

# STYLE GURU

## Eriba Style 586 on LWB 1.9dCi Renault Trafic



### *Dave Hurrell gives us the lowdown on a fashion icon from France*

You can't fail to notice the Eriba Style; it's simply different to anything else. You could be forgiven for thinking that secret motorhome mating had produced a love child, as the Style seems to be a cross between a low profile and a rising roof camper.

Wow! So, it's like, unique - cutting edge an' all that? Well no, not quite; French company Eriba is famous for producing little pop-top caravans and the Style applies this idea to the motorhome. It's not even a new idea either as the company produced a version on the old Renault Trafic too. Eriba is part of the Hymer Group, and latterly the Hymer design team took the concept and updated it in a marriage with the latest award-winning version of the Trafic. There are three models in the range: the 586 tested here features a U-shaped rear lounge, while the 576 offers a rear longitudinal, fixed double bed. The Style Crossover is an enhanced version with metallic blue paint, alloy wheels, and an interior with special upholstery and 'nautical' colour scheme.

#### STYLE AND CONCEPT

Style is simply a great name for this 'van as to my eye it's got it in spades. The alloy and GRP-skinned coachbuilt body sits on the platform cab version of the superb new Trafic, and GRP panels help marry the two perfectly. The overcab section and side panels are joined by mouldings applied to the doors that give a seamless effect when the eye moves from cab to caravan. The rear panel is also strongly moulded in GRP to complete an overall curvy effect to the body. Unlike most sandwich construction 'vans the

sides are angled at the waistline completing a not-a-straight-line-in-sight impression that gives an insight into the lengths that the designers have gone to for the right look. The rising roof runs the full length of the living area and is neatly enclosed by the front and rear mouldings when down. This really is the lowest of low-profile coachbuilt motorhomes and indeed, at 2.4m

(under 8ft) it's around 400mm (1ft 4in) shorter than its standard low profile brethren.

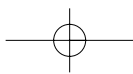
#### STYLE INSIDE

Continental handing means you enter via the caravan door on the UK offside. Situated towards the front of the living space, the doorframe is only 1.65m (5ft 5in) high so a dip of the head is required. The platform cab underpinnings produce a lower floor than many, so no external step is needed, and one internal step does the job of raising you up to floor height. In spite of this diminutive doorway, and my natural tendency to bump my bonce on everything at



Eriba's pop-top (shown fully lifted) runs the full length of the roof, integrating with the bodywork when closed.




**ON TEST: ERIBA STYLE 586 ON LWB 1.9DCI RENAULT TRAFIC**


Looking to the front we see the double-door wardrobe on the left. The swivelled cab seats provide a welcome extra lounge area.



Traffic's cab is one of the best around.

head height, I didn't hit my head on the top of the doorframe once during the test.

The rear U-shaped lounge dominates the interior and will be the main reason for choosing this model. An offside kitchen with washroom opposite fills the centre ground. Up front we find two inward-facing seats, and the swivelled cab seats, grouped around a small table (that folds in half and swivels on its single dogleg mounting). Headroom in here is pretty good at 2.02m (6ft 7.5in) with the roof raised. With it closed there was still room enough for me to stand up at five feet ten tall.

#### STYLE DRIVE

These days, the modern motorhome cab is a pretty good place to be. If anything, the Traffic's is even better. The test 'van was a left-hand drive demonstrator - Continental handing of the

caravan means only the driver's seat will swap sides on UK specification models. A genuinely car-like driving position is the desirable starting point for one of the best drives in the business. Settle into the superbly comfortable driving seat and you find it's very easy to achieve the right driving position. Fore-and-aft adjustment of the steering column and a truly height-adjustable seat soon had me ready for the off. Surroundings are somewhat gloomy on first inspection, but as you get used to the cab environment you change your description to understated style. Sure there's plenty of grey plastic around, but the small airbag-equipped steering wheel, switches and instruments have a real car-like quality to them. All is present and correct when it comes to features - with electric windows, mirrors, CD player, dash-mounted gearchange etc. The inclusion of cab air-conditioning and an excellent heating and



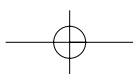
A look under the bonnet reveals a willing engine that punches well above its weight.

ventilation system is the icing on the cake.

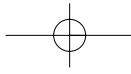
One annoying feature, however, was the pull-up windscreen blind fitted by Eriba. Designed to make cab blackout at night easy, the frame of the thing masked the windscreen demist vents and deflected the column of hot air towards driver and passenger.

On the road, the Traffic is quite simply superb. With the possible exception of the Volkswagen T5 you'll not drive a better small motorhome base. Coil-spring suspension fore and aft, and seemingly well-judged spring and damper rates, combine to produce good handling and a comfortable ride. The steering has enough feel to inspire confidence, yet is light enough to make using the small diameter wheel easy.

