

Globebus A Class



The most compact A Class motorhome series from Dethleffs drives as easy and dynamic as a van! Ideal for city trips and mountain roads. But despite all its compactness, it knows how to convince with the advantages of a full-grown motorhome such as insulation, freedom of movement and kitchen and bathroom equipment. For those who value striking sporty details, the Gran Turismo equipment package is just right.

Technical info

Overall length, approx.	599 - 695 cm
Overall width, approx.	220 cm
Overall height, approx.	281 cm
Headroom in living area, approx.	198 cm

Maximum values partly not possible for all models or only in connection with certain options.

Upholstery

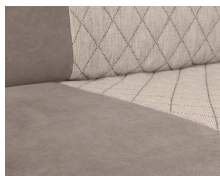


+ Upholstery Floyd



+ Upholstery Duke

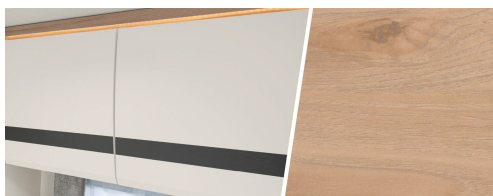
○



+ Upholstery Jupiter

○

Wood décor



+ Wood décor Noce Nagano

○ optionally available

Plus factors

- + Proven Dethleffs quality at an attractive price
- + Extensive standard chassis equipment with 16" aluminium wheels, 90-litre fuel tank and leather steering wheel with controls
- + Agile and safe handling due to compact exterior dimensions with an external width of only 2.20 m
- + Sporty, striking Gran Turismo (GT) equipment package (optional)
- + Fully equipped kitchen with 2-burner stove, trash can, multiflex rail system and much more.
- + Pleasant sleeping comfort due to 150 mm thick 7-zone cold foam mattresses made of climate-regulating material and ergonomic wooden slatted frames
- + Centrally positioned heating for optimum heat distribution
- + Tensioning nets in the rear - clever storage space under the overhead locker
- + 10-year tightness guarantee!



Globebus A Class

Technical info



Globebus A Class		I 1	I 4	I 6
Standard chassis		Fiat Ducato Light Low Platform	Fiat Ducato Light Low Platform	Fiat Ducato Light Low Platform
Standard engine		140 Multijet 3	140 Multijet 3	140 Multijet 3
kW (bhp)		103 (140)	103 (140)	103 (140)
Emission standards		Euro 6e/6e-bis	Euro 6e/6e-bis	Euro 6e/6e-bis
Overall length, approx.	cm	599	660	695
Overall width, approx.	cm	220	220	220
Overall height, approx.	cm	281 ¹⁾	281 ¹⁾	281 ¹⁾
Headroom in living area, approx.	cm	198	198	198
Towable load braked/unbraked	kg	2000 / 750	2000 / 750	2000 / 750
Wheelbase, approx.	mm	3450	3800	3800
Bed dimension: Front bed, L x W, approx.	cm	185 x 150	185 x 150	185 x 150
Bed dimension: Rear bed, L x W, approx.	cm	200 x 145	202 x 80 / 192 x 75 / 200 x 146	200 x 155 / 195 x 80 / 195 x 75
Sleeping berths standard / max.		4	4	4
Mass in running order (+/-5%)*	kg	2827 (2686 to 2968)*	2884 (2740 to 3028)*	2954 (2806 to 3102)*
Manufacturer-specified mass for optional equipment*	kg	339	276	202
Technically permissible maximum laden mass*	kg	3499	3499	3499
Permitted number of seats (including driver)*		4	4	4
Refrigerator volume (thereof freezer), approx.	l	137 (15)	137 (15)	137 (15)
Waste water tank, approx.	l	90	90	90
Fresh water tank capacity, total/ Fresh water tank capacity at driving filling	l	116 / 20	116 / 20	116 / 20
Measurement storage opening left (W x H)	cm	95 x 80	60 x 85	95 x 85
Measurement storage opening right (W x H)	cm	75 x 100	60 x 105	95 x 105

○ Optional equipment — Not possible ● Standard equipment ◆ Mandatory △ Not known at the time of publication



