

TUSCAN TEMPTATION

CI Cusona 594 on 2.0JTD Fiat Ducato

A six-metre four-berth coachbuilt for less than twenty-three grand? Di Johnson couldn't believe her eyes



Try saying 'Cusona' with an Italian accent and with an extravagant wave of the arm. It's the name of the place where CI builds motorhomes, in an ultra-modern factory complex among Tuscany's rolling hills.

CI is part of the Europe-wide Trigano Group. With manufacturing plants in France, Italy, Germany, Belgium, Spain, Netherlands, Poland and the UK (Auto-Trail), Trigano is the largest manufacturer of motorhomes, touring caravans and camping trailers in Europe. It also makes the well-known Trio awnings. So this is some organisation, turning out 15,000 motorhomes every year.

The CI range for the British market is made up of a carefully selected set of models. Its aim is to produce good value for money motorcaravans, with the help of up-to-date computer-aided

design, and the big purchasing power of the Trigano Group.

WOULD I BE COOING AT THE CUSONA?

Let's say what the Cusona isn't. Its appearance is not about cutting-edge design. It does not possess hugely distinctive styling and it won't get your neighbours drooling with envy. There are no exterior lockers for 'wet' storage, and no radio or swivelling cab seats. Having got its deficiencies out of the way, what has it got?

A kitchen sink with an integral drainer is almost unheard of in an imported 'van, but this Italian is blessed with one. It's unusual to find a UK nearside caravan door on an imported budget 'van, but the Cusona has one (and the internal layout to match). It even has a free-standing table;

the lack of which produces one of my bigger rants when reviewing Continental motorhomes with big, heavy, fixed tables.

A three-way 90-litre fridge with full-width freezer compartment is another feature which leads me to think that this 'van is very well specified for its price. CI has come up with a package that seems to be thoughtfully tailored for the British market.

Nigel Salmon, the motorhome sales manager from Alan Kerr Leisure at Paignton, who kindly loaned us the vehicle to test, felt that it was a 'van that would appeal to a younger buyer. He thought that motorhomes were moving down the age range, and younger people were becoming more interested in acquiring one.

It would have huge appeal to a couple wanting to move up from their first, and possibly rather old and battered, camper. Such possible



Adjustable steering wheel and (non-swivelling) adjustable seats, allow the driver plenty of options for getting comfy in the familiar Fiat cab.

◁ UK handing of the Cusona's body means the caravan door is situated more safely on our nearside.



A generous inboard water tank adds to year-round qualifications.



An unusual feature is the provision of bike rack fixing points.

customers are probably thinking they will have to buy secondhand, but they may be in for a nice surprise. One detail that might detract from the Cusona's use as a family vehicle is that there are only seatbelts on the cab seats. In the rear, twin inward-facing sofas mean no safe, belted forward-facing travel seats are possible.

ROLLING TUSCAN HILLS

The big, rolling, overcab section bulges upward to give the luton occupants a bit more headroom. It's difficult to give this sort of utilitarian feature anything resembling pizzazz. However, the durable snow-white GRP sidewalls and rear are decorated with smart royal blue and grey curved stripes. These, together with the dark grey skirts, give the outside a lively appearance.

It's reassuring to know that the walls and roof have 32mm of polystyrene sandwich insulation, with 75mm in the floor. The 100-litre fresh water tank is also carried inboard. I think our European cousins expect to be able to take their motorhomes to the mountains in winter to ski. Their suitability to withstand a bit of winter weather is therefore paramount. Continental manufacturers would be losing valuable custom if they didn't pander to this need for versatility. In this example, we Brits with our softer climate benefit from a possible stretching of the camping season offered by the likes of the Cusona 594 - as you could motorhome all year round.

The offside is punctuated by the cassette

toilet hatch and the freshwater filler. But it's the windows that catch the eye. The first of these is in the luton. The next is the big lounge window. This is a window on steroids; it's 1.5m long (nearly five feet). Finally the bathroom has an obscure opening window (another rarity on an imported 'van), completing the set.

The rear panel is plain and uncluttered apart from a high-level brake light above the small CI logo, brackets for a bike rack (should you wish to fit one), an electric hook-up socket, and the kitchen window. No complicated mouldings adorn the back of the Cusona, but it's none the worse for that.

A second picture window decorates the nearside. As mentioned above, the caravan door is positioned on the safer side for Britain. Whilst there is no window in the door, there's a small slot in the internal moulding for a couple of maps or a magazine. Inserted across the bottom of the door is a fixed vent which is at ankle level for someone standing at the sink. Hmm... more of this later.

