

ORIAN ON TOUR

Orian Aquilas L on LWB 2.8HDI Peugeot Boxer



Auto-Sleeper owner and enthusiast Jonathan Lloyd spent a week touring in a model from Auto-Sleepers' sister brand, Orian



DÉJÀ VU?

Press and public alike have been pondering over whether the Orian range will be genuinely innovative, or merely the badge engineering of current Auto-Sleepers models? At this moment in time, it seems it's the latter – but Auto-Sleepers' recent merger with the Italian SeA Group may offer more excitement in the future...

Aquilas was one of the first tranche of Orians, and, at its launch, my own impression was that it was an Auto-Sleeper Palermo in a new suit.

Now read on...

OVERVIEW

The Aquilas L is promoted as a five-berth family motorhome. It offers sleeping accommodation for five (two of whom can enjoy the low-level permanent rear bed).

Stretching the tape to 6.93m (22ft 8.5in), size-wise Aquilas is towards the top end of the group luxuriating under the catchall moniker of 'medium-sized coachbuilds'.

Peugeot's Boxer provides the underpinnings, and the range-topping 2.8-litre derv drinker powered the motorhome along with consummate ease.

Priced at around £39K, Aquilas is a mid-range,

medium sized, conventional overcab coachbuilt (using GRP-clad bonded sidewalls).

COACHWORK

Auto-Sleepers was much later than other UK manufacturers to commence building motorhomes using bonded sandwich flat panels. Hardly surprising, as the company had access to one of the best looking monocoque bodies around. However, a late start doesn't mean that it is now behind the competition. A squint around the Aquilas revealed the body to be solidly built and pleasing to the eye. The duck egg coloured skirts and matching (extra cost) front bumper added interest and a sense of cohesion.

A moulded GRP rear panel has a recessed top half, which contains the window and feature ribs. Lower down, the number plate is recessed, the wraparound rear light clusters are integrated, and the ladder fitted to the right of the centre line.

Nearside is home to the fridge vents and toilet servicing points (flushing water filler and cassette access door). Located on the offside is the exterior access door to the storage area underneath the permanent double bed. Close by are the Combi boiler flue, fresh water filler and 230V hook-up. The access door to the gas

cylinder compartment is further forward, just behind the driver's door.

It never ceases to amaze me how inappropriate detail fixings, once noticed, continue to attract the eye. After the white screw caps on the duck egg skirts had been spotted they really jarred, spoiling what was otherwise a pleasing and elegant body.

Well-judged graphics (an Orian logo on cab doors and some subtle waist-height side stripes) are stylishly contemporary but restrained enough not to date quickly.

The big enemy of all traditionally constructed coachbuilt motorcaravan bodies is water ingress, especially along the roof to sidewall joints. A glance skywards suggested that this is highly unlikely to be a problem here. The evidence for this assumption, M'Lud, is the cap-style of the roof and the integrity of the seals.

Many motorcaravan manufacturers now match the capacity of the waste water tank to that of the fresh water tank, or thereabouts. This should mean that both can be serviced at the same time, so reducing the number of trips to the campsite service point. With a 50-litre/80-litre split, the Aquilas water department doesn't appear to agree with this policy.



The cab side curtains kept creeping forward, probably because there was only one tieback per curtain.

DRIVING

All Aquilas (Aquilas? Aquilli?) will have the range-topping 2.8-litre four-cylinder common-rail injection turbo-charged and intercooled diesel engine - and very good it is too.

Over 600 touring miles the Boxer performed faultlessly. Nuff said? It pulled up inclines like a mountain goat, cruised happily and effortlessly along motorways, and pootled along country lanes at a pace suitable for Olympic-standard gawping. Standard ratio fifth gear is tall. In practical terms this meant a fairly early change down to fourth, really at anything below 55mph.

Most Boxers have mono-leaf rear springs, though 'ours' had the beefed-up Camping Car package, which doubles the complement in the rear spring department. The ride, whilst being firm, wasn't as uncomfortably jarring as sometimes experienced. Handling was pretty neutral, and body roll minimal for this height of vehicle.

Servo-assisted dual-circuit hydraulic brakes stopped the 'van confidently without requiring a Herculean push on the pedal. The handbrake held the vehicle on inclines and was used more on motorways than anywhere else! (The traffic jams I enjoyed were appalling.)

During one of my enforced hour-long 'rests' in the middle lane of the motorway, the radio (previously only ever an intermittent performer) packed up altogether. When we did finally start



Aquilas L has a well-made, elegant and unfussy conventional overcab coachbuilt body. A capped roofline should help keep the elements at bay.

moving again, my music-less state made the wind roar emanating from the overcab rooflight even more obtrusive.