After the first drive I was intrigued enough to get out and open the bonnet to check the size of the engine really was 1.9 litres, such was its







*View to the rear shows the compact, U-shaped lounge/diner beyond the modest kitchen with washroom opposite.*

enthusiasm to provide power. This motor really did belie its 100 bhp rating as it pulled with gusto. Such was its free-revving ability that once or twice I found myself out of power before I realised it - as the rev limiter cut in at 4000rpm. Yet more icing on this already top-heavy cake came in the form of the superb gearbox. Much like big brother Renault Master, it was 'the joy of six' as an extra ratio gave a cog for every occasion. Third is perfect for trundling around town, fourth for B-roads, fifth for fast A-roads (up

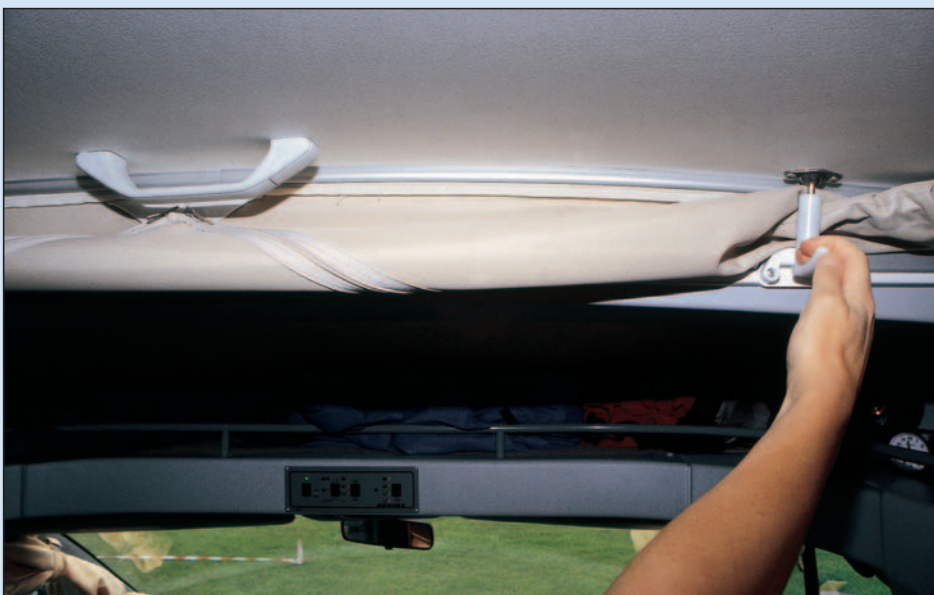
to 60mph), while sixth is that tall overdrive perfect for long, fast sessions on the autoroute. I simply could not fault the Trafic as a motorhome base: car-like comfort is married with performance and top quality.

So what about the caravan? Well, on-road noise from the rear was at a minimum during the test, with the exception of some creaking, which appeared to originate from the rising roof. Billed as a three-berth, the Style falls flat on its face safety-wise - as no belted travel seats were

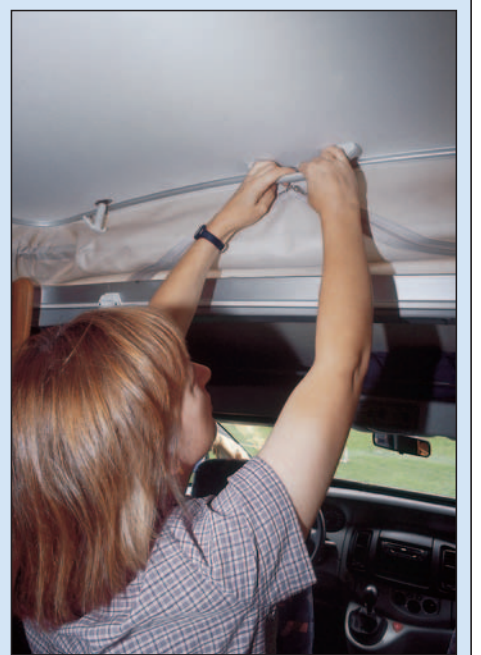
found in the rear. The reality is that it will appeal to couples wanting an ultra compact coachbuilt. However, it's worth noting that the safe carriage of passengers (if it's used as a sole or everyday vehicle) will not be possible.

**TOP OF THE POPS-TOPS**

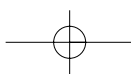
Once you're pitched, raising the roof is easy. Four spring-loaded latches pull down and release, and a determined shove on the roof handles sees the top rise on a spring-loaded



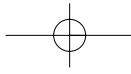
*Raising the roof is easy. Just release four spring catches....*



*... grasp the handle and push. >*






**ON TEST: ERIBA STYLE 586 ON LWB 1.9DCI RENAULT TRAFIC**


There are three MORE zippered ventilators like this one, but they have no flyscreens.

