



NEW SLANT ON A NUEVO

Auto-Sleeper Nuevo ES on SWB 2.0HDI Peugeot Boxer

Roger Mechan samples a popular compact coachbuilt with a practical twist

In the forty odd years of their existence, Auto-Sleepers have worked hard at producing a range of motorcaravans that could see you through from cradle to grave. Panel van conversions were for those young and heady days when sand, sea, and whatever took your fancy, seemed to be the only reason to wake up every day. Later, when the reality of life replaced the fecklessness of youth, the move to coachbuilt conversions provided an opportunity to settle down, put the children in the overcab bed, and set off to the country for the weekend (where all thoughts of mortgage and under-performing endowments could be temporarily forgotten). Later still, as the silver on the head appeared at the same rate as the silver in the bank, you could indulge in the opulence of the A-class Luxor. It seemed Auto-Sleepers had cracked it. So why take a perfectly good Nuevo, muck about with the inside, stick an ES badge on it, and squeeze it into the company's range of coachbuilt motorcaravans? I was about to find out.

A Boxer with looks

Sticking with Ford, Volkswagen and Peugeot on which to build their motorcaravans has served Auto-Sleepers well. As I drove into their factory in the picture postcard village of Willersey in the Cotswolds the test vehicle was parked outside the gates, resting quietly on its Peugeot Boxer chassis. If you're as daft as me then you will attribute human personality traits to

inanimate objects. With a high rear end and a sloping front the Nuevo ES appeared shy and demure. The sort of look that, if it came from your wife, could empty your wallet. Pretty is a term usually reserved for puppies and babies, but it's also an adjective that could easily apply to this coachbuilt. Apart from a redesigned interior the Nuevo ES also differs from its sister in that it sports an overcab roof bed.

If the designers had got this wrong the 'van would have looked like Miss World with a boil on her nose. At under 5.5 metres long the Nuevo ES could not support a front protrusion that arrived on the campsite five minutes before the rest of the 'van. Fortunately they got it right. The underside of the overhang, and the top, slope towards each other perfectly. No wide-eyed maniacal stare here, merely an innocent flickering of the eyelashes. As you walk around the 'van nothing dramatic happens to spoil the lines.

On the nearside are the filler for the fresh water, a couple of fridge vents, an awning light and the catch for the caravan door. Breaking the surface on the offside is the gas locker door, Truma boiler vent, electric hook-up inlet and the toilet servicing hatch. Above this is the filler for the toilet-flushing tank. I found filling it with my trusty watering can was straightforward and saved moving the 'van when we needed to fill up with either flush water for the toilet, or fresh water.

The 38-litre waste water tank is located behind the rear axle and the

AUTO-SLEEPER NUEVO ES ON SWB 2.0HDI PEUGEOT BOXER



Filler for toilet flush tank is above the cassette access door. Gas compartment holds two 6/7kg cylinders.



The drains for the fresh and waste water tanks are located on the rear and offside in front of the rear wheels. They drain freely and are easy to get to.

drain hose is right at the bottom, so there should be no residual water left in the tank to putrefy. The drain tap for this tank is easily accessed. The outboard fresh water tank is in front of the rear axle, on the offside. It accommodates 47 litres and, again, the drain tap is easily accessed.

The distance from the front bumper to the ground is around 280mm and from the rear bumper to the ground around 530mm, which gives the impression the 'van is on tiptoe. A not unattractive feature. It is also a very practical feature if ever you have the misfortune to need to access the spare wheel. This is located under the vehicle, in a cradle behind the waste tank, some 900mm from the rear of the 'van. There is no other way to access it other than lying underneath, undoing the cradle nuts with a spanner and dragging the spare wheel with you as you crawl out. My advice would be to join a rescue service. It is difficult to see where else the spare wheel could go, although it would be better relocated nearer to the rear bumper.

Whilst it's not polite to dwell too long on a lady's derriere, I have to say the Nuevo ES has an attractive one, and it is not all plastic. A large opening window for the rear kitchen does away (in part) with the need for a noisy cooker hood and the smart silver-effect Auto-Sleepers badge adds a touch of understated class.

