



AUTOMATIC AZTEC

Devon Aztec on LWB Ford Transit 2.4TD Durashift

Jonathan Lloyd enjoys two-pedal motoring

Devonian heritage

Devon Conversions has a heritage that goes back almost as far as the camper itself. In the mid-1950s, as a response to early imported conversions of the VW Transporter, JP White of Sidmouth (Devon) produced a home-grown version called the Devon Caravette. Other models followed including the famous VW-based Moonraker, which was one of the conversions to have in the 1970s.

The current owners of Devon have been at the helm since 1989 when the company decamped to County Durham. Under the guidance of MD Peter Gowland, the workforce produces a range of panel van conversions on a

wide variety of base vehicles. I think I'm right in saying that no other manufacturer offers production conversions on such a wide choice of underpinnings.

For many years Devon produced the Discovery, a natty conversion based on the previous short wheelbase Transit. Later the Discovery was joined by the Mayflower, also on the short wheelbase Tranny. Three years ago when Ford introduced the latest Transit, Discovery and Mayflower successfully transferred.

Currently, there is a growing demand for spacious and luxurious two-berth panel van conversions. The long wheelbase Aztec is Devon's Ford-based offering in this market sector.

Exterior

The Transit is a purposeful-looking van, so (unsurprisingly) the Aztec looks a purposeful motorcaravan. Looks often deceive, though that is not the case here, the Aztec is a purposeful motorcaravan.

The controversial skew-whiff cab door window frames add interest, as do the side rubbing strakes, but it was the wonderfully understated, but instantly appealing, metallic grey colour of the coachwork that caught my eye. A pleasant change from white. As is usually the case with a Devon conversion, any standard base vehicle colour can be specified. Magic!

Devon deserves a prize for its graphics. They consistently come up with interesting logos, which are both original and joyous. The lovely lizard/salamander logo of the test 'van is actually copied from an Aztec artefact. I'm sure it has some deep cultural significance, though I'm afraid that passed me by. It just made me smile!

All the steel body was by Ford. Motorcaravans using afterfit GRP high tops seem to be declining in popularity. I guess its a result of base vehicle manufacturers increasing the availability of factory-fitted high roofs, plus purchasers preferring a taller side door for easier access and egress.



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▲ Looking forwards, we see that the front half is 'all lounge'.

▼ The kitchen occupies the rear offside quadrant with bathroom and wardrobe opposite.



I don't think this is what the shop meant by keeping my box files secure. Anyway you get the idea. Fire extinguisher is sensibly placed, and part of standard specification.



Internal layout

Climb aboard (no external step as standard), entering by the side sliding door. Immediately obvious is that it's an interior of two halves (as the footy pundits would say). Forward is the first half, and it's all lounge. It comprises an offside inward-facing settee, and a face-forward seat adjacent to the side sliding door.

The second half is just as important but less appealing to couch

Tabletop was easily ► retrieved. The loo cassette is pulled out into the centre aisle and carried out of the back doors at emptying time.



Although spacious inside, the Aztec is just compact enough for most people to use as an only vehicle.

potatoes. The remainder of the offside wall is all kitchen, opposite which is the wardrobe. The washroom occupies the nearside rear corner.

Hardly revolutionary, and yet it has so much more than most Transit conversions. More seating, more kitchen, but above all, more floor space.

This, of course, is because the Aztec is based on the long wheelbase panel van, whereas all the rest use the short or medium wheelbase versions. However, at around 5.65m x 1.97m (18ft 6.5in x 6ft 5.75in) I would argue that it's not too big to use as an only vehicle, providing of course that it will fit on your drive.

The choice is yours

It certainly is. Soft furnishing fabrics, base vehicle colours, base vehicle options, and whether you wish for any insulation. The last point is not a typo. Devon tell me they have made a decision not to stuff any of the usual poly what's-its-name into the body cavity. Instead, they think that the best method of insulation is to provide a decent air gap between the exterior steel wall and the internal thick ply walls, which themselves are covered in insulating corded trim.

Having worked on quite a few elderly van conversions, I can tell you from experience that wool-type insulation often disintegrates over time and drops to the bottom of the cavity. If this happens, the 'wool' is not only failing to insulate most of the cavity, it also usually blocks any drain holes. Some of the early polystyrene boards used by converters appear to



Generally, storage space in the Aztec is both varied and capacious. Finish to cabinetwork is called Devon Apple.