* INFO

The specified mass in running order is a default value defined in the type-approval procedure. Due to manufacturing tolerances, the actual weighed mass in running order may deviate from the value stated above. Deviations of up to ± 5 % of the mass in running order are legally permissible and possible. The permissible range in kilograms is given in brackets after the mass in running order. The manufacturer-specified mass for optional equipment is a calculated value for each type and layout that Dethleffs uses to determine the maximum weight available for factory-fitted optional equipment. The limitation of optional equipment is intended to ensure that the minimum pay-mass, i.e. the legally prescribed free mass for baggage and retrofitted accessories, is actually available for the vehicle load capacity of the vehicles delivered by Dethleffs. The real weight of your vehicle ex works can only be determined when it is

weighed at the end of the line. If, in exceptional cases, the weighing shows that the actual load capacity falls below the minimum pay-mass despite limiting the optional equipment due to a permissible weight deviation, we will check together with your trade partner and you whether we should, for example, increase the load capacity of the vehicle, reduce the number of seats or remove optional equipment before delivering the vehicle. The technically permissible maximum laden mass of the vehicle and the technically permissible maximum mass on the axle must not be exceeded. Detailed information & explanations on the subject of weight and the configuration of the vehicle can be found in the section Legal information. For a more detailed description of all mandatory technical dependencies, please refer to the explanations on the footnotes.

Standard equipment

	I 1	I 4	I 6
Fiat chassis			
Alloy wheel Fiat 16 ", black	●	—	—
Alloy wheel Fiat 16 ", black	—	●	●
Fiat Ducato Light low platform (3,499 kg), Multijet 140 (2.2 l / 103 kW / 140 hp), 6-speed manual transmission	—	●	●
Fiat Ducato Light low platform (3,499 kg), Multijet 140 (2.2 l / 103 kW / 140 hp), 8-speed torque converter automatic transmission	●	—	—
Right-hand drive chassis	●	●	●
Fiat chassis features			
ABS (anti-lock braking system) / EBD (electronic brakeforce distribution)	●	●	●
Additional protection for radiator through grille at front of vehicle	●	●	●
Anti-theft device	●	●	●
Automatic Brake Assist after a collision	●	●	●
Captain seats: integrated headrests, two armrests, swivel function	●	●	●
Chassis in right-hand drive version	●	●	●
Crosswind Assist	●	●	●
Cruise control	●	●	●
Cup holder in the centre of the dashboard	●	●	●
Dashboard with aluminium application	●	●	●
Diesel tank 90 litre incl. 19L AdBlue tank	●	●	●
Driver and passenger airbags	●	●	●
Driver and passenger detection	●	●	●
Driver's cab manual A/C	●	●	●
ESP incl. ASR, Traction Plus, Hill Holder and Hill Descent Control	●	●	●
Front-wheel drive	●	●	●
Height and tilt adjustable incl. two padded armrests for the driver and front passenger seat	●	●	●
Leather steering wheel and gear knob with leather sleeve	●	●	●
Low-vibration coach-style exterior mirrors that can be heated and adjusted electrically (two-piece)	●	●	●
Pleated blinds in the windscreen and side windows of the driver's cab for the best insulation and privacy	●	●	●
Rear axle mudflaps	●	—	—
Rear axle mudflaps	—	●	●
Right-hand drive with exhaust on the left side	●	●	●
Steering wheel with control elements	●	●	●
Trailer Stability Assist	●	●	●
Tyre inflation kit and towing eye	●	●	●
Tyres M+S Camping (with snowflake)	●	●	●
Exterior features			
60 cm wide habitation door	●	—	—
70 cm wide habitation door	—	●	●
Bedroom windows right and left with blackout & mosquito screen	●	●	●
Double-glazed flush-fitting windows with blackout & mosquito protection	●	●	●
Driver's cab door left	●	●	●
EPS insulation	●	●	●
Exterior design GT (paint of I-front partly black, extended GT stickers, skidplate "red")	●	●	●
Floor thickness: 49 mm, side wall thickness: 34mm and roof thickness: 35 mm	●	●	●
Flyscreen habitation door	●	●	●
GRP roof	●	●	●
Habitation access with comfortable, wide, electric step	●	●	●
Habitation door with window incl. blackout and central locking (incl. cab door)	●	●	●
High characteristic Dethleffs Exclusive rear light carrier with 3rd brake light	●	●	●
Large rear garage: two garage doors/flaps with turn/tighten lock, rear lowering (150 kg surface load), anti-slip surface, heated, lashing strips, illuminated, 1x 230 V socket	●	●	●
Lifetime construction technology: Tried-and-tested reliable flooring and superstructure with excellent insulation	●	●	●
Panoramic skylight 40x40 cm with flyscreen and blackout blinds above the pull-down bed	●	●	●
Panoramic skylight 75x105 cm above the seating lounge	●	●	●

