



ESPRIT TO THE CORE

Dethleffs Esprit RT6874 on Renault Master 2.5dCi

The German Dethleffs Esprit RT6874 is a head-turner par excellence, but is it more than just a pretty face?

Pugh, Pugh, Barney McGrew, Cuthbert, Dibble, Grubb... Yes, I had every fire engine-related allusion from 'Go to Blazes' to *Fireman Sam*. Laugh? I nearly did, but only because, all joking apart, the Dethleffs RT6874 in red (Rubin), rather than the alternative blue (Royal), attracted a lot of well-deserved positive comment. Based on the respected Renault Master platform chassis, with 2.5-litre dCi motive power (a 3-litre upgrade was possible at the time of writing, but this is due to be superseded by a more powerful 2.5-litre unit in the near future) and with the front wheels driven via a six-speed manual gearbox, the RT6874 is a biggish, four-berth low profile. But lacking a luton doesn't make it lack space, even for four people.

The chassis features some trick hardware, including rocking arm front suspension with inboard coil springs. Naturally, Formula One technology in a motorhome won't make it break any lap records but the front suspension reduces unsprung weight even more than do the smart alloy wheels. And the consequences are detectable in the ride quality alone. Elsewhere, F1-style lightening exercises are obvious. The overcab moulding is GRP but the transition panels are ABS, as are the skirts and tail trims. Embracing the expected sandwich construction walls, these fit as well as they look.

There's a spacious garage, whose offside access door can be joined by an optional, opposing twin. Attached to the *frischwasser* (fresh water) filler is a decent-sized inboard tank. There's also a neat touch behind the gas locker door. This conceals a metal slide-out cylinder carrier, which is beneficial to access and especially kind to one's lumbar regions. All this pales more into relevance rather than insignificance in relation to that eye-popping paint job. This can be taken as red - and while

making no apparent difference to the reflection of heat, it and its silver contrasts undermine the 'caravan' element of this motorcaravan. What's more, it's cleverly done: the 'painted' sections of the transition panels are, in fact, graphics. Nevertheless, the solid colour matching is excellent despite the variation in materials. The various silver sections also match one another and the whole adds up to an approach as vibrant as the colour scheme.

BIG RED ROADSTER

It may have lacked fire engine, flashing blue lights but the RT6874 put up a perfectly respectable performance on the road. In the past, more than favourable comparisons have been drawn between the Master and its Fiat/Peugeot 2.8-litre rivals. Till now, I wouldn't necessarily have agreed but even with a scant 79 miles on its odometer, the Dethleffs was smooth and user-friendly enough to make the Sevel sloggers seem agricultural (though it may be a different story when the new Sevel chassis get to the UK).

The Renault turbo-diesel is 10Nm down on torque, not that it's in the least obvious, and the gearing in sixth (29mph per 1000 rpm, according to the instruments) is a couple of mph up on Fiat/Peugeot's current five-speeders. The willingness of the motor, the effectiveness of the sound insulation, and the light but positive feel of the controls add up to a one-word description: refinement.

In the hot seat, you become a cool customer. Aguti captain's seats, firm and supportive as ever, are sufficiently well designed to need no lumbar adjustment and give you a commanding driving position. Also, they don't have you trying to peer under the screen's header rail, despite their swivels. The paired, adjustable armrests are welcome too. Up ahead, there's a swathe



Words and pictures by Dave Batten-Hill

The dash offers all the information you need, plus some toys, plus bags of storage



of faux wood punctuated grey plastic, with informative, illuminated LCD minor instruments and a plethora of useful cubbies. And there are toys: air-conditioning, all-electric mirrors, remote central locking (sadly not extending to the caravan door), and a decent CD/radio - all of which add to good cab comfort. A driver's airbag and ABS subtract from potential driver discomfort but it's a shame the passenger's not invited - a second airbag is a cost option. Behind, a brace of travel seats, complete with belts and head restraints attached to something substantial, and a moulded cup holder/bits tray outboard of the fixed table, serve the remaining passengers as regards safety and comfort. The one, glaringly obvious, omission lives in the options list. No rear window equals no through-vision, and a repetitive, awful scenario in the mind's ear... a rear view camera should, I feel, be standard.