I thought this dining table was a perfect size, big enough, but not too big!

promote and/or trap condensation, thus turning the unseen into a friendly breeding ground for the dreaded tin worm.

Customers can request that Devon use one of the modern insulation materials in the cavities.

The test 'van's luxury upholstery, ivory-coloured leather, buttoned and with contrasting black piping, was the first thing most folk commented on. People either loved it or hated it. I was interested to hear Peter Gowland say that people owning an upmarket family saloon and looking to buy their first motorcaravan often request leather seats ("like in my car"). Whatever your feelings over the selection of ivory leather, it has to be admitted that the seating was beautifully upholstered. Of course, there are loads of alternative materials, colours and patterns available.

Pip, our behaviourally-challenged mongrel, enjoys leaping up on seats and distributing mud over them, so our first impressions were that anything so light in colour would be impractical. Our second thoughts included the fact that leather does just wipe clean, and gets better looking as it gets older. (Rather like MMM road testers.)

Lounging and dining

Use the lounge as it is, or swivel the cab seats to boost the available seating accommodation to six adults. My favourite place in panel van conversions with this type of layout is the seat next to the (open) side sliding door. This particular example was comfortable when on site but also safe when on the road. It has a strengthened squab, head restraint and a three-point inertia-reel belt. A third designated travel seat is not strictly necessary in a two-berth 'van. To include one in motorcaravan that is likely to be an only vehicle, and therefore used as a car, shows joined-up thinking.

The inward-facing settee was comfortable even when I sat upright for extended periods. However, I tended to sprawl feet-up with my back supported by the end of the kitchen cupboards (and a pillow).

Artificial lighting is by means of fluorescent units, natural lighting by the two double-glazed acrylic side windows and the single-glazed glass cab windows. It seemed strange at first not to have a panoramic rooflight fitted in this demo prototype, but I couldn't really say I missed one. Perhaps if the weather had been better?

The island leg to the table is clipped inside the wardrobe, whereas the tabletop itself has dedicated storage on the outside of the rear shower room wall. It was found to be fairly stable, and of an appropriate size. Large enough to be practical, but not so large as to get in the way.

Catering

Time was when coachbuilts always had superior kitchens. 'Tis not true now,



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Cook's quarters. Well-equipped with plenty of worktop. Fridge is an electric compressor type.

and this is a good example of a practical kitchen in a panel van conversion. Equipment-wise its well specified, boasting a Stoves slot-in domestic-style cooker (with four-burner hob, grill and thermostatically-controlled oven). Everything is equipped with flame-failure devices and efficient electronic ignition. Particularly impressive was the inclusion of a simmerstat hob burner as well as the high-speed ones. Not so good was the fact that the detent required to move the controls from off to on seemed weak, and I accidentally turned one on just by brushing past.

There is no draining surface, though the square stainless steel sink did

allow a reasonable size of plastic bowl for washing dishes, and space at the side for draining them.

The Waeco compressor fridge is at the rear end of the kitchen run of cupboards. The capacity of 65-litres isn't over generous, but it seemed much bigger than it had a right to be. Well designed then, obviously. A full-width two-star frozen food compartment is at the top and the whole kit and caboodle is powered by 'electrickery' only. There is no option to run on gas. However, because the compressor (motor) doesn't need to run all the time, leisure battery drain is surprisingly modest. I would recommend a hook-up if the 'van is going to be stationary on-site in the summer for more than a couple of days. A bonus of using a compressor fridge over the more common absorption type is that there are no ugly vents spoiling the exterior.

Between the cooker and fridge is plenty of storage space - and, above, a hotel kitchen's worth of worktop. The worktop, the upstand, and the tabletop, are all finished in a marble pattern laminate. Above it all there is a good range of high-level lockers and lipped cubbyholes. Poor cooks will despair that there is not a single feature of the Aztec's kitchen on which one could reasonably blame the production of inedible or unappealing food.

In motorcaravans with rear kitchens I love having the back door open in summer. With this and the side door open I can convince myself that I'm doing some proper camping that my old Akela would have approved of! (Sadly, inclement weather prevented any Baden-Powell moments this time.)

Sleeping

The choice here is between two single beds that allow easy access via the central aisle, and a longitudinal double.

To make the offside single bed, move the driver's seat forward, and ensure the seatback is in an upright position. Fold up the extension flap at the end of the settee and remove the settee backrest.

The nearside bed is a little more complicated, though both beds take longer to describe than to make.