Standard equipment

	I 1	I 4	I 6
Side panels and rear panel made of resistant high-gloss GRP with smooth, shiny surface	●	●	●
Skylight 40 x 40 cm above rear bed	●	●	●
Exterior design			
Exterior body painted in white	●	●	●
Interior design			
Upholstery Floyd	●	●	●
Wood décor Noce Nagano	●	●	●
Textile equipment			
Carpet, loose	●	—	—
Carpet, loose	—	●	—
Carpet, loose	—	—	●
Rear beds with ergonomic wooden slatted frames and 150 mm thick 7-zone premium mattresses made of climate-regulating material	●	●	●
Furniture layouts			
Cosy L-shaped lounge with free-standing, rigid table base and two integrated 3-point seatbelts	●	●	●
Double bed high in the rear, transverse	●	—	—
Floor-to-ceiling wooden sliding door to the bedroom	—	—	●
Full body mirror	●	●	●
High-level single beds incl. comfortable access via steps	—	●	●
Manual pull-down bed in the driver's cab	●	●	●
Multifunctional storage space underneath the double bed incl. wardrobe, accessible from inside and outside, illuminated, bed frame adjustable	●	—	—
Option to convert single bed to double bed	—	●	—
Option to convert single bed to double bed	—	—	●
Overhead locker doors with soft-close function	●	●	●
Two practical tension nets under the overhead locker in the rear bed	●	●	●
Wardrobe floor-to-ceiling with convenient linen drawers in upper area	●	—	●
Kitchen			
Floor-to-ceiling fridge with separate freezer compartment and automatic energy selection (AES) (137 l)	—	●	●
Fridge (137 l) instead of tall wardrobe	●	—	—
Gourmet kitchen: two-ring hob, large drawers, cutlery tray, bin and generous worktop	●	●	●
Kitchen back panel in metallic grey	●	●	●
MultiFlex rail system incl. hooks (further accessories via Dethleffs Original Accessories)	●	●	●
Oven in the kitchen floor units	●	●	●
Bathroom			
Comfort bathroom with separable shower	—	—	●
Equipped with cabinets, storage compartments, large mirrors, toothbrush mug and toilet paper holder	●	●	●
Shower grate	●	●	●
Toilet room with practical swivelling wall incl. shower fitting and large washbasin	●	●	—
Multimedia			
DAB+ radio antenna mounted on the roof	●	●	●
Flat-screen TV bracket	●	●	●
Pre-wiring for first rear view camera	●	●	●
Pre-wiring for satellite system	●	●	●
Preparation for radio system incl. sound package in the driver's cabin	●	●	●
Heating			
Gas hot air heating 6kW with 1.8kW electric heating element and hot water boiler incl. digital control panel	●	●	●
Heating in the seating unit for optimum heat distribution, built-in	●	●	●
Air Conditioning			
Pre-wiring for roof A/C	●	●	●
Electrical installation			
Automatic switch-on/disconnect for starter battery, leisure battery and refrigerator	●	●	●
Awning light 12 V	●	●	●

Standard equipment

	I 1	I 4	I 6
EBL with separate FI protection switch	●	●	●
LED lighting throughout the vehicle	●	●	●
Leisure battery AGM, 95 Ah	●	●	●
Light Moments: Indirect ambient lighting above the overhead lockers	●	●	●
Light Moments: Indirect wall surface ambient lighting	●	●	●
Luxus on-board control panel	●	●	●
Number of sockets 1x 12V, 6x 230V, 2x USB	●	●	●
Pre-wiring for solar	●	●	●
Spotlights in the roof lining above the habitation door	●	●	●
Two-tone sockets and switches	●	●	●
Water supply			
Fresh water tank in insulated and heated area	●	●	●
Insulated waste water tank	●	●	●
Submersible pump	●	●	●
Gas supply			
Storage space for 2 gas bottles with a filling weight of 11 kg each	●	●	●
Safety			
Smoke detector	●	●	●