All chassis flex by default, and ladder chassis flex more than some, but in the RT6874, the conversion hasn't a word to say about it. The cab is cutaway overhead but the conversion is free of the creaks and chattering that betray movement. While the cooker

prattles on the road - as cookers will - the rest of the conversion and its hardware keep quiet, there being only the expected, accepted diesel engine sounds from below. And all this, at 22.3 mpg, over just under 400 test miles, with an engine far from run in.

CAFÉ ROUGE

The RT6874's lounging facilities are visually attractive. As elsewhere, the woodwork is saved from being merely pedestrian by a two-tone finish, and in a subtle mixture of tans and creams with mid-brown Alcantara knee rolls and side panels, the upholstery is both stylish and comfortable. The travel seats almost make up for being uncompromisingly upright by having lumbar pads and they're soft enough to be cosy. The table's single leg makes sliding into place gratifyingly painless and the half-dinette's opposing sofa easily earns its two-seater title.

We are, of course, considering only half a half-dinette at this point and rigging the dining area fully is where things go decidedly pear-shaped. The handbrake is the good part of the seat swivelling arrangement. This is not quite a fly-off device but the handbrake lever lies flat



AT A GLANCE

- **PRICE FROM:** £43,495 OTR
- **BERTHS:** 4
- **BASE VEHICLE:** Renault Master dCi120
- **LAYOUT:** Transverse rear fixed bed, centre kitchen & washroom, front lounge.
- **ECONOMY:** 22.3 mpg overall





ABOVE: View forwards shows the corridor amidships, created by the offside kitchen with washroom and wardrobe opposite.

MIDDLE: Looking to the rear we see the fixed transverse rear bed, which sits atop a capacious garage.

RIGHT: With cab seats swivelled the lounge/diner is a pleasant place to be, albeit with limited headroom on offer.

FAR RIGHT TOP: The linear kitchen is both simple and versatile but spark ignition – and a grill – are conspicuously absent.

FAR RIGHT BOTTOM: The washroom is commendably uncluttered, but for a pestiferous towel rail.

and ratchet-less when applied. Then again, you have to slide the seats forward to swivel them and the driver's seat's outer armrest also has to be folded down to let the seat clear the steering wheel. So far so good... or is it? Whilst it seems castigatory to praise the seats for their firm support but call them too firm for lounging, the fact remains. For extended parking, the Agutis are a bit hard on the Botticelli.

It also helps to have the passenger seat swivelled, to deal with extending the table.

Extension demands ferreting about underneath to release two threaded thumbwheels, pulling the table away from the wall and tightening the thumbwheels, undoing a pop stud to release the strap holding the table extension and fitting the extension into the space liberated by sliding the table across. Some other manufacturers offer a table extension that slides out from the table's inner end and swings up level with the tabletop. The RT6874 doesn't, which begs the question, why not? On the upside, the erected table is firm

and can seat four, or five at a pinch.

Labour intensive it may be, but the lounge/diner is a pleasant spot, made more so by certain appointments. Dethleffs' new sliding spotlights, which pick up their current from live rails and therefore allow infinite adjustment of their positions, are very clever. Softer lighting is possible using ceiling-level striplights, cunningly concealed atop the overhead lockers, while opposing blown-air outlets toast the toes effectively. A further heat outlet points seemingly pointlessly towards the back of the driver's seat but undoubtedly adds to the lounge's comfort. And just under a brace of fixed halogen downlighters, the top half metre of the trailing bulkhead's wall carries a TV locker, dedicated to a flat screen unit. An included slide-out mounting allows the screen to be set for viewing from the swivelled cab seats and the side sofa. The TV mount can also be swivelled through 180 degrees to allow the screen to point towards the tail bed. However, since the 'bedhead' is concealed round a

corner, behind the fridge cabinet, and the TV location is a good four paces from the vehicle's rear wall, this facility seems to stretch a point - especially as opera glasses don't appear on the options list.

