



JOINING THE EURA

Eura Mobil Integra 660HB on 2.8JTD Fiat Ducato Al-Ko

Roger and Ann Mehan experience a four-berth A-class with a distinctly Teutonic character...

A fine pedigree

There was a time in my life when a German motorhome meant a Volkswagen van with 100,000 miles on the clock, into which I shoehorned six adults, two children, plus luggage and tents, to set off for two weeks in the Dordogne. If I was lucky, the roof would behave itself and stay up when pushed and, if I was really lucky, it didn't leak. My, those were great holidays. In the late sixties all we worried about was how we could make £10 last the week and whether we could get home before number three valve in the VW's engine snapped off and dropped into the works. If the campsite showers were on the blink you had three choices: chuck a bucket of water over yourself, jump into the river, or smell. I always thought number three was a reasonable option.

Fortunately for me, there were designers and engineers with a little more foresight than I possessed. Welcome to the world of the modern German motorhome.

Eura Mobil, in one guise or another, has been producing caravans since 1959 and motorhomes

since 1983 - when the Eura Mobil company name came into being. At the commencement of the new millennium nearly 17,000 motorhomes had rolled off the production lines and a new plant had to be constructed, doubling the production area. I mention these facts to let you know that in this test we are dealing with a company that has a pedigree. One that should produce a motorhome that has to be worth every penny of the not inconsiderable amount of cash they will take from you for the privilege of parking it on your driveway.

The first thing you will get from Eura Mobil is choice. There are four ranges - starting with the Sport, an entry-level camper with a luton (or as Eura Mobil calls it, a 'hood') and running through to the Integra, or integrated model (commonly known on this side of the water as an A-class). You can pay anything between a reasonable £28,550 and an equity-releasing £78,835, and choose from 43 variations within the four ranges on offer. Nine of those variations have been newly introduced for the 2004 season and that's where we come in. Say hello to the four-berth Integra 660HB.

A tour around the outside

The 660HB (the HB stands for 'high bed') would look a tad overpowering were it not for the judiciously placed graphics. The slightly sloping cab and slit grille give it a pugnacious look; it has a square-sided road-to-roof height of around 2.96m. This 'van sits on its Al-Ko wide-track low-framed chassis in a manner that conveys a feeling that you will enjoy yourself: or else.

Walking around the exterior you notice three things. Firstly, there is only one cab door, for the passenger on the nearside. Secondly, the caravan door is on the offside. Thirdly, there seem to be more doors in the nearside bodywork than you might normally expect to find on a motorcaravan. All this activity has a point. In total there are nine vents, fillers or doors on this side, but it does not spoil the symmetry of the 'van, and grouping all the service access doors and caps near to each other, and on the UK nearside, seems eminently practical to me.

One of the most useful openings is the door giving access to two drain taps that dump waste and clean water respectively from large outlets

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straight down from the bottom of their tanks. This means no more scrabbling on wet ground to locate a flexible pipe with a mind of its own, and no more dirty hands and wet patches on the knees. Behind other doors you will find a toilet cassette, gas cylinders, and the smaller of the two openings for the garage space. There is an interesting innovation to be found here. The hot water heater is stored neatly and unobtrusively in the corner of this locker, and within easy reach is a valve that can be activated to empty it. This valve will also activate automatically when the temperature drops to a critical level, releasing the water and so preventing a frozen heater. Good idea that.

On the rear of the offside is the main door for the garage. The aperture left when the door is open measures 680mm wide by 1.19m high and occupies the complete 2.30m width of the 'van. This storage space should be sufficient for anyone not taking an elephant with them and is made possible by raising the rear bed 910mm from the level of the interior floor. The garage would certainly take a couple of bikes and numerous crates of essentials (such as levelling blocks, electric leads, chairs and all the other odds and ends that belong in an outside locker). Mind you, the weight carried over the rear axle would have to be calculated precisely to prevent overloading (a visit to your local public weighbridge to check laden weights is strongly advised - penalties for overloading are harsh). The locker has light, heat and a 230V unswitched socket.

Drive time

Sitting in the cab you are surrounded on three sides by acres of glass. It's like driving a wide-screen television. The windscreen is so far away from you there is no need for a sun visor - as a tinted band does the same job. The cab is an

amalgam of two manufacturers. There is no mistaking the familiar Fiat Ducato dash, as all the usual design features are present, from the informative dials to the miserly glove box. However, in front of that, and to the sides, Euramobil has added some touches of its own, including diffusing what would otherwise be a totally grey plastic outlook by the judicious placing of imitation walnut veneers.

Beyond the Fiat dash is a further 670mm of grey plastic shelving extending to the bottom of the windscreen. A half oval structure houses an outside temperature gauge, and the heater control for the Trumatic E gas heating (for use in the cab area when on site). There are also two open-fronted storage boxes - with bases that slope the wrong way, and out of which things slide when you are driving along. To the sides, both passenger and driver have two cup holders each, as well as various useful storage pockets. The driver has a deep cupboard fronted by a sliding tambour door.

