

# SUNSHINE AND SWALLOWS



## Knaus Sun Ti 650MF on 2.5dCi Renault Master

*Di Johnson would rather like to fly south with MMM's Motorhome of the Year*

Every so often a motorcaravan manufacturer comes up with something new and special. All the other producers can be seen slapping themselves because they were not the first to offer the latest innovation or design wow.

In one way, you could say manufacturer, Knaus, has just made another four-berth, fixed double bed, low profile, but whilst its height is low, its public profile is high. Especially after carrying off the prestigious MMM Motorhome of the Year award.

Lowdham Leisureworld, who kindly provided the 'van for testing, also won an award from MMM. Their accolade was for Best Large Dealership.

Knaus produces a range of motorhomes whose styling has always been distinctive; the chunky grey corner protection pods come to mind. The range includes A-class, low profile and overcab coachbuilts, and panel van conversions, all of which show a commitment to modern materials and styling. Embarrassingly, I have only recently learnt that the 'K' in Knaus is not silent; hence K-naus. Nobody put me right; I've been anglicising this name for years and I've heard plenty of owners treat it similarly.



Shelving in the underbed storage locker is usefully kitted-out with stretchy cargo netting.

### SOMETHING NEW HAS FLOWN IN

The Sun Ti650MF has cracked the mould and escaped from the plain white box-effect, which has been the norm for far too long. It features contrasting pale blue side panels broken up with a logo of two swallows flying off to the sun, and two stripes. One of the stripes continues onto the cab door, nicely connecting the whole.

The blue sides set it apart from other 'vans. Gleaming alloy wheels also contribute to this difference, placing the Knaus several rungs above the rest of the pack. A sleek, pleasing and up-to-the-minute bonnet profile, colour coordinated bumpers, and a Renault badge on the front, had me itching to try it out for a live-in test. Hurray for the difference, I say.

### CIRCLING THE SUN

Its appearance was so tasty that I immediately knew, when I first sighted the 'van, it would push all the right buttons for me. It has a particularly squat profile, with roof bars following a perfect curve - started by the glass roof over the cab. All this suggests a slippery shape for driving into a headwind (a flyer) and easy entry into the caravan body.





A nice positive anticlockwise turn of a strong metal handle empties the waste water



The control panel is just inside the caravan door. Above is a smoke alarm and below the control for the Truma Combi boiler.



The optional heat exchanger uses waste engine heat to warm the body of the 'van when travelling.

The styling certainly attracted interest from the other campers at Clumber Park, the Caravan Club site near Worksop, where we were staying.

The diesel filler is right beside the driver's door, which is good ergonomically. A single leisure battery resides in the battery locker behind that, but it's fitted out to carry another (should one become necessary).

Also on the offside is the spacious gas locker, which is large enough for two 11kg cylinders. Behind that lies the access to an underbed storage area, which can also be reached from the interior. This would be big enough for all your outside chairs, tables and, perhaps, folding bikes. The left side of the bay is nicely kitted out with protected shelves. These are provided with elasticated cargo nets. At the base of the locker is

a full-width slot, 140mm high (5.5in) that extends right across the width of the 'van; useful for skis and fishing rods. This locker would easily swallow enough of your 'must take' belongings to set off on a year's travels.

The nearside houses the toilet cassette servicing hatch, electric hook-up point, and lockable wasser (German for water) fill point. At the top of the white rear panel is a high-level stop lamp and a reversing camera (extra cost option).

Knaus is determined to keep away from 'white van disease' so, although the back is mainly white, there's lots of grey detailing; more swallows and stripes. A good-looking tail leaves a good impression (we're talking swallows, here).

The waste water drain point lives amidships under the nearside skirt. None of your stiff plastic

taps here. We are provided with a good solid metal handle with a nice positive anticlockwise action to empty the tank.

### THE RIGHT DOOR

Although this is a right-hand drive version, the caravan door remains on the right (UK offside), but there's no messing around with retractable steps (electrically operated or otherwise). A low profile means one internal recessed step and you're inside. Cor! If only all motorcaravans were this easy to enter. The door contains storage slots, a long narrow vertical window (with a concertina blind) and a shelf over. The doorway is also fitted with a really neat idea: a flyscreen that concertinas into the side of the frame when not in use.

Decorating the entrance is a long,



Great modern colours and materials make this a must view motorhome for the style-conscious. Layout is in familiar low profile territory with half-dinette ahead of centre kitchen and rear fixed bed. The forward-facing dinette seat provides two seatbelts and head restraints.