Dual-lens external rear view mirrors gave a wide field of coverage and the centrally placed rear window allowed some view through via the internal mirror.

Not so impressive, was the way that the cab curtains crept forward over the door windows - rather annoying. A case for more tiebacks per curtain?

Comprehensive instrumentation was easy to read (white on black during the day and orange on black at night), and an adjustable rake to the steering wheel provided a useful amount of jiffing about. A lack of airbags was a disappointment. I think it's about time airbags arrived as standard on all vehicles - motorcaravans included!

Electrically operated windows and mirrors are standard spec, and the heating and ventilation system worked well. Early Boxers were rather

reluctant to demist the windscreen but the latest models are much improved.

Derv was drunk at the rate of around 23mpg in real money; hardly a paragon of economy but not disastrous either. Owners can expect to improve on this when the engine has run in, and also if their pattern of usage contains less press-on miles than I covered.

Aquilas has as long a rear overhang as one would want on this wheelbase (a gnat's whisker under 60 per cent). No problem, though one does need to be aware of the tendency for the tail to swing out when exiting from crowded traffic lanes or between narrow gateposts.

FABRIC AND FINISH

Lexus is the name of the chosen furnishing fabric. It's a shot-weave duotone of mid blue with a random contemporary shadow pattern in beige. Coordinating piping, and a panelled style to the cushions, gave off all the right vibes. It must have



Boxer cab is generally well designed and instruments were easy to read both during the day and at night. We would have liked a couple of airbags though.

◁ *The cockpit cabinet sits at the centre of an amidships unit. There's plenty of storage here and a useful, if small, dumping ground.*



General view rearwards from cab shows offside corner fixed bed with washroom opposite.



Looking forwards from amidships we see the L-shaped lounge with facing kitchen.



Permanent double bed at the rear was comfortable and gave us a good night's sleep.



Shelves by the bed needed to be slightly further apart to safely accommodate the early morning cuppa.



Underbed storage space is capacious, gas strut holds bed base to facilitate scrabbling about.



The Truma Combi boiler and fresh water tank are located right in the tail end of the underbed store.

been an inspired choice - as around a dozen members of the MMM editorial team of keyboard jockeys and consultants had guided tours of the 'van - and all approved!

Lined curtains with contrasting tiebacks were in a self-patterned beige material. These complemented the light coloured 'Kings' cabinetwork.

The Orian fabric colour schemes looked classy, inviting, and easy to live with. More prosaically, the fabrics did feel as though they would stand the rigours of family motorcaravanning, plus (very important for anything within a ten-mile radius of our tribe of muck magnets) looked as though they would be spongeable. (Is there such a word? If not, there should be!)

The locker doors are of the membrane-pressed variety and are made with frame feature flutes. Autohomes was the first to use this type of door (on its early W series) and I like 'em. They offer a good solid feel, have proven to be robust in use, and are light in weight.

The high-level roof lockers are all well executed - being nicely made, sensibly sized, and with positive-locking catches to help secure the contents in the event of an emergency stop.

It was the glazed doors to the cocktail

cabinet, and its doppelganger above, that let the side down. Large gaps down the sides of the doors spoiled the overall effect. The cupboard door to the kitchen base unit suffered from the same shortcoming - it needed to be larger, or the opening smaller, or both! Those of us who remember the legendary fit of the 'hand-built' Auto-Sleepers furniture of a decade ago cannot help but feel a little disappointment...

A 'VAN OF TWO HALVES - AND A MIDDLE

The entrance door is amidships - and I found it coincided with a demarcation line between the workable rear quarters and a front end where a few issues needed addressing.

BLUNT END

Pretty much all systems go here. The conversion's biggest plus is the permanent double bed. It's a sensible size, and the cut-off corner isn't very, so there's plenty of room for restless feet. Although not as accessible as an island bed, both partners should be able to get in and out without disturbing the slumbers of the other.

The bed consists of a one-piece mattress over springy slats, with the whole kit and caboodle at a

sensible height. No need for oxygen and crampons here! I slept like a log and my dodgy back responded well to the chosen level of firmness.

Access to the vast storage space underneath is by three different routes. From outside the motorcaravan, inside through a door in the front wall of the bed, or by lifting up the mattress and support frame. The last option looked well engineered, gas struts aided raising and lowering and also kept the frame standing to attention (for safe retrieval of the 'I know it's in here somewhere' kind of things).