This brings me to something I need to get off my chest. The door in this cupboard, and the door for the cupboard that contains the television, slide along on channels of raw edged wood that shower sawdust around when opened. It looks cheap, unfinished, and does not befit a quality 'van'; it really squeezed the jam in my doughnuts every time I saw it.

Driving the 'van is a real pleasure, not merely because of the all-round view that you get from either of the front seats, but also because the Al-Ko chassis provides superb road holding with very little body roll and is very forgiving when you make a mistake. Driving through Howden Moor in the high Peak District of Derbyshire and down the Snake Pass into Glossop, the vehicle felt so stable that on more than one occasion I got a little too big for my boots. When negotiating the twists and turns of the narrow A57 I found myself



Room for a couple of cycles and all the crates you need. The garage is heated and has a 230V socket and lighting.

braking furiously having gone into a bend too fast. Fortunately, the absence of excessive lurching and rolling, and the smoothly progressive Fiat brakes, got me out of trouble.

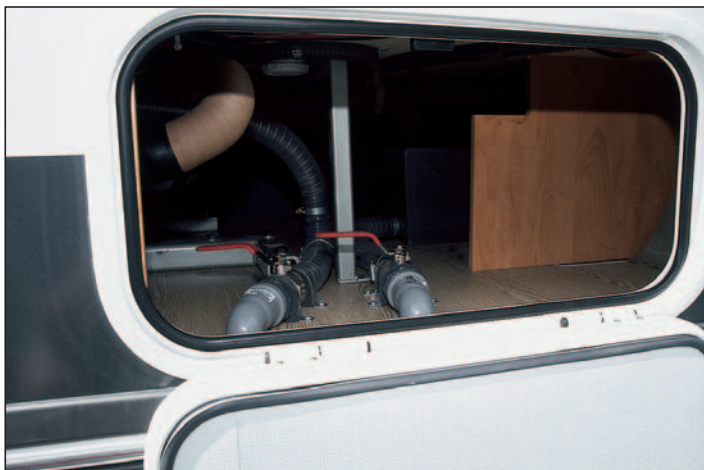
Aligned to this superb chassis is Fiat's 2.8 JTD engine, which pulled us over the peaks and through the troughs with aplomb. The comfort of the ride was enhanced by two multi-adjustable Isri captain's seats that were supportive and - with nothing to obstruct them at the rear - both



All utilities are accessed on the nearside, including a small door for the rear underbed storage area.



Ample storage space for the driver - the tambour door and wood fascias are an attractive, if flawed, feature.



On the left is the drain for the fresh water tank and on the right the grey waste drain. Easy to operate they are a labour-saving feature.



Imitation walnut helps to break up the acres of plastic in the cab. The view is superb, the seats are comfortable, and the driving experience great.



The forward view shows the 'corridor' twist kitchen and washroom. At the front, swivel cab seats help open up the lounge area.



Although a four-berth there is only one rear seatbelt.

could be raked to the most comfortable angle. Apart from the usual Fiat ventilation the vehicle sported cab air-conditioning, an electrically operated passenger door window, and a sliding window for the driver to let in the scents of the countryside.

Two large, electrically adjustable high-level rear view mirrors let you know what's happening behind. There was no noise from the furniture worth mentioning, despite finding all the deepest

potholes Derbyshire could offer: engine noise was also not overly obtrusive.

Although this is a four-berth, there is only one rear forward-facing seat with seatbelt. However, with a little redesign of the L-shaped seating and some hinged seat boards, a second seatbelt could be incorporated, (something I have seen done on other vehicles).

Despite its apparent bulk, the Eura Mobil was a pleasure to drive and if I had been in

possession of my passport I would have been sorely tempted to tell you how well it coped with the Alps!

Inside story

Entry into the caravan is through a one-piece caravan door, having first traversed the one external electric and one internal fixed step. There is a small amount of door-based storage and a large, vertical, brushed aluminium handle



Looking back, we see a linear kitchen opposite the washroom with a transverse double berth above the garage in the rear.

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to pull on - giving extra and balanced leverage when closing the door. Unfortunately there is no flyscreen. A 190mm high step divides the lounge and cab from the kitchen, washroom and high-level bed at the rear. Above the cab seating area

is the drop-down bed. So, having had the orientation lecture, how does it all fit together? Best to start with the kitchen, I think.

The first thing Ann noticed was the work surface; at 900mm high she found it perfect for

culinary activities. There is an unobtrusive waste bin beside the toilet door, which is quite nifty, and the entire kitchen unit runs from the caravan door to the rear bed. It consists of a four-burner hob, grill and oven, plus a stainless steel sink with



Work surface in the kitchen is sufficient for most purposes and the table can also be used.

This slide-out cupboard is extremely useful and allied with ample wall and floor cupboards completes a comprehensive storage system for the kitchen. The silver knob above locks all drawers and cupboards in place when travelling.





Obviously we have set this up to prove the point, but above the sink seems a dangerous place for a socket, particularly as there is ample space to relocate to the right of the kettle. The socket is unswitched too so the lead will be live.



Clean, bright and modern with plenty of space to move around, this bathroom has good storage. The separate shower compartment is on the right.