My main observation about the rear concerns the cycle rack, the top bar of which, when not in use, catches your eye when driving. I found myself constantly thinking vehicles were too close - which caused a double take, and a delay when checking the rear view mirror prior to overtaking. If the rack bar could be lowered by a few inches it would solve this problem.

A plus point is that only two keys are needed. One does the central locking for the cab doors, the ignition and the fuel filler cap. The other deals with all locks on the caravan side.

A Boxer with punch?

With only the 85bhp 2-litre turbo-diesel under its bonnet I wondered if Peugeot's rampant lion, prancing around ostentatiously on the front grille, was flattering to deceive. After all, a fully loaded Nuevo ES would be packing 3300kg and it would need more than an over-excited lion to drag that lot at a decent pace. In truth it wasn't too much of a problem. There was plenty of acceleration in all gears on the flat, but the dash-mounted (five-speed) gearstick needed constant stirring when making haste.

An absence of turbo lag was noticeable, although there was a lot of turbo whine, and on the flat the engine ran out of steam at around 58mph in third gear. Whilst hills could not be bounded in a single leap, or in this case a single gear, judicious use of the gearbox while keeping the revs up made light work of most of them. Overtaking again required a degree of planning and once I understood the limits of each gear, particularly third, I found the



The spare wheel is located behind the waste tank and is difficult to access.

engine to be quiet, hardworking and responsive. If you are the sort that is never in a hurry then the 2-litre HDI should be a consideration. Otherwise, invest in the extra 15bhp that the 2.2HDI has to offer. The additional £1644 could be money well spent.

On the road there was some wind noise apparent at high speed, particularly from the small vent in the overcab bed, although pulling the blind mitigated it somewhat. Previous to setting off in the Nuevo ES I had spent some time driving a 2-litre turbo-diesel Fiat. It takes a different badge on the steering wheel when sitting in the cab to tell the Boxer and the Fiat apart. Both have electric windows and mirrors, both have decent sized pockets on the driver and passenger doors, and both have a squab, rake and lumbar adjustment for the driver's seat. There is also an adjustable steering column in both. Although the vehicles seemed well matched for power, the main difference, apart from the constant turbo whine from the Peugeot, was in the road-holding department. The Boxer chassis felt stiffer and there was less body roll when cornering.

In a clinch with the Boxer

You have to pull out the manual step to get into the 'van. (I know a lot of 'vans still have manual steps but it does seem very dated.) The one-piece caravan door has a window with blind and flyscreen - but the flyscreen



Top bar of the cycle rack partially obscures the driver's rearward view.



The Nuevo's 2-litre power plant performed well with judicious use of the gears.



Manually-operated step cuts down on manufacturing costs but an electric one would be better. A warning buzzer sounds in the cab if the step is left out.



Cab carpet is not removable and after only a few hundred miles marks where the accelerator foot meets the floor were beginning to show.

seems unnecessary, as the window doesn't open. Once inside we were greeted by a very attractive dark blue carpet that in ten seconds was covered in grass - and a further ten seconds later was on its way out of the door to spend the rest of its time in the garage to await our return. I have to say it really looked great and it's not the carpet, it's me. Bits seem to drop off me to such an extent that I would be constantly shaking the thing outside to the consternation of all and sundry. Being left with an attractive parquet-effect easy-clean floor was much better. At least for me.

Unfortunately this luxurious blue pile extended into the driver's cab floor and, as it was permanently fixed over the grey factory-fitted flooring, dust clouds were not completely abolished. I would have liked a rubber insert where the driver's foot rested on the floor as the carpet here was beginning

to show signs of wear after only 800 miles. However, if unlike me you are not a grass magnet, you will find this carpet a pleasure to walk on. Once the carpet had been sorted out - two things came over very strongly about the interior; space and light. It was now dawning on me why this 'van had been conceived.

The layout is fairly straightforward. Rear kitchen, washroom on the rear offside, overhead cab bed accessed via a ladder, overhead and floor-mounted storage cup boards, and a wardrobe alongside the washroom. In a way, all pretty conventional. The difference comes with the seating. Two cab seats and two forward-facing rear seats, all with three-point inertia-reel seat belts, are only part of the story. It is the space between the seats, and the way that space has been used, that we found unique and enjoyable.