Finding this out revealed two further downsides in the lounging arrangements. That there is a step down from the lounge to the rest of the interior is expected and is nothing to carp about. One tends to trip just once. But it's easy to forget that from top to toe, the lounge is just 5ft 10.5in high; I'm six feet tall.

REDDY TO SERVE

At first glance, the kitchen seems modest but don't be misled. For 'modest' read 'compact' and you'll get the drift. The linear unit's cabinets conceal a cutlery drawer, a capacious multi-purpose drawer, while a low-level oven occupies part of the kitchen's leading half. Up top, a pair of cabinets, with frosted polycarbonate door centres, flanks a vertical tambour door concealing a further, shelved storage location.



I LIKED

- The base vehicle's willingness
- External design, graphics and colour
- Fit and finish, inside and out
- The good level of comfort
- Large water capacities
- Comfortable tail bed
- Versatile lighting
- The washroom, particularly the shower
- The effective heating system
- The big fridge/freezer
- Practical travel seating
- The slide-out gas cylinder rack
- Good quality CD/radio
- Easy to use grey water drainage system
- The ingenious storage facilities and large garage

I WOULD HAVE LIKED

- Cab blinds
- A greater amount of kitchen workspace
- A grill
- Spark ignition for the hob and oven
- Central locking for the entry door
- A tail end TV locker
- A reversing camera
- More, better placed power outlets

I DISLIKED

- The thin, unlined cab curtains
- The multi-cushion dinette bed

Light grey, stone-fleck coloured worktop houses a three-burner hob that, like the oven, lacks ignition. To the rear, a second hinged glass lid sits over a usefully large, squarish sink. This has what could be called a 'step drainer', complete with its own plug. The main drain is closed by a turn-wheel operated plug – this avoids yet another hand-drying session after fishing for a submerged plug. Above the worktop, a pair of individually-switched, frosted halogen downlighters illuminates the area, while at ceiling level, an excitingly-curved panel houses no less than four, clear-lensed downlighters.

To the rear of the kitchen, a big fridge/freezer easily outstrips the food storage requirements, even for four, while there's a convenient doored cubby above it for good measure. The leading face of the kitchen unit accommodates both floor and thigh-level switches for the interior lighting, whilst the entry door, complete with folding full-width flyscreen, has a pair of useful, moulded ABS storage pockets. Above the door, a deceptively simple-looking control

panel houses a central LED clock display that can also show internal and external air temperature. To each side are analogue gauges which, when asked, tell tales about water and battery levels.

The kitchen works well but it could work better. A simple roof vent up above fails to do the work of a proper extractor, the single mains socket could be better placed, and ignition for the LPG equipment is sadly absent, as is a gas grill. The most obvious shortfall involves workspace, or the lack of it – a lift-up extension would be a welcome addition to the unit's leading end.