The shower compartment is closed off from the rest of the washroom by a sliding door. I found it spacious and easy to clean. The handy storage rack is sensibly positioned and did not intrude.



mixer tap. On one side of the sink is 240mm of work space with 600mm on the other. The total depth of the kitchen is 540mm, so you can see there is not a great deal of work surface, but there is the table, which I shall come to in a minute.

Under the cooker at floor level is a large drawer and alongside is a slide-out unit with shelving for tins and bottles – very useful that. What appears to be a stack of four drawers alongside this is, in fact, only three; the top one is actually a flap concealing the internal gas taps. The 97-litre fridge has a door that opens towards the bed, providing easy access to the fridge contents. Overhead are four cupboards with positive latches, and a shelf. A stainless steel extractor hood is provided over the cooker.

There are only two downlighters to illuminate this kitchen, both fitted under the larger of the overhead cupboards. A simple silver knob is set above the slide-out cupboard that, when turned, locks all floor-level storage units in place for travelling. Excellent idea. A ceiling light is badly needed here, as, at night, it is too dark to see what is stored in the kitchen cupboards. The splashbacks are of an attractive aluminium design. A hinged splashback would have been useful to protect the bed where it meets the kitchen work surface. With a cherry wood finish to the cabinets the overall effect is stylish, modern and functional.

I have though, to point out what I think is a dangerous, but easily rectified, design fault. Immediately above the sink is an unswitched 230V socket. If you unplug a kettle, the lead could fall into the sink and come into contact with water in the metal basin - with potentially disastrous consequences. There is ample room

under the cupboard above the fridge work surface to relocate this socket.

Shower, shave and shampoo

Directly opposite the kitchen on the nearside is the bathroom. Located between the rear bed and the front lounge, it has a solid wood domestic-style door, and a handle which I thought on first sight would get in the way - considering the corridor between kitchen and bathroom is 720mm wide at its maximum. The handle occupies 65mm of that precious space. In practice it didn't intrude, although when Ann was working in the kitchen, squeezing past her to get to the rear bed did cause the handle to become rather too intimate with me.

There are four coat hooks provided on the outside wall of the bathroom, which should not reduce corridor width too much if only light clothing is hung from them. Then there are a couple of coat hooks in the rear bedroom area for bulkier items. One other comment about the toilet door and then I'll take you to the loo. When enjoying a night visit to the toilet, the ladder giving access to the rear bed has to be leant against the fridge, or the bathroom door cannot be fully opened. So when you come out all bleary-eyed, thinking the step-up to the bed has grown, you've simply forgotten to replace the ladder.

The cherry wood theme continues with the bathroom furniture. Textured white walls make the room bright and cheerful and heating is provided by one blown-air outlet. Under a deep and attractive washbasin is a cupboard with a shelf and double doors. Overhead, a further double cupboard with open shelving under should give sufficient storage for four lots of toiletries.

The Thetford swivel-bowl toilet offers sufficient leg room to perform the necessities, and the large two-section mirror will show the full beauty of the person standing in front of it. There is a towel rail, and a rack for two tumblers, but when I first examined the bathroom I bemoaned the fact there was no soap or toilet roll holder, and the minimum of work surface around the sink on which to put toiletries. The shelf running off the sink could have been made a little wider which would have made a great difference. There is a vertical plastic storage rack in the shower, which is well positioned and very useful.

Whilst we are on the subject of the shower, despite the small drain hole, I liked it a lot. It's large, without wasting space by being overly so, and is separated from the remainder of the bathroom by a sliding Perspex door; even with my bulk there was ample room to move around. Lighting comes courtesy of three downlighters over the washbasin and one ceiling light in the shower.

One small roof vent provides ventilation and there is an unswitched 230V socket beside the wall cupboard. (*This is not considered to be a safe location for a mains socket, according to UK regulations and safety standards. DH*) If you don't like using a hairdryer in the bathroom there is a socket on the kickboard of the lounge.

This bathroom has clean, modern lines and good use has been made of the space available.

Lounge lizards

When allied with the comfortable cab seats that swivel fully through 360 degrees, the L-shaped lounge provides convivial seating for four to eat and relax comfortably in elegant surroundings.

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The L-shaped lounge is comfortable and easily accommodates three. The table is heavy, large, does not slide and gets in the way.



With the table removed from the lounge area there is greater ease of movement and much more space.





The position of the TV cabinet means that only cab seat passengers can watch in any comfort.



We felt four could relax here and eat in comfort, although if you could slide the table top the person sitting in the swivelled driver's seat would be more comfortable.