*There's sociable seating for six in the stylish lounge/diner.*

asymmetrically shaped mirror with a silver pole edging it. Great, I can see how I look before braving the campsite. This is a busy doorway as it has a grab handle, control panel, smoke alarm, and the outlet for the heat exchanger (extra cost option). The exchanger makes use of the waste heat from the engine to heat the body of the 'van while travelling - pampered rear passengers don't have to suffer Arctic conditions here.

The offside-located caravan door is only a problem when stopping on the side of a busy road, but you can exit from the left-hand door

of the cab, rather than using the caravan door. With the roomy Renault cab and dash-mounted gearlever, there is plenty of room to manoeuvre.

The huge laminated-glass fixed sunroof above the cab promises a light, airy, travelling environment. The sunroof, designed-in rather than added as an afterthought, is one of the signature features of this Knaus. I'm one of the 'more I can see, the better' school of motorcaravanners - and if the big sunroof allows me to glance up and admire two swallows winging overhead, then I call this progress.

**PRETTY PLUMAGE**

Pale oyster and mid-grey upholstery combines with two-tone silvery-grey and mid-grey curtains to give the interior a pleasing contemporary appearance. The grey material has a suede effect, which adds a luxurious feel. Wood detailing for the furniture doors and bulkheads, and silver undersides to the overhead lockers, complete the appealing decoration. The lockers have a new style of catch. Press button to open (supported by a gas strut), and to shut, simply push closed.

Net curtains and Seitz blinds are provided for



*The caravan door has an easy-to-use single recessed step.*



*The big sunroof above the cab is a wow feature.*





*The clever handbrake folds down out of the way after you apply it, allowing the driver's seat to swivel easily.*



*The artistically-shaped movable footrest for the side settee is a clever piece of design.*

the caravan body. The cab windows, the door and the sunroof, are kitted out with concertina blinds. It's a much easier option than struggling with insulating screens, though the insulation properties, I imagine, would not be the same. You could always use both if you're heading for the mountains in winter.

There are removable panels of bound-edge carpet over a practical granite-effect vinyl floor. Some of the holes cut in the carpet, for things such as rear floor-mounted heater vents, had slightly missed the mark. But the colour and pattern, blue-grey and biscuit dogtooth check, meant that this carpet is good-tempered. We found the carpets tended to 'creep', so if the 'van were mine, I would remove and store them until the time came to sell, preferring the practicality of vinyl.

**TAKING A TEST FLIGHT**

Cosseted by the supportive Aguti captain's chairs (with their upholstered armrests), which fitted me like a glove, and with the lovely 'open cockpit' feel of the cab, I felt instantly at home. Long drives would be a pleasure.

Pedals were comfortably placed and the gears were particularly slick.

When manoeuvring, the lack of through-vision was not a problem as the reversing camera gives backup to the view from the door mirrors.

Engaging reverse requires that you lift a collar on the gearlever, a system I found reassuringly positive. Sixth gear allows effortless and economic cruising on decent roads.

Though the engine has no height adjustment and the steering wheel could not be moved, I didn't find this a problem when swapping with

my tall husband. However, he found that the pillar of the cassette blind obscured his view when the seat was raked at a relaxed angle. By moving his seat to a more forward position he got around the problem. He also mentioned that he could do with a bit more support for his thighs.

The left-sided handbrake is, umm... interesting, once you get the hang of it. Having engaged it, it then flops back to the floor. To disengage, you pull up, press the button on the end of the lever and away you go. The obvious advantage is that there is no handle sticking up to impede your exit from the cab. And, more importantly, it won't get in the way when swivelling the front seats. Incidentally, the lever for the swivelling mechanism is the easiest I've used. No turning upside-down looking for tiny little handles here.

The 2.5dCi engine is a smooth operator with plenty of power in reserve for the times when I don't want to poodle along at my usual sixty (I do try to do my bit for the good of the planet and my purse). I should think this engine is going to be a winner and one that other manufacturers would grab at eagerly. However, they can't get everything right. Fiat door mirrors give a superior view to those of the Renault.

As the top of the dashboard is curved and slopes steeply towards the windscreen, Renault

has provided plenty of little places to stow maps, dangle route plans and stand bottled water. Drinking cups of coffee in the front of vehicles has gone out of fashion. Most vehicles that I drive have recesses designed for cans and are not suitable for mugs. The door storage space would not accommodate my A3-sized atlas. Perhaps I'll buy a smaller one next time.

**THE NEST**

The level of the cab floor is continued through to the half-dinette lounge and then drops down beside the side settee in an artistic curve. The whole arrangement puzzled me until I tried the settee for comfort and size. I found that, like most seats, I couldn't reach the floor, but Knaus has come up with a neat idea. The floor under the settee can be slid out to make a footrest. Then, when not in use, it can be put away, though we found that the carpet had to be removed to slide the floor out.