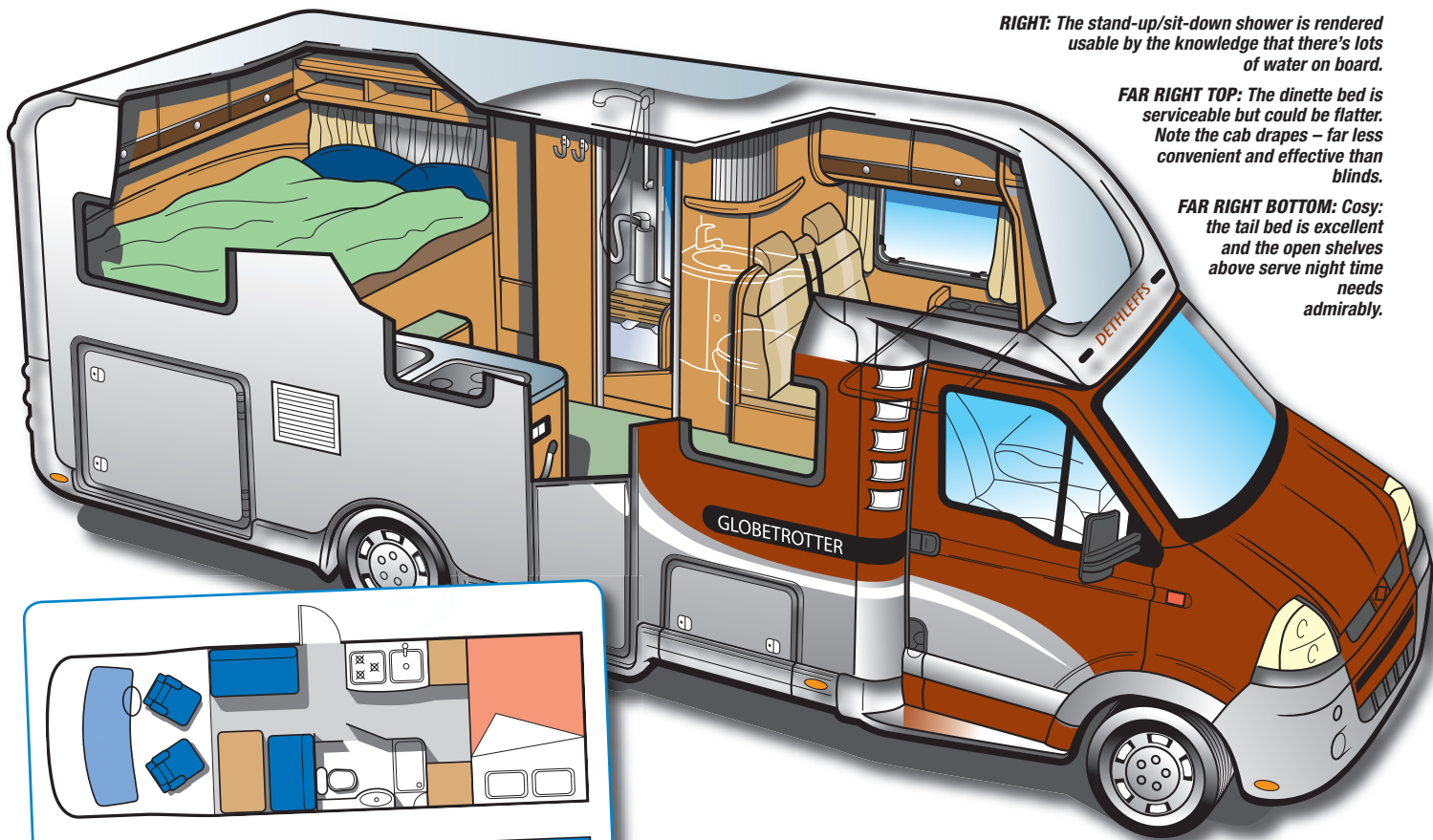
REDOLENT OF LUXURY

The overarching element of the RT6874's washroom is that it's big – its intrusion into the interior implies as much. One step into the area confirms that this is no bad thing. Totally innocent of engendering claustrophobia, the space gives you room to move, as well as to wash, shower and shave. Forsaking duotone

woodwork (save for the reverse of its door) in the interests of a spacious appearance, the washroom verges on the masculine. An electric-flush Thetford toilet occupies one corner, while above a huge mirror occupies practically all the wall from waist height upwards. At the foot of the mirror, a usefully sized and reassuringly solid-feeling oval stainless steel basin is served by a chromium-plated monobloc tap. The basin's curvaceous support shelf extends to form a good location for active toiletries. At the top of the leading wall there's a further mirror, while outboard of this, a tambour door slides aside to reveal two shelves-worth of useful storage space. The basin sits above an equally useful pair of curved doors which lead to a further shelved area, while behind the Thetford is a small, square cupboard, complete with latching door and internal shelf. These elements of the washroom, warmed by a floor-level warm air outlet, work particularly well, simply through being large and uncluttered.

A soap dish is conspicuous by its absence and a folding, chromium-plated wire towel rack tends to be conspicuous by its presence. In theory, it's a great idea; in practice, it's mounted distressingly low down. When extended, it impedes access to the WC regardless of the latter's swivel facility. Holding a towel, it's capable of allowing the WC's lid and seat to fall closed unexpectedly. Mounting the towel rack considerably higher up would negate this - but as it stood, the rack made this male reviewer aware of the risk of suffering the unkindest cut of all!