I did promise earlier I would mention the table and I think now is the appropriate time. It's an incredibly annoying piece of furniture. Balanced securely on a thick aluminium pedestal that fits into a floor plate, it is an immovable object that dominates this area of the 'van. Rectangular in shape, it is heavy and there is no dedicated internal storage to house it. Although the top swivels you always seem to be squeezing past it, either when getting into the lounge or moving from cab to caravan. Indeed, if the cab seats are

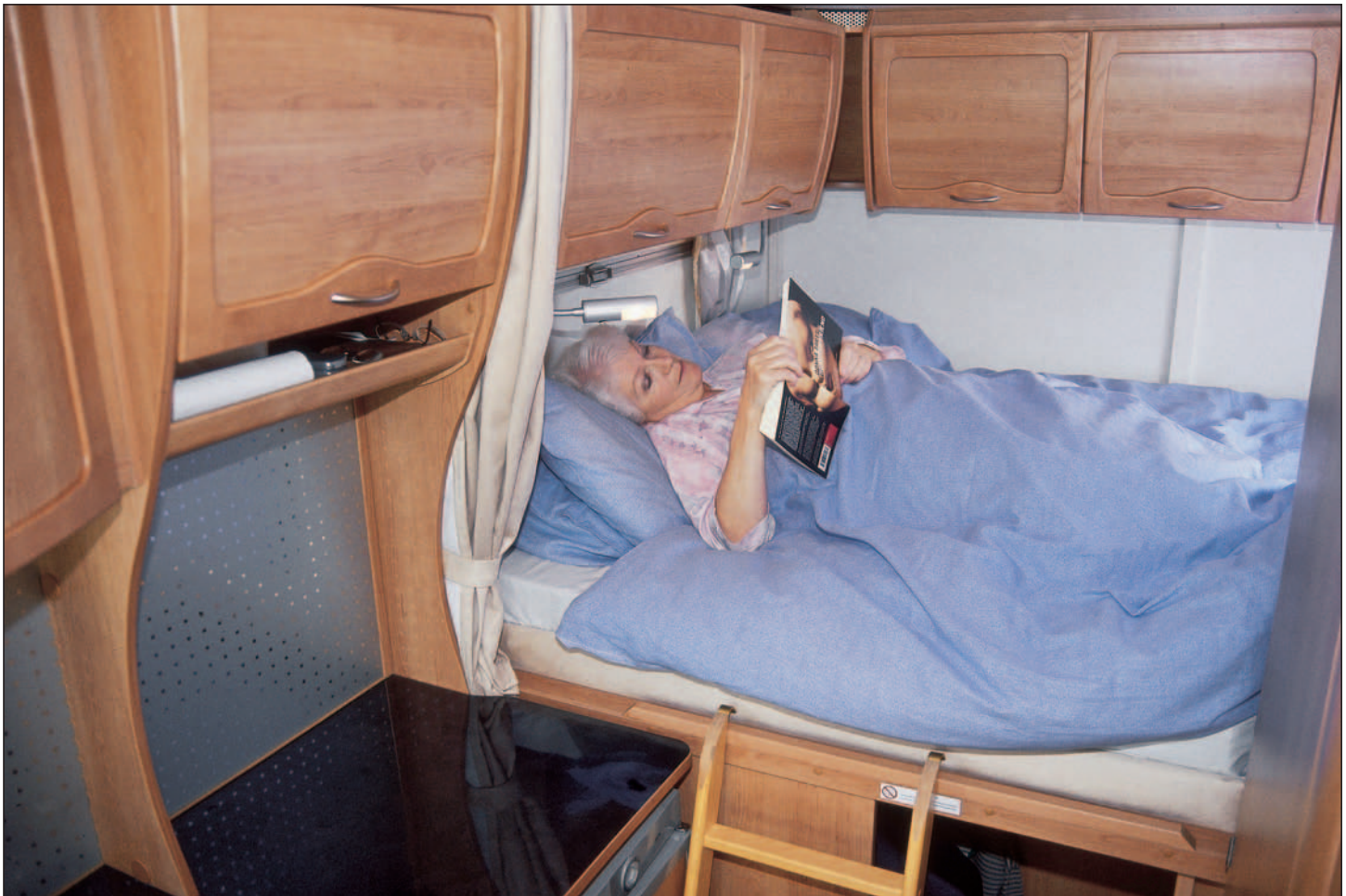
slid fully back you cannot get in or out of that area. If the designers want to stick to a heavy table like this they should have included one with a top that slides to create space to move around it. It's great to eat at but irritating to live with.

The fabrics on the seats in our test 'van caused me a degree of trepidation, even though I really liked the look of the light fawn suede-effect allied to the modern block-work design of the cloth inserts. Despite my worst fears, Ann assured me these fabrics were of domestic

quality and should clean up exceptionally well.

There are blinds and flyscreens to the caravan windows but no curtains, unless you include the decorative nets edging the lounge and bedroom windows. The *piece de resistance* is the smooth-running electrically-operated windscreen blind that not only keeps out the night but excessive daytime sun as well.

There are two reading lights and three downlighters in the lounge with two downlighters on the underside of the drop-down bed. The TV



The rear bed is supremely comfortable but awkward to use if you favour a bedtime book.

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cabinet with its slide-out tray is located above the lounge seats. Whilst I can't see any other position for it, this means only the occupants of the cab seats can see the television comfortably (a problem not confined to this 'van).

Bedtime for four

Both the rear and drop-down cab beds are large doubles. Both are exceptionally comfortable and both have thick, firm mattresses that you know will never sag like a digestive biscuit that has spent too much time in a cup of hot tea. Sprung slats under each, aid support and ventilation, and the mattress on the rear bed is split into two singles. This latter innovation pleased Ann immensely. I am substantially heavier than her and in a normal double bed she is, apparently, constantly rolling towards me. I don't have a problem with that, quite the opposite in fact, but she says it disturbs her sleep and the split mattress solved her problem. That's as maybe, but we're still not having one at home!