An all-encompassing mesh ventilator is a less-than-satisfactory solution for banning the bugs. ▷



mechanism. Headroom increases by around 250mm (10in) to a user-friendly 2.02m (6ft 7.5in). The sides of the roof are made from a strong, flexible nylon-type material with built-in zippered vents on all four sides.

The vents were not equipped with any kind of flyscreens and Eriba supplies a curious ring of mesh, supposedly to fix around the full perimeter of the inside of the roof using Velcro. This disaster-in-waiting was soon dubbed 'The Bride of Frankenstein's Veil' as we tried to get a metre of it fixed while the previously attached metre promptly fell off! This comes under the heading 'badly designed afterthought' and really gave us

a good laugh. Of course, we hadn't just shelled out close on 38-and-a-half grand for the 'van so we could afford to be jovial!

No other roof ventilation is fitted and indeed Eriba states that the vehicle must only be lived-in on site with the roof raised. My first thoughts were that it'd be a bit parky using the 'van in November with the roof up but (as there's reasonable headroom with it closed) if you could leave it down you would be able to enjoy three-season camping. I then wondered why there were no vents in the top of the roof – which would allow three-season use. I guess that the Eriba brochure's claims of garage-ability for the Style

could be the reason. A reluctance to increase the 'van's stance is a 'shot in the foot' – as it won't fit under a standard garage door anyway. I'd look into the possibility of retrofitting a couple of roof vents (maybe mini Hekis) and use the 'bride's veil' to keep the pigeons off me greens!

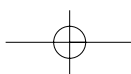
**LOUNGE AND EAT IN STYLE**

The U-shaped lounge is potentially the best any motorhome could offer. Shaped to be comfortable and sociable too, it should be perfect for a couple and great for entertaining. Here we see a somewhat scaled-down version, in proportion to the overall size of the 'van. The

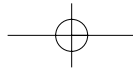


Without the pesky table, the rear lounge functions as its name suggests it should.

Inset: Monolithic table squats in the rear lounge, eating space (but you need it for bed making).







*Up front, the two cab seats partner with inward-facers to provide an excellent alternative lounge. Just consign table number two to the not wanted on voyage pile.*



*When rear lounge becomes diner it all makes sense.*



*The latest from Dometic offers 86 litres of chilling space.*



*Drop-down locker doors in the kitchen are less than ideal.*

seating at the side is deep and comfortable, albeit with low backrests - dictated by the lower than usual sides and windows of the vehicle. The seat across the rear is more of a perch - just about big enough for one person to, well, perch on really! Lounging here is good for two and something akin to comfortable sitting is fine for four - that is if it weren't for the pesky table.

Another esteemed MMM road tester took one look at this area and said: "Hmm, the Continentals don't do tables do they?" So many imported motorhomes seem to come equipped with monolith-like maximum strength tables that need maximum strength to shift them - and this one's no different. Without the table in place, what you get is a comfy little lounge. Unfortunately, there's nowhere to put the thing except outside - that's presuming you can lift it in the first place.

There is, of course, a solution. Up front the two inward-facing seats and swivelled cab seats form a cosy lounging area for four, hampered only by another less-than-convenient table that swings around on a dogleg mounting. This one really is an afterthought. It's too high and, even if you take advantage of the fact that it folds in the middle, it's impossible to get rid of the thing as it refuses to swing completely out of the way. Also, with the cab seats in travelling mode it impedes movement to and from the cab. This one would join the bride's veil in the garden - maybe as a bird feeding station. I would use the front end of the 'van as my comfy lounge.

Meanwhile the rear lounge would simply be used as my diner. For dining the rear table is big, rock solid and practical with excellent dining for two and room for two more close friends to come to dinner.

#### **COOK'S STYLE**

Typically Continental sums up the kitchen. A two-burner hob and drainerless sink occupy the top of



*The galley makes do with a two-burner hob and drainer-less sink.*

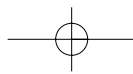
the kitchen unit with no grill or oven. The fridge is a good size for a small 'van at 86 litres capacity. Alongside is a deep cupboard with slide-out wire basket and cutlery drawer. Above are two high-level lockers with drop-down doors. Many Continental motorhomes - some much larger than this - have similar kitchens and it's only the two burners on the hob that seem a letdown as we have become used to seeing three or more.

It's a case of using the hinged glass hob and sink tops for prep, not forgetting that the rear table is within easy reach. Niggles include the lack of any fan for extraction of steam and cooking smells, the necessity to open the cupboard every time you need to get at the

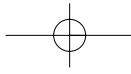
cutlery drawer, and the fact that the high-level locker doors drop down to obscure the kitchen every time you open them.