PACKAGES GLOBEBUS A CLASS

Package	Active Package I 1 (14824)	Active Package I 4 (14824)	Active Package I 6 (14824)
Rear view camera (single camera)	x	x	x
Dethleffs Naviceiver incl. DAB+, truck navigation, wireless Apple CarPlay and Android Auto	x	x	x
Insulated waste water tank	x	x	x
Digital control element for hot air heating	x	x	x
Pre-wiring for roof A/C	x	x	x
Pre-wiring for second rear view camera	x	x	x
Upholstery Jupiter	x	x	x
Light Moments: Illuminated window panelling in the living room	x	x	x
Omnistor cassette awning 4.0 m (manual)	x		
Omnistor cassette awning 4.5 m (manual)		x	
Omnistor cassette awning 5.0 m (manual)			x
Additional weight (kg)*	52.05	56.05	58.05

Package	Winter Comfort Package hot air heating Globebus I1 (5316)	Winter comfort package hot air heating Globebus I4 (5316)	Winter Comfort Package hot air heating Globebus I6 (5316)
Insulated under-floor pipes	x	x	x
Waste water tank and pipes electrically heated	x	x	x
Switch for water pump	x	x	x
Gas hot air heating 6kW with 1.8kW electric heating element and hot water boiler incl. digital control panel	x	x	x
Insulated waste water tank	x	x	x
XPS insulation	x		
XPS insulation		x	
XPS insulation			x
Additional weight (kg)*	25.2	27.2	28.2

Chassis Package (14509)

Automatic cab air conditioning, digital speedometer with 7" instrument cluster and wireless phone charger in the centre console

Electric parking brake

Additional weight (kg)*	-9.1
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△ Not known at the time of publication



* INFO

The factory installation of optional equipment increases the actual mass of the vehicle and reduces the pay-mass. The additional weight indicated for packages and optional equipment shows the additional weight compared to the standard equipment of the respective model or layout. The total weight of the selected optional equipment must not exceed the manufacturer-specified mass for

optional equipment shown in the model overviews. This is a calculated value for each type and layout that Dethleffs uses to determine the maximum weight available for factory-fitted optional equipment. Detailed information and explanations on the subject of weight can be found in the Legal information section.

Optional equipment*

	Included in package	Additional weight (kg)*	Code	I 1	I 4	I 6
Fiat chassis						
Fiat Ducato Light low platform (3,499 kg), Multijet 140 (2.2 l / 103 kW / 140 hp), 8-speed torque converter automatic transmission	—	60	140A	●	○	○
Fiat Ducato Light low platform (3,499 kg), Multijet 180 (2.2 l / 132 kW / 180 hp), 8-speed torque converter automatic transmission	—	60	180A	—	○	○
Weight upgrade						
Weight upgrade 3,650 kg ²⁾	—	0	10769	○	○	○
Fiat chassis features						
Rear corner steadies (2 pieces)	—	6	390	○	○	○
Reinforced spring for front axle	—	3.75	1889	○	○	○
Tow bar (check permissible gross towing weight for trailer operation) ³⁾	—	57	273	○	—	—
Tow bar (observe when operating trailers with a maximum authorised load) ³⁾	—	60	273	—	○	—
Tow bar (observe when operating trailers with a maximum authorised load) ³⁾	—	65	273	—	—	○
Exterior features						
Bike rack for 3 bikes (lowerable)	—	20.5	7482	○	○	○
Bike rack for 3 bikes (rear)	—	9.6	938	○	○	○
Omnistor cassette awning 4.0 m (manual)	—	34	859	○	—	—
Omnistor cassette awning 4.5 m (manual)	—	38	930	—	○	—
Omnistor cassette awning 5.0 m (manual)	—	40	697	—	—	○
Panorama skylight 70 x 50 cm above the pull-down bed	—	6	246	○	○	○
Interior design						
Upholstery Duke	—	0	11949	○	○	○
Upholstery Jupiter ⁴⁾	—	0	14820	○	○	○
Furniture layouts						
ISOFIX child seat bracket for third and fourth seat facing direction of travel	—	4	8125	○	○	○
Bathroom						
Window in bathroom	—	5	372	—	—	○
Multimedia						
5G WLAN router incl. 4x4 roof antenna	—	1.5	14899	○	○	○
5G Wi-Fi router incl. 4x4 roof antenna with flat screen 22' HD TV incl. flat screen bracket	—	7	15164	○	○	○
Automatic HD satellite system 65 Twin with 22' HD TV flat screen incl. flat screen bracket	—	16.5	15161	○	○	○
Dethleffs Naviceiver incl. DAB+, truck navigation, wireless Apple CarPlay and Android Auto ⁵⁾	—	3.65	9582	○	○	○
Rear view camera (single camera)	—	1.1	1642	○	○	○
Second rear view camera in rear moulding	—	1	11541	○	○	○
Heating						
Floor heating electric (partial)	—	5	763	○	○	○
Air Conditioning						
Roof A/C	—	40	609	○	○	○
Electrical installation						
Second leisure battery AGM, 95 Ah ⁶⁾	—	27	830	○	○	○
Solar power system 100 watt	—	12.6	922	○	○	○