Finally, a gas locker, large enough for two bottles, is positioned directly to the rear of the cab passenger door.

CRUISE THE CUSONA

Climbing up into the driver's seat, I reminded myself that the 2-litre engine was not going to have quite the performance that something with a bit more grunt would deliver. However, the adjustable Fiat seats would ensure that I could drive comfortably.

Lumbar support, and height of seat (both front and back) can be adjusted to suit your particular shape. The steering column can also be moved slightly to accommodate the driver.

The Fiat's two litres will haul you effectively and economically to your destination. Okay, it lacks the power to take on and beat other vehicles at the traffic light grand prix, but this is a motorcaravan, and a budget one at that. We gave the Cusona a baptism of fire in the steep and narrow lanes near Paignton. This area of the South Hams, in Devon, is like a bumpy duvet. You're either going extremely up or frighteningly down. Once or twice the 2.0-litre lump had to be held in second gear rather longer than a larger engine might have needed, but it'll still get you to the top of any mountain.

On anything like a normal road the engine will perform well. Anyway, you won't have to deliberate about whether or not to opt for a larger engine because CI doesn't provide an alternative. The lightly loaded 'van rattled a bit on the rough lanes, but if the cupboards were more tightly packed we might have had a quieter journey.

The two big windows in the lounge make up for the lack of a large rooflight above, but blinds on windows of this length will inevitably rattle when negotiating bumpy roads, and these certainly did. The long length of the blinds also made them difficult to pull up against their strong springs. That said - if it were a choice of smaller windows or putting up with the odd rattle and developing bigger muscles, I'd still opt for the big windows.

Anyway, it's surprising what an inventive owner using sticky-backed fluffy tape can silence.

The inconvenience of a handbrake positioned very low on the right-hand side is more than made up for by the lack of any obstruction between the cab seats when nipping back to the rear to put the kettle on. A fascia-mounted gearlever complements this feature. I couldn't do without a radio, but one advantage of the void where the radio would normally reside is that you have one more place to stow things in the dashboard. Also, with the myriad of in-car entertainment systems on offer these days, you can soon fill that void with the unit of your choice.

I'm always impressed with Fiat's useful dash-mounted rising clipboard. Navigating is made easier if I've printed out a list of roads and junctions to aim for - and the integral clipboard can be pulled up to display this list. This makes it easy to glance at when driving, and stops your notes blowing away if you open the window.

COSYING UP IN A CUSONA

A twin-tread electric step is standard. This parks automatically when the ignition key is turned and gives an audible warning. This is the sort of step that slowly folds out (after you've pressed the button situated above in the kitchen). The first time I deployed the step to climb aboard, I thought that I had to keep my finger on the switch. So I carefully positioned myself to one side. However, this wasn't necessary, as a one-touch operation unfolds, while a second touch reverses the travel.

On entering the Cusona, I was transported back to my 'yoof'. Yea, I know, back in the dark mists of antiquity, I can hear you saying. Those were the days. Cornish holidays in my mother's caravan, nagging to be allowed to take a surfboard down to the beach on my own. Yep, the Cusona has a classic end kitchen layout, with offside washroom and wardrobe, and two inward-facing settees in the centre of the 'van. The only thing

that's missing is the caravan-favourite chest of drawers between the two settees. But, of course, this holiday home has an engine upfront and a double bed in the 'mezzanine' above the cab.

The driver and passenger seats are covered in a mid-blue material with centre panels displaying a hint of a coloured pattern. The upholstery in the rear echoes this, but is not an exact match. If you want an early night and the sun is still streaming in, drawing the dark royal blue curtains (with tie-backs) will have you nodding off in no time. They are great for keeping out the light. Silver quilted insulating screens are provided for the cab windows.

The wall décor is an inoffensive creamy coloured material with blurred splodges; it sounds awful but it's okay. The ceiling is white

with a slight texture. Beech (or at least hardwood) framed locker doors, with beech-effect panels, keep the look functional and modern.

No carpet on the floor to get dirty and annoy Mum - just easy to sweep clean wood-effect vinyl flooring. If you prefer a bit of carpet, it wouldn't cost much to buy a little bound-edged runner. Think of this 'van as a modern bungalow rather than a country cottage.

The two long settees either side of the lounge provide lots of seating for guests; four on one side and three on the other, assuming average proportions. So I can't justify having a whinge about the non-swivelling front seats. But I will anyway. It just makes it look more welcoming if the seats are facing you, rather than turning



The rear upholstery echoes, but doesn't quite match, the front seats.