The whole idea of continuing the cab floor level though to the lounge/dinette works for me (and, I'm sure, others of slightly less than average height), as it prevents that feeling of being out of my depth in a grown-up's 'van. The seating is still a tiny bit high for me, but I can reach the floor.

The lounge can seat six socially, when the



*Above your head is a neat flat panel which contains the flat-screen television...*



*...and there's no cricks in the neck once this marvel of modern engineering descends.*





*There's comfy dining for two and the table will extend by another 250mm when you have guests.*

comfortable cab seats are swivelled, and these are the ones to grab if you want to relax. The dinette and side settees are not as comfortable, though we found if you pulled the dinette backrest forward slightly, it was better. I think I would be looking for some nice grey material to make some cushions, which would make feet-up lounging easier.

Roosting above your head in the lounge/diner ceiling is a recessed flat panel with a strong hinge. At the other end is an obvious handle. Grasp the handle, pull down, and all will be revealed. A double-hinged marvel of modern engineering sees an optional flat-screen television descend for instant use. It swivels in any direction that

takes your fancy. No cricks in the neck with this little beauty. And the best part is that, when not in use, it flies away, back to its roost above, taking up no valuable storage space.

**PERCHING AT THE TABLE?**

Behind the cab is a wall-mounted table, which can be extended by a useful 250mm (10in), but we found the mechanism difficult to operate. Opposite, on the offside, is the side-mounted curved settee with the clever shifting floor. It's not an unreasonable stretch to the table so this could seat one, at the end, for meals. The forward-facing dinette seat will seat two, and with the swivelled cab seats occupied, we have a grand total of five for dining.

You can eat in style with the precise degree of lighting you require. Two big, overhead, diffused panel lights, two small spotlamps placed above the front seats (useful for reading in the front), and two downlighters above the side settee, deliver all your lighting needs. I loved the design of the downlighters.

On the underside of the cupboards above the table are two small silver-coloured inset speakers and a neatly covered (with a hinged lid) 230V socket. This is an ideal position for laptops and all the other power hungry devices that up-to-date motorcaravan owners require.

Despite that huge sunroof, Knaus has thought to fit a further source of natural light between the kitchen and the lounge. At the touch of a button, a Remis electrically operated rooflight enhances an already well-lit motorcaravan, and provides good ventilation too.







*In the kitchen, the three-in-line gas hob frees up some extra worktop.*

◁ *Excellent lighting, an acrylic-doored display cupboard, and silver pole-mounted tray, make a strong style statement in the galley.*

**FEEDING THE CHICKS**

The centrally positioned kitchen has a well thought out L-shaped arrangement on the nearside of the 'van, with a Dometic 142-litre fridge/freezer opposite. A three-in-line gas hob, positioned in front of the window, frees up extra worktop - a great idea. Unfortunately, you will still need matches as, surprisingly, the hob has no spark ignition. Prettily, in the glass lids of the hob and sink, are etched two dinky little swallows, reminding the cook of summer whatever the time of year.

A set of four snazzy spotlamps are set into a curved silver ceiling panel above the working area, with a further two under the cupboards. These should take care of the lighting needs of the most discerning cook - but never mind that, they look great.

A round, stainless steel sink, with hinged glass lid, lies on the right of the work area. Behind this is a shiny metal pole with a round metal wire tray attached to it, which swivels, has sides, and sits at a useful height above the worktop. There are those who think this is a nesting tray for swallows - but I say it's a useful shelf for my Marigolds and washing-up liquid; though it also makes a good

fruit bowl.

Nestling below this is a Smev oven and grill combination to keep us Brits happy. A good-size cutlery drawer, between the two, also contains gas isolation valves for the cooker and hob. The pot cupboard knows its place and sits at the bottom.

Under the sink is a curved cupboard with one fixed, and two pull-out wire shelves. This makes good use of the space right at the back of the cupboard. Two wooden shelves and one removable wire shelf are attached to the curved door. This arrangement works well, as everything is both visible and within reach (a perfect example of a well thought out and stylish design).

Above the cook are three further storage cupboards. The one on the right has a curved, translucent acrylic door with an internal light - so it is best kept tidy. One of the other two has no shelves so is useful for storage of taller items. On the left-hand wall of the kitchen are the light switches and 12V and 230V covered sockets.

