



## PERSUASIVE PERSEO

**Benimar Perseo 710CRK on 2.8JTD Fiat Ducato Al-Ko**

*Spanish manufacturer Benimar predicts success for its new range of sleek coachbuilts. Jonathan Lloyd wonders if a coachbuilt named after a mythological hero can live up to the hype*

Benimar burst onto the UK scene a few years ago to loud applause. Ever since, their motorcaravans have been extremely well received by customers and journos alike. Apart from dropping the entry-level Sport range (pity, I think) Benimar has made few radical changes, instead concentrating on incremental development of the Anthus, Europe and Europe Top ranges. The most significant of these was the introduction of Mercedes underpinnings to complement the ubiquitous Fiat Ducato.

Importer RDH Motorhomes has worked closely with Benimar, trying to ensure that the product is a 'perfect fit' for UK motorcaravanners. Changes made for the British market include a host of general upgrades, especially to the kitchen and, more importantly, the fitting of a nearside entrance door and the inclusion of right-hand drive. Whether or not you are *that* bothered about having the entrance door on the correct side for Blighty, it does show a high level of commitment to the UK consumer.

My *vin ordinaire* inspired memory suggests that the original intention was to build all the Perseo models using an Al-Ko chassis, but that is not what has appeared, so perhaps another few grey cells have died.

Instead, the larger models are on the Al-Ko with others on Fiat's own platform chassis. Can I be persuaded that Perseo is a significant new product from Benimar? Let's get down to business.





## BENIMAR PERSEO 710CRK ON 2.8JTD FIAT DUCATO AL-KO



General view rearwards, showing permanent 'not-quite-at-the-end' bed, with washroom alongside and beyond.

### Take a tour

Immediately identifiable from its stablemates, the Perseo range puts its best foot forward by offering all-new graphics and a new design of overcab pod and back panel, thus immediately giving the range its own identity. Actually, the whole roof design is new, something about which I'm not entirely convinced. They do need to give more thought to the draining of rainwater, as it tended to gather on the top when the 'van was stationary. Overall though, the Perseo's presence is very easy on the eye and shouldn't date quickly.

The 710, tested, is a flagship model that purchasers might expect to be well endowed with equipment - and it is!

Commencing at the front nearside and walking around anticlockwise, we find a pair of look-alike 230V hook-up inlets. Lift the flaps and you'll see that

one is in fact an external power outlet, containing a 230V Continental socket, a 12V socket and a TV coaxial aerial point.

Next, is the entrance door complete with moulded internal step, inner flyscreen door and exterior light.

This is closely followed by the mega-vents for the 'mine's-bigger-than-yours' fridge/freezer, the flue for the Combi boiler, and an external gas point. Also on this side, under the bedroom window, is a (usefully) big access door to the underbed storage area. Finally, there's a full-height access door to the wet locker. The wet locker has a waterproof lining, restraints for scuba gear, and a drain to the exterior. High-level marker lights adorn each side at the far back, though, strangely, none appear at the front. Three amber running lights illuminate the skirt, just in case other drivers don't notice it.

The windowless rear back panel is not plain, just windowless. The centre



The roof tended to hold water. Solar panel, TV aerial and large rooflight are all standard.

Full height exterior-access wet locker will be especially useful for those who are keen on scuba-diving or skiing. ▶





## MMM LIVE-IN TEST REPORT



The large, lower fridge vent has been removed to show how easy it will be to service the fridge/freezer. In the middle of the photo is the flue for the Combi boiler and to the right, the external barbecue point.



External sockets are for 12V & 230V power 'out and in' and satellite TV.

panel appears recessed and Benimar have used 'feature' rear light clusters and well chosen graphics to add interest.

Round the corner and towards the driver's door we find the cassette loo access door, external shower, gas cylinder locker, and finally, the fresh water filler.

Up on the roof (song alert!) is the solar panel and TV aerial (both standard).

Part of Perseo's new look is achieved by the inclusion of external cab steps. They look great and flow smoothly into the interface panels, but, in my opinion, they require further development as the passenger door was already catching on one.