AUTO-SLEEPER NUEVO ES ON SWB 2.0HDI PEUGEOT BOXER



Looking forward from the kitchen reveals a versatile and spacious lounge.

If you are travelling in either of the rear seats you will have 700mm between you and the rear of the seat in front. You will look through a large picture window to watch the world go by and you will be 490mm from the person alongside. Perfect for adults with long legs, and still within fighting distance for children. But you will find it easy to separate the kids when the need arises - through the large windows you can point out to them the bus stop they will be dropped at if they don't buck their ideas up!

So that's the quick tour, but how does it look under the microscope?

Kitchen matters

Located at the rear of the 'van, the kitchen sports a Caprice 2040E domestic-style cooker with three gas burners and one electric burner. A gas grill, gas oven and electronic ignition complete the set-up. A grill pan, baking tin and tray are provided and there is a drop-down door at the bottom of the cooker

giving access to ample storage for pots and pans. The Caprice has a wire grille covering the burners that is held firmly in place by clips. This grille presses down on the burner covers, which are also screwed into place, resulting in a virtually rattle-free hob. Alongside the cooker is a stainless steel drainer and sink with a mixer tap. The cover of the sink also doubles as a chopping board. The cover is not removable but when closed rests on rubber stops, again reducing the chance of any annoying rattles from this area. There is a domestic-sized plughole in the sink that drains freely.

Directly under the sink is a double-fronted cupboard with sufficient space for towels, both cloth and paper, a pull-out cutlery tray and a waste bin. On the wall to the right of the sink is a spice rack, with additional storage provided by two overhead cupboards. Illumination comes from one overhead fluorescent light and the aforementioned opening window with cassette blind and flyscreen.



▲ Looking rearward: a familiar layout with the kitchen across the rear and the washroom in the offside corner next to the wardrobe. Forward-facing seats dominate the lounge.

Two belted forward-facing passenger seats for safe comfortable rear travel. ▶





Undersink cupboard houses a pull-out cutlery tray and waste bin.

◀ *The cooker has three gas and one electric burners, a grill, and an oven. At the bottom is storage for pots and pans. Fridge is in the foreground of the picture.*

Immediately to the left of the door, and within the kitchen area, is the 70-litre three-way Dometic fridge with full-width freezer. The top working surface of the fridge measures 610mm x 560mm. There is one 230V switched socket here together with a 12V socket. These serve the whole of the 'van. That's a shame. If you're watching TV, for example, or downloading digital pictures for your laptop, then you have to either stop what you're doing or boil your water for your tea on the cooker. Extra sockets would cost little to install and give greater versatility. On the wall behind the fridge is a useful storage rack and above that a small cocktail cabinet with four glasses provided. No free wine though, unfortunately!

Extra food preparation space is provided by a pull-out top, sandwiched between the fridge and the fridge-top work surface. This measures a decent 470mm x 480mm. It does hinder free movement through the 'van when fully extended, but this was not a problem. Taken as a whole, the kitchen set-up was practical, pleasant to work in and lacked for nothing in the way of storage or equipment.

Once you've prepared your food it's nice to have somewhere pleasant to eat it and this is where the seating configuration of the Nuevo ES scores. Two small pedestal tables are provided (kept, with their legs, in designated storage areas in the wardrobe). On the floor are four sockets for positioning the tables, depending on the seating configuration. You can choose bench seats. Or, by swivelling both cab seats, four people can sit on separate

AUTO-SLEEPER NUEVO ES ON SWB 2.0HDI PEUGEOT BOXER



The fridge-top work surface hides a useful pull-out section, although when deployed it hinders free movement through the 'van.



Above the fridge we find the only mains socket and a cocktail cabinet with fitted glasses.



In bench seat mode the feet-up lounging is great for two.

chairs. With either configuration two would share one table. Take away the tables in either configuration and the same observations go for what then becomes the lounge.