Actually, although I said this was a one-piece mattress, it wasn't, though it was breathtakingly close! A little wedge is separate next to the wall. It's done to make it easier to lift the frame and didn't affect comfort one iota.

The furthest rearward 500mm or so of underbed space is home to the combination boiler, and the fresh water tank. The boiler is fine here. Locating the fresh water tank alongside may not be such a good idea, as it could present loading issues.

Adjacent to the bed is a large fabric pocket on the wall of the washroom. Presumably this is for stowing night-time reading material. The upholstered bed head is a real bonus as not only

does it look rather seductive (steady!), it also gives one something to lean on if, like me, you read in bed slouched between sitting up and lying down. In addition, it kept the rear window cassette blind and my head a safe distance apart.

Two spotlights are provided for night-time reading and Orian also includes a brace of 'his-n-hers' shelves with fiddle rails. Good idea, but just two cheers - as the supplied mugs only just fitted through the gap (by distorting the rail slightly). In addition, the shelves obscured the beam of the spotlamps, both of which needed moving inwards slightly. There is a dividing curtain which stores in a neat and attractive matching cover adjacent to the door. Unfortunately, it also obscures the master and exterior light switches.

The switch next to the spotlight nearest the washroom turned the radio off and on without having to disturb the duvet. Once again, this was a good idea but one which required further development. There are no rear speakers, and, as the front speakers are mounted in the cab, the volume had to be up high before the sound reached my cloth ears at t'other end of the 'van. (Not good for my campsite neighbours.)

A LONG SHOWER

Next to the permanent rear bed is the corridor-style washroom. That it is long and thin is not in dispute, the question to be answered, though, is



Orian at the Caravan Club's colourful Tewkesbury Abbey site.



Slim shower room has the shower tray in the middle and the loo at the far end.



Basin is adjacent to the door. Opening window is opaque... and became wet as the shower curtain only covered half of it.

'is it too long and thin?' The answer, providing ablutionists are not over broad, is no!

I'm no sylph, but I could comfortably use all the facilities without becoming wedged anywhere. Some visitors to the 'van queried the positioning of the swivel-bowl cassette loo. As the bowl has to be swivelled at 90 degrees to the upstand, room for 'luxury' thighs is limited when sitting on the throne. Perhaps a bench-type loo could provide a solution?

There is a more fundamental point to be made here. It is true that the shower room *could* have been wider if the coachbuilt body was wider. It's not, though, and that's the point. It is precisely because it is narrower-bodied than many competitors' vans that it slipped through the country lanes with such consummate ease. A trim waistline was a major factor in the purchase of our own Auto-Sleeper.

The two shower curtains tucked neatly away when not in use, but covered only around 50 per cent of the window when in use. Trapped water in the blind mechanism is likely to be a future source of mould and nasty niffs. The monobloc mixer tap mixed a treat - and the Shurflo pump delivered a good strong shower.

It was reassuring to see a towel rail, flannel ring and toilet roll holder. It's amazing how often these are missing in a motorcaravan.

The opening opaque window and rooflight provided plenty of ventilation and natural light, while a warm-air outlet looked useful for chilly mornings (or any other time of day).

Hot water arrived courtesy of the Truma Combi boiler. Operation is either by gas or mains electricity for water heating, but only by gas (with 12V fan assistance) for space heating.

The shower room door latch keep looked pretty secure to me, which was why it was surprising when the door kept flying open when cornering on cambered bends.

MIDDLING MIDDLE

We've already mentioned the cupboards with glazed doors, so what else is amidships?

Firstly let's consider another two doors - one flyscreen and one entrance. Neither the door stay nor the window in the caravan door could be operated without separating the flyscreen from the door. Of course, I didn't realise this until I was ready for bed on the first night away, when I discovered that the window blind couldn't be



Wardrobe with integral table storage is found beneath the TV locker. I thought it was a bit small for five people's apparel.

operated without opening the entrance door and going outside. (Trauma counsellors claim that any witnesses should make a complete recovery!)

Opposite the entrance door is the wardrobe and telly cupboard. Granted that motorcaravanners in ball gowns and full-length astrakhan coats are probably permanently in decline, the fact still remains that this wardrobe would be tight for two adults, let alone more. What hanging space there was had been further reduced by the dedicated table store.

The telly cupboard was a better bet. With sufficient room for a decent-sized flat screen telly and DVD/video player, attractive tambour doors, 12V/230V and aerial sockets, it ticked all the boxes on my wish list.