Anyway, the nearside bed. Firstly remove both squab and backrest cushion from the forward-facing seat. Next extend the support mechanism,



Colour difference is because infill cushions are not covered in leather. (An extra, shaped cushion fits between the cab seats.)



▲ Two single beds are easily made...

...as is the large double. Just pull out these sliding extensions and cushion juggle. ►





now hinge forward the squab board and drop the backrest board. Next swivel the passenger seat and adjust height and reach to match the rest of the bed. Finally, cushion shuffle. I slept like a log in both beds, and can confirm that the cushions didn't move around in the night.

A double was made by bridging the central gap with slide-out supports and infill cushions.

Anything else for the somnolent? Ah I nearly forgot; the insulated internal screens were by CAK. I had not tried any of theirs before. They worked well, but I did need to put both sun visors down to support the windscreen pad.

A minor point but worth mentioning is that when lying in bed in the morning I couldn't help noticing all the visible screwheads on the underside of the lockers.

Washing

That's people not dishes! The rear corner washroom is a good compromise size-wise. It was found to be plenty big enough for abluting, but didn't steal too much interior space.

Kit includes a vanity sink with combined mixer tap/shower head, fitted shower tray, manual flush bench-style cassette toilet, and a mirror and... well that's it really apart from an opening rooflight and a couple of fluorescent lights.



Surprisingly spacious washroom could do with some storage for toiletries.

This is a good idea. Bi-fold washroom door opens out to create a dressing room from of the rear portion of the central aisle.

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Meaty 110 amp hr leisure battery slides out from under the settee in its own container for easy checking of the electrolyte level.

This prototype didn't have any storage at all for toiletries, or a towel rail, or even a loo roll holder. My suggestion would be to make a cupboard under the sink and include a loo roll holder on the inside of the door. That way it will remain dry and won't poke you in the back when shaving or making-up.

The bi-fold door is an excellent piece of design. It shuts off the rear of the 'van, giving a private dressing area. Perfect for robing after the morning shower.

Domestic systems

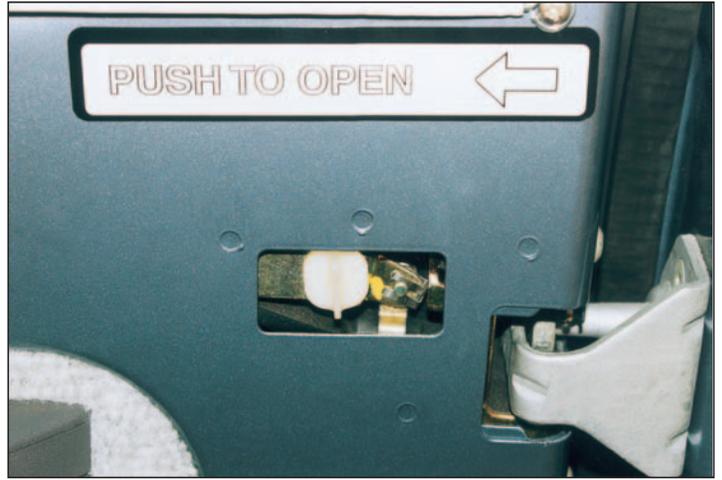
Electricity arrives via a hook-up socket and consumer unit. The consumer unit is a Plug-in-Systems item that Devon has sensibly located above the kitchen, where it can be easily accessed when the lights go out. Too many manufacturers bury these at the back of wardrobes or behind drawers. 230V electricity is supplied to the water heater, fridge, two double switched sockets and the battery charger (linked to a 110 amp hr leisure battery).

The gas locker is in the base of the wardrobe. Generally it looked to be well constructed. It is metal lined, sealed from the interior, vented to the exterior, and has two cylinder restraints. It will hold two 4.5kg cylinders or similar. I would have been happier if the access flap had some sort of locking catch on it, though I concede that the weight alone probably ensures a reasonably gas tight seal.

Fresh water and waste water tanks are located underneath the motorcaravan. Both are uninsulated and neither is heated, so be careful in the depths of winter.

Water heating was the domain of a Truma boiler, the model fitted had a choice of either gas or 230V power. These are good units, and 10-litres of hot water quickly becomes available.

Space heating was the responsibility of a 2.2kW Eberspächer diesel-fired blown-air unit. These units draw their fuel supply from the vehicle's main tank and can normally be used to supplement the cab heater when



'Minimalist' interior rear door handle caused a few ructions.

on the road. All have electronic ignition and are thermostatically controlled. I thought a description of its performance sat better in the next section so...