The large Dometic fridge/freezer has easy-to-understand controls and well laid out shelves. Above it is the only cupboard in this 'van that was too high for me to reach easily. One of the



*Slick easy-to-use catches and gas struts make these cupboards practical.*

joys of this test was reaching nearly everything in the 'van without resorting to a box to stand on. The fan for the heat exchanger and various heating tubes takes up most of the space under the fridge, but a few bits and pieces could be wriggled in there.

Don't look for a rubbish bin, as there isn't one. A good place to have one would have been inside the door, but this space is taken up by something



*Clever pull-out wire shelves make space available that, otherwise, would be almost impossible to access.*

Behind you, when working at the L-shaped kitchen, is the 142-litre Dometic fridge/freezer. ▷







*Curves are decidedly in at the moment. The shower compartment has a swish curved door.*



*I loved the silver square-patterned wall covering in the washroom, and all the curves and spotlights. Controversially clear window is above the usual cassette loo.*

of far more use, the heat exchanger outlet. There is so much storage in the kitchen it would be easy to sacrifice some for a bin in the curved-door cupboard.

**BIRD BATH**

The washroom is on the nearside, opposite the fixed rear double bed. A curved (curves are obviously the new 'black') sliding door to the separate shower stops even the most energetic inmate from dousing the rest of the washroom. A height-adjustable showerhead, drained soap dish, two drainholes for the shower tray, and a plastic shelf, makes this area sound more like my washroom wish-list than a real shower room. And you don't have to be an anorexic dwarf to make use of it. I appreciated the tray's two drainholes on the campsite where we were staying, as, even though our pitch was not completely level, water drained away well.

I was surprised to find that the Knaus had no 230V water heating, as this option would reduce gas consumption when hooked up. Matt Greening, at Knaus dealers Lowdham Leisureworld, informed me that the 2005 model has this useful upgrade.

The colour scheme in the washroom is silver grey and white. A pattern of small silvery-grey squares on a white background decorates the walls, whilst granite-effect vinyl protects the floor. The transparent opening window and heater outlet completes an inventory that is remarkably close to my ideal.

A wood-effect cabinet with mirrored door (low enough for me to apply my enhancements in the

morning) benefits from two overhead spotlights. The cabinet has two shelves and, below that, a further shelf with a silvered bar to restrain your jars.

The adequate corner basin has a tap whose spout can be swivelled out of the way; a small detail but it makes life easier. We had to be careful when turning on the tap as the water

pressure was strong and the basin small. A slightly bigger basin would have been perfect. Our two overstuffed wash bags found a home in the cabinet below the basin. This has no shelves and therefore could easily accommodate slightly larger objects.

A proper toilet roll holder, and two hooks for



*The fixed rear double bed is one of the most important features. It was very cosy but I found it a tad high at bedtime.*





*Lifting the hinged slatted mattress support lets you access the big storage area that the higher-than-usual bed creates.*

hanging towels, mean you won't have to rush out and buy these essentials. Something that I consider a fundamental requirement is a shelf to place my make-up on and if this can be the sort that is hinged and can stow away when not

required, then so much the better. However, these are as rare as a compassionate taxman and vanity mirrors on motorcaravan sun visors. The Knaus, sadly, was no exception and I ended up putting my bits and pieces on the domed lid of the toilet, where, inevitably, they rolled onto the floor.

Whilst I found the washroom spacious and well thought out, my husband didn't find it quite so easy. He insisted I watched whilst he cleaned his teeth. Hmm! There wasn't enough space for him to get his head down to the basin as the mirrored cabinet above was in the way. 'Just bend down closer and turn your head to one side', I demanded, reasonably I thought. He obliged and nudged the toilet roll holder with his rear. I don't think there's a motorcaravan bathroom in existence that could give him the space he needs, but this one was better than most.

As the window in the bathroom is transparent, the view can be absorbing (both ways if you're forgetful). I've watched jays and woodpeckers, whilst doing what comes naturally. Of course, this is always with the proviso that you are parked somewhere with a private view.

**AND SO TO ROOST**

Ah, the bliss of a bed that doesn't require a certain level of agility to make it up. The fixed rear berth is bliss as you just get ready for bed and simply hop up. Well, some may be able to 'hop' up, but my method here was 'one knee up and a bit of a haul' to get into this higher-than-usual bed. I didn't care though, as I just pictured all the extra storage underneath.

If the Knaus were mine, I'd buy a little box to use as a step.

Once ensconced, you can appreciate the abundance of high-level storage cupboards. I don't think I have enough clothes to fill them - but Peter disagrees! The bedside window affords both occupants a nice view and there is additional natural light from a rooflight. A little side shelf, so that breakfast in bed could be a more relaxing affair, would have been a nice addition.

Lighting has been approached in a generous way. Two overhead spots near to the head of the bed can be switched on from the foot, and a further two reading lamps are individually switched, so no arguments.