Also new is the shape of the overcab moulding. Other Benimar ranges already had a lower profile option, though, in truth, it was more of a cut-down luton rather than something that had been designed from scratch. The Perseo's low-profile front is clearly in a different league.

The Perseo impressed from my first sight of it at the York Show. A detailed inspection of this prototype didn't reveal any serious faults, though closer tolerances and less sealant to fix the mouldings would be something to aim for on production models.

### Step inside

Perseo's exterior is quite radically different from any other Benimar offering, whereas the interior is instantly recognisable as traditional Benimar: immediately welcoming, and creating a warm ambience. There is nothing wrong with the choice of cabinetwork and soft furnishings; it's just that the opportunity for using something different has been missed. In line with a modern exterior, a more avant-garde interior look could have been chosen. As an intermediate measure, different fabrics and funkier handles could have been tried. Just a thought!

### Layout

The 710CRK is not the first Benimar to have a permanent rear bed. However, along with its first cousin, the Europe Top 7000CRK, it is the first Benimar to have a permanent not-quite-at-the-end bed. 710CRK places the double bed a little forward of the back wall to allow room for the shower compartment and wet locker behind. Adjacent to the bed is a dressing area and the wardrobe. The split kitchen flanks the central aisle amidships, and the lounge/dining area occupies the forward section.

This makes a 'three-room' layout, potentially perfect for the experienced long-term motorcaravanner. RDH feels that the big Perseo might well appeal to customers who spend the winter in a sunnier climate. I agree. Not only did the interior look good, it also proved to be extremely practical in use.



General view forwards showing amidships kitchen and forward lounge.



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### Living room

Ah, now then, it's a bit like the curate's egg this (good in parts). The problem, as I saw it, was that this prototype had an offside forward-facing double seat with two three-point restraints. Not really necessary in a dedicated two-berth motorcaravan, and this seat really got in the way. However, all is not lost as production models are (almost definitely) going to have the option of an inward-facing L-shaped settee instead. Now that'll go a treat with the inward-facing settee on the nearside and the two swivelled cab seats.

Almost everything else in the lounge was grand. Plenty of artificial and natural light, a clever extending table, and lots of luvverly warmth (courtesy of the Truma Combi boiler with blown-air heat distribution). I didn't even

have to get up to turn up the wick on the dash-fitted four-speaker stereo CD player. Yep, that's right, it has a remote control!

There was a height difference between the cab and caravan seating, though this only really became a nuisance at meal times. Of course, if both partners sat in the caravan bit for the roast swan and pickled parsnips then there would be no problem. An extra leaf can be added to the table, which slides fore and aft on a wall-mounted rail.

Fans of the goggle box are well provided for by a high-level TV cupboard just south of the microwave. Benimar's thinking was to locate it here so that the extended-reach turntable, on which the idiot's lantern sits, would enable viewing when lying in bed or sitting in the lounge - though obviously not both at the same time. I'm still saving up to replace my (now kaput) steam-



If you need to carry passengers the belted seat is fine. I found it got in the way in this two-berth motorhome.



There is neat storage in the slimline overcab. I thought it might have been better if the cab curtain track had been located on the other side of the sun visors.



TV can be watched from the bed or the lounge, and when not required is hidden from view by a smart grey tambour door.



Lounge diner makes good use of the cab seats and has a useful extending table. An inward-facing L-shaped settee can be specified instead of the forward-facing seating.

This Brit-friendly kitchen also includes excellent drawer and cupboard storage. ▶





driven telly with one of those flat screen beauties, so I was pleased that RDH had thought to include a TV for the test. The cabinet's location proved to be a good compromise between viewability and practicality.

I did notice that it might have been better if the cab curtain track had been located on the other side of the sun visors. The present position makes it extremely awkward to use the swivelled cab seats when the curtains are drawn as they fall too far into the cab.

### Catering

Full marks here. Not only is the kitchen well designed, it is also well specified with all the equipment us Brits love.