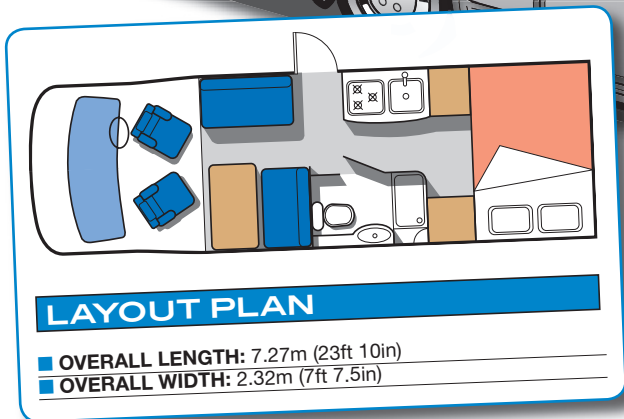
A truly excellent separate shower represents the trailing third of the washroom. Apart from being spacious, this has two separate drains



RIGHT: The stand-up/sit-down shower is rendered usable by the knowledge that there's lots of water on board.

FAR RIGHT TOP: The dinette bed is serviceable but could be flatter. Note the cab drapes – far less convenient and effective than blinds.

FAR RIGHT BOTTOM: Cosy: the tail bed is excellent and the open shelves above serve night time needs admirably.



BELOW LEFT: This useful bottle holder normally hides beneath the table. The moulded travel tray above is an excellent addition.

BELOW MIDDLE: The big garage is uninterrupted by intrusions and has useful, adjustable tie-down rings. Just don't overload it.

BELOW RIGHT: Secret storage: the tail bed's staircase offers a place of concealment.

in a deep tray with moulded-in, anti-slip studs. It has a chromium-plated monobloc mixer, a sturdy, plated riser rail, a pair of alloy-framed, figured polycarbonate screens and an excellent water supply. Best of all, it has a seat, complete with an anti-slip, wooden duckboard. Like the basin, it lacks a home for the soap, unlike the basin and its neighbouring mirrors, it lacks its own lighting.

REDS UNDER THE BEDS?

Fortunately not, just the dining area's hardware at one end and a large garage at the other. Taking the first one first, assembling the dinette bed

involves a touch of *Krypton Factor* expertise. The method is to unlatch the part extended table, set its leg to the kneeling position, add a pair of tubular steel supports and replace the table on its lower rail. Then, you haul out an extending section from under the side sofa, hinge out a further support from the end of the half-dinette seat, and lo, you've a bed base. This accepts the various available cushions, plus three further infill cushions which creates a somewhat less than flat mattress. Fortunately, the cushions are soft, so, for a multi-section bed, it's not bad.





Once abed, you've a choice. Sleep head to the nearside and you get the moulded unit mentioned to use as a night shelf. Conversely, sleeping in the opposite orientation means you've a foot-end shelf – and the swivelled driver's seat for a bedside 'table'. This works if you acquire a suitable tray to place upon it. In either event, there are the switchable lights overhead, or the high-level, concealed fluorescents and, of course, the big Heki rooflight up above. Ventilation can also be arranged via the side windows. And privacy? The side blinds close as normal and the cab windows are enclosed using rail-mounted full-depth curtains. These, in a plain peach hue, have pop studs at the door pillar ends and Velcro closures in the middle. This may be a fiddle compared to using, say, Remis blinds, but the end result is acceptable. The main snag with the curtaining is that it's unlined and errs towards the diaphanous.

The tail bed, by comparison, and in any case, is simplicity itself. It can be left made up during the day and a small flight of stairs makes access to it easy. The bed's overwhelming quality is excellent comfort. Its single-piece, sprung mattress, borne on beech slats, is positively sumptuous. Effectively wall-to-wall, it leaves only a minor gap at each end and you can choose to sleep in whichever orientation you choose. This is facilitated by the bed benefiting from identical, open shelves at each end. That said, asymmetry exists in there being

overhead lamps only at one end.