If there are more than two of you aboard you might like some privacy and there is a curtain that falls from the ceiling to the top of the mattress. The curtain is battened like a sail (a series of solid flat inserts, stitched side-by-side vertically, makes the curtain concertina and hang neatly).

The nearside of the bed has a small cutaway corner, so this side was my roost and it was plenty long enough for me. The bed doubles up as a very pleasant environment to relax in (if you want some comfortable feet-up time during the day). This feature could make me a convert to the permanent bed idea. Supporting the mattress are wooden slats over the storage area. Half the slatted frame is hinged, with a gas strut to make access easy. There is also a cupboard door lower down.

The front double bed, which utilises the dinette, is not so easy. The side-mounted table with hinged leg is substantial, and it is this table, together with an insert and the side settee, that form the bed platform. The added complication is that the table is extendable, and its mechanism





adds to its weight.

The bed is plenty big enough for two but is slightly ridged, due to the several cushions that need to be used to make it up. The clips attaching the table to its wall mounting are awkward to get down to and operate. These things may seem difficult, but should become easier after a little practice.

**BROKEN WING**

Punctures. All of us have, at sometime, experienced this horrible nuisance. I've been unlucky and had more than my share, so I had a look at what would be involved if I were on my own and had to replace a wheel. Changing the spare wheel requires, according to the diagrams in the Renault manual, that you jack the vehicle up, crawl under the body, take out two clevis pins, and release a bar. Next, haul the spare wheel out of its cradle, which is behind the back axle. Ah! Perhaps this is a bit too heavy for me. I've changed a few wheels in my time, but if I were on my own I think I would be forced to call for professional help.

**WOULD I LIKE TO JOIN THE FLOCK?**

Of course I would. Winning both the MMM Low Profile of the Year Award and the MMM Motorhome of the Year Award, is something that Knaus can be very proud of. And, after testing the 'van, I think the accolades are well deserved. The Renault base vehicle has made another convert too, now that I have had the chance to drive it.

The unique combination of the new sunroof and the highly innovative flat-screen TV in the ceiling makes this motorhome something special.



Several cushions of different shapes make up the dinette double bed.

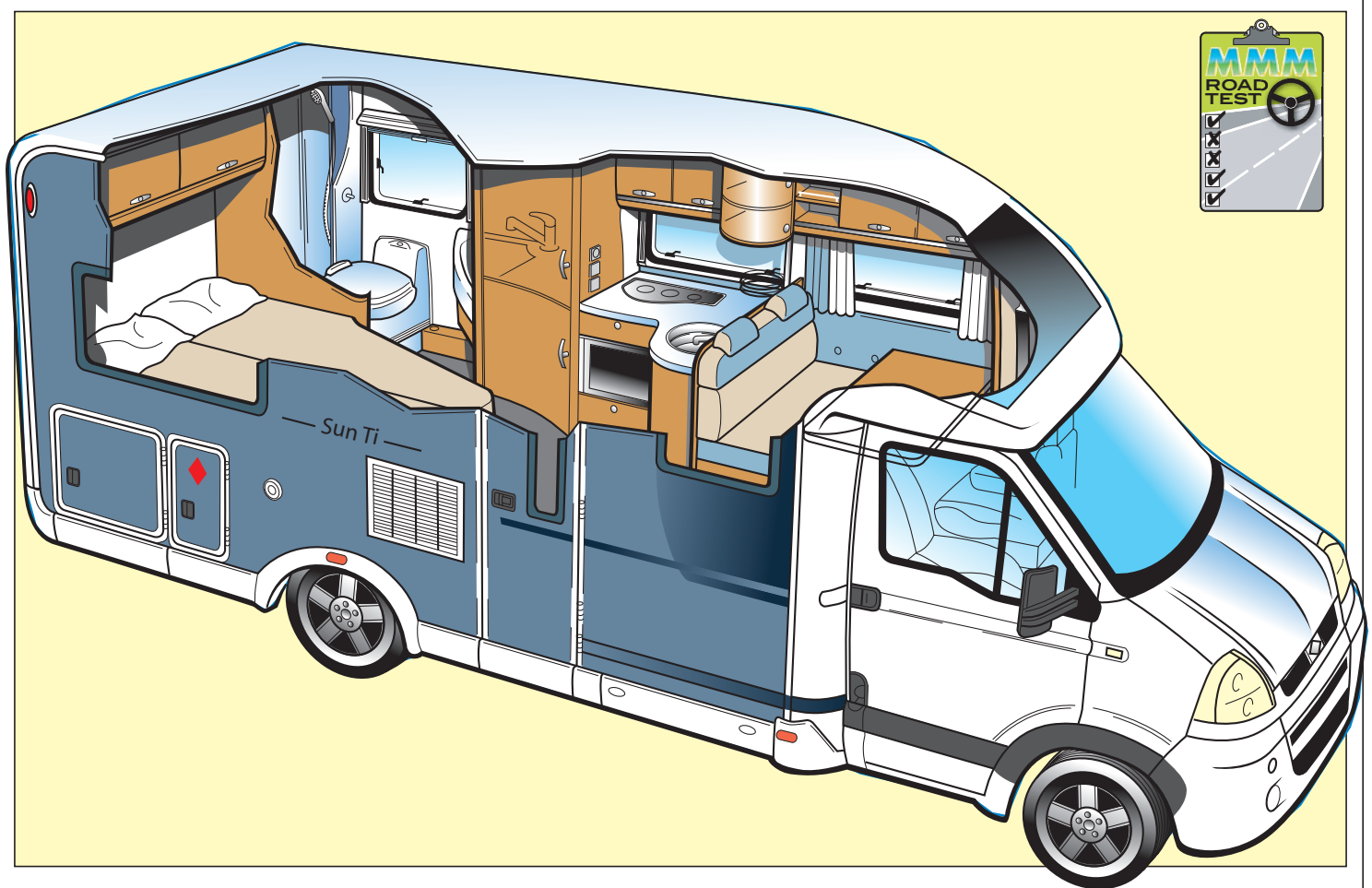
However, clever new tricks are not worth a penny if shoddy materials are used, or the designers get the colours wrong. But they've managed to get a huge amount right with this 'van. The quality of the construction, the materials, the colours and fabrics, and the provision for natural (and artificial) lighting,