The main working area is on the offside, consisting of an L-shaped worktop - under which are some natty slide-out storage units complete with drawers, dividers (both cutlery and general), and bottle stands. Inset into the worktop is a round, stainless steel sink with a chromium-finish monobloc mixer tap. No drainer, but plenty of space available for a draining tray. Adjacent is the Smev slot-in domestic-style cooker, consisting of a gas-powered four-burner hob, grill and thermostatically-controlled oven (all with electronic ignition).

Across the aisle and next to the entrance door is Dometic's magic two-door AES fridge/freezer, which should provide sufficient storage for even the most traditional Brit spending the winter on the Costa Packet. (You know - those that simply must have sufficient supplies of bubble and squeak, jellied eels, tripe and onions, and English chocolate.)

Obviously, RDH is aware of those unscheduled flambé moments that happen when creative cooks, such as yours truly, use cognac. (Sometimes I even put it in the food.) Seriously, although not required during the test, a fire blanket was located within easy reach. An efficient extractor fan removed olfactory evidence of my over-enthusiasm with the 'three star'. Above the fridge/freezer, behind a smart pair of grey tambour doors, is the (standard fit) microwave. This one operated on 230V, though the options list does include a 12V version.

Although there is no dedicated crockery storage, oodles of space is available in the kitchen cupboards, lockers and drawers, to store everything you might need. It's all in the detail, or so they tell me. Well, *they* are not wrong. Immensely pleasing was the inclusion of a waste bin. It's at the bottom of the flyscreen door, so it is easily reached, but not in the way.

To say (as a reader did the other day) that the Lloyd family often appears



to be dysfunctional, might well endow us with a tantalising suggestion that there are times when we are actually 'functional'. Mmm, anyway, whenever one of us is cooking in a 'van, everyone else will immediately want to use the loo. The result, in our own end-kitchen 'van, is usually a clash of body parts and, sometimes, spilt broccoli bake. This would never happen in the Benimar as the chef is out of the way of 'through' traffic. Not Nobel Peace Prize material, but useful in lowering domestic stress levels.

One of our pet hates in motorcaravan kitchens is not so much a lack of equipment but rather the lack of artificial illumination. In this 'van there's plenty. There is a downlighter downlighting the back two burners, whilst a similar pair illuminates the rest of the kitchen. You may be surprised to learn how many 'vans there are where the kitchen lighting is actually behind the chef, who is, as a result, always in the dark. Well done RDH for insisting on a Brit-friendly kitchen. Another helping of steak and kidney pud anyone?



The split kitchen has sink and cooker on one side...



...and the big fridge-freezer and microwave on the other.



# BENIMAR PERSEO 710CRK ON 2.8JTD FIAT DUCATO AL-KO



Number two on your route to sartorial elegance is the washroom. Some wood in here makes it feel less clinical. Shower is completely separate.

## Titivating

Three distinct areas here, all well thought out. Adjacent to the bed is a sort of dressing table with a large, well-lit mirror above it. Perfect for make-up application or bow-tie adjusting. A privacy screen shuts off the bedroom - though it only comes down to knee height, which I found a bit off-putting.

At right angles to the dressing table is the door into the washroom. This room contains a Thetford swivel-bowl electric-flush cassette loo, a vanity basin with mixer tap, and plenty of accessible and varied storage. A couple of fold-away coat hooks would be first on my list of improvements for when



Large permanent double bed hides a cavernous storage area.

I disrobe.

Titivating area three has everything one might expect in a shower compartment, though the real innovation is in the door. There isn't one in the normal sense of the word. Instead, Benimar has opted for using a cassette roller blind mounted vertically and unrolling across the gap. It worked well, though I failed to find any advantage over a rigid folding door. In addition, I had to leave it deployed after showering, rather than let it return to its cassette still wet.

My partner and I both like a bit of something other than white plastic in



Underbed storage seen here from above with the mattress raised.

◀ Titivating area one is this handy dressing table and mirror with wardrobe to hand.



the washroom. The Benimar has some trim, shelves and a cupboard made from wood. This made the area far less clinical.