Classic internal layout of front lounge and end kitchen with offside corner washroom.



Watching TV from the overcab bed would avoid cricks in the neck.

I found the overhead lockers a bit of a stretch but hopping up on the sofas to reach them soon solved the problem. ▷

their backs. I take the trouble to turn ours around even when stopping for coffee, though I might be alone with no need to use them. Maybe I've been hanging around motorcaravans for too long!

The occupants of the nearside seat can use the top of the fridge housing as a coffee mug rest if the table has been stowed. The offside sofa inhabitants will just have to hold on to their cups. If you want to watch television, a cupboard, complete with a swivelling slide-out, is provided high above the nearside settee.

The best position to watch TV is from the overcab bed. You won't get a crick in your neck from there. Well how about this? Make up the beds in the downstairs, climb up the ladder, and, comfortably ensconced in the luton, watch telly for the evening. Then go downstairs to bed.

The seats are, as usual, too high for me to

reach the floor when sitting in the lounge, so it's feet-up along the sofa to get comfortable. And there's plenty of room for two to slob out in this fashion on the settees. These are nice and soft with a good length of squab for tall people (so my husband Pete tells me).

The squabs are long enough to keep Pete happy, but I require a cushion or two to get comfortable. One small cushion is supplied, but it was not of a sufficient size to make much difference. If this were my motorhome, I would buy four big cushions and cover them with material that toned with the rest of the upholstery. The settees would then be blissfully comfortable.

General illumination in the lounge is achieved by a large circular fluorescent fitting with a silver surround in the centre of the ceiling. Two 12V tungsten filament lamps illuminate the settee



seating from their positions under the overhead lockers.

There's a line of aircraft-style overhead lockers along each side of the lounge, providing oodles of space for clothes. They are not kitted out with shelves and are quite high. If I needed to have a good rummage, it was off with my shoes and hop up onto the settees to reach them.

This is a tall motorcaravan, with a roof that curves down to the rear after the luton. This means that there is a little extra room at the front of the 'van above the lockers for a few bits and pieces to be stuffed in. The spaces are not designed for this purpose, but a serious 'clothes-a-holic' could find room for an additional designer jumper or two.

Beneath each bench settee are two large storage spaces. Access is from the top, which necessitates removing the foam mattresses before lifting the substantial plywood covers. In practice, if you need something that's stored close to the top, you can lift both the mattress and plywood together, and grab what you want.

More than half of the offside storage area is occupied by the inboard fresh water tank and pump but this still leaves a reasonable amount of room. The nearside has only the exterior gas locker moulding intruding into the available space. The rest is divided up into two compartments, one vast and the other a long box shape. This last area would be useful for things that you would like to keep segregated (messy boots or levelling wedges, perhaps).

DINING

The table in this Italian-manufactured 'van is not bolted to the floor. It can be moved right out of the way and into its dedicated storage place in the wardrobe. Delightfully, it can also be erected outside in the sunshine. Why is this simple and obvious solution to table provision not utilised more often?

It's a strange fact that, in countries that enjoy brilliant summer weather, the manufacturers often produce motorcaravans with tables that cannot be moved outside. Britain's motorcaravan manufacturers, on the other hand, frequently provide dual-purpose tables. In this respect Cusona gets full marks.

The tabletop is a cream laminate with a beech-effect edging. It has two foldaway legs with a T-bar on the bottom of the legs, for support. As the legs are placed at the extreme ends of the table,





No problem finding homes for all your kit in this kitchen and, best of all, a draining area is provided.



Control panel, handy shelves, and supremely useful work surface are all situated above the fridge.

it means that there is plenty of room for your own feet and legs underneath.

Though it's not the lightest table that I've lifted, it's pretty stable, easy to erect, and not too much of a struggle to return to the wardrobe.

CUSONA CUISINE

The rear kitchen is positioned beside the caravan door and might be thought to be a bit awkward.

After all, the doorway is potentially the busiest part of a motorcaravan, while the washroom door is beside the hob too. Remarkably, this was never a problem. There is more than enough room for someone to be working in the kitchen, unhindered by traffic to both washroom and exit.

A three-burner hob has a glass, hinged lid but lacks spark ignition, unlike the mini-grill below. There is no oven provided, but if you wanted to



When you're making tea early in the morning, the door vent allows a draught to chill your ankles.



Four could dine in a friendly fashion around the free-standing, dual-use table.

heat food, the mini-grill may provide a way of achieving this - careful experimentation would maybe yield acceptable results.