Headroom may be limited, as is often the case with over-garage beds, but a window at each end, and a simple roof vent up above, dispel any feeling of claustrophobia. The open shelves are useful as kennels for night-time necessities and the rank of three lockers across the van's rear wall doesn't intrude. Arguably one of the best features of the bed is the presence of a blown-air heat outlet in the garage beneath. Yes, heat rises, so a warm updraft percolates around the mattress. Should you decide to sleep windows open, a retaining bar across each will prevent your pillows going AWOL, or upsetting the blinds for that matter. Plus, for reasons that aren't entirely clear, the tail bed has a safety net screen. Perhaps it's to curb the excesses of somnambulists but it may prevent a nasty crack on the head from a flying pillow during braking.

STORE-ROUGE FACILITY

You've already red... sorry, read... about much of the RT6874's storage capacity, but there's more. The location, under the dinette seat, of the big fresh water tank means that space here must be written off for storage purposes, and the intrusion of the gas locker into the space beneath the side sofa means there's only a small free area there, compromised by the presence of heating pipes. However, the vehicle makes up for this with its huge garage. This (floored with alloy tread-plate and featuring adjustable

tie-down eyelets) provides a vast area of useful storage space. A simple, switched fluorescent light unit makes the garage usable at night and it doesn't need two locker doors, as the access is excellent with just the one. Quite apart from kennelling pitching gear and the like, it can accept all manner of motorhoming hardware. Of course, an awareness of payload is important, as is consideration of the extent to which the rear axle is loaded.

Otherwise, there are quite a few useful additions to the vehicle's storage capacity. There's an open overhead locker at each side of the cab; access via a shaped aperture means that bits and bobs can't crown passengers during enthusiastic cornering. Above the centre of the cab – and on each A-pillar bulkhead – is a variety of elasticised fabric pockets, which are surprisingly capacious. Beneath the aforementioned moulded pockets by the table is a five-location bottle rack, albeit for slender bottles, and you can even lodge magazines down by the travel seat. The only downside is remembering where you've put everything!

Aft of the washroom is a surprisingly spacious wardrobe. Apart from featuring automatic illumination and a ridged hanging rail to prevent your apparel from sliding about too much, this has a substantial, largely uninterrupted floor and a sizeable drawer underneath. Beneath this, the Truma C6002 Combi boiler fully occupies a further cupboard.



MMM LIVE-IN TEST DATA

TYPE

Low-profile coachbuilt

PRICE

- From: £43,495 OTR
- As tested: £45,109 OTR

BASICS

- Vehicle: Renault Master dCi120
- Berths: 4
- Three-point belted seats: 4 (including driver)
- Warranty: 2 years base vehicle and conversion, 6 years water ingress

CONSTRUCTION

Long wheelbase platform cab, alloy-clad sandwich construction, GRP/ABS mouldings. Entry door on UK offside

DIMENSIONS (*manufacturer's figures)

- Length: 7.27m (23ft 10in)*
- Width: 2.32m (7ft 7.5in)*
- Height: 2.70m (8ft 10.5in)*
- Wheelbase: 4.08m (13ft 4.5in)*
- Rear overhang: 2.35m (7ft 8.5in)
- Max authorised weight: 3900kg* *Note: If you are contemplating buying a motorhome with a maximum authorised weight of over 3500kg, then you must check that you are licensed to drive it. 3500kg weight restrictions apply to the driving licences of those who passed their car driving test after January 1st 1997 (who need to pass a further test), and also to those of 70 years of age and over (where a more stringent medical is required to retain the right to drive vehicles over 3500kg). For more information ask for DVLA booklet D100 at*



your post office or log on to www.dvla.gov.uk.

- Payload: 710kg (after 75kg driver, 90 per cent fuel, 100 per cent fresh water, two 11kg gas, hook-up lead)*

INSIDE STORY

Swivel cab seats ahead of half-dinette with opposing sofa, nearside central washroom forward of three-quarter height wardrobe, linear offside kitchen, transverse fixed double bed over garage

- Insulation: Floor 42mm, walls 34mm, roof 34mm
- Interior height: 1.78m (5ft 10in) min, 1.96m (6ft 5in) max