### Goodnight!

We were never ever going to buy a motorcaravan with a permanent bed; then we tried several and thought they were OK but not for us! Now, after trying several more motorcaravans so equipped, we think them to be highly desirable in a 'van of this length. However, we would make two provisos. Firstly, that the bed is at a normal height above the floor and doesn't require crampons to reach it - tick for the 710. Secondly, that it is not located transversely, thereby trapping one partner against the wall - second tick for the Benimar.

Beds made from (say) a converted dinette obviously have to do double duty as both seats and a bed, so the chosen firmness of the foam or interior springing is bound to be a compromise. However, in a permanent bed there is no need to compromise. Also, consider that there need be no joins or ridges and you can see why permanent beds are gaining favour. Perseo's sleepers also benefit from a thermal break between themselves and the exterior walls, diffused pelmet lighting, plus a reversible powered ventilator/extractor fan in the rooflight.

Access to the massive underbed storage area is via the exterior access hatch, an interior door, or by lifting the mattress, and supporting slatted frame, on gas struts. This area is heated and lit, and will, no doubt, be filled with kit of all shapes and sizes.

I've awarded the bed eleven out of ten. Enough said.



*Informative management panel will give hours of endless fun to dedicated button pushers. Even waste water dumping is controlled from here.*

### You can't win 'em all

'Tis true you know. Benimar have tried out some new ideas on the Perseo 710 CRK. Some visitors to the 'van thought they were marvellous; others





## BENIMAR PERSEO 710CRK ON 2.8JTD FIAT DUCATO AL-KO



*Fiat Ducato with Al-Ko chassis is gutsy and road hugging. Benimar specifies a version that gives us lots of goodies as standard.*

thought them naff.

Consider the positioning of the waste water tank outlet for example. The tank is mounted underfloor in the middle of the 'van, immediately behind the rear axle. The very short outlet hose is exactly on the centre line of the vehicle, pointing backwards, and as far away as it could be from the walls. It was designed this way to facilitate emptying over a motorhome dump station, the grid of which is usually in the middle of the dedicated area. There is no need to crawl underneath the Perseo - as the release valve is electrically-operated and controlled by a switch on the main control panel. I thought this to be a good idea. Others who use a portable tank when away for long periods thought it less than wonderful - as positioning and retrieving a slide-under tank would require grubbing about on the ground underneath.

A similar discussion occurred over the decision not to continue the grey colour of the side skirts along the whole side to include the cab steps and front bumper. Some liked it, others didn't.

Finally, a much more important difference of opinion, and one with significant consequences for potential purchasers. A close friend was concerned over RDH's decision to upgrade the chassis from 3500kg to 3850kg. I thought it a good idea: all that payload! However, as a diabetic (now limited by law to a class B licence (only up to 3500kg), despite the

fact he used to be an HGV driver), my friend would have wanted it plated at 3500kg. RDH (who always do their utmost to help customers) inform me that this wouldn't be any trouble to arrange and should still allow a perfectly adequate payload.

### Luxurious living

Is it cheap? Well, at £47,496 on the road, it isn't and there are many similar-sized European 'vans that undercut it. However, do they have the following as standard equipment? Entrance door on the correct side for the UK, Al-Ko chassis; 2 x 13kg gas cylinder store; corner steadies; external full-height wet locker with drain; external 230V, 12V, aerial and gas points; external hot and cold shower; solar panel with charge management system; large panoramic tilt-and-slide rooflight; TV aerial, amplifier and locker with tambour door; full cooker; microwave; large AES fridge/freezer; extractor fan; separate shower cubicle; heated underbed storage; and a rear on-road heater matrix powered by the engine.

Also, if you wanted to upgrade a cheaper 'van to this equipment level it could cost a fortune, and yet it might still be worth less on the secondhand market than the Perseo.

### Perseo piloting

The Ducato is now very familiar to all except new readers. As a consequence, I've put additional info in the box below - to help beginners and to avoid boring the experienced.