This lounge can be used comfortably by four where everyone has their own seat, or two can sit feet up by extending the rear seats into bench seat mode. I enjoyed the versatility this system provided; it was like having two 'vans in one. All the seats are comfortable and covered in an attractive, hardwearing cloth. We found the modern grey upholstery, soft blue curtains and deep blue wall and floor coverings very nautical. Four overhead pale-coloured wood storage cabinets and four large, curved lights for the lounge add to the overall feeling of quality.

Boxed up for the night

All the windows have curtains, and cassettes housing concertina blinds and flyscreens. On the test vehicle Auto-Sleepers were trying out an innovation; concertina blinds for the front and side cab windows in place of screens. The blinds are reflective on the outside and heat retentive on the inside. When deployed, they make the cab area feel an integral part of the caravan



Two pedestal tables and four floor sockets allow eating from the bench seats...



...or the forward-facing and swivelled cab seats as two Pullman-style dinettes.



The lounge seating converts to make a comfortable transverse double bed.



Prototype cab door blinds are very easy to operate and secure by means of a magnetic strip. On the driver's side ► the wing mirror is partially obscured by the cassette holder.

set-up. The side blinds appeared a little flimsy, but if they are deployed carefully they should last the lifetime of the 'van.

The blind for the windscreen is contained in a cassette fixed to the interior side pillars. The rear view mirror has to be removed and the blind then slides easily along runners to cover the windscreen. The cassette obscures around three inches of the bottom of the windscreen, which did not obstruct my vision or make driving unsafe. However, the cassette that houses the door blinds on the driver's side does obstruct a portion of the wing mirror if you have your seat set right back. Whichever window covers you choose, blinds or screens, you still retain the use of the curtains to close around the cab seats.

Having used them during this test, I would have no hesitation in opting

for the cab blinds. They do look like a DIY add-on, but in practice they worked well.

If you thought the versatility of the rear seats only extended to eating and lounging then think again. Press a lever at the front of both seat squabs and they glide forward on runners. Place the backrests in the space that is opened up and you are halfway to making your bed. At the top of each kickboard an arm extends to bridge the open corridor between the seats and it is on these arms that the longitudinal backrests from the settee are placed to fill in the centre. This produces a double bed measuring 1.98m x 1.42m (6ft 6in x 4ft 7in). Normally I am not a great lover of beds that utilise too many cushions, but because I was sleeping at right angles to the joins, and as we use an overlay of old sleeping bags, this transverse bed was very comfortable. And it was easy to make, but there were a couple of things to watch when constructing the bed. A leg on the back of the centre cushions has to be deployed vertically to keep the cushions stable. We found the press-stud secured ties keeping the leg in the vertical came away too easily when these cushions moved. This happened when kneeling on them to climb into bed. It had the effect of pushing the horizontal cross support away, resulting in the centre section of the bed caving in. It is also worth bearing in mind that if the overcab bed is being used at the same time as the lounge bed then a home has to be found for the folding ladder. We found it would lay across the cab seats quite comfortably. Remember also that any night visits to the loo by the occupants of the overcab bed will require a crawl across those sleeping downstairs (a facet of many motorcaravans with this set-up). I liked this configuration very much as it was simple and quick to construct. It just needs a little more thought given to securing those centre cushions.

The overcab bed could accommodate two adults but if I slept there I would prefer to do so on my own, as it would be a little claustrophobic for a person on the inside. The maximum height at the front is 560mm and minimum comfortable turning space, for an adult, is around 480mm before the ceiling starts to curve down towards the front. This bed will happily accommodate a couple of young children, and has large fluorescent lights on both bulkheads. The downside is a lack of ventilation, as there is only a small push-up roof vent for an area that can get very hot, particularly when



We found the blinds easy to use, although you do have to remove the rear view mirror. Their use made the cab area an integral part of the caravan.



The legs supporting the bed's centre section displayed a tendency to 'cave in'.



The overcab bed is a full double – but, like many, it would be better suited to a couple of kids. ►

AUTO-SLEEPER NUEVO ES ON SWB 2.0HDI PEUGEOT BOXER



The 'very good' bathroom has a fixed basin and separate shower taps...



...along with an opening window and electric flush loo.

User-friendly control panel and heating controls are grouped together.