THE VEHICLE

- Engine: 2.5-litre turbo-diesel producing 84kW (115bhp) @ 3500 rpm
- Transmission: Six-speed manual gearbox, front-wheel drive
- Fuel consumption: 22.3 mpg overall
- Brakes: Servo-assisted ABS, discs all round
- Suspension: Front; coil-spring independent. Rear; leaf springs on rigid axle
- Features: Driver's airbag, cab air-conditioning, wood-effect dash kit, electric windows, remote central locking, electrically-adjustable/heated

cab mirrors, immobiliser, alloy wheels, headlamp height adjustment, locking glove compartment, driver and passenger door/bottle bins, height-adjustable upper seatbelt points

LOUNGING & DINING

Swivel-mounted Aguti captain's cab seats with reach and rake adjustment, height-adjustable inner and outer armrests, half-dinette with two, seatbelt-equipped travel seats, rail-mounted transverse table with drop-in extension accommodating up to five diners, two-seater side sofa, dedicated flat screen TV cabinet with adjustable sliding mount plus power and aerial feeds, open cubbies (two either side), four shelved high-level lockers, elasticised storage pockets, moulded cup holder/oddments tray, five-bottle storage space

KITCHEN

Nearside, longitudinal linear kitchen unit with hinged glass lids over sink and hob, low-level oven, three shelved cupboards above, cutlery drawer, storage drawer, low-level locker, fridge/freezer in full height unit with storage above

- Sink: Rectangular Dometic/Cramer unit in satin-finish stainless steel, folding swivelling monobloc tap, drainer step with integral drain, thumbwheel-operated main drain plug
- Cooker: Dometic/Cramer three-burner hob in satin-finish stainless steel, Spinflo oven with three-position shelf and drop-down glass door (no electronic ignition on either appliance)
- Fridge: Dometic RM7655L three-way AES fridge/freezer, capacity 150 litres

WASHROOM

Fully enclosed washroom with oval, satin finish stainless steel hand basin



EVER REDDY

The RT6874 has obviously been the subject of considerable forethought. Consequently, the cab seats' plinths double as housings for its leisure battery and charger. The big inboard fresh water tank and the under-vehicle waste holding tank mean that 'water works' aren't a daily issue. Even so, it's as well to remember that, when full, these equate to roughly the weight of two British Lions fullbacks, costing the equivalent in payload terms.

The fresh water system fills easily and delivers well, particularly on the hot side. The Truma C6002 uses LPG, 230V or both, and the respectable water capacity means one needn't skimp when showering (although space heating is LPG-fired only). At the opposite end of the ablutions procedure, the grey waste water system is neatly executed and easily drained via a remote tap, operated by a key.

Though deceptively simple, the control panel fulfils all the essential functions, even down to indicating the continuity of the 230V input. The combination of good insulation, efficient heating and intelligently arranged ventilation means that the RT6874 is reasonably well fitted for year-round use. For serious all-weather motorhomers, the options list holds a range of heating and insulation hardware and installations.

THE THIN RED (BOTTOM) LINE

The Esprit RT6874 can be seen as a slightly above mid-range, middleweight contender. If there is a perfect motorhome, this isn't it, but this Dethleffs is nevertheless a worthy

candidate. Beneath its endearingly radical exterior, it's equipped with quality gear and seems built to last. Consequently, it feels solid and is as comfortably reassuring as it is reassuringly comfortable.

In respect of value for money, I feel that the RT6874 achieves a balance between quality and pricing. Whilst there may be attractions within the options list and indeed in the aftermarket sector, there's very little the vehicle actually needs to make it thoroughly capable and enjoyable. □

LEFT: The entry door has an integral, folding flyscreen. Pity the central locking didn't get this far.

FAR LEFT: The slide-out gas cylinder frame is a boon and a friend to the lumbar regions.