POINTY END

Turn left on entering the Aquilas to find the kitchen on the nearside, opposite which is an L-shaped



Comfortable, belted rear seats bring the safe travelling complement up to four.

settee. A central 'bridge' squab cushion can be removed allowing the short leg of the settee to be used as forward-facing travel seats.

These seats include high backs, head restraints and three-point inertia-reel safety belts. Hinged flaps on the rear of the backrest enable it to be raked. My adult passengers judged these travel seats to be comfortable, if a little narrow for two adults. Kyle (age 10 and a keen motorcaravanner since he was a few months old) commented that he would have liked a sliding window on this side (the same as the kitchen one opposite) so that he could have it open when on the move. I thought he was being fussy until I sat in the back and realised that the sun streaming in through the Heki rooflight was frying him. Closing the Heki's night blind helped, though it still remained pretty hot back there.

Even the most numerically challenged will realise that this motorcaravan has five berths,



Lounge consists of a long L-shaped settee; a swivel cab passenger seat is an option. We loved the fabric and finishes.

◁ A flyscreen door was a welcome addition, though the flyscreen to door interface needs reassessment - as it is necessary to go outside to operate the window blind and the door stay.





The pointy end has this rather narrow double bed over the cab and a wide-but-short single bed made from the settee.

but that its travel seats number only four. My first reaction was that this situation was daft. Considered reflection suggested that perhaps it wasn't the 'van that was at fault but the way we all (me included) describe it. Perhaps 'seats four for travel, sleeps five' would be more informative than 'five-berth'.

The L-shaped settee looked OK, but the approval level dropped when it was used in earnest as friends arrived for a beer. The maximum number of adults it could seat comfortably was three, while the swivel-less cab seats remained pointing resolutely forward like a pair of sulking adolescents (so they were no help either).

We judged the seating to be unsuitable for five, and the dining arrangements also failed to match the number of berths. The table is a perfectly good enough freestanding affair, though too small for five. Unfortunately, there was insufficient floor space to have the table up and leave space for the chef at the same time.

Thinking I'd got the situation licked, the decision was reached to cook first, then put the table up, then serve, and finally (hopefully) enjoy. The casserole went well. When it was ready, the wine was removed from the (soon to be inaccessible) fridge and opened, the meal was served, the table put up, and I sat down on the long squab of the settee.

Immediately afterwards, in one of those oh so familiar moments, I discovered that I had omitted to get out a knife and fork in advance. Leaning over the table in a fruitless attempt to gain access

to the cutlery drawer without dismantling my carefully-set table, my shirt-front dangled in the casserole, I banged my toe, and I finally went into shock from the hot casserole now singeing my skin. Reeling backwards and plonking back in my seat, the realisation came (a split-second too late) that my decisively parked backside had customised my spectacles (which had been removed as they had got steamed up during my culinary finale). The rest of the meal was spent myopically squinting at my plate whilst trying to eat with a teaspoon rescued from the sink.

GRILLING AQUILAS

Chef's domain worked well.

The slot-in domestic-style cooker arrived courtesy of Country Leisure and jolly good it was too. Three gas burners and one electric plate on the hob, a grill, and a thermostatically controlled oven, are all available for chef to create with. A matching saucepan store underneath the oven completes the cooker's inventory.

There isn't an extractor fan but I wouldn't have thought anyone would want one with a (more efficient and economical) opening window immediately behind the cooker.

Next to the cooker is a very practical stainless steel sink and draining surface. It is in a sort of matt textured finish - which might not show the scratches as much as polished finish ones do. Over the top (as it were) it has a hinged Chinchilla opaque glass cover. (Before you call the animal rights groups and stage a demo, Chinchilla glass



The kitchen features a slot-in cooker, a deep sink/drainage, plenty of pull-out worktop, and an opening window for ventilation.

is not made from chinchillas but is a trade name to describe a toughened glass which one can prepare food on, use as a chopping board etc.)

Below the sink is the Dometic (or Electrolux according to the Orian owners' manual) 77-litre three-way (gas/12V/230V) fridge with electronic ignition and full-width freezer compartment.





The dining table, although fine of itself, takes up virtually all the floor space in the lounge/kitchen.

Between the fridge and cooker lies a cupboard - with a shallow slide-out wire storage trough, a somewhat economy-looking cutlery drawer, and a waste bin (sadly broken in the test vehicle).

There is an embarrassment of riches in the extra work surface department. One piece slides out from above the fridge and the other hinges up from the end of the kitchen into the doorway. Worktop enough for even the most untidy of cooks. Wipe-clean laminate on the flaps matches that surrounding the sink.