Shower hose will reach outside to wash the sand off your feet.

the curtains are across. There is a safety net for the front and a felt bag to hold the sturdy, folding metal ladder. Auto-Sleepers have done their usual clever trick with this bed by hinging the front section to make a larger space to pass from the cab to the caravan.

A rub down in the corner

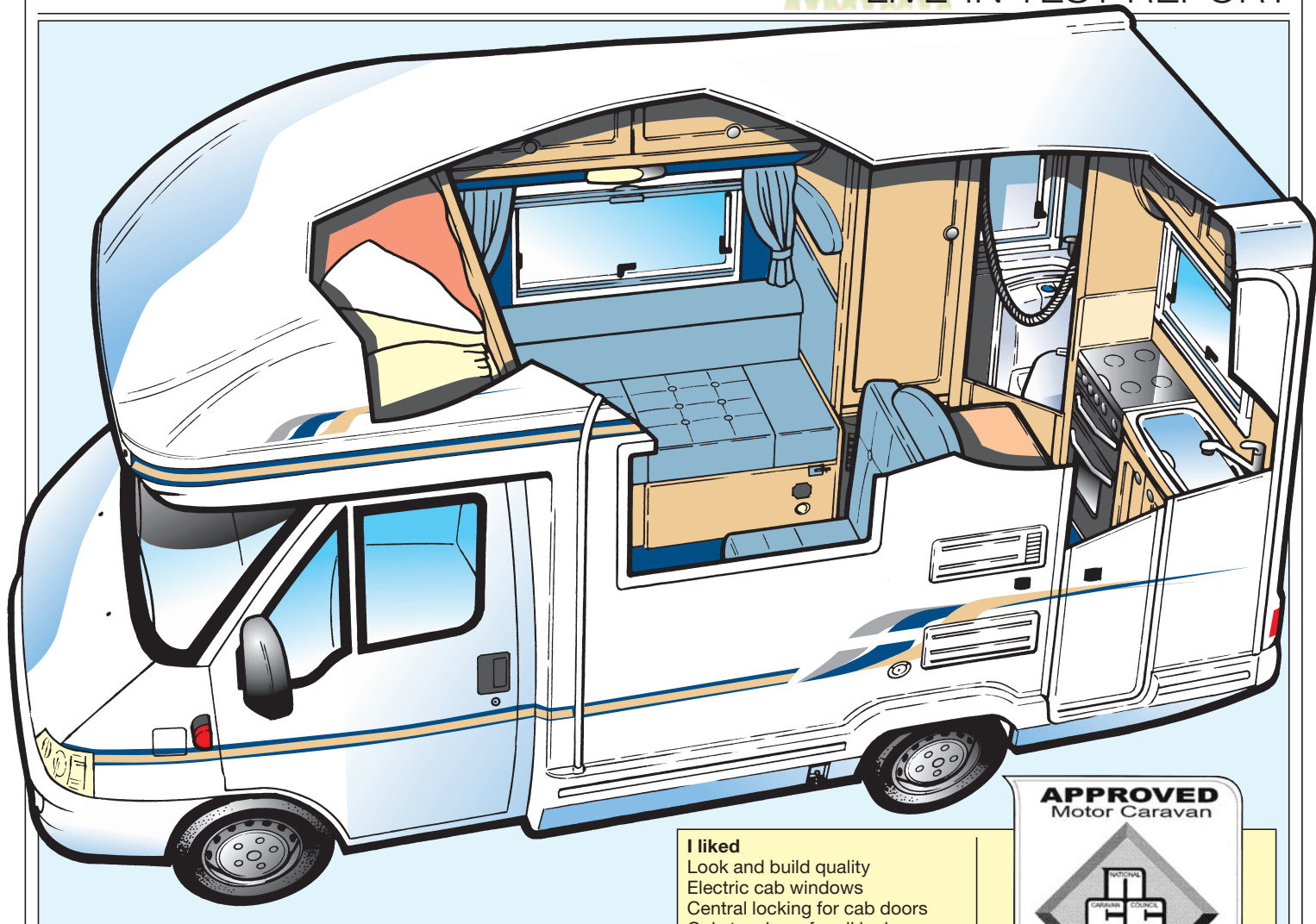
The bathroom is located on the rear offside. It is a pleasant room with blue washable wall covering, push-up roof vent and opening window with blind and flyscreen. On the left on the wall when entering is a soap dispenser. There's a wall mirror with a protrusion underneath - if it is meant to be a shelf, it doesn't work! A deep corner basin has mixer tap and large plughole. Above the basin is a corner column consisting of a soap holder, toothbrush holder and vertical twin-lamp fluorescent light. Beneath the basin is a plastic, concave, double-fronted cupboard.