The rear bed is accessed by a wooden ladder that stores on the bed when not in use. Ventilation for this bedroom comes from a small roof vent and two opening windows on either side of the 'van. Five overhead cupboards and open shelving give ample storage, but again the lack of overhead lighting means you have to rely on a couple of downlighters, and two reading lights on flexible stalks, to see into the cupboards at night. On the subject of reading lights, if you like reading in bed you will have to lie down flat to do so, as there is nothing to lean against. The overhead cupboards protrude out too far to lean on, and, in any case, you would be against the window blinds if the cupboards were not there (which also writes this space off as a daybed-come-lounge).

As this bed is quite high (we found only 190mm between our heads and the bottom of the cupboards when using two pillows) some might find it a little claustrophobic. If all you want to do is sleep in your bed, then this one will be hard to beat. If, however, you want to make more use of valuable interior space then you will find this area irksome. Incidentally, a sliding door running transversely between kitchen and bathroom reveals a wardrobe inset under the bed. It has two hanging rails, a light, and is deep enough to accommodate shoes and long clothes. An unusual and innovative use of space.

At the other end of the 'van is the drop-down cab bed. It is easy to pull down and push up via a metal grab handle - and the bed doesn't rattle when on the road. There are two ceiling lights over the bed, but again, because of a lack of back support, any reading has to be done lying down. Getting in and out of this bed isn't easy. Unlike a Hymer, where the cab seatbacks lie relatively flat towards the windscreen, the Eura



Now there's a sight I've come to know and love well. But this was the only way we could find of accessing the overcab bed. Try as we might we could not get the seat squabs to flip forward.



The wardrobe is cleverly positioned in the panel that forms the side of the raised rear bed, and has plenty of hanging space.



Above the caravan door are the control panel, a radio speaker, and control for the water and blown-air heating. The metal strip adjoining the ceiling is an outlet vent for the ISO cooling system. There are similar outlets strategically placed throughout the 'van.



The space under the lounge seats is given over to the twin batteries, RCD, pump and ISO cooling unit, amongst other things. Everything is easily available for servicing and although there is little storage space this is of little consequence given what is available elsewhere.

Mobil's go in the opposite direction. You can move the seats rearwards as far as they will go to create the space to lower the bed with the seatbacks erect, but then the seats get in the way when you're trying to get into the bed, as does that pesky table. You could stand on the table but I wouldn't trust it. It is, after all, only supported by a pedestal leg. There is a simple solution. If the back of the driver's seat flipped forward there would be space to hook in a ladder making ingress and egress easy and safe.

When fully opened the maximum front height of this bedroom is 1100mm and the minimum rear height 620mm. There is a luxurious, lined curtain, covering full length and width, separating the cab from the caravan. This area also has blown-air heating controlled independently from the rest of the 'van. A similarly luxurious curtain preserves modesty for the occupants of the rear bedroom.

The final lap

Monitoring the correct function of the utilities is done via a digital display on a panel over the caravan door. Information includes the percentage of fresh and grey water present in the large tanks, the state of the batteries, inside and outside temperatures, and when the toilet cassette is full. Various switches connect the 12V system, including the water pump and the control for the ISO-AIR system. ISO-AIR is driven by a high-performance blower that draws cool air

from between the floors, filters it, and then blows it into the 'van through metal grilles that sit on top of the cabinetwork, cooling not only the interior with vented air when stationary but the sides as well. It wasn't hot enough to test it on location but if it works in a heatwave it will prove to be an excellent piece of equipment. Caravan fuses are within easy reach behind the driver's seat and all circuit breakers, water pump and ISO-AIR system hardware are similarly accessible under the lounge seating.

This 'van has a lot going for it in terms of the superb drive, robust construction, and correctly proportioned and ergonomically designed 'rooms'. For me it was let down only by the lack of thought surrounding the design, use of and access to the beds; no ceiling lighting; and the overly dominant and inflexible table in the lounge-come-dining area. With some slight tweaks the 660HB could be a class leader.