I was somewhat concerned over the amount that the hinged flap reduced the available 'emergency exit' (via the caravan door). I'd have preferred one-handed operation of the flap to facilitate quick evacuation.

Two beds are available at the 'pointy end'. A rather narrow double over the cab, and a wide-but-short single bed from the converted settee. No one tried the short single but we did each spend a night in the overcab bed. Kyle (a luton bed devotee) loved it. I found the windowless environment claustrophobic.

A SUGGESTION

My major problem with the Aquilas L was the lack of available lounge/dining seating, and the lack of space for the table. After giving it some thought, I came up with the following.

Remove the bridging cushion from the long arm of the settee and slot the table in the created space. This would allow a table and room for the cook. Seating complement would now be two on the forward-facing seats and one backward-

facing on the remaining bit of the long leg of the settee. Add two seat swivels and an island leg table in the cab - and bingo... job done. Seating and dining for five!

A COUPLE OF GRIPES

I had some issues with the owner's manual: it didn't have the correct details of the fridge, or the Combi boiler controls, or anything on how to convert the L-shaped settee into a bed.

Twice in my week's tenure the leisure battery gave up the ghost (each time after only a couple of hours without hook-up). The first time, it also depleted the engine battery (which is not supposed to happen).

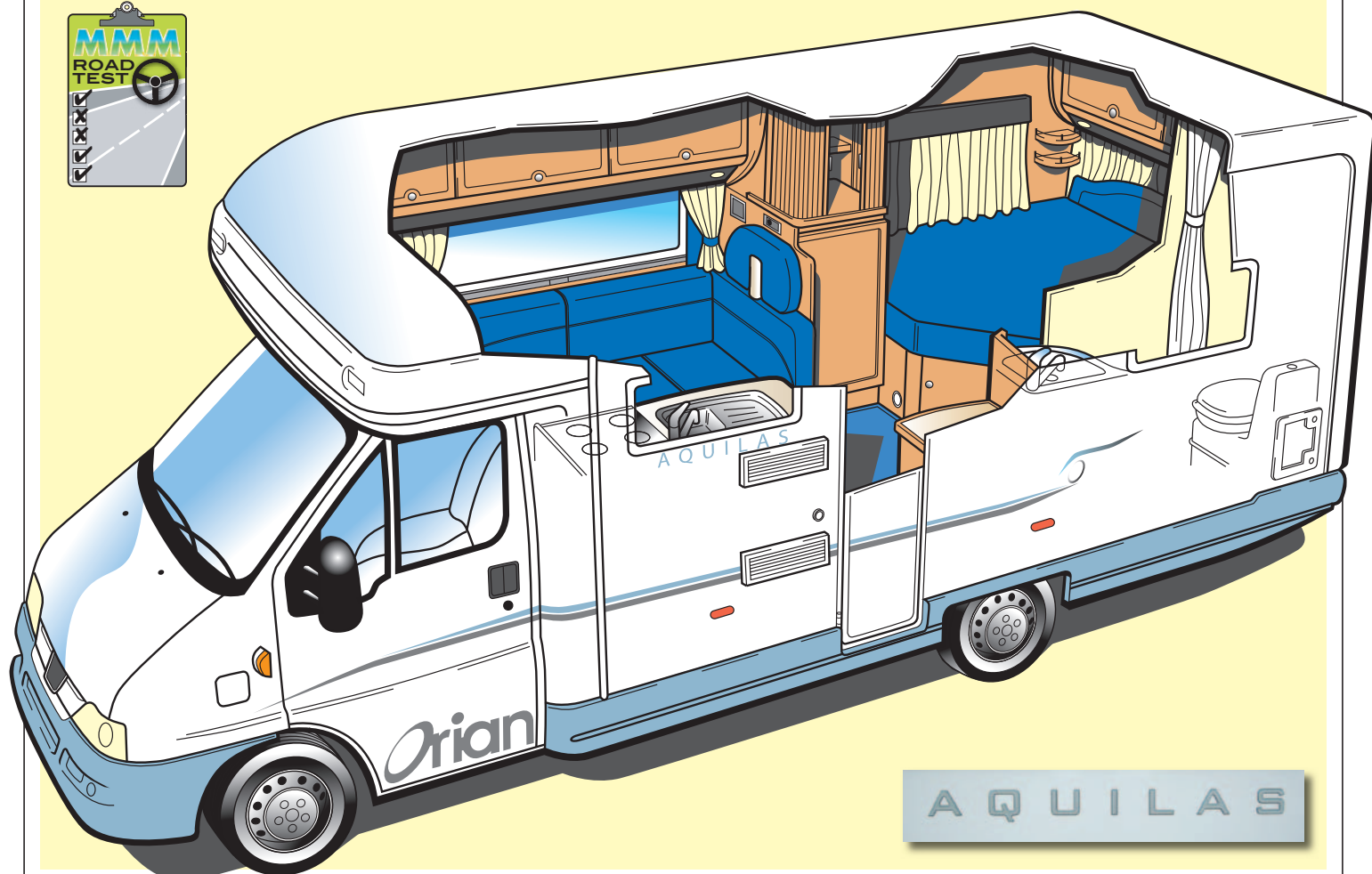
Initially, it was assumed that I'd gone to sleep with a light on or some such gaffe. When it happened again (with witnesses to my parsimonious current consumption), it was obvious that the fault lay with Orian and not with Lloyd. The second time, thankfully, it didn't affect the vehicle battery and the Pug started the following morning without assistance.