* INFO

The factory installation of optional equipment increases the actual mass of the vehicle and reduces the pay-mass. The additional weight indicated for packages and optional equipment shows the additional weight compared to the standard equipment of the respective model or layout. The total weight of the selected optional equipment must not exceed the manufacturer-specified mass for optional equipment shown in the model overviews. This is a calculated value for each type and layout that Dethleffs uses to determine the maximum weight available for factory-fitted optional equipment. Detailed information and

explanations on the subject of weight can be found in the Legal information section. An increase of load capacity increases the manufacturer-specified mass for optional equipment. The increase results from the higher pay-mass due to the alternative chassis. The increased tare weight of the alternative chassis and, in particular, the weight for any mandatory heavier engine variants (e.g. 180 hp) must be deducted from this. For a more detailed description of all mandatory technical dependencies, please refer to the explanations on the footnotes.

Optional equipment^{**}

	Included in package	Additional weight (kg)*	Code	I 1	I 4	I 6
Water supply						
Outdoor shower (cold water)	—	0.5	793	○	○	○
Switch for water pump	—	0.2	397	○	○	○
Gas supply						
Automatic gas cylinder switchover incl. crash sensor and EisEx	—	2.5	1577	○	○	○
Outdoor gas socket gas pressure 30 mbar	—	1.3	878	○	○	○
Safety						
2 kg fire extinguisher	—	4	1878	○	○	○
Alarm system (for door with central locking)	—	0.5	322	○	○	○
Safe	—	4.7	323	○	○	○
Packages						
Active Package I 1	—	52.05	14824	○	—	—
Active Package I 4	—	56.05	14824	—	○	—
Active Package I 6	—	58.05	14824	—	—	○
Chassis Package	—	-9.1	14509	○	○	○
Winter Comfort Package hot air heating Globebus I1 ⁷⁾	—	25.2	5316	○	—	—
Winter Comfort Package hot air heating Globebus I6 ⁷⁾	—	28.2	5316	—	—	○
Winter comfort package hot air heating Globebus I4 ⁷⁾	—	27.2	5316	—	○	—

○ Optional equipment — Not possible ● Standard equipment ◆ Mandatory △ Not known at the time of publication



^{*} INFO

The factory installation of optional equipment increases the actual mass of the vehicle and reduces the pay-mass. The additional weight indicated for packages and optional equipment shows the additional weight compared to the standard equipment of the respective model or layout. The total weight of the selected optional equipment must not exceed the manufacturer-specified mass for optional equipment shown in the model overviews. This is a calculated value for each type and layout that Dethleffs uses to determine the maximum weight available for factory-fitted optional equipment. Detailed information and

explanations on the subject of weight can be found in the Legal information section. An increase of load capacity increases the manufacturer-specified mass for optional equipment. The increase results from the higher pay-mass due to the alternative chassis. The increased tare weight of the alternative chassis and, in particular, the weight for any mandatory heavier engine variants (e.g. 180 hp) must be deducted from this. For a more detailed description of all mandatory technical dependencies, please refer to the explanations on the footnotes.

IMPORTANT INFORMATION REGARDING THE SELECTION OF YOUR MOTORHOME

The weight specifications and tests for **motorhomes** are uniformly regulated throughout the EU in EU Implementing Regulation No. 2021/535 (until June 2022: EU Implementing Regulation No. 1230/2012). We have summarised and explained the key terms and legal requirements from this **regulation** for you below. Our **dealers** and the Dethleffs configurator on our website offer you additional assistance in configuring your vehicle.