There are no fancy wire pullout cupboards here but a small family would find plenty of room for stores. Two large cupboards, each with a single shelf, are located under the hob and the sink. Between these is a taller, narrow, three-shelved cupboard, which also houses the gas isolation valves. A good-sized cutlery drawer sits under the sink. Lastly, two commodious overhead lockers can carry all your lightweight foodstuffs.

Best of all in this kitchen is the sensible stainless sink with drainer. This is the single most intelligent piece of kit in a motorcaravan kitchen. I would like to see any manufacturer reading this to be condemned to six weeks washing-up in a motorhome without a draining area. Let them try it and see how they get on. The sink also has a chrome swivelling mixer tap with a long spout.

When washing-up, the view behind the 'van can be admired through the centrally positioned window (if you're short enough); a much underrated feature, but one I value highly. At night a well-positioned lamp, under the overhead cupboards, and between the sink and hob, makes sure you make a good job of plate cleaning and cooking. It's surprising how often this sort of light is in the wrong place, so that you block the light from your work, but this one's spot on.

Ventilation is provided by a wind-up flyscreened rooflight which, when open, provides some extra daylight. I could easily reach this, but there is also one in the lounge where the roof sweeps up. For this, I needed to stand on the settees or use the luton access ladder.

A weatherproof vent in the bottom of the caravan door provides the only low-level ventilation that I could find and this is a bit of a mixed blessing. When the prevailing wind is beating against the door, it is decidedly chilly around the ankles. Hmm, I think warm, woolly, granny-slippers are maybe needed.

The generous fridge, with a full-width freezer compartment, is on the nearside just forward of the caravan door. Its top provides the main food preparation area. Positioned above are three shelves, which, for us, immediately became the ideal place for keys, mobile phones, watches, wallets, books, tablets... the list goes on and on. All the things that get lost in a motorcaravan will find a safe parking place here when pitched. Cocktail cabinets? You can keep 'em. This little stack of shelves is invaluable. It's partly that you can always see what's on them, but also they are fitted with solid, retaining upstands. This means



The wardrobe has sufficient hanging height to make shoe storage in the base a distinct possibility.



The washroom's storage includes useful high-level shelves and a cupboard.

that coins, rings, earrings, and such fripperies can be safely left there.

The analogue control panel lives above the shelves at eye level, with a further overhead locker completing the stack.

Opposite the fridge, on the offside, is the tall wardrobe. The hanging rail within is high enough to hang up a posh frock without creasing it, while this generous height also allows you to put shoes underneath your clothes, without the risk of



No riser for the showerhead, only a swivelling bracket in the otherwise excellent separate shower.



Two single beds are easily made.



messing them up.

A hinged panel in the wardrobe floor lifts to reveal the gas-fired Truma water heater. Its simple control switch is inserted into the side of the wardrobe. A gas-fired Trumatic space heater is fitted below the wardrobe. It lacks a fan and ducts to distribute the heat, merely relying on convection. This could be said to be an advantage when not connected to the mains, as there is no fan to use up your leisure battery.

A WASHROOM WITH A SHELF

I mustn't make too big a thing of this but, at last, I've found a motorhome that has had its washroom designed by a person who understands special female requirements. (Or maybe they have been reading my moaning on about the fact that in most 'vans there's nowhere to put my make-up, potions, creams, nail scissors...)

This one is different. As soon as I opened the door my eyes fastened onto one detail. It has a shelf. Only a narrow one, but that's all that's necessary. The basin is inset into a surface, which then curves back to a narrow ledge that even runs around the corner. This is what I would call a working shelf - strictly not for storage.

The washroom décor features cream walls and worktop, with wood-effect cupboards, chrome mixer tap and, strangely, a rather tasteless silver grey sink. It's of a reasonable size, but a white or cream sink would have been more in keeping. The separate shower compartment is white with pale grey shelves. I can see where the designers are coming from, but whilst the grey works well against the white in the shower room, it looks incongruous against the cream shelf.

Loads of nooks, crannies and other cupboards pepper the washroom, but mostly at high level, nonetheless they're easier to reach in here. I ran out of things to put into all the space available.

I thought they had neglected to supply a toilet roll holder, but I found it attached to the inside of a low-level cupboard door; just right for when you're seated on the throne.

A decent-sized mirror was fitted above the sink, and a towel rail to the door. A couple of hooks, a big fluorescent light, and an opening obscure window complete this very practical and spacious area.