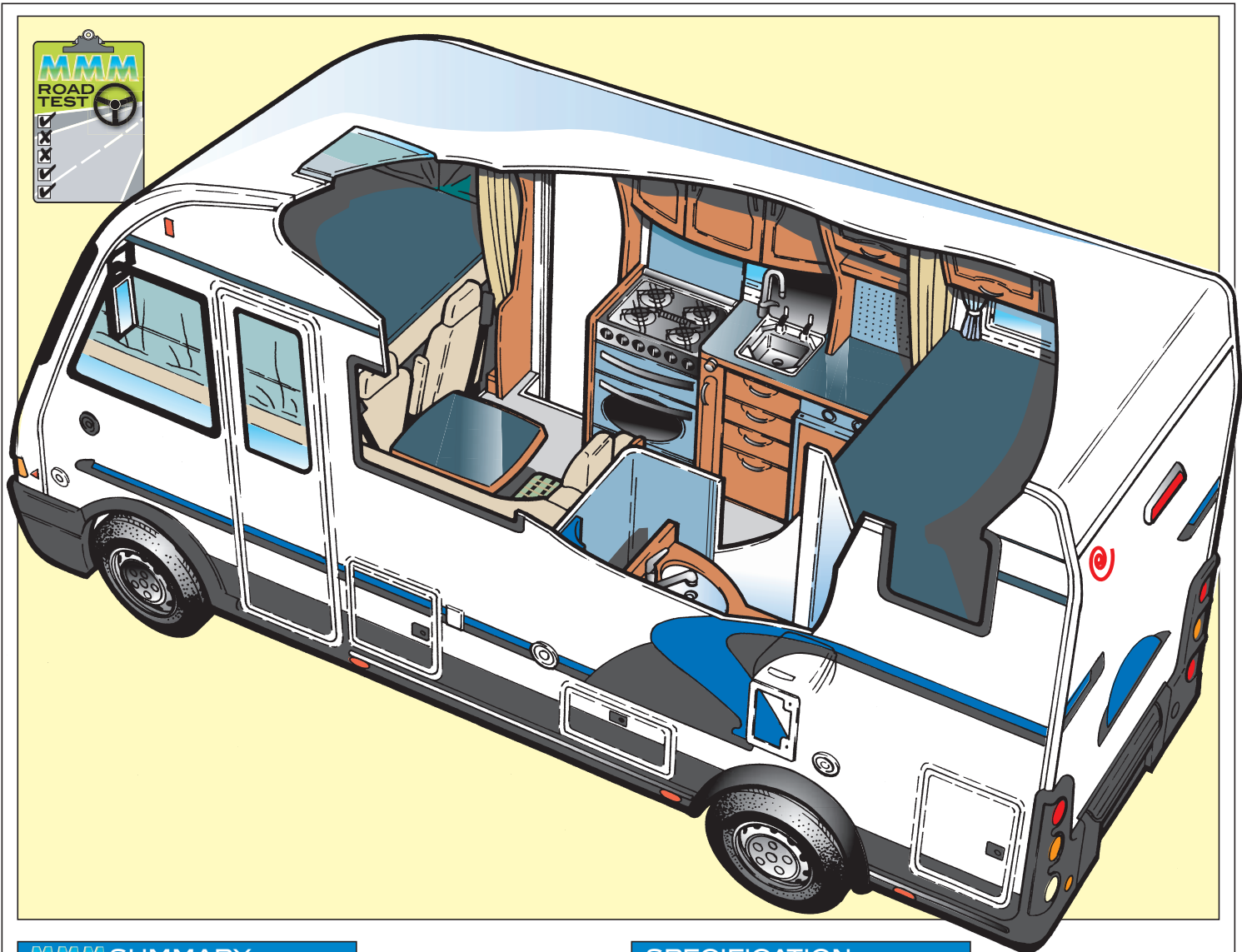
You may not consider my grumbles to be major faults or issues that you feel would affect your enjoyment of all the other facilities. If so, you should put this vehicle on your shortlist when searching for an A-class vehicle under seven metres long, with two substantial and comfortable double beds and loads of garage space. I thought the robust build quality could mean that this Eura Mobil may still be roaming Europe's roads when my 10-year-old granddaughter is drawing her pension.



Fresh and waste water tanks are enclosed within the double floor cavity. The small unit to the right of shot, behind the seatback, contains the waste bin.



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MMM SUMMARY

WE LIKED

- Ease of access to utilities
- Large water and waste tanks
- Cycle storage in garage (subject to payload)
- Comfortable beds
- Comfortable lounge seats
- Well-proportioned shower room
- An overall feeling of elegance

WE WOULD HAVE LIKED

- Ceiling lights
- Outside shower connector (available as an option)

- Caravan door flyscreen (available as an option)
- Opening roof vent in overcab bed

WE DISLIKED

- Being unable to read comfortably in either bed
- Difficulty of getting into the overcab bed
- Intrusive and inflexible dining table
- Badly-positioned 230V socket in kitchen

SPECIFICATION

THE VEHICLE

- **Base vehicle and engine type:** Fiat Ducato 18 with Al-Ko wide-track low-frame chassis and 2.8-litre 4-cylinder common-rail turbocharged diesel engine
- **Output:** 93.5kW (127bhp) @3600
- **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 with ABS and ASR
- **Steering:** Power-assisted rack and pinion
- **Suspension:** Front: independent MacPherson-type struts with heavy-duty coil springs and integral dampers. Rear: semi-elliptic springs with telescopic dampers, tubular rigid axle
- **Tyres fitted:** Michelin XC Camping 215/75 R16C
- **Spare wheel position:** In cradle under rear floor
- **Fuel tank capacity/type of fuel:** 80 litres (17.6 gallons), diesel
- **Instruments:** Speedometer in mph/kph with LCD panel showing total miles, trip, service indicator and clock, coolant temperature gauge, rev counter, fuel gauge
- **Warning lamps:** Headlamps main beam, sidelights/dipped beam, hazard warning lights, indicators, handbrake/fluid/pad wear, high coolant temp, immobiliser function, water in fuel, engine check, battery charge, low oil pressure, cold start, airbag function, low fuel
- **Windscreen wiper controls:** Flick-up stalk for driver-controlled wipe, pull for wash/wipe, one down for intermittent wipe, two down for normal speed, three down for fast speed