Maison du chien

Aah now, more public service from yours truly. (Whilst I'm occupying the dog house, at least someone else is having a break!)

My first spell of residence was when a camping neighbour in a trailer tent complained (justifiably) about the excessive noise generated by the test 'van's space heater keeping them awake at night. It was quiet enough inside the 'van, but outside - in the dead of night - I had to admit that it was intrusive to the point of being antisocial. The whirring of the fan was bad enough, but this was made worse by the burner igniter clicking away even when it was lit, and a metallic rattle from (what I assumed) was a part of the casing. I don't think Devon's installation can be blamed, although I do think that the position chosen for the burner and exhaust can have an effect on the exterior decibels.

Another (briefer) period of residency in the maison du chien was a result of Ford economising on the internal rear door release - to such an extent that it doesn't really exist. A trapped pinky combined with an unscheduled interaction between a sharp piece of metal and management's flesh seemed to stimulate her recall of Anglo-Saxon expletives to such a degree that I made a hasty retreat.

Prototype to production

This was the first prototype Aztec, and I thought it all worked very well. Devon always listen carefully to feedback from customers and testers and have already planned a few changes for production models, mostly involving the relocation of the leisure battery and possibly the space heater. Toiletry storage in the washroom is being examined, though at the time of writing no decision had been made.



There is dedicated clothes storage in the wardrobe, below which is the...



Tranny triumphs

Compared to the totality of the light commercial vehicle market, the number of motorcaravans built is tiny. Nevertheless, it is a growing sector to be in, as Ford has (belatedly) recognised. The new Tranny has lots of benefits as a base vehicle for a motorcaravan conversion. It offers a square body cross-section with minimum tumblehome, four body lengths, a choice of front or rear-wheel drive (depending on wheelbase), and an automatic transmission option.

Long-term running costs (and remember these engines and gearboxes have a design life of 180,000 miles) were apparently a major factor in Ford not using common-rail fuel injection at the launch of the new Transit. However, further development by the pointy-heads behind the blue oval has

meant that it will be available shortly.

Anyway, back to the vehicle as tested: I disagree with some fellow road testers who judge the Ford to be thrashy, slow and underpowered. The Devon was powered by the mid-range (90PS) 2.4-litre four-cylinder unit and it provided very satisfactory performance when touring in hilly terrain. It also enabled the Aztec to cruise effortlessly at 70 mph during a 400-mile motorway dash. How much faster do you want it to go? It is (after all) a leisure vehicle.

I found the brakes, steering and clutch performed faultlessly. I also thought that levels of NVH (Noise Vibration and Harshness) were all pretty low.

Driving any Transit is usually fairly relaxing. All the controls fall neatly to



...gas cylinder locker.



Ford cab is well laid out. Buttons on steering wheel allow manual gearchanging if desired. I opted for fully automatic and let the electronics take the strain.

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hand, and cab ergonomics are pretty good too. Plus there is plenty of cab storage for all those essentials. In this vehicle I was disappointed with the cab seats, though.

Our own previous motorcaravan was based on a 1997 Ford Transit. It had some of the best cab seats I've come across. They were fully-adjustable, had two armrests, plus an inflatable lumbar support. The seats in this Tranny were not as good. There is no lumbar support, the squab is too high even on the lowest setting, and one armrest has gone AWOL.

Security-wise the Transit boasts an electronic immobiliser and thief-beating door locks.

Fuel consumption was good, especially considering the road conditions. To achieve a touring consumption of comfortably over 30mpg in a hilly area on a brand-new engine seems to indicate that a touring mpg figure in the mid-thirties is very approachable. And there's more! The consumption figure I've quoted in the specification table is pretty pessimistic, as I had no way of allowing for the fuel that the diesel-fired space heater consumed.

I've said it before, but for the benefit of new readers, I think the Ford gives the best all round ride of any three-and-a-half tonner. Less body roll when cornering than on the (narrower track) VW LT and Mercedes Sprinter, and not so bone-jarringly over-firm as the Ducato/Boxer offering. However, it's not my opinion that matters, it's what you and your passengers feel that is important. Don't buy any motorcaravan without a meaningful test drive.

Some motorcaravanners feel that Ford have shot themselves in the foot by not opting for a fascia gearchange, and therefore a less cluttered floor. Undeniably, the gear lever does get in the way when transferring between cab and caravan, though I'd be relaxed over this. In its defence, the floor-mounted gear lever gives a good change that doesn't appear to deteriorate with age or with intergalactic mileage.