all contribute to this attractive package. Yep! Even some touring caravanners on our campsite were impressed; 'It's the best motorhome we've seen', was one of the comments.

I wonder what innovations we will see in next year's MMM Motorhome of the Year?







**MMM SUMMARY**

**I LIKED**

- Renault Master engine and gearbox
- Full-width laminated glass roof over cab
- Caravan door concertina flyscreen
- Slide-out footrest under sofa
- Adjustable fold-up flat-screen TV mount
- Removable carpets
- Three burner hob (in-line)
- Separate shower cubicle
- Interior styling
- Exterior appearance

**I WOULD HAVE LIKED**

- Hob and oven spark ignition
- Draining board
- Bedside shelf for oddments and a cuppa
- Provision for a waste bin
- Angle adjustment on driver's seat squab

**I DISLIKED**

- Heavy table, and its fixing arrangement when making the dinette bed
- Carpet 'creep'
- Small washbasin

**SPECIFICATION**

**THE VEHICLE**

- **Base vehicle and engine type:** Renault Master long wheelbase platform cab with 2.5-litre common-rail turbocharged and intercooled diesel engine
- **Output:** 84kW (115 bhp) @ 3600rpm
- **Max torque:** 290Nm (213 lb ft) @ 1600rpm
- **Gearbox and drive:** Six-speed manual gearbox, dash-mounted gearlever, front-wheel drive
- **Brakes:** Servo-assisted dual circuit with ABS and EBD, discs all round
- **Steering:** Power-assisted rack and pinion
- **Suspension:** Front: independent with lower triangular arms and upper rocker arms acting on inboard coil springs, telescopic dampers and anti-roll bar. Rear: semi-elliptic leaf springs with telescopic dampers and anti-roll bar
- **Tyres fitted:** Michelin XC Camping 225/65 R16CP
- **Spare wheel position:** In cradle behind rear axle
- **Fuel tank capacity/type of fuel:** 100 litres (21.9 gallons), diesel
- **Instruments:** Speedometer, tachometer, digital display with odometer, trip, clock, digital fuel gauge, digital coolant temperature gauge, oil level and 'oil ok' indication before start-up
- **Warning lamps:** ABS function, airbag status, diesel preheat, alternator charge, low fuel warning, low oil pressure, service indicator, engine fault, handbrake on, immobiliser function, headlights on, main beam, indicators/hazard lights
- **Windscreen wiper controls:** Stalk on right-hand side of wheel. Pull up for washers and four wipes, one down intermittent, two down slow, three down fast
- **Immobiliser/alarm:** Renault electronic engine immobiliser, no alarm fitted
- **Other features:** Driver's airbag, remotely-operated locking of cab doors, electrically-operated cab windows and mirrors, Aguti swivelling cab seats with armrests, height-adjustable top seatbelt mountings, document clip, map holder, two cubby holes, two drinks can holders, lockable glove compartment, passenger-side oddments shelf with non-slip surface mat,





