

Globevan Ford



Everyday life or adventure? The Globevan from Dethleffs can do both. It convinces as a compact family vehicle in everyday family life as well as on camping trips. Well thought-out details, a high degree of flexibility for everyday and leisure use - thanks to its modern safety and assistance systems and its comfortable equipment, the new Urban Camper is a Dethleffs for every day.

Technical info

Overall length, approx.	497 cm
Overall width, approx.	203 cm
Overall height, approx.	210 cm

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

Upholstery



+ Ford seat cover
Ebony black

Wood décor



+ Decor Renolit Makalu Pearl Grey

Plus factors

- + Extremely compact with an overall length of less than 5 m and a height of 2.1 m
- + Pop-up roof with two comfortable berths and panorama function
- + up to 140 x 210 cm large comfort bed below
- + Standard outdoor shower with 16 l water tank
- + Extendable gas stove in the rear
- + Trailer hitch
- + Extensive standard equipment with cruise control, central locking, audio system with multifunction display and DAB+ reception, air conditioning and many safety-relevant assistance systems

Globevan Ford

Technical info



Globevan Ford		Camp One	Camp Two	Trail One	Trail Two
Standard chassis		Ford Transit Custom	Ford Transit Custom	Ford Transit Custom Trail	Ford Transit Custom Trail
Emission standards		Euro 6d	Euro 6d	Euro 6d	Euro 6d
Overall length, approx.	cm	497	497	497	497
Overall width, approx.	cm	203	203	203	203
Overall height, approx.	cm	210	210	210	210
Towable load braked/unbraked	kg	2500 / 750	2500 / 750	2500 / 750	2500 / 750
Bed dimension: Central / middle bed, L X W, approx.	cm	210 x 130 - 140	210 x 130 - 140	210 x 130 - 140	210 x 130 - 140
Sleeping berths standard / max.		4	4	4	4
Standard engine		FORD Transit Custom 2.0 I D	FORD Transit Custom 2.0 I D	FORD Transit Custom 2.0 I D	FORD Transit Custom 2.0 I D
kW (bhp)		96 (130)	96 (130)	110 (150)	110 (150)
Mass in running order (+/-5%)*	kg	2427 (2306 to 2548)*	2427 (2306 to 2548)*	2427 (2306 to 2548)*	2427 (2306 to 2548)*
Manufacturer-specified mass for optional equipment*	kg	438	438	438	438
Technically permissible maximum laden mass*	kg	3190	3190	3190	3190
Permitted number of seats (including driver)*		4	4	4	4
Bed dimension: pop-up roof, L X W, approx.	cm	200 x 125	200 x 125	200 x 125	200 x 125
Fresh water tank capacity, total/ Fresh water tank capacity at driving filling	l	16 / 0 ¹⁰⁾	16 / 0 ¹⁰⁾	16 / 0 ¹⁰⁾	16 / 0 ¹⁰⁾

○ 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

	Camp One	Camp Two	Trail One	Trail Two
Base vehicle Ford				
FORD 2,0 I D 110 kW (150 hp)	—	—	●	●
FORD 2,0 I D 96 kW (130 hp)	●	●	—	—
Base vehicle equipment Ford				
Integrated steering wheel-mounted control panel and audio remote control	●	●	●	●
6,5J x 16 alloy wheels with 215/65 R16 tyres	●	●	●	●
Active Parking Assist with Park Pilot system front and rear, additionally with side sensors incl. parking in and out function	—	●	—	●
Airbag, driver and passenger side	●	●	●	●
Anti-lock braking system (ABS) with electronic brake force distribution (EBD)	●	●	●	●
Bi-xenon headlamps with static cornering light, LED daytime running light and fog lamps	—	●	—	●
Bluetooth®, USB connection and hands-free system	●	●	●	●
Central locking with remote control	●	●	●	●
Comfort swivel seats for driver and front passenger with fabric upholstery, armrest and lumbar support	●	●	●	●
Connected Radio	●	●	●	●
Crosswind Assist	●	●	●	●
Cruise control system	●	●	●	●
DAB+ digital radio reception (Digital Audio Broadcasting)	●	●	●	●
Electronic Safety and Stability Program (ESP) with Traction Control System (TCS) incl.	●	●	●	●
Emergency brake support incl. emergency brake light	●	●	●	●
Exterior mirrors, electrically adjustable and heated, with integrated indicator lights	●	●	●	●
Fixed hitch, 13-pin socket, incl. trailer stabilisation system (TSC)	●	●	●	●
Ford Easy Fuel (convenience fuel cap and misfuelling protection)	●	●	●	●
FordPass Connect*** incl. live traffic information and WLAN hotspot	●	●	●	●
Front air conditioning incl. dust and pollen filter	●	●	●	●
Front and rear bumpers partially painted in body colour	●	●	●	●
Front interior lighting with reading lamps and delay switch	●	●	●	●
Front seat belt pretensioners and force limiters with warning system	●	●	●	●
Fuel tank 70 l	●	●	●	●
Halogen projector headlights with LED daytime running lights and fog lights with static cornering light	●	●	●	●
Headlamp dipped beam with delay-off function	●	●	●	●
Hill start assist	●	●	●	●
Lane Keep Assist with Drowsiness Warning and Highbeam Assist	●	●	●	●
Leather steering wheel	●	●	●	●
Limited slip differential mechanical on front axle	—	—	●	●
Lockable glove compartment	●	●	●	●
On-board computer	●	●	●	●
Opening windows, right and left (in 2nd row side windows)	●	●	●	●
Park Pilot system front and rear	●	●	●	●
Plastic side protection strips, black	●	●	●	●
Power windows in front, with quickdown/up switch for driver side	●	●	●	●
Radiator grille 3 struts and surround in plastic, black	●	●	●	●
Rear window wiper	●	●	●	●
Roll-over protection	●	●	●	●
Safety brake assistant	●	●	●	●
Seat Package 13 - driver's seat, 4-way manually adjustable, with lumbar support and tray in front passenger's double seat - Fabric seat cover in Ebony (black)	●	●	●	●
Second key, foldable with remote control	●	●	●	●
Sliding door right	●	●	—	—
Sliding door right and left	—	—	●	●
Sliding door step right	●	●	—	—
Sliding door step right and left	—	—	●	●
Start-Stopp system	●	●	●	●
Steering column, adjustable in height and reach	●	●	●	●
Tailgate with heated rear window	●	●	●	●