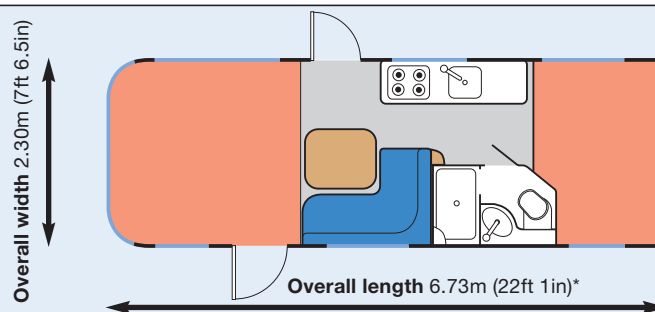
- **Immobiliser/alarm:** Fiat electronic engine immobiliser (no alarm)
- **Other features:** Single disc CD/radio, cab air-conditioning, driver's airbag, electric front window, extended electrically-heated and adjusted door mirrors, Isri captain's swivel seats in cab with adjustable armrests and height/rake/squab adjustment, central dash folding clipboard, adjustable steering column, lockable glove compartment, exterior temperature gauge, Trumatic E blown-air cab heating, four cup holders, passenger cab door, storage pockets for both passenger and driver, removable cab carpet, double-glazed cab side windows

PERFORMANCE AND ECONOMY

- **Achieved 30-50 mph acceleration time:** 10.5 seconds
- **Fuel consumption during test:** 23.5mpg overall

THE CARAVAN

- **Body type and construction:** GRP-skinned bonded sandwich construction with double pressed GRP sandwich roof (fully load bearing), fully insulated and heated double floor
- **Insulation:** Sides 35mm, roof 36mm, floor 42mm
- **Conversion NCC badged as EN1646 compliant:** No
- **Warranty:** Three years base vehicle, three years furniture, six years all-body (including water ingress)
- **Number of keys required:** Two, one for ignition, one for caravan
- **Windows and doors:** All double-glazed top-hinged acrylic windows. One-piece caravan door with anti-burst latch
- **Additional ventilation:** ISO filtered air-cooling system. Rooflights in washroom, lounge and rear bed areas
- **Blinds/curtains:** Electrically-operated thermal front window blind, roller blinds to cab side windows, retractable cassette blinds to all other windows with flyscreens to caravan windows
- **230V AC system:** Mains hook-up, RCD and two MCBs, feeds automatic battery charger, fridge, water heater and three unswitched 230V sockets
- **12V DC system:** Leisure battery and fuses feed control panel, lighting, fresh water pump, toilet flush, cooker ignition, water heater controls, tank level indicators, two 12V sockets, and ISO air-cooling system
- **Capacity of caravan battery:** 2 x 105 amp hr
- **Lighting:** All 12V. Two downlighters under drop-down bed, two lights in drop-down bed area, downlighter over entrance door, three downlighters in lounge with two independently-switched and adjustable halogen reading lights, two downlighters over kitchen and sink, two independently-switched reading lights in rear bed on adjustable stalks, three downlighters in washroom, one switched light each in shower, wardrobe and rear garage
- **Cooking facilities:** Gas-operated Smev four-burner stainless steel cooker with grill and oven, full electronic ignition and glass lid
- **Extractor fan/cooker hood:** Integral extractor hood over cooker vented to the outside
- **Refrigerator:** Dometic 7045L three-way Auto Energy Selection with full-width freezer compartment, 97-litre capacity
- **Sink and drainer:** Smev stainless steel sink with mixer tap and smoked glass hinged cover, no drainer
- **Water system:** Internal fresh water tank feeds kitchen sink, washbasin, shower and toilet flush
- **Water heater:** Truma Combi C3402 gas operation, temp range 40-60 degrees centigrade, 10-litre capacity
- **Fresh water tank:** Inboard, mounted within double floor and heated, 120 litres (26.3 gallons) capacity
- **Fresh water level gauge:** On control panel, digital readout showing percentage of capacity
- **Waste water tank:** Inboard, mounted within double floor and heated, 120 litres (26.3 gallons) capacity
- **Waste water level gauge:** On control panel, digital readout showing percentage of capacity
- **Space heating:** Truma Combi C3402 gas-fired blown-air with six outlets in lounge and one in washroom. Truma E 2400 series independently-controlled, gas-fired blown-air heating for cab area with two outlets
- **Gas locker:** Externally accessed, 2 x 7kg cylinders capacity
- **Washroom:** Walk-in washroom on mid-nearside with Thetford swivel-bowl toilet with electric flush, fixed washbasin with mixer tap, two-door cupboard under sink and two-door high-level cupboard (both with shelves), separate shower with mixer tap and shelving under, sliding shower door, shower tray with one outlet, two wall mirrors, four robe hooks, towel rail
- **Seating:** L-shaped dinette with two swivel cab seats
- **Table(s)/storage:** Removable swivel pedestal table in fixed floor plate, no dedicated stowage
- **Berths:** Four. One double in drop-down overcab bed, one double in rear over-garage bed
- **Rear restraints:** One three-point inertia-reel seatbelt to forward-facing section of dinette seat
- **Wardrobe:** Under rear bed with sliding door, two hanging rails and interior light
- **Flooring:** Removable bound-edged carpet over vinyl underlay
- **Additional features:** Electric boarding step retractable from driver's seat, two loudspeakers under drop-down bed and two in lounge, radio off/on switch in lounge and rear bedroom, awning light, rear corner steadies, adjustable shelves in cupboards, rear garage