The proximity of the rising roof seems to preclude the use of traditional, top-hinged high-level lockers but side-hinged cupboards would be a much better solution in the kitchen.

A bit of preplanning during meal preparation, and use of the table as a work surface, mean this kitchen will be at least as good to use as many others - even those in motorhomes much larger than this one. My kitchen equipment shopping list would include a grill pan, a stovetop toaster and one of those natty double skillets that's always on sale at the shows. Armed with these







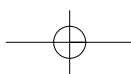
**ON TEST: ERIBA STYLE 586 ON LWB 1.9DCI RENAULT TRAFIC**



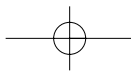
*The washroom offers a lot - but does it in a small space.*



*The basin tap/pull-out showerhead works fine but the shower screen gets in the way when folded.*







*The rear double bed is flat and comfy, but not very long.*

you could easily make the Eriba's kitchen produce a large range of culinary delights.

### SPLASH IN THE STYLE

The most interesting thing about the washroom is its lack of a ceiling. Once the roof is raised it leaves a gap twixt the top of the walls and roof - something that can take a bit of getting used to, but something that's necessary just the same. Open the door and you're greeted by a comprehensive array of toileting equipment that's up to the latest standards.

On the right is a corner vanity basin unit with twin mirrors above and a built-in light. The floor takes the accepted form of a shower tray, while to the left there's a swivel-bowl electric flush loo. This is flanked by an impressive range of shelves with a - perfect for dumping cosmetics - surface above. Adjacent to the toilet is a folding shower screen, which shuts off the toilet area (with its wooden shelves). The basin tap doubles as a showerhead and pulls out to locate in a ceiling-mounted holder.

This washroom is a bit too big for its boots. The designers have tried to pack too much in here and in the process compromised its function. The biggest culprit is the vanity basin, which takes up a lot of the available space. I would have preferred to see an unfashionable (but more sensible) tip-up basin in its place. The twin-mirrored lighting unit above juts out far enough to prevent easy bending over the basin, but could easily be replaced to make things considerably more user friendly. Last is the shower screen. This is of the rigid folding type and is attached to the wall alongside the toilet. Unless you're very slim you may find it difficult to get seated as you try to squeeze between it and



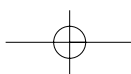
*This head of the bed shelf keeps pillows away from the window and hides some useful storage.*

the end of the shelf unit opposite.

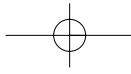
Aside from these considerable niggles the washroom worked well. I would change the mirrored lighting unit and fit a mirror on the wall above the toilet at a more user-friendly height. The shower screen would have to go too as it left me little room to use the loo. As with every potential motorhome purchase it's vital to try before you buy - you may find this washroom's a perfect fit.

### STYLISH SLUMBERS

Bed making is very simple at one end but more of a conundrum at the other. The rear double bed is very easy to make; that big bulky table includes a mechanism in its base that allows it to kneel. Just drop the table to half-height, slide in base cushions and backrests and store the spare backrests in the cab. And that's it; you're left with a wide, flat, and comfy double, albeit only six feet long. At the head is a box containing cubbyholes






**ON TEST: ERIBA STYLE 586 ON LWB 1.9DCI RENAULT TRAFIC**


*We failed to construct the third berth convincingly.*



*An outside-accessed locker is big enough for lots of outdoor kit.*



*You can also get at it through the top of the rear lounge seating.*



*Under-lounge storage extends across the back towards the leisure battery.*

with a shelf on top. This keeps heads and pillows away from the adjacent window and gives somewhere for water glass, book and specs.

At the other end, the two inward-facing seats create a single, transverse berth. At least that's the theory, but try as we might we couldn't get this bed made up. Even my huge experience of motorhome testing (stop laughing at the back) didn't allow me to work this one out and I came to the conclusion that this early left-hand drive demonstrator still had something of the prototype about it.

### STYLE IN STORE

Stowing all your kit can be a bit of a challenge in a small motorhome. Storage for bedding and the provision of an externally accessed locker can be lacking in some small 'vans.

Thankfully, the Style provides both. The base of the offside front inward-facing seat box will swallow a king-size duvet and a couple of pillows - so most bedding for two should fit in here with ease. Outside, a decent-sized locker door gives access to the area beneath the offside lounge seating, where there's plenty of storage for all your outdoor kit. This locker is also accessible through the tops of the seats inside and space extends across the rear to where the leisure battery is housed.

The nearside seat box is home to the fresh water tank. Six overhead lockers in the lounge, plus another two up front, provide decent space for clothes and other lightweight items, while the double-door wardrobe has jacket-length hanging height on a side-to-side rail. Above the cab, a handy fiddle-railed shelf is very useful as an on-site dumping ground for all manner of clobber. Up in the cab, capacious twin door pockets provide welcome extra stowage room for maps, guides and books. All in all, the storage provision is well thought out and more than enough to stow all the touring kit that a couple might need.