Falling over the gear lever is never going to be a problem in this motorcaravan, however - because it ain't got one, or a clutch pedal!

Durashift does it for me

Durashift is an ASM gearbox (what Ford describes as an Automatically Shifted Manual). Technically, it is a normal five-speed manual gearbox with a hydraulic self-adjusting clutch. Clutch operation and gearchanges are managed electronically. I think that most drivers will opt for fully automatic gearchanging.

To go for this option, one just selects D on the fascia control buttons and uses the accelerator and brake in the same way as in a vehicle equipped with a traditional automatic gearbox (employing a torque converter). The vehicle changes up and down the gears as required, according to road conditions, engine revs and accelerator position.

However, unlike in a traditional auto, there is no annoying creep at idle (tickover) and the system is at least as economical as a vehicle with a similar engine and a manual gearbox. Early feedback shows that it can be more economical than a manual. Gearchange points are pre-chosen by selecting one of three driving modes: economy, heavily laden and snow/ice. Effectively this remaps the electronics to give the most appropriate gearchange pattern for increased safety and performance in particular conditions. The accompanying box shows typical gearchange speeds with economy selected.

Upward gearchange speeds on a flat road, under blustery conditions. Speed measured by vehicle's own speedometer.

Gearchange	Light acceleration	Accelerator pedal fully depressed (into 'kickdown')
1st - 2nd	5mph	20mph
2nd - 3rd	20mph	35mph
3rd - 4th	28mph	55mph
4th - 5th	41mph	73 mph

Those who wish to exercise control over the gearchanges can do so. No need to move a conventional lever, in fact nothing more strenuous than pressing buttons on the steering wheel: (+) when you wish to change up and (-) when a downward shift is required.

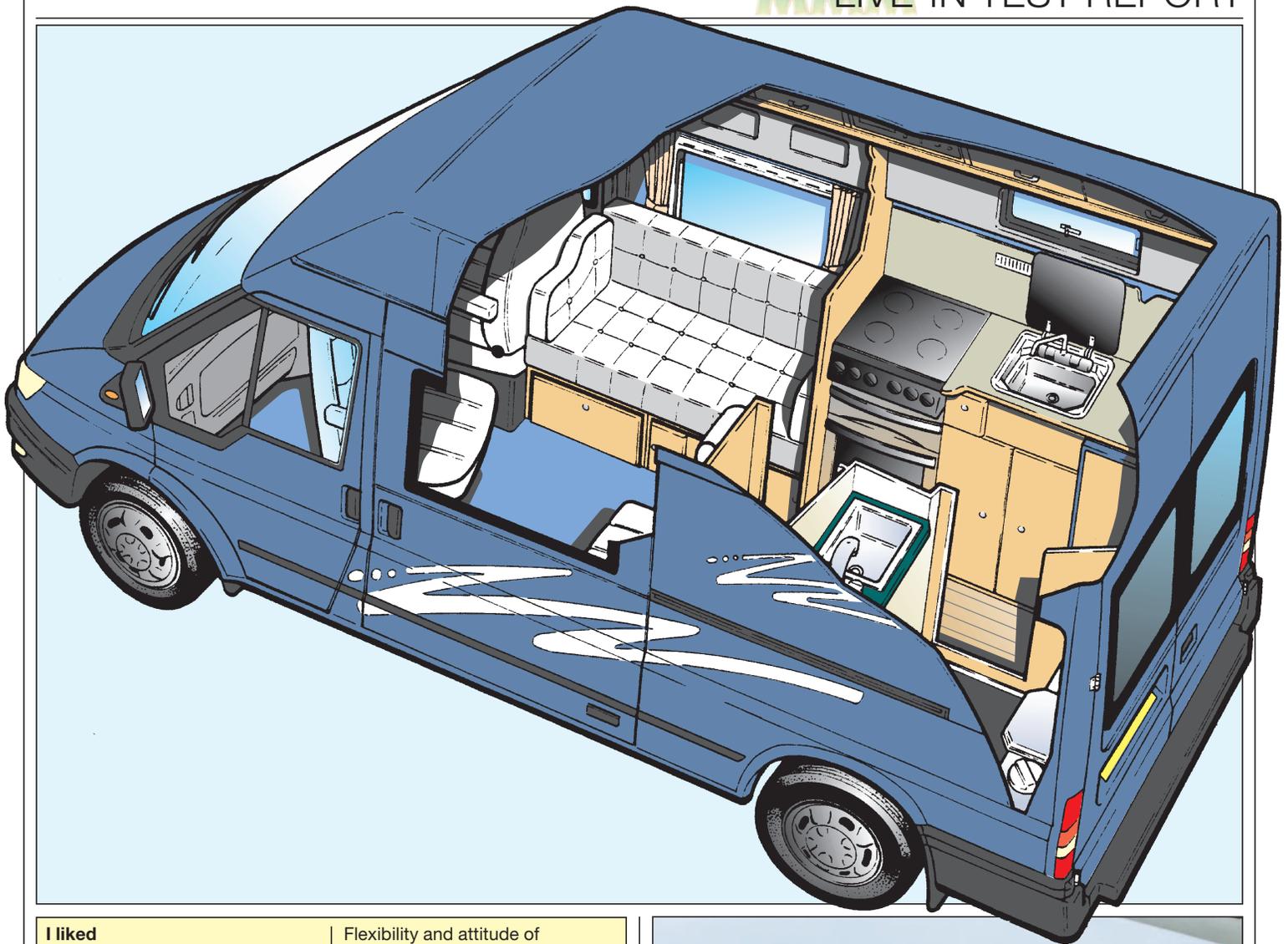
It's a boon for dedicated button-pushers, but after the novelty had worn off, I just re-selected fully automatic, and let the electronics take the strain. Durashift is the best example of this system that I've tried. It's very, very, smooth without any unwelcome jerks (well not from the transmission anyway, though there were a couple of jerks driving other vehicles). I'm unsure exactly what it is that makes it so smooth. Is it the system itself that's better, or is it the fact that it is only available with the 90PS engine and not with the range-topping 125PS unit?