DIMENSIONS

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

- **Overall length:** 6.73m (22ft 1in)*
- **Overall width (excluding mirrors):** 2.30m (7ft 6.5in)*
- **Overall width (including mirrors):** 2.74m (8ft 9in)
- **Overall height:** 3.08m (10ft 1in)*
- **Length of wheelbase:** 4.03m (13ft 2.5in)*
- **Length of rear overhang:** As measured from centre of rear wheels, 1.53m (5ft 0in) - 38 per cent of wheelbase
- **Turning circle (kerb to kerb):** 13.9m (45ft 7in)*
- **Driver's max leg length:** From front of driver's seat squab to accelerator pedal 610mm (24in)
- **Step-up height to caravan:** Step one 300mm (12in), step two 300mm (12in), step three 180mm (7in)
- **Door aperture:** 1.81m x 570mm (5ft 11in x 22.5in)
- **Interior length from dash:** 5.25m (17ft 3in)
- **Interior length behind cab:** 4.15m (13ft 7.5in)
- **Interior width at waist height:** 2.15 (7ft 1in)*
- **Interior height:** 1.97m (6ft 5.5in)*
- **Work surface height:** 900mm (35.5in)
- **Table dimensions:** 780mm x 680mm x 780mm high (31in x 26.5ins x 31in)
- **Bed dimensions:**
 - (1) Overcab bed
 - **Mattress length:** 1.95m (6ft 4in)
 - **Mattress width:** 1.42m (4ft 7in)
 - **Mattress depth:** 100mm (4in)
 - **Available headroom:** 1.10m (3ft 7in)
 - (2) Rear bed
 - **Mattress length:** 2.11m (6ft 9in)
 - **Mattress width:** 1.49m x (4ft 10.5in)
 - **Mattress depth:** 130mm (5in)
 - **Available headroom:** 870mm (2ft 10in)
- **Shower compartment:** 1.95m H x 570mm W x 870mm D (6ft 5in x 22in x 34in)
- **Wardrobe:** 380mm D x 1.04m W x 1.16m H (15in x 3ft 5in x 3ft 10in)
- **Gas locker:** 340mm D x 640mm W x 650mm H (13.5in x 26in x 26in)
- **Gas locker door aperture:** 560mm W x 480mm H (22in x 19in)
- **Max authorised weight:** 3850kg*
- **Unladen mass:** 3400kg*
- **Load capacity:** 450kg*

PRICE (all prices include VAT)

- **Standard model as tested:** £57,790 (on the road)

OPTIONAL EXTRAS

- **Base vehicle options:** Alloy wheels (£1040), automatic gearbox (£2690 - left-hand drive only, without ASR), fog lights (£315), cruise control (£525), additional wood in driver's cab (£190)
- **Caravan options:** Fire extinguisher (£45), leather steering wheel without airbag (£641), navigation system (£2015), reversing camera (£1675), leather pilot's seats with armrests (£945), Cobra alarm system (£1060), Al-Ko towbar (£1030), flyscreen for caravan door (£160), choice of special exterior decoration (£308 or £535), exterior shower (£160), extra leisure battery (£288), Heki 1 rooflight, (£814), Heki 4 electrically-operated rooflight with rain sensors (no lighting) (£945), additional rooflight (£140), rooflight with electrical ventilation and thermostat (£288), roof rails with ladder and grip plate (£822), 3-cycle rack (£250), 4-cycle rack (£305), 3-cycle rack with electric lowering (£436), interior sprung mattress for double bed and cab bed (£222 each), remote gas switch (£152), gas filling display for one bottle (£156), 2.5kW generator including separate tank and installation (£3600), upgrade to Truma C6002 heating system (£205), electric hot water heating for Truma 230V (£415), 230V air-conditioning (£1300), 12V air-conditioning (£1110), compressor fridge (£411), 5m awning (£945), solar system (1 x 75W £815, 2 x 75W £1555), storage cabinets in place of cab bed (£405), additional 12V socket (£45), additional 230V socket (£45), fabric options from (£250- £3210), toilet ventilation system SOG (£170), safe (£206), extra 120-litre fresh water tank (£440), additional 120-litre waste water tank (£440)

SUPPLIED BY

Vehicle kindly supplied for evaluation by:
Westcroft Motorhome Centre, Cannock Rd, Wolverhampton WV10 8QU
(tel: 01902 731324;
e-mail: sales@westcroftmotorhomes.com;
web site: www.westcroftmotorhomes.com)
Note: Westcroft was due to open a new site this summer at: Watling
St, Cannock WS11 1SH (tel :01543 500775).
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