### THE PERILS OF PAYLOAD

So, you can get all your kit in, but how much does it all weigh? I must admit to spending a lot of time scratching my head and pushing buttons on my calculator to work out the actual payload on offer here. Ultimately, weighing the loaded vehicle at your local public weighbridge (including total and both axle weights) is the only sure way to tell if you are loaded correctly. The Eriba brochure quotes a mass in running order figure that includes full gas bottle and full fresh water tank, but not the weight of any passengers. Add this figure to the whole and you are left with a modest payload of just 140kg. Payload is an important consideration that can easily be forgotten during the buying process. Modern motorhomes can be and are fitted with accessories such as TVs and satellite systems (to name but two) that weigh a fair bit, and every extra you fit eats into the weight you have left for your everyday items.

### SERVICE WITH A STYLE

That icon of motorhome heating, the Truma Combi, provides the heart of the Eriba Style's service sector. Located in the base of the wardrobe it provides gallons of piping hot water and loads of blown hot air. Warmth also rises into the wardrobe above providing an unexpected airing and drying service for shoes and clothes. The easy-to-use control is located on the side of the wardrobe adjacent to the lounge, making it easy to turn on from the bed. First thing in the morning it heats the water and, if necessary, the interior, while you collapse for a snooze as things warm up. Its only drawback is the lack of mains electric water heating element - something for the options list I would hope.

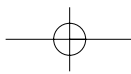
The gas that powers this unit and the hob is, as expected, stored in an easily accessed external locker. Less expected is its capacity - one 13kg cylinder. An unusual choice. I would have preferred to see provision for two 7kg units

as running with only one cylinder on board could be less than convenient when the gas runs out (as it always will do) when you put the kettle on first thing.

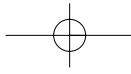
Considering that the rising roof precludes the use of any ceiling lamps, the interior lighting works very well. A top quality fluorescent fitting illuminates the kitchen area well and a bulkhead style fitting lights the door area adequately. A generous number of adjustable halogen downlighters live beneath the overhead lockers



*The double-door wardrobe is capacious and welcome in this compact motorhome.*







(front and rear) to complete a lighting scheme that is both practical and cosily atmospheric at night.

Unfortunately, both blinds and curtains fall short of the mark set by the rest of the interior. The blackout provision in the cab area is not good. The rather sad curtains hang obtrusively from the screen pillars by day – and, to my mind, they dangle like rags at the cab side windows by night. The aforementioned windscreen blind pulls up to hook on the sun visors and, I think, just looks terrible. When you consider that it also blocks the windscreen demist vents when driving, in my book there's only one place for it (although I haven't thought of a job it could do in my garden yet - maybe a screen to stop people peering into the potting shed!). I, for one, hope that those nice people at Remis will come up with some of those lovely pleated cab blinds for the Renault.

In the meantime, enquiries have led me to believe that insulating screens are now available for the new Trafic. This would be my solution to effective cab shading.

Blinds and flyscreens are featured at all the caravan windows. Blinds are of the pull-down type, which I favour less than the cassette type - as pull-downs tend to let in light at the bottom.

#### STYLE STATEMENT

The Eriba Style is a unique motorhome; there's just nowt else like it. High quality build and stylish good looks make it a well-named product. On the road it is one of the best driving motorhomes around with that longed-for car-like driving experience intact in a base vehicle that's not only up-to-the-minute but has awards under its belt to prove it.

Whether it'll fit in your garage or not, its ultra-low profile will allow it to reach the parts many motorhomes cannot. It's comfortable to live in too, as long as - and especially if - you're of small



*Seen here fitted with a 7kg cylinder, the gas locker has maximum capacity for only one 13kg cylinder.*

stature.

Downsides include a payload that may be restrictive, slightly cramped washroom, less-than-perfect cab blackout provision, and quirky roof ventilation.

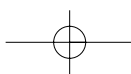
There are, however, solutions to most of these problems and the qualities of the base vehicle alone could make the Eriba Style a good choice.



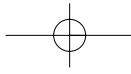
*The cab windscreen blind and side curtains were unconvincing.*

Remember, too, that in terms of both size and price, Style sits at the top end of the panel van conversion market.