You know how you used to have terrible trouble finding somewhere to put shampoo and conditioner in the shower? It's true in some

houses, let alone in a motorhome. Well, these days this is all changing. Shower compartments are positively sprouting shelves. There are so many little places to stash your essentials here you'll be confused as to which one to use.

If you don't want to wash your hair when showering in the Cusona, you need to remember to bring your shower cap, as the showerhead has no riser rail. It swivels, and it's at high level, but you can't slide it down. You can, however, take it off and hold it, if you can't be bothered with headgear. This really is a very well appointed washroom.



I coveted the curved shelf that went around two sides of the washroom, and all the high level storage. Not so sure about the grey sink, though.



Turnbuckles restrain boards, which hinge down to fill the spaces left by each sliding settee base. The squabs and backrests make a flat mattress...

TIME FOR SHUT-EYE

If just two of you are sharing the Cusona, you have three choices of where to lay your heads for the night.

First is the simplest. Remove the backrests from the settees, lay down two sets of single bedding, and say good night.

The next choice is not much more difficult. The two side settees slide effortlessly towards the middle of the 'van, after releasing four turnbuckles. Behind them, and behind the upholstered backrests, are hinged panels, which flip down into the holes left by the two squabs. (Again, these are each effectively restrained by a pair of turnbuckles.) Then it's simply a question of placing the foam-filled seats and backrests to



... as sofa the bases slide out very easily to make a vast double bed.

the best position. The knee rolls are best placed under the windows, which leaves you with a vast, very flat, double bed.

Length and breadth in option three, the overcab, are generous, too, but the mattress is thinner than the downstairs beds. Also, there is

only sitting headroom for children. So, 'occasional use for guests and a great place for kids' would be an estate agent's description of the luton double berth.

The luton bed's head end is provided with a window and a tungsten filament lamp. At the



other end is a set of fabric pouches, which could provide a place for the sorts of things that usually end up on a bedroom shelf. Access is via a ladder, which hooks into two fittings attached to the cab bulkhead, but it can't be left in position when the double bed is made up.

A safety net is part of the package, and royal blue curtains, drawn across, give sleepers some privacy. Heavier friends and family might find it a far more acceptable billet if a foam overlay were added to the mattress.

GOOD VALUE - OR TOO MANY CORNERS CUT?

All the things that might, in the past, have seriously deterred British buyers from making the jump to a Continental motorhome, have been addressed in this 'van. This is a budget 'van, but the door has been put on the correct side for UK pavements, taking care of the safety issues that an offside door might raise. The fresh water tank is placed inboard and the general levels of insulation are high. These are issues that start to matter if we want to use the 'van all year round.

Many of the goodies that have been omitted, to control the initial outlay, could be fitted retrospectively when funds permit. A big rooflight would allow a lot more light in to brighten up the lounge. Swivelling cab seats, though not strictly necessary, give a more convivial atmosphere to the inside of the 'van, and provide extra social seating. A bike rack has the fixing points already attached, ready and waiting. Only the lack of rear