To the right of the window is the shower with its own mixer taps, while on the back and side walls are towel rail and clothes hooks. In the corner is the excellent Thetford cassette swivel toilet that gives maximum legroom of around 560mm, measured from the front of the seat to the cupboard under the basin. The shower floor has a removable, synthetic, slatted shower mat and there are two domestic-sized plugholes to drain the shower water.

An easy-glide shower curtain protects the door, and the shower hose is long enough to pass through the window to the outside. This room is as big as it needs to be for the purpose it serves and is a light and airy environment in which to perform one's ablutions. My one complaint is inadequate storage. I would do away with the rear towel rail and have a double-fronted cupboard in its place; there appears to be adequate space to do this and it would turn a very good washroom into an excellent one.

Boxer shorts

We are now virtually at the end of our tour of this Nuevo, but a few points are worth noting.



The master control panel is located on the side of the wardrobe. An analogue readout gives fresh water level, and caravan and vehicle battery conditions. There is no waste water level indicator. This panel also houses the engine/leisure battery switch, pump switch and caravan lights master switch. Underneath are the graduated controls for the gas/electric water heater. The leisure battery is located under the front seat.

The wardrobe is a good size and houses the tables and table legs, the RCD with three MCBs, gas isolator valves, and the master switches for electric operation of the water heater and space heater.

The Truma space heater located under the wardrobe could be unique in motorcaravan history, as it doesn't rattle. It does, however, pump out heat (powered by a choice of gas or mains electricity) to ducts in the washroom and lounge.

More storage can be found under the rear passenger seat squabs where there is enough room to store electric leads, hiking boots, levelling blocks and the like. It would have been useful if we could have accessed this space from outside. Although our aluminium roll-up table fitted under the seats we had to leave our outside chairs lying on the floor. You could store them in the overcab bed area if it's only the two of you.

The final round

I started out at the beginning of our week in the Nuevo ES wondering if there was a need for it. I now know the answer is yes. I see many 'vans that are classed as four berths, but they do not have the capacity to carry four passengers in safety and comfort - in forward-facing seats, with three-point restraints. The Nuevo ES can. It can also do other things. It can provide versatile eating and lounging arrangements, a very spacious interior in

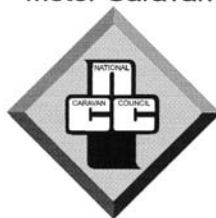
I liked

- Look and build quality
- Electric cab windows
- Central locking for cab doors
- Only two keys for all locks
- Easy-swivel cab seats
- Versatile and spacious interior
- Removable caravan carpet
- Numerous positions for the tables
- Generous lighting
- The absence of rattles from the cooker and heater
- Comfortable and large double downstairs bed
- Spacious wardrobe
- Prototype cab blinds (but see below)

I would have liked

- Electric caravan step
- A wall cupboard in the bathroom

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- Outside access to underseat storage
- More 230V sockets
- Removable front cab carpet

I disliked

- Location of spare wheel
- Lack of overcab bed ventilation
- Driver's wing mirror partially obscured by prototype cab blind cassette (see text)

which to move about, and the ability (being less than 5.5m long) to park in most car parks with ease. The Nuevo ES has Auto-Sleepers' legendary build quality and whilst there are some things I think a vehicle of this price should have as standard - such as an electric entry step and more bathroom storage - I would not let these omissions put me off. Anyone who wants to introduce their children to the joys of motorcaravanning, and requires a coachbuilt that can be used every day, should have the Nuevo ES on their list. With the introduction of this 'van, Auto-Sleepers have certainly extended their family tree. □



AUTO-SLEEPER NUEVO ES ON SWB 2.0HDI PEUGEOT BOXER

SPECIFICATION

The vehicle

Base vehicle and engine type: Peugeot Boxer 290S short wheelbase chassis cab with 2.0-litre 4-cylinder common-rail turbocharged diesel engine

Output: 63kW (85 bhp)

Max torque: 193Nm (142lb ft) @1900rpm

Gearbox and drive: Five-speed manual gearbox, gearshift on dashboard, front-wheel drive

Brakes: Servo-assisted dual circuit system. Front: discs.