Motorcaravanning for all? If not all, then most. Unlike vehicles equipped with an Autoclutch, Durashift only requires the driver to have one functioning hand and one functioning foot to be able to drive. (An infrared steering ball would be required for indicators, horn, wipers etc.) Durashift Transits can also be easily modified by mobility specialists to enable those without the use of either foot to drive their own motorcaravan.

Me, I don't need automatic transmission, but I love driving vehicles so equipped.



Four circles in rear step are sensors for the reversing aid. Easily removed spare wheel is located underfloor, just forward of the step.



<p>I liked The base vehicle generally Clever, sophisticated and smooth Durashift transmission Practical layout Dedicated two-berth, but with a rear travel seat Option to have two singles or a ginormous double bed Spacious kitchen with plenty of worktop Easy access to RCD and MCBs Sensibly positioned fire extinguisher fitted as standard Solid cabinetwork That ivory leather upholstery!</p>	<p>Flexibility and attitude of converters</p> <p>I would have liked Lower cab seat squabs Another armrest on each of the cab seats A cupboard to store toiletries (with a loo roll holder on the inside of the door) A handbook for the conversion Rear wash-wipe (available) Exterior step for side door</p> <p>I disliked Space heater too noisy outside Naff internal catch to rear doors</p>
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"Yes. But what did you really think?"

Funny this, a fellow motorcaravanner on one of the sites I stayed at asked me what I thought of the Aztec after seven nights away in it. My rather long-winded answer ran along the lines that it was a comfortable conversion offering easy living for two in what I consider to be one of the best automatic vans on the road. To this she responded. "Ah yes. But what do you really think?" "It's a belter" was my response. This she accepted. Both responses accurately reflected my feelings about the Aztec!

The observant may have noticed that all the way through this article I have studiously avoided saying whether I liked the ivory leather. This uncharacteristic shyness is not a result of cowardice, but of indecision. My partner travelled in the 'van but didn't camp in it with me, nor did the dog, so they've forfeited their votes!

