level and 'oil ok' indication before start-up
- **Warning lamps:** ABS function, airbag status, diesel preheat, alternator charge, low fuel warning, low oil pressure, service indicator, engine fault, handbrake on, immobiliser function, headlights on, main beam, indicators/hazard lights
- **Windscreen wiper controls:** Stalk on right-hand side of wheel. Pull up for washers and four wipes, one down intermittent, two down slow, three down fast





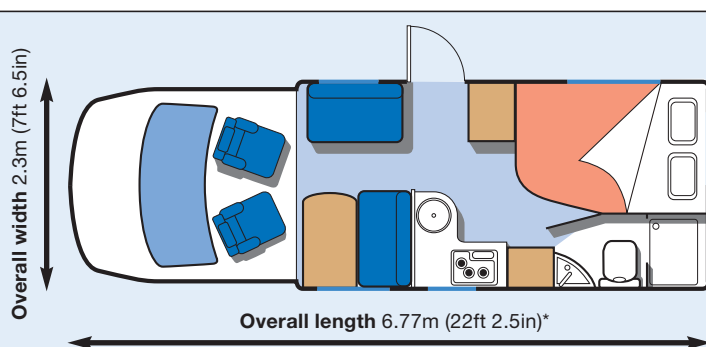
- **Immobiliser/alarm:** Renault electronic engine immobiliser, no alarm fitted
- **Other features:** Driver's airbag, remotely-operated locking of cab doors, electrically-operated cab windows and mirrors, Isri multi-adjustable cab seats, height-adjustable top seatbelt mountings, document clip, map holder, 2 cubby holes, 2 drinks can holders, lockable glove compartment, passenger-side oddments shelf with non-slip surface, door pockets to both cab doors, Blaupunkt Lausanne radio/CD player with 4 speakers, 12V accessory socket, map reading light

### PERFORMANCE AND ECONOMY

- **Achieved 30-50mph acceleration time:** 10 seconds (third gear)
- **Fuel consumption during test:** 24.7 mpg overall

### THE CARAVAN

- **Body type and construction:** Low-profile coachbuilt of aluminium-clad sandwich construction; aluminium side skirts; GRP overcab, roof and rear mouldings
- **Insulation:** High density polystyrene foam. Sides 25mm, roof 25mm, floor 50mm
- **Conversion NCC badged as EN1646 compliant:** No
- **Warranty:** Two years base vehicle, two years caravan, five years water ingress
- **Number of keys required:** Two, one for base vehicle, one for caravan
- **Windows and doors:** Double-glazed acrylic top-hung windows throughout. Two in lounge/diner, one in kitchen, two in bed area. One-piece caravan entrance door with key-operated lock
- **Additional ventilation:** Wind-up rooflight above kitchen/lounge, push-up rooflight above bed, push-up rooflight and roof-mounted ventilator in washroom
- **Blinds/curtains:** Pull-down blinds and flyscreens to all living area windows and lights, nets and décor panels to windows in lounge/diner and bed area. Note: production vehicles will be fitted with Remis blinds to cab side windows and windscreen
- **230V AC system:** Mains hook-up with RCD and MCBs, mains feed to leisure battery charger and fridge, one unswitched mains socket in kitchen, two in TV cabinet above rear bed
- **12V DC system:** Leisure battery and control panel feeds: fresh water pump; Truma heating unit; lighting; 12V sockets (two in TV cabinet, one in washroom, one in kitchen)
- **Capacity of caravan battery:** 75 amp hr
- **Lighting:** Decorative strip light and three halogen stalk lamps in lounge/diner, two downlighters in kitchen, two adjustable downlighters above rear bed, three adjustable downlighters in washroom, one in shower cubicle storage cabinet
- **Cooking facilities:** Cramer three-burner manual-ignition gas hob, Smev combination gas grill/oven unit
- **Extractor fan/cooker hood:** None
- **Refrigerator:** Dometic RM7505 AES three-way fridge/freezer, capacity 135 litres
- **Sink and drainer:** Circular stainless steel sink with inset chopping board, separate square stainless steel drainer with integral waste
- **Water system:** Inboard fresh water tank with submersible pump feeding kitchen sink, washroom basin, shower mixer tap and water heater. Outboard insulated waste water tank
- **Water heater:** Truma Combi C3402 (gas only operation), 12 litres capacity
- **Fresh water tank:** Inboard 100 litres (22 gallons) capacity
- **Fresh water level gauge:** On control panel, operate selector switch to read analogue gauge
- **Waste water tank:** Underfloor 90 litres (19.79 gallons) capacity
- **Waste water level gauge:** On control panel, operate selector switch to read analogue gauge
- **Space heating:** Truma Combi C3402 (gas only operation), 3.4kW output, blown-air outlets in lounge, kitchen, washroom and bed areas
- **Gas locker:** Externally accessed, vented, fixed regulator. Capacity two 7kg cylinders
- **Washroom:** Nearside rear location, vanity basin with mixer tap, electric flush swivel-bowl cassette toilet. Separate shower cubicle with rigid door, single central waste, storage cabinet and mixer tap. Riser rail lifts and converts to clothes drying rail. Storage includes cupboard below basin, slide-out storage cabinet and two low-level lockers. Three mirrors, two robe hooks, toilet roll holder
- **Seating:** Two swivelling cab seats, one inward-facing sofa, double forward-facing seat with head restraints
- **Table(s)/storage:** One single-leg extending dining table fixed to wall rail in lounge/diner. No dedicated stowage
- **Berths:** Three: two in permanent double at rear, one single in lounge/diner (see text)
- **Rear restraints:** Two three-point inertia reel seatbelts to forward-facing dinette seat
- **Wardrobe:** Nearside located, one front-to-back hanging rail and single shelf
- **Flooring:** Coir-effect vinyl to caravan, rubber matting to cab
- **Additional features:** TV locker with slide-out turntable at foot of rear bed, cutaway cab roof with rear stereo speakers and on-site dumping shelves, upholstered panel coat rack adjacent to caravan door, concertina privacy screen to rear bed, positive locking to all cupboard and locker doors and drawers, fiddled shelves on inside of caravan door