1. Technically permissible maximum laden mass

The **technically permissible maximum laden mass** of the vehicle (e.g. 3,500 kg) is a mass specification set by the manufacturer which the vehicle must not exceed. Information on the **technically permissible maximum laden mass** of the model you have chosen can be found in the technical data. If the vehicle exceeds the **technically permissible maximum laden mass** in everyday driving, this constitutes an administrative offence which may result in a fine.

2. Mass in running order

In simple terms, the **mass in running order** is the basic vehicle with **standard equipment** plus a legally fixed standard weight of 75 kg for the driver. This essentially includes the following items:

- the unladen weight of the vehicle together with the bodywork, including operating fluids such as greases, oils and coolants;
- the **standard equipment**, i.e. all equipment items that are included as standard in the factory-fitted scope of delivery;
- the fresh water tank filled to 100 % in driving mode (driving fill according to manufacturer's specifications;) and an aluminium gas cylinder filled to 100 %;
- the **fuel tank**, which is 90 % full, including fuel;
- the driver, whose weight – regardless of the actual weight – is generally specified as 75 kg in accordance with EU law.

Information on the **mass in running order** can be found for each model in our sales documents. It is important to note that the value for **mass in running order** given in the sales documents is a default value determined in the **type-approval procedure** and verified by the authorities. It is legally permissible and possible for the **mass in running order** of the vehicle delivered to you to deviate from the nominal value stated in the sales documents. The legally permissible **tolerance** is $\pm 5\%$. In this way, the EU legislator accounts for the fact that certain fluctuations in the **mass in running order** occur due to variations in the weight of supplied parts as well as due to processes and weather conditions.

These weight deviations can be illustrated by means of an example calculation:

- **Mass in running order** acc. to sales documents: 2,850 kg
- Legally permissible **tolerance** of $\pm 5\%$: 142.50 kg
- Legally permissible range of **mass in running order**: 2,707.50 kg to 2,992.50 kg

The specific range of permissible weight deviations can be found for each model in the technical data. Dethleffs makes great efforts to reduce weight variations to the minimum that is unavoidable for production reasons. **Deviations** at the upper and lower end of the range are therefore very rare; however, they cannot be completely ruled out technically, even

with all optimisations. The real weight of the vehicle and compliance with the permissible **tolerance** is therefore checked by Dethleffs by weighing each vehicle at the **end of the line**.

3. Mass of the passengers

The **mass of the passengers** is set a standard value of 75 kg for each seat provided by the manufacturer, regardless of the actual weight of the passengers. The **mass of the driver** is already included in the **mass in running order** (see no. 2 above) and is therefore not included again. In the case of a **motorhome** with four **permitted seats**, the **mass of the passengers** is therefore $3 \cdot 75 \text{ kg} = 225 \text{ kg}$.

4. Optional equipment and actual mass of the vehicle

Optional equipment (also: additional equipment) includes, according to the legal definition, all optional equipment parts not included in the **standard equipment** which are fitted to the vehicle under the responsibility of the manufacturer – i.e. ex works – and can be ordered by the customer (e.g. awning, bicycle or motorbike carrier, satellite system, solar system, oven, etc.). Information on the individual or package weights of the **optional equipment** that can be ordered can be found in our sales documents. **Optional equipment** in this sense does not include other **accessories** that are retrofitted by the **dealer** or you personally after the vehicle has been delivered ex works.

The **mass of the vehicle in running order** (see no. 2 above) and the mass of the **optional equipment** fitted to a specific vehicle at the factory are together referred to as the **actual mass**. You will find the corresponding information for your vehicle after handover under item 13.2 of the Certificate of Conformity (CoC). Please note that this specification also represents a standardised value. Since the **mass in running order** – as an element of the **actual mass** – is subject to a legally permissible **tolerance** of $\pm 5\%$ (see no. 2), the **actual mass** may also deviate accordingly from the stated nominal value.