The Fiat Ducato just gets better. The slick gearchange is now even slicker, and the positive brakes are further improved by the fitting of discs all round. In the case of Perseo, the handling is enhanced by the inclusion of Al-Ko's rear chassis with its torsion-bar rear suspension units, and the low centre of gravity has reduced body roll, so as to be almost non-existent.

However, sitting in a Ducato cab for any length of time still cripples me - because the seat squab is too high and the steering wheel and pedals are offset. The result is that I'm permanently stooping and sitting with a slightly twisted spine. In Fiat's defence, many other folk find the seating position supremely comfortable. As always, don't take my word as gospel, find out for yourselves how the features that I have flagged-up might affect you and yours.

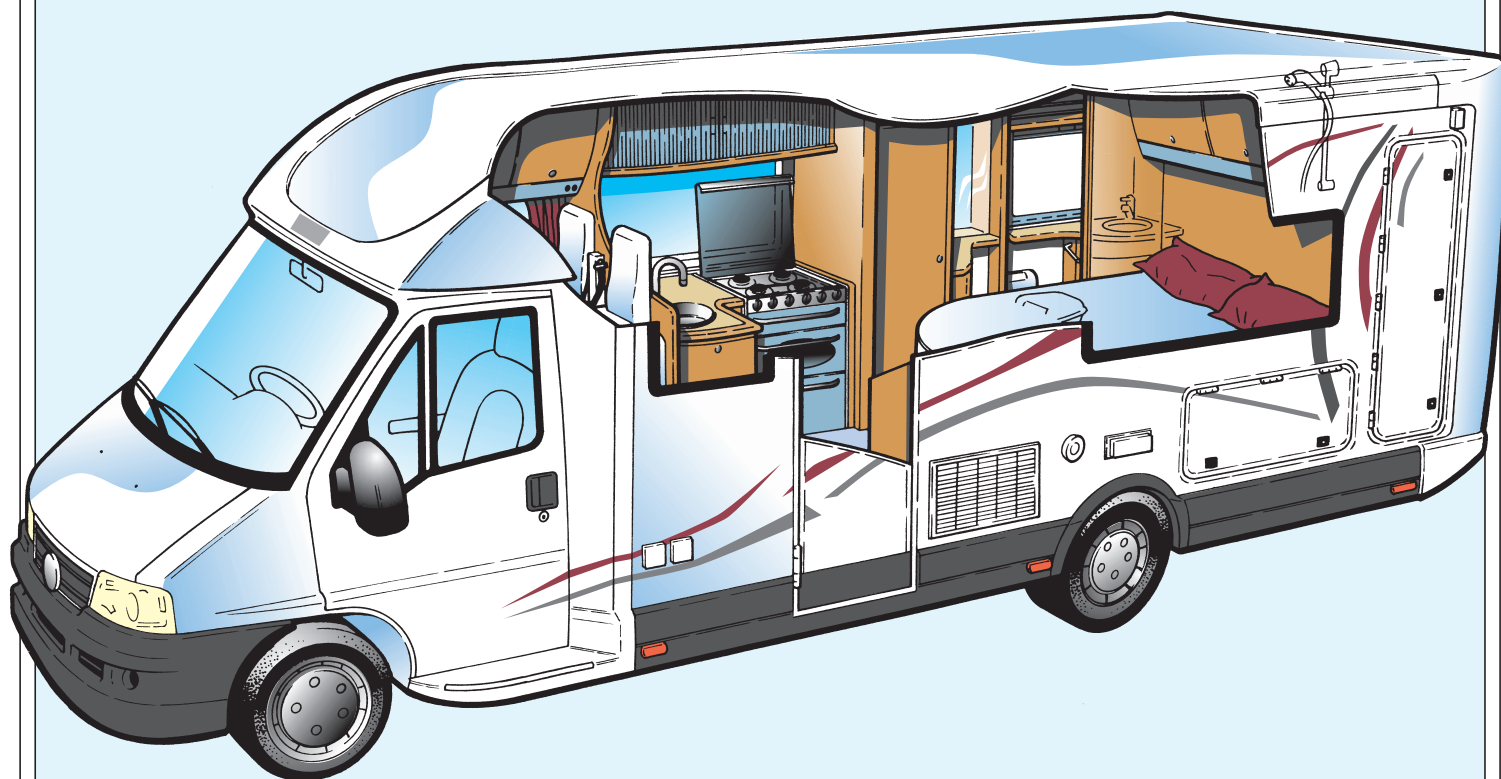
Whilst driving, the rear heater matrix really warms up the back of the vehicle - meaning that the standard cab heater is able to warm front-seat passengers adequately.