Rear: self-adjusting drums (discs on 2.2HDI)

Steering: Power-assisted rack and pinion

Suspension: Front: independent MacPherson type struts with heavy-duty coil springs and wishbones. Rear: taper leaf semi-elliptic springs with telescopic shock absorbers, tubular rigid axle

Tyres fitted: Michelin X 215/70R 15C

Spare wheel position: In cradle underneath vehicle

Fuel tank capacity/type of fuel: 80 litres (17.6 gallons), diesel

Instruments: Speedometer in mph/kph with digital readout for total miles, trip, and clock. Temperature gauge, rev counter, fuel gauge

Warning lamps: Headlamps main beam, sidelights/dipped beam, hazard warning lights, indicators, handbrake/fluid/pad wear, battery charge, oil level, coolant temperature high, low fuel level

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

Other features: Single disc CD/radio, electric front windows, electrically-heated and adjusted door mirrors, central locking for cab doors, height-adjustable driver's seat, swivelling cab seats, tinted cab glass, mobile telephone handset pocket, central dash folding clipboard, adjustable steering column, colour coordinated bumper, wood effect dashboard trim. Lockable glove box, door pockets on both cab doors, height-adjustable front seatbelt mounts

Performance and economy

Achieved 30-50mph acceleration time: 13 seconds

Fuel consumption during test: 23.4 mpg overall

The caravan

Body type and construction: Bonded sandwich construction coachwork with one-piece bonded roof. Moulded glass fibre overcab. Colour coordinated glass fibre contoured skirt and rear bumper

Insulation: Polystyrene foam. Sides, 24 mm, roof 24 mm, floor 30 mm

Conversion NCC badged as EN1646 compliant: Yes. Badge next to caravan door

Warranty: Two years on base vehicle. Two-year Auto-Sleepers warranty on the conversion

Number of keys required: Two. One for base vehicle, one for caravan

Windows and doors: Double-glazed top hinged acrylic caravan windows. One-piece caravan door with acrylic double-glazed window and anti-burst rotary latch

Additional ventilation: Heki II roof ventilator with blind and flyscreen over dinette. Multi-position roof ventilator with night blind and flyscreen. Roof ventilator in bathroom

Blinds/curtains: All double-glazed windows fitted with concertina cassette blinds, flyscreens, and lined curtains. Test vehicle also fitted with prototype cassette blinds to front cab windscreen and door windows

230V AC system: Mains hook-up, RCD and 3 MCBs. Automatic battery charger with 12V split charge relay. One switched 230V socket

12V DC system: One 12V socket

Capacity of caravan battery: 85 amp hr

Lighting: One fluorescent light over each rear seat. Two overhead in lounge area and one in kitchen area. Two in overcab bed. Foot well light at caravan entrance, twin-lamp vertical fluorescent light in bathroom

Cooking facilities: Spinflo Caprice 2040E - hob with three gas burners and single electric hotplate, gas grill and oven. All gas functions have electronic ignition

Extractor fan/cooker hood: None fitted

Refrigerator: Dometic three-way (gas/230V/12V), tilt tolerant, 70-litre capacity, with full-width freezer compartment

Sink and drainer: Stainless steel sink and drainer with dual-fold sink cover and mixer tap. Sink cover doubles as chopping board

Water system: Outboard fresh water tank located in front of rear axle. External waste tank located behind rear axle. Water tank filled by external lockable filler. Gas/230V boiler for hot water. Self-priming pump serves kitchen mixer tap, washbasin tap, and shower

Water heater: Truma Ultrastore gas/230V. Temperature range 50/70 Celsius, 10-litre capacity