Standard equipment

	Camp One	Camp Two	Trail One	Trail Two
Thermal insulation glazing of the side windows (from 2nd row), medium tinting level	●	●	●	●
Trail alloy wheels black	—	—	●	●
Trail radiator grille, stickers and bumper black	—	—	●	●
Trailer stabilisation	●	●	●	●
Two loudspeakers	●	●	●	●
Visibility Package 3 - incl. audio system 21 with 8" touch multifunction display, Android Auto, Apple CarPlay, DAB+	●	—	●	—
Visibility Package 3 - incl. audio system 25	—	●	—	●
Exterior colour Ford				
Frozen White	●	—	●	—
Magnetic Grey Metallic	—	●	—	—
Moondust-Silver Metallic	—	—	—	●
Exterior equipment				
Panorama view pop-up roof black	●	●	●	●
Roof rails on the right and left to accommodate a sun sail or awning	●	●	●	●
Vehicle stickers Globevan	●	●	●	●
Interior design				
16 litre removable fresh water tank with pump and outdoor shower	●	●	●	●
Cooler box 36 litres - behind passenger seat with adaptation plate	—	●	—	●
Fold-out gas cooker in the rear base cabinet and storage compartment for 1 gas cylinder with a filling weight of 1.8 kg ¹¹⁾	●	●	●	●
Gooseneck lights with USB connection	●	●	●	●
Multifunctional light bar dimmable with piping for stowage nets	●	●	●	●
Removable flexboard incl. upholstery (sleeper bench extension)	●	●	●	●
Sleeping bench for two persons	●	●	●	●
Storage net under sleeping loft on multifunction light bar	●	●	●	●
Two storage boxes behind driver's seat	●	●	●	●
Furniture décor				
Decor Renolit Makalu Pearl Grey	●	●	●	●
Textile equipment				
Ford seat cover Ebony black	●	●	●	●
Heating				
Auxiliary heating with wall control panel	●	●	●	●

Optional equipment**

	Included in package	Additional weight (kg)*	Code	Camp One	Camp Two	Trail One	Trail Two
Base vehicle Ford							
FORD 2,0 I D 110 kW (150 hp) 3,2t	—	0	13323	○	○	—	—
FORD 2,0 I D 110 kW (150 hp) 3.2t automatic	—	40	13324	○	○	—	—
FORD 2,0 I D 96 kW (130 hp) automatic	—	40	13322	○	○	—	—
Miscellaneous							
Registration documents (CoC papers)	—	0	15152	◆	◆	◆	◆

○ 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.

TECHNICAL INFORMATION / FOOTNOTES

If you order your vehicle with additional equipment, you should check whether it makes sense or is necessary to increase the vehicle's weight! The optional equipment partially replaces the standard equipment. Bitte beachten Sie hierbei, dass dadurch kein Anspruch auf den Preisvorteil besteht, außerdem kann sich die Lieferzeit verlängern. Bitte wenden Sie sich hierfür an Ihren Handelspartner.

FOOTNOTES

- 1) If maxi chassis or automatic transmission is selected, black matt wheels are replaced by bicolor wheels.
- 2) Not compatible with specially retrofitted radio, as no usable signal.
- 3) Front with panoramic window (6432) and pop-up roof (10306) cannot be combined
- 4) Scandi upholstery (13167) only available in combination with wood décor Amberes Oak (11827)
- 5) CP-Plus (6622) is already included in an option with electric heating.
- 6) When installing the air conditioning system, the cup holder (standard) and the USB socket, which is included in the Digital Package, are omitted.
- 7) Already included in the market launch edition of Performance
- 8) Diesel heater and parking heater cannot be combined
- 9) Number of seats may still change
- 10) Filling the fresh water tank is part of the payload in the same way as luggage, as filling the tank is not included in the mass in running order.
- 11) Like luggage, the gas cylinder is part of the payload, as it is not included in the mass in running order.

LEGAL NOTES ON WEIGHT-RELATED INFORMATION

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.