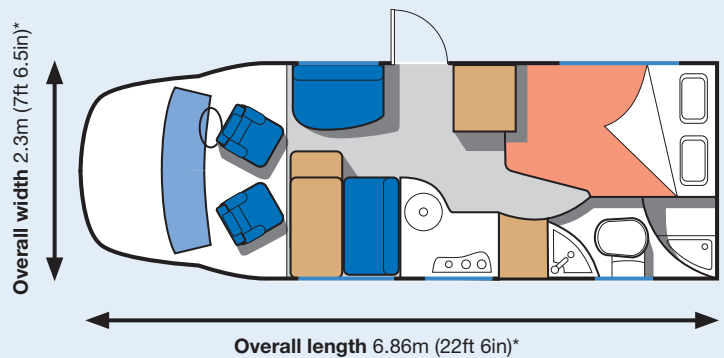
door pockets to both cab doors. Saw DVH-S8030R radio/DVD player with four speakers, 12V accessory socket, map reading light

**PERFORMANCE AND ECONOMY**

- **Achieved 30-50 mph acceleration time:** 10 seconds (third gear)
- **Fuel consumption during test:** 24.5 mpg overall

**THE CARAVAN**

- **Body type and construction:** Low-profile coachbuilt of aluminium-clad sandwich construction. Aluminium side skirts. GRP overcab, wheel arches and front and rear corner mouldings
- **Insulation:** Styrofoam. Sides 34mm, roof 34mm, floor 50mm
- **Conversion NCC badged as EN1646 compliant:** No
- **Warranty:** Two years base vehicle, two years caravan, five years water ingress
- **Number of keys required:** Two, one for base vehicle, one for caravan
- **Windows and doors:** Full-width, curved, laminated glass roof above the cab. Double-glazed acrylic top-hung windows throughout the caravan, two in lounge/diner, one in kitchen, one beside rear bed, one in bathroom. One-piece caravan entrance door with tall, narrow, double-glazed acrylic window and two-point latch, key operated lock
- **Additional ventilation:** Electrically-operated Remis rooflight over the kitchen, push-up rooflight above rear bed, roof-mounted ventilator in bathroom
- **Blinds/curtains:** Pull-down cassette blinds and flyscreens to all windows and lights, nets and decor panels to lounge/diner and bed areas, cassette flyscreen to door, concertina blinds to cab windows
- **230V AC system:** Mains hook-up with RCD and MCBs, mains feed to leisure battery charger and fridge, unswitched mains sockets: one in kitchen, one in diner, one over rear bed
- **12V DC system:** Leisure battery and control panel feeds fresh water pump, Truma Combi heating unit, lighting, TV, 12V sockets (one in kitchen, one in bathroom)
- **Capacity of caravan battery:** 95 amp hr
- **Lighting:** Two diffused double strip lights and two downlighters in lounge/diner, six downlighters in kitchen, four downlighters over rear bed, two downlighters in bathroom. Two adjustable spots in cab, one in curved kitchen cabinet, one in wardrobe
- **Cooking facilities:** Cramer three-burner gas hob, Smev combination gas grill/oven unit, no spark ignition
- **Extractor fan/cooker hood:** None fitted
- **Refrigerator:** Dometic RM7605L three-way fridge/freezer, 142 litres capacity
- **Sink and drainer:** Circular stainless steel sink with hinged glass lid, no drainer
- **Water system:** Inboard fresh water tank with pressurising diaphragm pump feeding kitchen sink, washroom basin, shower mixer tap and water heater
- **Water heater:** Truma Combi C6002, gas-only operation, capacity 12 litres (2.63 gallons)
- **Fresh water tank:** Inboard 110 litres (24 gallons) capacity
- **Fresh water level gauge:** On control panel, press switch to read digital display
- **Waste water tank:** Underfloor, insulated, 100 litres (22 gallons) capacity
- **Waste water level gauge:** On control panel, press switch to read digital display
- **Space heating:** Truma C6002 gas-fired, 6kW, blown-air outlets in lounge, kitchen, washroom and bed areas
- **Gas locker:** Externally accessed, vented, fixed regulator, two 11kg cylinders capacity
- **Washroom:** Nearside rear location, corner vanity basin with mixer tap, electric flush swivel-bowl cassette toilet. Storage includes cupboard below basin, shelf with fiddle rail, mirror-fronted cabinet above, toilet roll holder, two hooks for shower robe and towel. Separate shower cubicle with curved clear acrylic door, two waste outlets, mixer tap, pocket for shampoo bottle and oddments, riser rail and soap dish
- **Seating:** Two swivelling cab seats, one inward-facing settee, double forward-facing dinette seat with head restraints
- **Table(s)/storage:** One single-leg extending dining table clipped to wall rail in lounge/diner. No dedicated storage
- **Berths:** Four: two in permanent double at rear, two in double in lounge/diner
- **Rear seat belts:** Two three-point inertia-reel seat belts to forward-facing dinette seat
- **Wardrobe:** Nearside located, one side-to-side hanging rail, separate cupboard below
- **Flooring:** Grey granite-effect vinyl to caravan, rubber matting to cab. Removable carpets throughout in blue-grey and biscuit dogtooth check
- **Additional features:** Alloy wheels, cab full-width glass roof, Remis electric sunroof, concertina cab blinds, net curtains, flyscreen door, full-length mirror beside caravan door, removable carpets, privacy curtain for fixed bed, slide-out footrest for settee, storage under rear bed with external access, ceiling-stowing fold-down and swivel panel for flat screen TV, remote control for radio/DVD player and TV