CONCLUSION

In a nutshell, as an Auto-Sleeper devotee, I found myself a bit disappointed. The Aquilas is not mad or bad (and I've seen quite a few motorcaravans that fit in both categories) - it's just frustrating to find the abovementioned impracticalities, and an unconvincing finish in some areas.

If Orian addresses just a few issues, the Aquilas L has the potential to be a great family motorhome. □





MMM SUMMARY

I LIKED

- Relatively narrow coachbuilt body
- Permanent rear bed (size and comfort)
- Storage under rear bed
- Plenty of kitchen work surface
- Dividing curtain and storage method
- Soft furnishing fabrics
- Coloured skirts
- Restrained graphics
- Powerful 2.8-litre HDI engine
- Smoke alarm and fire extinguisher fitted as standard

I WOULD HAVE LIKED

- Driver and passenger airbags
- Cab seat swivels and additional island table (passenger seat swivel optional)
- Up-to-date owner's manual
- More secure washroom door
- Protection of washroom window from shower spray
- Greater depth between bedside shelves (see text)

- Resited exterior and master light switches
- Better ventilation for rear passengers (sliding window?)
- Extra tie back on cab curtains
- Better matching of fresh and waste water tank capacities
- Rear radio speakers
- Larger wardrobe

I DISLIKED

- Imbalance of five sleeping berths but limited lounge seating
- No room for table and chef at the same time
- Position of fresh water tank
- Restricted escape route when additional hinged work surface is deployed
- Impractical arrangement of caravan door/flyscreen door (see text)
- Poor fit of some cupboard doors

SPECIFICATION

THE VEHICLE

- **Base vehicle and engine type:** Peugeot Boxer 350L long wheelbase chassis cab, 2.8-litre 4-cylinder common-rail direct-injection diesel with turbocharger and intercooler
- **Output:** 93.5kW (127BHP) @ 3600rpm
- **Max torque:** 300Nm (221lb ft) @ 1800 rpm
- **Gearbox and drive:** Five-speed manual gearbox, front-wheel drive
- **Brakes:** Dual circuit, servo-assisted, discs all round
- **Steering:** Power-assisted rack and pinion
- **Suspension:** Front - Independent McPherson struts with heavy-duty coil springs and telescopic dampers. Rear - rigid rear axle supported by semi-elliptical leaf springs with telescopic dampers
- **Tyres fitted:** Michelin XC Camping 215/75R16C
- **Spare wheel position:** In cradle under rear
- **Fuel tank capacity/type of fuel:** 70 litres (15.4 gallons), diesel
- **Instruments:** Speedometer, electronic odometer and trip meter, tachometer, engine coolant temperature, fuel level, digital clock
- **Warning lamps:** Lamps: Ignition on/low battery charge rate, low engine oil pressure, engine coolant temperature high, fuel level low, direction indicators, lights on, main headlamp beam selected, low brake fluid, engine pre-heaters operating, engine diagnostics warning, front brake pads worn, water in diesel filter, electronic immobiliser does not recognise key, handbrake applied. Digital read out: service due indicator, engine oil level too high/low
- **Windscreen wiper controls:** Right-hand column stalk, down for fixed interval intermittent wipe/slow wipe/fast wipe, flick up for single wipe, pull towards steering wheel for screenwash and three wipes
- **Immobiliser/alarm:** Electronic engine immobiliser disarmed with steering lock/ignition transponder key. No alarm fitted
- **Other features:** Key fob operated locking and unlocking for cab doors,