Visibility-wise, Superman may be able to see through the solid rear panel with his x-ray vision, but us mere mortals would be well advised to specify a rear-view camera and monitor.



*The rear panel is windowless, but not plain. I'd specify a rear-view camera system*





## Perseo 710 CRK

### Fiat Ducato...a beginners' guide

The current generation of Fiat Ducato was introduced at the tail-end of 1994 and continues in facelifted form today. It is most commonly seen as a panel van, or as a chassis cab (on which most coachbuilds are constructed). Other derivatives used to make motorcaravans are the platform chassis (lower than the chassis cab and retaining the steel van floor), the cab with Al-Ko rear chassis replacing the original, and a chassis cowl on which A-class motorcaravans are fully coachbuilt.

All Ducatos have the engine mounted transversely at the front and driving the front wheels. A solitary 2.0-litre petrol power plant joins a variety of four-cylinder 1.9-litre to 2.8-litre diesel and turbo-diesel power units. The Ducato (and its Sevel-built stablemates) were the first modern light commercial vehicles to use a fascia-mounted gearlever.

The Ducato's only real failing is the lack of an automatic gearbox option for right-hand-drive models.

Peugeot's Boxer and Citroen's Relay look the same because (apart from a few different engine choices) they *are* the same, and all are built in Sevel in Italy as part of a collaborative venture. It is a tribute to the Ducato that, despite being in production for nine years, it doesn't look dated.

### I liked

- Conversion handed for UK
- Shape of low profile nose
- Exterior electric, gas and shower points
- Furniture build quality
- Level of standard specification
- Waste bin on door
- Excellent layout of Brit-friendly kitchen
- Comfy bed
- Thermal break between the exterior walls and the seats and bed
- Clever extending table
- Generously-sized washroom
- Full height wet locker
- Excellent road holding
- Gutsy common-rail turbo-diesel power unit

### Rear heater matrix

- 'Free' electricity from the solar panel
- Electrically-operated waste tank dump valve
- Generous payload

### I would have liked

- Rigid, folding shower door
- L-shaped sofa in lounge (see text)
- Cab curtain rail mounted closer to windscreen

### I disliked

- Cab passenger door catching on step moulding
- Poor water discharge from roof

### Quality control

With the exception of some of the exterior moulded add-ons (remember this was the right-hand drive prototype) this was a fine 'van, well screwed together and carefully finished. RDH (as always) presented a motorcaravan that was well-equipped, spotless and in tip top order.

### Adios amigo

I've been persuaded that the Perseo is a welcome newcomer. It's a motorcaravan with real potential for long-term touring, and a significantly different addition to Benimar's generously-equipped stable of models. □





# BENIMAR PERSEO 710CRK ON 2.8JTD FIAT DUCATO AL-KO

## SPECIFICATION

### The vehicle

**Base vehicle & engine type:** Fiat Ducato Maxi with Al-Ko chassis. 2.8-litre four-cylinder turbocharged and intercooled common-rail diesel engine

**Output:** 93.5kW (127bhp) @ 3,600rpm

**Max torque:** 300Nm (221.2lb ft)

**Gearbox & drive:** 5-speed manual gearbox with fascia-mounted gearlever, front-wheel drive

**Brakes:** Servo-assisted dual-circuit, hydraulically actuated with load apportioning valve, discs all round

**Steering:** Power-assisted rack and pinion

**Suspension:** Front - MacPherson struts with telescopic dampers.

Rear - Independent trailing torsion-bar units with telescopic dampers

**Tyres fitted:** Michelin X 215/75R16C XC Camping

**Spare wheel position:** In underfloor cradle behind rear axle

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

**Instruments:** Speedometer, odometer, trip recorder, tachometer, fuel level, engine coolant temperature, digital clock

**Warning lamps:** Ignition on/battery charge, low engine oil pressure, fuel injection malfunction, handbrake applied/low brake fluid level, worn front brake pads, engine immobiliser, engine pre-heat, water in fuel filter, road lights on, main beam, indicators