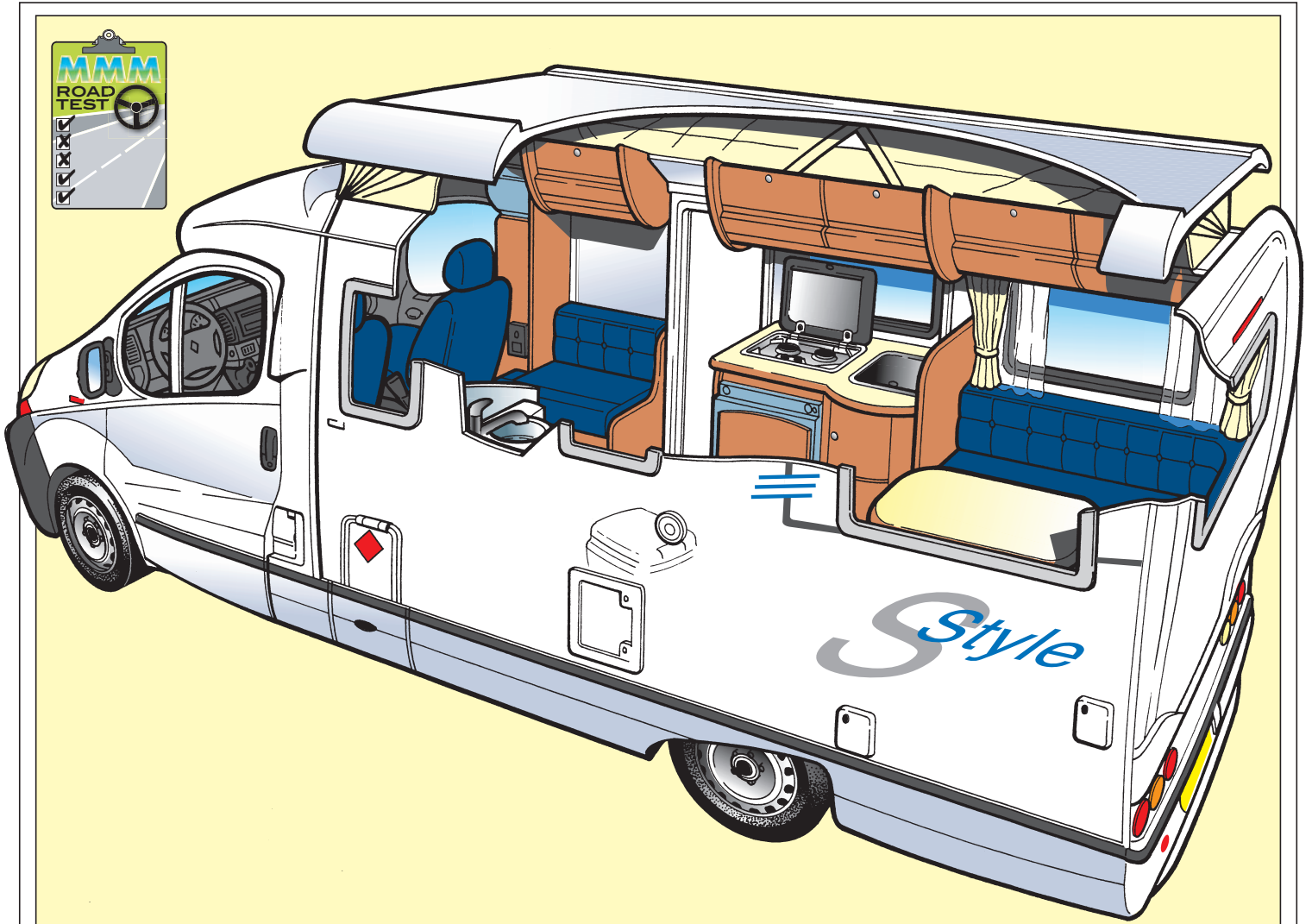
We enjoyed our time living in the Style during which it received much interest and many admiring glances. If you're in the market for a smaller motorhome I suggest you try it - literally - for size. You may find it's the perfect fit. □







**ON TEST: ERIBA STYLE 586 ON LWB 1.9DCI RENAULT TRAFIC**



**MMM SUMMARY**

**I LIKED**

- Stylish good looks
- Super low-profile stance
- Excellent quality base vehicle
- Six-speed versatile gearbox
- Superb performance from 1.9-litre engine
- General build quality
- Lighting
- Good levels of storage

**I WOULD HAVE LIKED**

- Better/alternative high-level

- ventilation
- Side-hinged cupboard doors above kitchen
- Drop-down basin in washroom
- High-level mirror in washroom
- Easy-access cutlery drawer

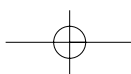
**I DISLIKED**

- Cab side curtains
- Windscreen blind
- Front lounge table
- Single bed design (which I couldn't make work)