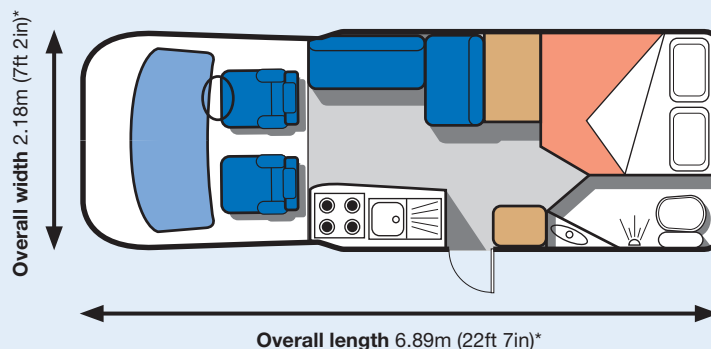
electrically-adjustable door mirrors and electrically-operated windows, multi-outlet heating and ventilation system with 4-speed fan assistance and recirculation option, RDS radio/CD player, ashtray and cigar lighter, auxiliary 180W polarity specific unswitched accessory socket, remotely adjustable headlamp beam height, lockable glovebox, moulded pockets, cubby holes and door storage bins, can/bottle holder, fold flat map/document clipboard on dashboard, dipping internal rear view mirror, height-adjustable seatbelts, driver's seat has single armrest and is adjustable for squab height (front only) rake and reach, passenger seat has single armrest and is adjustable for rake and reach only, door-operated (with manual override) courtesy lights

PERFORMANCE AND ECONOMY

- **Achieved 30-50 mph acceleration time:** 10.2 seconds (third gear)
- **Fuel consumption during test:** 23.5 mpg overall

THE CARAVAN

- **Body type and construction:** Overcab coachbuilt constructed from bonded GRP-clad sandwich side panels with moulded GRP luton, roof, rear panel and skirts
- **Insulation:** Walls 24mm, roof 34mm, floor 40mm
- **Conversion NCC badged as EN1646 compliant:** Yes
- **Warranty:** Three years base vehicle, two years conversion, two years water ingress
- **Number of keys required:** Two, one for base vehicle, one for conversion
- **Windows and doors:** Seitz acrylic tinted and double-glazed windows (five top-hung openers, one horizontal slider). One-piece glazed entrance door with anti-burst lock and flyscreen
- **Additional ventilation:** Three acrylic opaque double-glazed four-way opening rooflights. Heki acrylic panoramic double-glazed rooflight Blinds/curtains: Cassette pleated blinds and flyscreens to all caravan windows. Lined curtains with tiebacks to cab, lounge and bedroom windows. Dividing curtain amidships
- **230V AC system:** 230V hook-up. Plug-in-Systems consumer unit with Hager RCCB and three MCBs and earth fault indicator, three switched single 13A sockets, 230V feed to fridge and water heater
- **12V DC system:** Leisure battery, CEC battery charger, on-road alternator charging and automatic charge control. Management panel with press-to-reset MCBs + leisure battery voltmeter
- **Capacity of caravan battery:** 85 amp hr
- **Lighting:** All 12V: six switched fluorescent light fittings, four switched swivel reading lights, internal step light, external light
- **Cooking facilities:** Country Leisure slot-in domestic-style cooker with hob (three gas burners and one 230V electric hotplate), grill, thermostatically controlled gas oven and matching saucepan store. All gas burners have flame-failure devices and electronic ignition
- **Extractor fan/cooker hood:** None fitted
- **Refrigerator:** Dometic RM7271 PowerFridge, 12V/230V/gas operation with manual energy selection, full-width freezer compartment. Capacity 77 litres
- **Sink and drainer:** Textured stainless steel inset sink and single drainer with hinged Chinchilla glass lid/chopping board. Chrome monobloc mixer tap
- **Water system:** Pressurised, pumped, hot and cold system supplying kitchen sink, shower and vanity basin. Shurflo pump
- **Water heater:** Truma Combi boiler 3.5kW, 230V/gas operation, capacity 12 litres (2.64 gallons)
- **Fresh water tank:** Inboard - capacity 81 litres (17.8 gallons)
- **Fresh water level gauge:** Press-to-read LED indication of contents
- **Waste water tank:** Underfloor - capacity 50 litres (11 gallons)
- **Waste water level gauge:** LED indicator when 80 per cent full
- **Space heating:** Truma Combi 3.5kW heating output, gas-only operation, 12V blown-air system with three outlets
- **Gas locker:** Located forward on offside. External access, metal lined, sealed from interior and vented to exterior. Capacity two 6kg/7kg cylinders
- **Washroom:** Thetford electric-flush swivel-bowl cassette toilet, shower tray and curtains, shower monobloc mixer tap, vanity sink with monobloc mixer tap. Moulded cupboards, toothbrush holder, toilet roll holder, towel rail and flannel ring, shower gel dispenser, opening (opaque) window, and opening rooflight
- **Seating:** One L-shaped sofa to lounge/diner
- **Table(s)/storage:** One freestanding table with dedicated storage in wardrobe
- **Berths:** Five: two in luton, one in lounge single, two in permanent rear bed
- **Rear seat belts:** Two three-point restraints fitted to forward-facing section of L-shaped sofa
- **Wardrobe:** Located amidships. Single door, one hanging rail
- **Flooring:** Removable bound-edge two-piece carpet over vinyl flooring in caravan, matching carpet over insulated moulded plasticised rubber matting in cab
- **Additional features:** Electrically-operated auto-retract step, fire extinguisher, smoke alarm, walk-on roof, rear ladder, omni-directional TV aerial and amplifier