### DIMENSIONS

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

- **Overall length:** 6.77m (22ft 2.5in)\*
- **Overall width (excluding mirrors):** 2.3m (7ft 6.5in)
- **Overall width (including mirrors):** 2.75m (9ft 0in)
- **Overall height:** 2.6m (8ft 6.5in)\*
- **Length of wheelbase:** 4.14m (13ft 7in)
- **Length of rear overhang:** As measured from centre of rear wheels, 1.87m (6ft 1.5in) 45.17 per cent of wheelbase
- **Turning circle (kerb to kerb):** 15.2m (49ft 2.5in)\*
- **Driver's maximum leg length:** 1070mm (42in)
- **Step-up height to caravan:** Step one 330mm (1ft 1in), step two 200mm (8in)
- **Door aperture:** 1870mm x 510mm (6ft 2in x 1ft 8in)
- **Interior length from dash:** 5.5m (18ft 0in)
- **Interior length behind cab:** 4.62m (15ft 2in)
- **Interior width at waist height:** 2.18m (7ft 2in)
- **Interior height:** To ceiling 1.93m (6ft 4in) max
- **Work surface height:** 920mm (36in)
- **Table dimensions:** 1020mm long x 630mm wide x 740mm high (40in x 25in x 29in), extended length 1360mm (53.5in)
- **Bed dimensions:**
  - (1) permanent double
    - **Mattress length:** 1.88m (6ft 2in)
    - **Mattress width:** 1.3m (4ft 3in), narrows to 870mm (2ft 10in)
    - **Mattress depth:** 130mm (5.5in)
  - (2) dinette single
    - **Mattress length:** 2.1m (6ft 11in)
    - **Mattress width:** 1.15m (3ft 9in)
    - **Mattress depth:** 100mm (4in)
- **Shower compartment:** 1.9m high x 800mm wide x 550mm deep (6ft 3in x 2ft 7.5in x 1ft 9.5in)
- **Wardrobe:** 520mm wide x 460mm deep (1ft 8.5in x 1ft 6in), hanging height 950mm (3ft 1.5in)
- **Gas locker:** 400mm wide x 670mm deep x 690mm high (1ft 4in x 2ft 2.5in x 2ft 3in)
- **Gas locker door aperture:** 340mm wide x 600mm high (1ft 1.5in x 1ft 11.5in)
- **Max authorised weight:** 3500kg\*
- **Unladen mass:** 2950kg\*
- **Load capacity:** 550kg\*

### PRICE (all prices include VAT)

- **Standard model (as tested – left-hand drive):** £39,030 (on the road)

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

- **Base vehicle options:** Details of options were not available at time of writing. Please check with dealer for information
- **Caravan options:** Details of options were not available at time of writing. Please check with dealer for information

### SUPPLIED BY

Bürstner T-Delfin 680 kindly supplied for evaluation by:  
Euro Motorhomes Ltd,  
Unit 6, Jackson Place, Wilton Road Estate, Humberston, Cleethorpes, N E Lincolnshire DN36 4BG  
(tel: 01472 811036; web site: www.euromotorhomes.co.uk)



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