**Windscreen wiper controls:** Stalk on right-hand side of steering wheel. Up for flick wipe, down for intermediate/slow/fast wipe. Pull towards steering wheel for screen wash

**Immobiliser/alarm:** Fiat electronic engine immobiliser, no alarm

**Other features:** Key-operated central locking on cab doors, electrically-adjustable and heated exterior mirrors, 4-speed fan-assisted multi-vent heating and ventilation system with re-circulation facility, cigar lighter and ashtray, 12V accessory socket, lockable glove box, map holder, moulded storage pockets in both doors, driver's seat adjustable for squab height/rake/reach, remote control four-speaker Panasonic stereo radio/CD player, cab air-conditioning

### Performance and economy

**Achieved 30-50 mph acceleration time:** 8.5 seconds

**Fuel consumption during test:** 25.2 mpg overall

### The caravan

**Body type and construction:** Low profile overcab coachbuilt using GRP-clad bonded sandwich construction. GRP overcab and interface panels. Aluminium skirts

**Insulation:** Polystyrene foam. Sides 40mm, roof 40mm, floor 60mm

**Conversion NCC badged as EN1646 compliant:** No

**Warranty:** Two years on base vehicle and caravan. Three years water ingress

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

**Windows and doors:** Seitz double-glazed tinted acrylic top-hung opening windows throughout residential section. One-piece entrance door with deadlock and flyscreen inner

**Additional ventilation:** ParaPress acrylic double-glazed tilt/slide rooflight over lounge, 2 Omnistor Omnivent opening rooflights with reversible 3-speed fans. Fixed drop-out vents in step well, steam vent in shower cubicle ceiling

**Blinds/curtains:** Cassette blinds and flyscreens fitted to all windows. Voile privacy curtains and unlined drapes with tie-backs fitted to all windows, except kitchen and shower room

**230V AC system:** Mains hook-up, leisure battery charge management system, consumer unit with RCD, six separate fused power circuits with feed to fridge and water heater. Two 13A unswitched UK-type sockets in saloon, and one exterior Continental-type 3-pin socket

**12V DC system:** Leisure battery and management panel with MCB. Unswitched sockets - one in kitchen, one in TV locker, one external. 45W solar panel and regulator

**Capacity of caravan battery:** 90 amp hr

**Lighting:** Three overhead fluorescent units. Lamps and diffusers behind pelmets. Halogen downlighters over inboard entrance step well, kitchen, cooker, dressing table and vanity basin. Exterior awning light

**Cooking facilities:** Smev slot-in domestic-style LPG cooker with electronic ignition and flame failure devices. 4-burner hob, grill, thermostatically -controlled oven and matching pan store. 230V microwave oven

**Extractor fan/cooker hood:** Single-speed extractor fan with built-in halogen downlighter

**Refrigerator:** Dometic RM7505 two-door three-way AES fridge/freezer. Total capacity 135 litres

**Sink & drainer:** Stainless steel round sink with chrome monobloc mixer tap and wooden chopping board/sink cover. No draining surface

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

**Water heater:** Truma Combi 3400, gas/230V operation

**Fresh water tank:** Inboard, 105 litres (23 gallons) capacity

**Fresh water level gauge:** On management panel. Digital readout in litres

**Waste water tank:** Underfloor, 98 litres (21.5 gallons) capacity

**Waste water level gauge:** On management panel. Digital readout in litres

**Space heating:** Truma Combi 3400 gas-fired blown-air space heating using 12V fan distribution. Output 3.4kW

**Gas locker:** Located offside forward. Moulded construction, exterior access door, vented and sealed from interior. Fixed regulator, cylinder restraints. 2 x 13kg cylinders capacity