The leather did grow on me. But ivory-coloured?...
 ...Yep, I've decided. I liked it. □



DEVON AZTEC ON LWB FORD TRANSIT 2.4TD DURASHIFT

SPECIFICATION

The vehicle

Base vehicle & engine type: Ford Transit long wheelbase 280 high roof panel van with 4-cylinder direct-injection turbocharged and intercooled 2.4-litre Duratorq engine with exhaust gas catalytic converter

Output: 90PS (66kW) @ 4000 rpm

Max torque: 200Nm (147.5 lb ft) @ 1800 rpm

Compression ratio: 19:1

Gearbox & drive: Rear-wheel drive via 5-speed Durashift two-pedal ASM (Automatically Shifted Manual) gearbox with manual override and three different shift patterns. Gearchange buttons on steering wheel and fascia. Traction assist

Brakes: Servo-assisted. Front: ventilated discs. Rear: drums. Hand-operated parking brake is on rear drums. Anti-lock safety system

Steering: Power-assisted rack and pinion

Suspension: Front - Macpherson strut with inbuilt damper. Rear - Live axle on Hotchkiss leaf springs with telescopic shock absorbers

Tyres fitted: Firestone CV3000 205/75 R16C 7-ply

Spare wheel position: Underfloor in cradle immediately in front of rear bumper

Fuel tank capacity/type of fuel: Diesel fuel. Capacity 80-litres (17.6 gals)

Instruments: In binnacle: speedometer, odometer, trip, engine coolant temperature, fuel tank level. On fascia: Durashift gear/driving programme/auto-manual mode. Digital clock

Warning lamps: In binnacle: ignition on/low charge, low engine oil pressure, main beam selected, direction indicators, brake malfunction, ABS fault, engine pre-heaters, airbag malfunction, ASM Durashift malfunction, low engine fuel level. In switches: 4-way hazard flashers, heated rear windows, heated front windscreen, traction assist deselected, reversing sensors deactivated, cab air-conditioning on

Windscreen wiper controls: Stalk on right-hand side of steering column. Down for flick wipe, up for intermittent/slow/fast wipe. Press button on end for electric screenwash

Immobiliser/alarm: Ford electronic engine immobiliser and intruder alarm

Other features: Height-adjustable three-point safety belts in cab. Driver and passenger airbag. Remotely operated central locking. Electrically adjusted and heated mirrors, electric cab windows, anti-lock brakes, traction assist, tinted cab glass, metallic paint, auxiliary front driving lights, reversing sensors, heated rear windows, stereo radio/CD player. Multi vent fan-assisted heating and ventilation system with recirculate option. Range of moulded storage bins and holders for: cans, bottles, mobile phone, maps, documents. Glovebox, ashtray and cigar lighter, dipping internal rear view mirror

Performance & economy

Achieved 30 - 50 mph acceleration time: 10.21 seconds (3rd gear, average of 3 each-way runs)

Fuel consumption during test: Touring: 9.05 litres/100km (31.2 mpg). 408 miles at 70mph: 10.3-litres/100km (27.4 mpg)

The caravan

Body type & construction: All-steel five-door panel van with factory fitted high top

Insulation: Air gap between steel outer wall and cord-trimmed wooden interior panel (see text)

Conversion NCC badged as EN1646 compliant: No

Warranty: Ford: three years. Devon one year (two years on some appliances)

Number of keys required: One Ford, one Devon

Windows & doors: Single glazed tinted glass windows in cab and rear doors. Seitz tinted double-glazed acrylic top-hung windows in lounge and kitchen. Two rear doors, sliding door on nearside

Additional ventilation: Four-way opening rooflight in kitchen and shower room. Permanent ventilation in kitchen and side sliding door

Blinds/curtains: Cassette blinds and flyscreens to lounge windows and rooflights. Blind only to kitchen window. Unlined curtains to windows in rear doors and offside lounge window. Insulated internal screens to cab windows

230V AC system: Hook-up. Plug-in-Systems consumer unit with Hager RCD and 3 x Hager MCBs, polarity reversed warning light. Battery charger & management unit. Supply to fridge, water heater and 2 x switched 13A double sockets

12V DC system: Leisure battery, managed alternator charging, fused leisure circuits, battery condition indicator. 12V unswitched polarity-specific accessory socket powered by vehicle battery

Capacity of caravan battery: 110 amp hr

Lighting: Main salon: 2 x 16W fluorescent, 3 x 8W fluorescent, 2 x door operated courtesy lights. Shower room: 2 x 8W fluorescent

Cooking facilities: Stoves slot-in domestic-style 4-burner hob, grill, and thermostatically-controlled oven, all with flame failure devices and electronic ignition. Glass hob cover

Extractor fan/cooker hood: None fitted

Refrigerator: Waeco compressor type electric fridge. Capacity 65 litres. 2-star full-width freezer compartment

Sink & drainer: Smev stainless steel sink with chromium finish monobloc mixer tap. No drainer

Water system: Pumped hot and cold water to kitchen and shower room

Hot water: Truma Ultrastore gas/230V, 10-litre capacity

Fresh water tank: Located underfloor amidships offside. Capacity 68.2 litres (15 gal)