**DIMENSIONS**

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

- **Overall length:** 6.86m (22ft 6in)\*
- **Overall width (excluding mirrors):** 2.3m (7ft 6.5in)\*
- **Overall width (including mirrors):** 2.6m (8ft 6.5in)
- **Overall height:** 2.65m (8ft 8.5in)\*
- **Length of wheelbase:** 4.078m (13ft 4.5in)\*
- **Length of rear overhang:** 1.93m (6ft 4in) - 47.33 per cent of wheelbase
- **Turning circle (kerb to kerb):** 15.2m (49ft 10.5in)\*
- **Driver's maximum leg length:** 1.08m (42.5in)
- **Step-up height to caravan:** Step one 360mm (1ft 2in), step two 180mm (7in)
- **Door aperture:** 1.90m x 550mm (6ft 3in x 1ft 9.5in)
- **Interior length from dash:** 5.54m (18ft 2in)
- **Interior length behind cab:** 4.50m (14ft 9in)
- **Interior width at waist height:** 2.16m (7ft 1in)
- **Interior height:** 1.95m (6ft 5in) max
- **Work surface height:** 930mm (3ft 0.5in)
- **Table dimensions:** 980mm L x 600mm W x 745mm H (3ft 2.5in x 1ft 11.5in x 2ft 5.5in), extended length 1.24m (4ft 0.5in)
- **Bed dimensions:**
  - (1) permanent rear double
    - **Mattress length:** 2.0m (6ft 6.5in)
    - **Mattress width:** 1.31m (4ft 3.5in) max
    - **Mattress depth:** 115mm (4.5in)
  - (2) dinette double
    - **Mattress length:** 1.95 (6ft 5in)
    - **Mattress width:** 1.2m (3ft 11in) max
    - **Mattress depth:** 115mm (4.5in)
- **Shower compartment:** 1.95m H x 800mm W x 650mm D (6ft 5in x 2ft 7.5in x 2ft 1.5in) max
- **Wardrobe:** 580mm W x 500mm D (1ft 11in x 1ft 7.5in), hanging height 1.05m (3ft 5.5in)
- **Gas locker:** 400mm W x 630mm D x 660mm H (1ft 3.5in x 2ft 1in x 2ft 2in)
- **Gas locker door aperture:** 320mm W x 550 H (1ft 0.5in x 1ft 9.5in)
- **Max authorised weight:** 3500kg\*
- **Unladen mass:** 3103kg (includes essential habitation equipment)\*
- **Load capacity:** 397kg\*

**PRICE** (All prices include VAT)

- **Standard model:** £43,295 (on the road)
- **As tested:** £45,645 (on the road)

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

- **Base vehicle options:** 3.0-litre 136bhp turbo-diesel engine (£1300), automatic transmission on 2.5-litre engine only (£1495), cab air-conditioning (£1095)\*, Cat 1 Cobra alarm (£690), passenger airbag (£325)
- **Caravan options:** Rear passenger blown-air heater using heat from engine (£360)\*, multimedia pack with DVD/radio TV and reversing camera (£2450 - on offer at time of test for £895)\*, Status TV aerial (£345), 3.5m roll-out awning (£545), 2-cycle rack (£245), roof rack and rear ladder (£380), waste water tank heater (£145), rear steadies (£220)

**SUPPLIED BY**

Knaus Sun Ti 650MF kindly supplied for evaluation by: Lowdham Leisureworld (Midlands), Lowdham Road, Gunthorpe. Nottinghamshire NG14 7ES (tel: 0115-966 3838; web site: www.lowdhamleisure.com

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