**Shower compartment:** Located offside rear and behind bed head.

Washbasin, electric-flush swivel-bowl cassette toilet, storage cupboards, shelves with fiddle rails, large mirror, clear glazed window, fan-assisted rooflight, steam vent, blown-air heater outlet. Separate walk-in shower compartment with monobloc mixer tap, riser rail, moulded shelves and roller-blind style door

**Seating:** Two swivelling cab seats, inward-facing sofa, double forward-facing seat with backrest and head restraints (see text)

**Table(s)/storage:** One extending dining table. No dedicated storage

**Berths:** Two, in permanent double bed

**Rear restraints:** Two three-point inertia-reel seatbelts on forward-facing seat in lounge/diner (see text)

**Wardrobe:** Located offside adjacent to kitchen. Side-to-side hanging rail, door-operated interior light

**Flooring:** Seamless wipe clean plastic/rubber floor covering in cab.

Vinyl floor covering in saloon.

**Additional features:** External shower. External gas point (BBQ).

Sealed waterproof full height exterior-access wet locker with water drain outlet. Exterior access to underbed storage. Moulded waste bin on inside of flyscreen door. Rear corner steadies. 2 x pillows with coordinating slips. Bottle rack and slide-out larder store

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

**Overall length:** 7.16m (23ft 6in)\*

**Overall width (excluding mirrors):** 2.27m (7ft 5.5in)\*

**Overall width (including mirrors):** 2.64m (8ft 8in)\*

**Overall height:** 2.74m (9ft 0in)\*

**Length of wheelbase:** 4.02m (13ft 2in)

**Length of rear overhang:** As measured from centre of rear wheels, 2.2m (7ft 2.5in), 55 per cent of wheelbase

**Turning circle (kerb to kerb):** 14.5m (47ft 7in)

**Driver's max leg length:** 1.01m (3ft 4in)

**Step-up height to caravan:** 390mm then 195mm (1ft 3.5in then 7.5in)

**Door aperture:** 1855mm x 500mm (6ft 1in x 1ft 7.5in)

**Interior length from dash:** 5.7m (18ft 8.5in)

**Interior length behind cab:** 4.8m (15ft 9in)

**Interior width at waist height:** 2.16m (7ft 1in)

**Interior height:** 2.01m (6ft 7in)

**Work surface height:** 970mm (38in)

**Table dimensions:** 885mm x 520mm-615 mm (2ft 9.5in x 1ft 8.5in-2ft 0in). Extended length 1270mm (4ft 2in)

**Bed dimensions:**

Permanent double

**mattress length:** 1.92m (6ft 3.5in)

**mattress width:** 1.29m (4ft 3in)

**mattress depth:** 140mm (5.5in)

**Shower compartment:** 625mm deep x 585mm wide x 1.95m high (2ft 0.5in x 1ft 11in x 6ft 5in)

**Wardrobe:** 525mm wide x 445mm-310mm deep x 1.65m high (1ft 8.5in x 1ft 5.5in-1ft 2in x 5ft 5in)

**Gas locker:** 540mm wide x 525mm deep x 735mm high (1ft 9.5in x 1ft 8.5in x 2ft 5in)

**Gas locker door aperture:** 400mm wide x 560mm high (1ft 4in x 1ft 10in)

**Max authorised weight:** 3850kg\* (see text)

**Unladen mass:** 3040kg\*

**Load capacity:** 810kg\*

**Price** (all prices include VAT)

**Standard model (as tested):** £47,685 on the road

### Optional extras

Over 60 options are listed for both base vehicle and caravan. Please contact RDH Motorhomes for details

*Benimar Perseo 710CRK kindly supplied for evaluation by:*

RDH Motorhome Sales Ltd, 2 Castle View, Lilac Grove, Beeston, Nottingham NG9 1PF. Tel: 08707 585050.

Web site: [www.benimar.co.uk](http://www.benimar.co.uk)

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