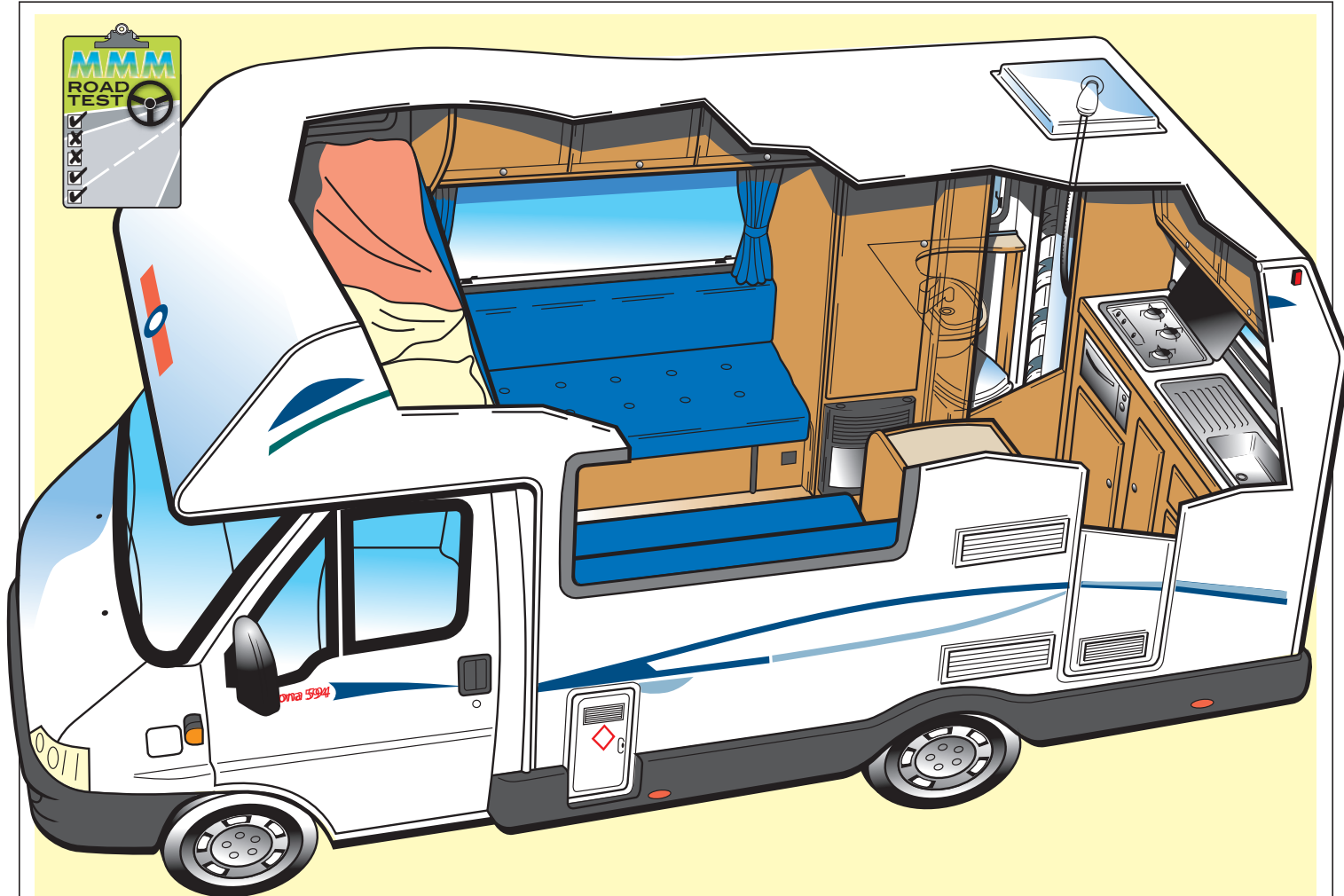
No lack of length and width in the overcab bed, but, as with most others, there is limited headroom.

seatbelts in safe travel seats prevents the Cusona from attaining family 'van status. Couples should be very comfortable here, enjoying flexible accommodation and the ability to welcome guests for the night.

With its great washroom, plentiful storage,

and comfort, CI has hit the mark. Whilst retaining its Continental character, the company has made alterations to the specification in the right areas to attack the British market. And the most incisive assault is aimed at the price! They've got it absolutely right. □





MMM SUMMARY

WE LIKED

- Good levels of insulation
- Inboard fresh water tank
- Well-appointed washroom with separate shower
- Stainless sink with drainer
- UK nearside caravan door
- Comfortable beds
- Price

WE WOULD HAVE LIKED

- Cab seat swivels
- Big rooflight
- Window in caravan door
- Showerhead on a riser rail

WE DISLIKED

- Grey-coloured washbasin
- Heavy springs on blinds, making them difficult to lift
- Draughty caravan door vent

SPECIFICATION

THE VEHICLE

- **Base vehicle and engine type:** Fiat Ducato 11 medium wheelbase chassis cab with 2.0-litre common-rail turbocharged diesel engine
- **Output:** 62kW (84bhp) @ 4000rpm
- **Max torque:** 192Nm (142lb ft) @1900rpm
- **Gearbox and drive:** Five-speed manual, dash-mounted gearlever, front-wheel drive
- **Brakes:** Servo-assisted, front discs, rear drums
- **Steering:** Power-assisted rack and pinion
- **Suspension:** Front: Independent MacPherson-type with coil springs; rear: rigid tubular axle with leaf springs and telescopic shock absorbers
- **Tyres fitted:** Michelin XC Camping 215/70R 15C
- **Spare wheel position:** In cradle behind rear axle
- **Fuel tank capacity/type of fuel:** 80 litres (17.6 gallons), diesel
- **Instruments:** Fuel level, coolant temperature, speedometer, rev counter, LCD display with clock, oil level indicator, service indicator, total and trip miles
- **Warning lamps:** High coolant temperature, immobiliser function, water in fuel, handbrake on, engine fault, alternator charge, low oil pressure, low fuel level, sidelights on, main beam/headlamp flash, indicators/hazards
- **Windscreen wiper controls:** Stalk controls two speeds plus intermittent and flick wipe, screen wash. Pull up for screen wash and three wipes, one forward for flick wipe, one back for intermittent, two back for slow speed, three back for fast speed
- **Immobiliser/alarm:** Ignition key operated immobiliser. No alarm fitted
- **Other features:** Locking glove compartment, fold-up document/map holder, mobile phone, three cubbyholes, dash-top oddments tray, 12V socket, adjustable steering column, driver and passenger seats with single armrests and adjustable lumbar support, door pockets on driver's cab door, height-adjustable top seatbelt mountings