WE STAYED AT

The Camping and Caravanning Club Site, Edisford Bridge, Clitheroe, Lancs BB7 3LA (telephone: 01200 425294; web site: www.campingandcaravanningclub.co.uk)

VEHICLE SUPPLIED BY

Lowdham Leisureworld, Crosland Hill, Huddersfield HD4 5NU (telephone: 01484 642613; web site: www.lowdhams.com)

with chromium-finish swivel monobloc tap, Thetford electric swivel cassette WC. Double drainer shower compartment with folding, figured polycarbonate screens, chromium-plated monobloc mixer, shower riser rail and removable shower head, integral shower seat with waterproof duckboard. Chromium-plated folding towel rack, toilet roll holder, non-sag door handles and privacy lock, high-level storage cabinet, mid-level cabinet, two-door cabinet beneath basin

BEDS

Front double (lounge/diner)

- Length: 2.00m (6ft 6.5in)
- Width: 1.26m (4ft 1.5in)

Rear fixed double (over garage)

- Length: 2.09m (6ft 10in)
- Width: 1.40m (4ft 7in)
- Headroom: 860mm (2ft 10in)

STORAGE

Three-quarter drop illuminated wardrobe with corrugated fore-and-aft hanging rail, storage drawer beneath, three unshelved high-level lockers to rear wall, two shelves to each side, full-width garage with adjustable tie-down points and switched fluorescent light, concealed storage box within tail bed steps, moulded ABS pockets inside entry door

LIFE SUPPORT

- Fresh water: Inboard. Capacity 150 litres (33 gallons)
- Waste water: Outboard. Capacity 103 litres (22.65 gallons)
- Water heater: Truma Combi C6002, gas/ mains operation
- Space heater: Truma Combi C6002, gas-fired blown-air
- Leisure battery: 85 amp hr
- Gas: Capacity two 6kg cylinders

- Lighting: Adjustable eyeball light and automatic courtesy light panel in cab, ceiling-height concealed fluorescent striplights, two sliding halogen spotlights, two halogen downlights in lounge, halogen spotlight at floor level by entry door, four halogen downlights above kitchen cabinets, two halogen downlights above kitchen worktop, three halogen downlights in washroom, two halogen downlights above wardrobe, wardrobe light, concealed fluorescent light above high-level lockers on rear wall, two sliding halogen spotlights above rear bed, fluorescent light in garage

- Sockets: Mains, two (one in TV cabinet, one above kitchen worktop). 12V, two (one in TV cabinet, one in cab)

- Control panel: Above entry door displaying vehicle and conversion battery state, fresh/waste water levels, time, external and internal air temperatures, 230V input, 12V status

- Blinds/curtains: Rail-mounted cab curtains, pleated blind and flyscreen to rooflight in lounge, roller blinds/flyscreens to (central, tail, bedroom and washroom) roof vents, rail-mounted faux curtains, functioning net curtains, roller blinds/flyscreens to opening lounge and tail bed side windows

- Badged as NCC EN1646 compliant: No

OPTIONAL EXTRAS

Fitted to test vehicle:

- Base vehicle: Liberty Package, consisting of roof rack with ladder, four-bike rack, radio/CD player (£819), Royal blue or Rubin red paintwork with silver bodywork (£795), electric comfort package consisting of windows, mirrors, central locking (included in UK spec vehicle price)

- Conversion: Voyage Package, consisting of entry door flyscreen, rear corner steadies, radio pre-wiring/speakers, wood effect dash kit, Heki III roof light and removable loose fitting carpets

(included in UK spec vehicle price)

Other options:

- Base vehicle: Quickshift automatic gearbox with 2.5-litre engine (£945), passenger airbag (£295), cruise control, only available with onboard computer (£195), towbar, maximum towing weight 1800kg (£895), reversing camera wiring and reversing camera with 6.5in VST VRM 6500 monitor (£730)

- Conversion: Awning light (£55), manual Omnistor awning (£525), external gas point (£110), Electrolux Blizzard 1901 230V air-conditioning (£1195), winter comfort package Truma - consisting of Truma C6002 heater, overcab blown-air system, insulated and heated wastewater system, insulated and heated siphons and traps, water pump isolating switch and Fiat radiator cover (£635), winter comfort package Alde - consisting of Alde water heater, insulated and heated waste water system and siphons and traps, water pump isolating switch and Fiat radiator cover (£1469), winter comfort package Luxus - consisting of Webasto diesel-fired cab heater, cab insulating mats, cab carpets, electric underfloor heating and 120 amp hr gel battery (£1429)

E&OE