Fresh water tank: Outboard 47 litres (10.3 gallons) capacity

Fresh water level gauge: On control panel, push button to show analogue readout

Waste water tank: Under floor, 38 litres (8.36 gallons) capacity

Waste water level gauge: None fitted

Space heating: Trumatic S300Z gas/electric. Blown-air ducted to bathroom and lounge. 3.4kW gas with electronic ignition, 2kW electric with switch located in wardrobe

Gas locker: Externally accessed, on offside of vehicle, 2 x 6/7kg cylinders capacity

Shower compartment: Walk-in bathroom on rear offside corner of vehicle. Thetford swivel-bowl toilet with electric flush. Separate flushing water tank. Fixed washbasin with mixer tap. Undersink storage, soap holder and soap dispenser, mirror, towel rail and two hooks, shower curtain, separate shower head, blown-air heating duct, roof vent and opening window with cassette blind and flyscreen.

Shower tray with two water outlets and removable meshed mat

Seating: Two swivelling cab seats with single armrests. Two forward-facing rear seats

Table(s)/storage: Two pedestal tables and legs with dedicated stowage in wardrobe

Berths: Four. Two singles or one double in lounge. One double in overcab

Rear restraints: Two forward-facing seats with three-point inertia reel seatbelts

Wardrobe: One side-to-side hanging rail with top shelf

Flooring: Vinyl flooring with removable bound-edged carpet overlay

Additional features: Awning light, smoke alarm and fire extinguisher, manual retractable caravan step, underbed storage

Dimensions

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

Overall length: 5.42m (17ft 10in)*

Overall width (excluding mirrors): 2.18m (7ft 2in)*

Overall width (including mirrors): 2.49m (8ft 2in)*

Overall height: 2.90m (9ft 7in)*

Length of wheelbase: 2.85m (9ft 5in)

Length of rear overhang: As measured from centre of rear wheels, 1.55m (5ft 1in) - 54.4 per cent of wheelbase

Turning circle (kerb to kerb): 11.0m (36ft 7in)

Driver's maximum leg length: Measured from front of seat squab to accelerator, 585mm (23in)

Step-up height to caravan: Step one 292mm (11.5in), second step 254mm (10in), third step 203mm (8in)

Door aperture: 1897mm x 533mm (74in x 21in)

Interior length from dash: 4.47m (14ft 8in)

Interior length behind cab: 3.12m (10ft 3in)

Interior width at waist height: 1.90m (6ft 3in)

Interior height: To ceiling 1.93m (6ft 4in)

Work surface height: 939mm (37in)

Table dimensions: Two tables both measuring 558mm x 457mm (22in x 18in)

Bed dimensions:

(1) downstairs double:

Mattress length: 1.98m (6ft 6in)

Mattress width: 1.42m (4ft 7in)

Mattress depth: 127mm (5in)

(2) overcab bed:

Mattress length: 1.90m (6ft 3in)

Mattress width: 2.20m (4ft 0in)

Mattress depth: 76mm (3in)

Shower compartment: 736mm wide x 1028mm long x 1906mm high (29in x 40.5in x 75in)

Wardrobe: 635mm deep x 546mm wide x 1130mm high (25in x 21.5in x 44.5in)

Gas locker: 533mm wide x 279mm deep x 558mm high (21in x 11.5in x 22in)

Gas locker door aperture: 330mm wide x 533mm high (13in x 21in)

Max authorised weight: 3300kg

Unladen mass: 2651kg

Load capacity: 649kg

Price (all prices include VAT)

Standard model: £29,995 (on the road)

As tested: £30,490 (on the road)

Optional extras (*starred items fitted to test vehicle)

Base vehicle options: *Wood effect fascia trim (£44.65), 2.2-litre HDI engine on 330M chassis (£1,644.92)

Caravan options: Extractor fan in place of rear roof ventilator (£136.30), *Truma Ultraheat 230V heating system (£298.45), Status TV aerial (£196.17), rear corner steadies (£87.80), roof rack and ladder (£235.40), twin single bed option (£251.66), Heki III wind-up roof ventilator in place of Heki II (£200), *cycle rack (£151.81)

Auto-Sleeper Nuevo ES kindly supplied for evaluation by:

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