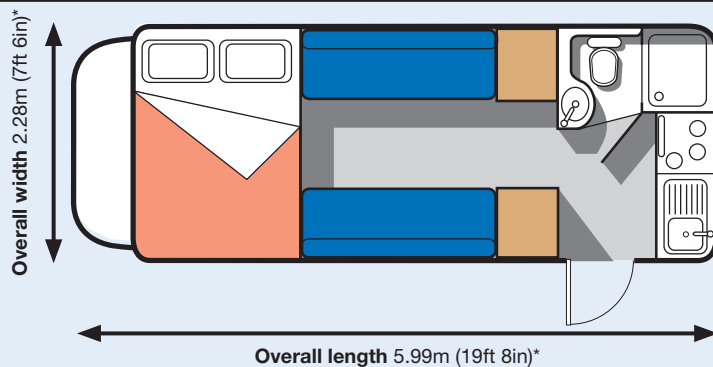


PERFORMANCE AND ECONOMY

- Achieved 30-50 mph acceleration time: 14 secs (3rd gear)
- Fuel consumption during test: 24 mpg overall

THE CARAVAN

- **Body type and construction:** Coachbuilt with sandwich construction GRP-clad sidewalls, rear and roof
- **Insulation:** Sides 32mm, roof 32mm, floor 75mm
- **Conversion NCC badged as EN1646 compliant:** No
- **Warranty:** Three years base vehicle, three years caravan, four years water ingress
- **Number of keys required:** Two, one for base vehicle, one for caravan
- **Windows and doors:** Double-glazed acrylic top-hung windows throughout. Two in lounge/diner, one in kitchen, one in luton offside, one obscured in bathroom. One-piece caravan door with key-operated lock, storage pocket, and low-level permanent ventilation
- **Additional ventilation:** Two wind-up roof ventilators with fixed flyscreens, one over lounge, one over kitchen. Push-up vent with flyscreen in shower cubicle
- **Blinds/curtains:** Cassette blinds and flyscreens to all caravan windows except washroom. Curtains to lounge windows, privacy curtain to luton. Internal silver-grey screens with quilted insulation for cab windows
- **230V AC system:** Mains hook-up (indicator in control panel) with RCD feeds fridge, leisure battery charger. 13A sockets above fridge, below offside settee, in TV locker
- **12V DC system:** Leisure battery feeds analogue control panel, fresh water pump, grill electronic ignition, lighting, water heater, space heater, toilet flush
- **Capacity of caravan battery:** 85 amp hr
- **Lighting:** Four tungsten filament lamps, one in kitchen, one above each settee, one in luton. Two circular fluorescent fittings, one in lounge, one in washroom
- **Cooking facilities:** Smev three-burner stainless steel hob with glass lid, separate Smev grill unit with spark ignition
- **Extractor fan/cooker hood:** None fitted
- **Refrigerator:** Dometic RM7360 three-way, capacity 88 litres
- **Sink and drainer:** Rectangular stainless steel sink with side drainer and swivel-spout mixer tap
- **Water system:** Fiamma Aqua 8 Power Pump feeds pressurised water to kitchen sink, washroom basin, shower mixer, toilet flush
- **Water heater:** Truma Ultrastore boiler, gas-only operation, capacity 10 litres (2.2 gallons)
- **Fresh water tank:** Inboard mounted, capacity 100 litres (22 gallons)
- **Fresh water level gauge:** On control panel, press switch to read graduated LED display
- **Waste water tank:** Outboard mounted, underfloor behind rear axle, capacity 100 litres (22 gallons)
- **Waste water level gauge:** On control panel, press switch to read graduated LED display
- **Space heating:** Trumatic S3002 convector heater, gas-only operation
- **Gas locker:** Externally accessed, vented, fixed regulator. Capacity 1 x 13kg, 1 x 7kg
- **Washroom:** Offside rear location. Grey plastic vanity basin with chrome mixer tap, L-shaped shelf, tall locker and shelf below, mirror and two shelves with retaining rails above. Two overhead cupboards above side window. Wood-effect vinyl floor. Thetford swivel-bowl electric-flush cassette toilet. Separate shower compartment with single waste, curtain, chrome mixer tap and flexible hose to a demountable showerhead. Eight grey-fronted oddments pockets on cubicle walls
- **Seating:** Two inward-facing sofas in lounge/diner
- **Table(s)/storage:** One free-standing table, dedicated stowage in wardrobe
- **Berths:** Four: two on double bed in luton; two singles, or one transverse double, made from lounge sofas
- **Rear restraints:** None fitted
- **Wardrobe:** Offside location ahead of washroom, side-to-side hanging rail
- **Flooring:** Wood-effect vinyl to living area, rubber matting in cab
- **Additional features:** Electric twin-tread step with audible warning and automatic retraction when ignition is turned on. Rear fixings for bike rack. High-level TV cabinet with silver-slatted roll-up door and pullout swivelling plinth. Three oddments shelves above fridge with substantial retaining fiddles