**SPECIFICATION**

**THE VEHICLE**

- **Base vehicle and engine type:** Renault Trafic long wheelbase platform cab with 1.9-litre four-cylinder, common-rail turbocharged and intercooled diesel engine
- **Output:** 74kW (100bhp)
- **Max torque:** 240Nm (176.4 lb ft) @ 2000rpm
- **Gearbox and drive:** Six-speed gearbox, front-wheel drive
- **Brakes:** Discs all round
- **Steering:** Power-assisted rack and pinion
- **Suspension:** Front: MacPherson strut type with coil springs and integral dampers and anti-roll bar. Rear: coil springs and hydraulic dampers, beam axle with anti-roll bar
- **Tyres fitted:** Goodyear Cargo G26 205/65 R16C
- **Spare wheel position:** In cradle under rear
- **Fuel tank capacity/type of fuel:** 90 litres (19.79 gallons), diesel
- **Instruments:** Speedometer, rev counter, fuel gauge, coolant temperature; digital display (LCD) shows oil check, trip and total mileage, clock
- **Warning lamps:** Engine fault, immobiliser function, service indicator, indicators/hazards, diesel preheat, alternator charge, low oil pressure, brake pad wear/handbrake on, airbag function, seatbelt off
- **Windscreen wiper controls:** Pull up for washers and four wipes, one down intermittent, two down normal, three down fast
- **Immobiliser/alarm:** Factory-fitted alarm (cab only) and electronic





immobiliser

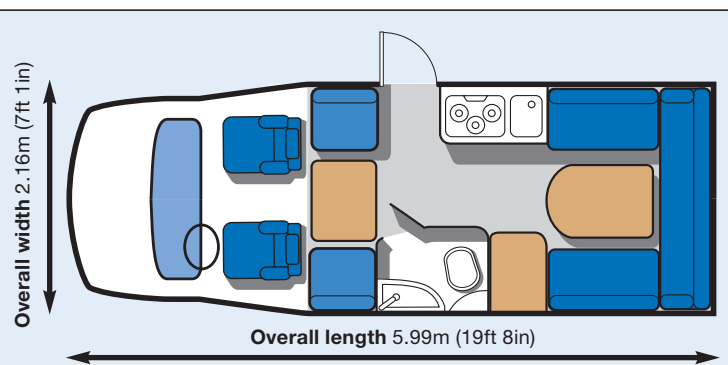
- **Other features:** Driver's airbag, remote central locking of cab doors, electrically-operated headlamp adjustment, electrically-operated windows/door mirrors, cab air-conditioning, single CD/radio, illuminated glove compartment, 12V socket, seven storage cubbies, door pockets on both doors

## PERFORMANCE AND ECONOMY

- **Achieved 30-50mph acceleration time:** (3rd gear) 12 seconds
- **Fuel consumption:** 31 mpg overall

## THE CARAVAN

- **Body type and construction:** Sandwich construction low-profile coachbuilt with aluminium clad sidewalls and aluminium skirts, GRP front and rear sections and fabric-sided GRP rising roof
- **Insulation:** Total thickness: sides 30mm, roof 27mm, floor 40mm
- **Conversion NCC badged as EN1646 compliant:** No
- **Warranty:** Two years base vehicle, two years caravan, six years water ingress
- **Number of keys required:** Two. One for base vehicle, one for caravan
- **Windows and doors:** Acrylic double-glazed, top-hinged windows, three to lounge area, one to kitchen, one adjacent to front seating area, one obscured in washroom
- **Additional ventilation:** Four zipped vents to sides of elevating roof
- **Blinds/curtains:** Blinds/flyscreens to all caravan windows. Pull-up blind to windscreen, curtains to cab side windows. Fully lined curtains and nets to lounge and window in front seating area
- **230V AC system:** Mains hook-up with RCD and MCBs feeds leisure battery charger, fridge supply and three mains sockets (one in front lounge, one in rear and one above kitchen unit)
- **12V DC system:** Leisure battery feeds via control panel above cab, lighting, two 12V sockets (one in front lounge, one in rear), water system, and space/water heater
- **Capacity of caravan battery:** 90 amp hr
- **Lighting:** Six adjustable, separately-switched halogen downlighters in lounge; one single tube fluorescent in kitchen; two separately-switched adjustable halogen downlighters in front seating area; one twin lamp halogen wall light in washroom; one halogen bulkhead light to caravan door
- **Cooking facilities:** Smev two-burner manual ignition gas hob with hinged glass lid
- **Extractor fan cooker hood:** None fitted
- **Refrigerator:** Dometic RM6291L Powerfridge, three-way, with full-width freezer compartment, 86-litre capacity
- **Sink and drainer:** Stainless steel sink with folding mixer tap and hinged glass lid, no drainer
- **Water system:** Submersible pump feeds water heater, mixer taps in kitchen and washroom, toilet flush
- **Water heater:** Truma Combi C3402 gas-only operation, 12 litres (2.64 gallons) capacity
- **Fresh water tank:** Inboard mounted, 120 litres (26.39 gallons) capacity
- **Fresh water level gauge:** On control panel, push button to read four-LED graduated display
- **Waste water tank:** Twin underslung tanks, each 70 litres capacity
- **Waste water level gauge:** On control panel, push button to read four-LED graduated display
- **Space heating:** Truma Combi C3402 blown-air, gas-only operation, outlets in rear lounge, front seating area and washroom
- **Gas locker:** Externally accessed, vented, fixed regulator, capacity one 13kg cylinder
- **Washroom:** Walk-in washroom with swivel-bowl electric-flush cassette toilet, vanity basin with mixer tap/pullout showerhead, single outlet shower tray floor and folding rigid shower screen, twin wall-mounted mirrors, six shelves, two cubbyholes, single door cupboard under washbasin
- **Seating:** Swivel cab seats and two single side seats form front lounge/dining area, U-shaped lounge/diner in rear
- **Tables/storage:** Fixed dining table in rear lounge, dogleg swivelling bi-fold table in front seating area, no dedicated stowage
- **Berths:** Three. Two in double made from rear lounge seat, one single made from front seating area
- **Rear restraints:** None fitted
- **Wardrobe:** Twin-door with side-to-side hanging rail
- **Flooring:** Marble-effect vinyl to caravan, rubber matting to cab
- **Additional features:** Full-length mirror on outside of washroom wall, externally and internally-accessed rear storage locker below lounge, cubbyhole storage to sides of rear lounge, lounge area stereo speakers, cutaway cab with full-width galleried storage shelf, internal cutlery drawer and wire basket in kitchen cupboard