Fresh water level gauge: Press to read, analogue display

Waste water tank: Located amidships underfloor nearside. Capacity 34.1 litres (7.5 gal)

Waste water level gauge: None fitted

Space heating: Eberspächer Airtronic D2 diesel-fired blown-air space heater. Output 2.2kW

Gas locker: Located underneath wardrobe. Accessed from interior, sealed from interior, vented to exterior, metal lined, cylinder restraints. Capacity 2 x 4.5kg or similar

Shower compartment: Located rear nearside corner. Vanity sink with mixer taps/faucet doubles as shower head, manual flush cassette toilet, mirror, shower curtain

Seating: Swivel cab passenger seat. Face-forward travel seat on nearside, inward-facing settee on offside

Table(s)/storage: Island leg table. Dedicated storage for tabletop on outside of shower room wall and for leg in the wardrobe

Berths: Two x single beds or one x double

Rear restraints: One x forward-facing travel seat with three-point inertia-reel belt

Wardrobe: Located amidships. Hanging rail, shelf space

Flooring: Cord carpet in cab and lounge. Parquet-style block-effect patterned vinyl in kitchen

Additional features: Fire extinguisher

Dimensions

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

Overall length: 5.65m (18ft 6.5in)*

Overall width (excl mirrors): 1.97m (6ft 5.75in)

Overall width (incl mirrors): 2.36m (7ft 9in)

Overall height: 2.65m (8ft 8.5in)*

Length of wheelbase: 3.75m (12ft 3.5in)*

Length of rear overhang: To rear edge of step 1115mm (3ft 8in) - 29.7 per cent of wheelbase

Turning circle (kerb to kerb): 13.3m (43ft 7.5in)*

Drivers max leg length: 990mm (3ft 3in)

Step-up height to caravan: Side sliding door: 520mm then 120mm (1ft 8.5in then 4.5in)

Door aperture: 1.60m H x 1.27m W (5ft 3in x 4ft 2in)

Interior length from dash: 4.10m (13ft 5.5in)

Interior length behind cab: 3.49m (11ft 5.5in)

Interior width at waist height: 1.74m (5ft 8.5in)

Interior height: 1.86m (6ft 1in)

Work surface height: 860mm (2ft 10in)

Table dimensions: 830mm x 645mm (2ft 8.5in x 2ft 1.5in)

Bed dimensions:

(1) Nearside single **mattress length:** 2030mm (6ft 8in)

mattress width: 585mm (1ft 11in)

mattress depth: 125mm (5in)

(2) Offside single **mattress length:** 1930mm (6ft 4in)

mattress width: 610mm (2ft)

mattress depth: 125mm (5in)

or both singles joined to make overall double

mattress length: 1930mm (6ft 4in)

mattress width: 1725mm (5ft 8in)

mattress depth: 125mm (5in)

Shower compartment: 1115mm W x 630mm D average (3ft 8in x 2ft 1in)

Wardrobe: Hanging space: 345mm W x 600mm D (1ft 1.5in x 1ft 11.5in), drop from rail: 1120mm (3ft 8in)

Gas locker: 600mm L x 315mm W x 380mm D

(1ft 11.5in x 1ft 0.5in x 1ft 3in)

Gas locker door aperture: 535mm L x 315mm W (1ft 9in x 1ft 0.5in)

Max authorised weight: 2900kg*

Unladen mass: 2409kg*

Load capacity: 491kg*

Price (all prices include VAT)

Standard model: £28,994 (2.4-litre Duratorq 90PS engine, manual transmission) on the road

As tested: £33,459 on the road

Optional extras (*denotes item fitted to test vehicle)

Base vehicle options: Aztec demo pack* includes Durashift, cab air-con, leather upholstery, anti-lock brakes, traction assist, tinted cab glass, metallic paint, Quickclear™ windscreen, auxiliary front driving lights, heated rear windows, electric front windows, electrically adjusted and heated mirrors, remote control central locking, radio/CD player (£4465, including fitting)

A full range of Ford options is available to order (including chassis upgrades)

Caravan options: Converter willing to fit anything subject to safety considerations and availability

Devon Aztec kindly offered for evaluation by:

Devon

Devon Conversions Ltd, Mainsforth Road,

Ferryhill, Co Durham DL17 9DE

(tel: 01740 655700; web site: www.devonconversions.com)

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