5. Pay-mass and minimum pay-mass

The installation of optional equipment is also subject to technical and legal limits: Only so much optional equipment can be ordered and fitted at the factory that sufficient free weight remains for baggage and other accessories ("pay-mass") without exceeding the technically permissible maximum laden mass. The pay-mass is calculated by subtracting the mass in running order (nominal value according to sales documents, see no. 2 above), mass of the optional equipment and the mass of the passengers (see no. 3 above) from the technically permissible maximum laden mass (see no. 1 above). The EU regulations stipulate a fixed minimum pay-mass for motorhomes, which must remain as a minimum for baggage or other non-factory-fitted accessories. This minimum pay-mass is calculated as follows:

Minimum pay-mass in kg $\geq 10 \cdot (n + L)$

Where: "n" is the maximum number of passengers plus the driver and "L" is the overall length of the vehicle in metres.

For a motorhome with a length of 6 m and 4 approved seats, the minimum pay-mass is therefore e.g. $10 \text{ kg} \cdot (4 + 6) = 100 \text{ kg}$.

To ensure that the **minimum pay-mass** is maintained, there is a maximum combination of **optional equipment** that can be ordered for each vehicle model. In the above example with a **minimum pay-mass** of 100 kg, the total mass of **optional equipment** for a vehicle with four **permitted seats** and a **mass in running order** of 2,850 kg should not exceed 325 kg:

3,500 kg	technically permissible maximum laden mass
- 2,850 kg	mass in running order
- 3*75 kg	mass of the passengers
- 100 kg	minimum pay-mass
= 325 kg	maximum permissible mass of optional equipment

It is important to note that this calculation is based on the default value for **mass in running order** as defined in the **type-approval procedure**, without taking into account the permissible weight deviations for **mass in running order** (see no. 2 above). If the maximum permissible value for the **optional equipment** of (in the example) 325 kg is almost or completely exhausted, an upward weight deviation can therefore result in the **minimum pay-mass** of 100 kg being met mathematically using the default value for the **mass in running order**, although in fact there is no corresponding **load capacity**. Here, too, an example calculation for a vehicle with four seats, whose real weighed **mass in running order** is 2 % above the nominal value:

3,500 kg	technically permissible maximum laden mass
- 2,907 kg	real weighed mass in running order (+ 2 % compared to the stated value of 2,850 kg)
- 3*75 kg	mass of the passengers
- 325 kg	optional equipment (maximum permissible value)
= 43 kg	actual load capacity (< minimum pay-mass of 100 kg)

In order to avoid such a situation, Dethleffs further reduces the maximum permissible weight of the total **optional equipment** that can be ordered on a model-specific basis. The limitation of **optional equipment** is intended to ensure that the **minimum pay-mass**, i.e. the legally prescribed free mass for **baggage** and retrofitted **accessories**, is actually available for the **vehicle load capacity** of the vehicles delivered by Dethleffs. Since the weight of a specific vehicle can only be determined when it is weighed at the **end of the line**, in very rare cases a situation may arise in which the **minimum pay-mass** at the **end of the line** is not guaranteed, despite this limitation of **optional equipment**. In order to guarantee the **minimum pay-mass** even in these cases, Dethleffs will check together with your **trade partner** and you before delivery of the vehicle whether, for example, the vehicle is loaded up, seats are reduced or **optional equipment** is removed.

6. Effects of tolerances of the mass in running order on the pay-mass

Regardless of the **minimum pay-mass**, you should note that unavoidable production-related fluctuations in the **mass in running order** – both upwards and downwards – have a mirror-image effect on the remaining **load capacity**: If you order our example vehicle (see no. 3. above), for example, with **optional equipment** with a total weight of 150 kg, the calculated **pay-mass** based on the default value for the **mass in running order** is 275 kg. The **load capacity** actually available may deviate from this value due to **tolerances** and may be higher or lower. If the **mass in running or-**

der of your vehicle is, for example, permissibly 2 % higher than stated in the sales documents, the **load capacity** is reduced from 275 kg to 218 kg:

3,500 kg	technically permissible maximum laden mass
2,907 kg	real weighed mass in running order (+ 2 % compared to the stated value of 2,850 kg)
3*75 kg	mass of the passengers
150 kg	optional equipment ordered for the specific vehicle
= 218 kg	sactual load capacity

As a precaution to ensure that the calculated **pay-mass** is actually given, you should therefore take the possible and permissible **tolerances** for the **mass in running order** into account when configuring your vehicle. We also recommend that you weigh the laden **motorhome** on a non-automatic scale before each journey and, taking the individual weight of the **passengers** into account, determine whether the **technically permissible maximum laden mass** and the **technically permissible maximum mass on the axle** are observed.