## DIMENSIONS

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

- **Overall length:** 5.99m (19ft 8in)
- **Overall width (excluding mirrors):** 2.16m (7ft 1in)
- **Overall width (including mirrors):** 2.49m (8ft 2in)
- **Overall height:** Roof closed: 2.4m (7ft 10.5in)\*, roof open: 2.69m (8ft 10in)
- **Length of wheelbase:** 3.5m (11ft 6in)
- **Length of rear overhang:** As measured from centre of rear wheels 1.62m (5ft 4in) - 46.28 per cent of wheelbase
- **Turning circle (kerb to kerb):** 13.17m (43ft 2in)
- **Driver's max leg length:** 1000mm (39.5in)
- **Step-up height to caravan:** Step one 380mm (15in), step two 200mm (8in)
- **Door aperture:** 1.65m (5ft 5in) x 500mm (1ft 7in)
- **Interior length from dash:** 4.45m (14ft 7in)
- **Interior length behind cab:** 3.5m (11ft 6in)
- **Interior width at waist height:** 2.07m (6ft 9.5in)
- **Interior height:** Roof open: 2.02m (6ft 7.5in), roof closed: 1.78m (5ft 10in)
- **Work surface height:** 915mm (36in)
- **Table dimensions:** Rear lounge: 900mm L x 670mm W x 740mm H (35.5in x 26.5in x 29in). Front dining: 700mm L x 700mm W x 830mm H (27.5in x 27.5in x 32.5in)
- **Bed dimensions:**
  - (1) Rear double  
Mattress length: 1.82m (5ft 11.5in)  
Mattress width: 1.33m (4ft 4in)  
Mattress depth: 100mm (4in)
  - (2) Front single  
Mattress length: 2.05m (6ft 8.5in)  
Mattress width: 640mm (25in) max  
Mattress depth: 100mm (4in)
- **Washroom:** 765mm W x 940mm L x 1.98m H (30in x 37in x 6ft 6in)
- **Wardrobe:** 490mm D x 535mm W x 860mm H (21in x 19.5in x 34in)
- **Gas locker:** 430mm W x 350mm D x 700mm H (17in x 14in x 28in)
- **Gas locker door aperture:** 350mm W x 620mm H (14in x 24.5in)
- **Max authorised weight:** 2940kg
- **Unladen mass:** 2650kg
- **Load capacity:** 290kg

## PRICE (all prices include VAT)

- **Standard model:** £38,445 (inc £1450 on the road charges)
- **As tested:** £39,240 (inc £1450 on the road charges)

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

- **Base vehicle options:** Cab air-conditioning (£795)\*, front fog lights (£145), passenger airbag (£295), windscreen with solar filter (£120), alloy wheels (£995), mud flaps (£55)
- **Caravan options:** Removable carpets (£160), cab seat covers (£215), awning light (£90), integrated awning (£645), bike rack (£175), electrically operated pop-up roof (£1195), rear steadies (£195)

## SUPPLIED BY

Eriba Style 586 kindly supplied for evaluation by:  
Lowdham Leisureworld, Lowdham Road, Gunthorpe, Nottingham NG14 7ES  
(tel: 0115-966 3838;  
e-mail: motorhomesales@lowdhams.com).  
E&OE