DIMENSIONS

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

- Overall length: 5.99m (19ft 8in)*
- Overall width (excluding mirrors): 2.28m (7ft 6in)*
- Overall width (including mirrors): 2.65m (8ft 8.5in)
- Overall height: 2.99m (9ft 10in)*
- Length of wheelbase: 3.20m (10ft 6in)*
- Length of rear overhang: 1.9m (6ft 3in) as measured from centre of rear wheels, 59 per cent of wheelbase
- Turning circle (kerb to kerb): 12.10m (39ft 8.5in)*
- Driver's maximum leg length: 970mm (3ft 2in)
- Step-up height to caravan: Step one 360mm (1ft 2in), step two 220mm (8.5in), step three 290mm (11.5in)
- Door aperture: 1.65m x 496mm (5ft 5in x 1ft 7.5in)
- Interior length from dash: 4.62m (15ft 2in)
- Interior length behind cab: 3.65m (12ft 0in)
- Interior width at waist height: 2.10m (6ft 10.5in)
- Interior height: 2.00m (6ft 6.5in) increasing to 2.16m (7ft 1in) behind cab
- Work surface height: 930mm (3ft 0.5in) at sink, 960mm (3ft 2in) at fridge
- Table dimensions: 970mm L x 520mm W x 750mm H (3ft 2in x 1ft 8.5in x 2ft 5.5in)
- **Bed dimensions:**
 - (1) Luton double
 - Mattress length: 2.10m (6ft 10.5in)
 - Mattress width: 1.45m (4ft 9in)
 - Mattress depth: 80mm (3in)
 - Available headroom: 640mm (2ft 1in)
 - (2) Nearside single
 - Mattress length: 1.85m (6ft 1in)
 - Mattress width: 700mm (2ft 3.5in)
 - Mattress depth: 120mm (4.5in)
 - (3) Offside single
 - Mattress length: 1.79m (5ft 10.5in)
 - Mattress width: 700mm (2ft 3.5in)
 - Mattress depth: 120mm (4.5in)
 - Alternative transverse double
 - Mattress length: 2.10m (6ft 10.5in)
 - Mattress width: 1.79m (5ft 10.5in)
 - Mattress depth: 120mm (4.5in)
- Shower compartment: 560mm W x 740mm D x 1.97m H (1ft 10in x 2ft 5in x 6ft 5.5in)
- Wardrobe: 520mm W x 720mm D, hanging height 1.32m (1ft 8.5in x 2ft 4.5in x 4ft 4in)
- Gas locker: 640mm W x 330mm D x 680mm H (2ft 1in x 1ft 1in x 2ft 3in)
- Gas locker door aperture: 330mm W x 570mm H (1ft 1in x 1ft 10.5in)
- Max authorised weight: 3000kg*
- Unladen mass: 2615kg*
- Load capacity: 385kg*

PRICE (All prices include VAT)

- Standard model, as tested: £22,994 (on the road)

OPTIONAL EXTRAS (*starred items fitted to test vehicle)

- Base vehicle options: None listed
- Caravan options: None listed (see dealer)



SUPPLIED BY

CI Cusona 594 kindly supplied for evaluation by:
 Alan Kerr Leisure, Brixham Road, Paignton, Devon TQ4 7BG
 (tel: 01803 556234; web site: www.alankerr.co.uk)

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