DIMENSIONS

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

- **Overall length:** 6.89m (22ft 7in)*
- **Overall width (excluding mirrors):** 2.18m (7ft 2in)*
- **Overall width (including mirrors):** 2.49m (8ft 2in)*
- **Overall height (without TV aerial):** 2.90m (9ft 6in)*
- **Length of wheelbase:** 3.70m (12ft 2in)
- **Length of rear overhang:** 2.19m (7ft 2.5in) 59.2 per cent of wheelbase
- **Turning circle (kerb to kerb):** 13.94m (45ft 9in)
- **Driver's maximum leg length:** 1.05m (3ft 5in)
- **Step-up height to caravan:** Step one 310mm (1ft 0in), step two 280mm (11in), step three 210mm (8in)
- **Door aperture:** 1.86m x 500mm (6ft 1in x 1ft 7.5in)
- **Interior length from dash:** 5.28m (17ft 4in)
- **Interior length behind cab:** 4.43m (14ft 6.5in)
- **Interior width at waist height:** 1.99m (6ft 6in)
- **Interior height:** 1.90m (6ft 3in) min
- **Work surface height:** 935mm (3ft 1in)
- **Table dimensions:** Freestanding table: 910mm L x 535mm W x 675mm H (3ft 0in x 1ft 9in x 2ft 2.5in)
- **Bed dimensions:**
 - (1) **Permanent rear double:** mattress length: 1.88m (6ft 2in) mattress width: 1.3m (4ft 3in) mattress depth: 140mm (5.5in) height from floor: 740mm (2ft 5in)
 - (2) **Lounge single:** mattress length: 1.68m (5ft 6in) mattress width: 900mm (2ft 11.5in) mattress depth: 140mm (5.5in)
 - (3) **Luton double:** mattress length: 1.88m (6ft 2in) max mattress width: 980mm (3ft 2.5in) mattress depth: 50mm (2in) available headroom: 500mm (1ft 7.5in) max
- **Washroom:** 650mm W x 1.80m L x 1.90 H (2ft 1.5in x 5ft 11in x 6ft 3in)
- **Wardrobe:** 425mm W x 560mm D x 1.21m H (1ft 4.5in x 1ft 10in x 3ft 11.5in)
- **Gas locker:** 545mm W x 270mm D x 560mm H (1ft 9.5in W x 10.5in D x 1ft 10in H)
- **Gas locker door aperture:** 310mm W x 460mm H (1ft 0in x 1ft 6in)
- **Maximum authorised weight:** 3850kg*
- **Unladen mass:** 3115kg* (see below)
- **Load capacity:** 735kg* (excluding essential habitation equipment), 599kg* (including essential habitation equipment)



PRICE (All prices include VAT)

- **Standard model:** £38,895 (on the road)
- **As tested:** £39,245 (on the road) see options below

OPTIONAL EXTRAS (*starred items fitted to test vehicle)

- **Base vehicle options:** Alloy wheels (POA), satellite navigation (POA)
- **Caravan options:** Colour-coded front bumper (£350)*, extra 12V socket and TV point (£95.00), extra 230V socket (£95), rear view camera and monitor (£687.37), cycle rack (£311.06), salon air-con (£1700), additional armrest on cab seat (£235), Eberspächer heating (£1428.75), passenger cab seat swivel (£140.50). For further options, see your dealer

SUPPLIED BY

Orian Aquilas L kindly supplied for evaluation by:
Orian Motorhomes, Orchard Works, Willersey, Nr Broadway, Worcestershire WR12 7QF (tel: 07000 074473; web site: www.orianmotorhomes.co.uk)

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