

IMPORTANT LEGAL AND TECHNICAL INFORMATION FOR THE SELECTION AND CONFIGURATION OF YOUR MOTORHOME

Each motorhome is only approved for a certain maximum weight on the road, which must not be exceeded under any circumstances when driving. When you select and configure your motorhome or van (hereinafter referred to as: „the motorhome“), the technical and legal limits for the weight of the motorhome are therefore extremely important. These play a decisive part in the configuration, particularly when the additional equipment is being selected (equipment packages, special equipment and options).

The technical and legal requirements for the weight of your motorhome are regulated in EU Implementing Regulation No. 2021/535 (until June 2022: EU Implementing Regulation No. 1230/2012). This applies uniformly within the European Union. In order to make it easier for you to select and configure your motorhome in compliance with the legal and technical requirements, the key terms and requirements of this regulation are explained in the following, and you are provided with some information that is extremely important when you are configuring your vehicle and selecting your additional equipment (equipment packages, special equipment and options) from the items that are available from the factory. Please read this information carefully before configuring and ordering your vehicle. Our dealers will provide you with additional assistance in selecting and configuring your motorhome.

1. TECHNICALLY PERMISSIBLE GROSS WEIGHT

The technically permissible gross weight describes the layout-based maximum permissible weight specified by the manufacturer that your motorhome is allowed to weigh when loaded (e.g. 3,500 kg, 4,500 kg). This is entered in Part I of the registration certificate. You can find information about the technically permissible gross weight for each layout in the technical data which is shown in our sales documents (e.g. in the price lists).

Illustration in the price list:

c-compactline Super-Lightweight		
	I 138 DB	I 141 LE
Base vehicle	Fiat Ducato	Fiat Ducato
Standard chassis	AL-KO low frame 35 light	AL-KO low frame 35 light
Base engine	Diesel 2.2 l (140 PS / 103 kW)	Diesel 2.2 l (140 PS / 103 kW)
Length / width / height (mm) ^{1) 2) 3)}	6410 / 2120 / 2890	6670 / 2120 / 2890
Wheel base (mm)	3525	3525
Double floor height / double floor storage compartment (mm)	220 / 460	220 / 460
Headroom in living area (mm)	1980	1980
Rear garage interior height (mm)	1200	1200
Door width / height rear garage at passenger side (mm)	925 x 1140	1050 x 1140
Door width / height rear garage at driver side (mm)	680 x 1140	850 x 1140
Technically permissible gross vehicle weight (kg) ⁹⁾	3500 / 4250 ²⁾	3500 / 4250 ²⁾
Weight in roadworthy condition (kg) ⁴⁾	2885 (2741-3029)	2935 (2788-3082)
Weight of additional equipment in series production specified by the manufacturer (kg) ⁷⁾	264	212
Max. towed load (kg) ¹⁰⁾	2000	2000
Max. number of seats with 3-point safety belt as standard while driving (standard) ⁵⁾	4	4

The technically permissible gross weight of the vehicle (e.g. 3,500 kg) must not be exceeded under any circumstances while driving. If the vehicle exceeds the technically permissible gross weight while driving, this constitutes an administrative offence which may be punishable with a fine. We therefore urgently advise you to check this before each journey and ensure that you and your vehicle do not exceed the technically permissible gross weight (e.g. 3,500 kg).

2. WEIGHT IN DRIVEABLE CONDITION

The weight in driveable condition corresponds to the (unladen) weight of the vehicle with standard factory equipment (including lubricants, tools, tyre repair kit and a fuel tank that is 90% full) plus a statutory flat-rate weight of 75 kg for the driver.

The weight in driveable condition essentially includes the following items:

- the unladen weight of the vehicle including the body and filling with operating materials such as lubricating grease, oils and coolants;
- the standard equipment, i.e. all equipment items which are included as standard in the vehicle,
- a fresh water tank that is 100% full when driving (filling when driving in accordance with the manufacturer's specifications. You will find the manufacturer's information about filling in the vehicle in the sales documents (e.g. in the price lists). This is 20 l or 50 l depending on the model series) and an aluminium gas bottle that is 100% full, weighing 16 kg;
- a fuel tank that is 90% full;
- the driver, whose weight is set at a flat rate of 75 kg, regardless of the driver's actual weight.

The weight in driveable condition is therefore the basic configuration of the vehicle model you have selected with standard equipment plus a statutory flat-rate weight of 75 kg for the driver. This changes after selecting additional equipment (equipment packages, special equipment, options).

You will find information about the weight in driveable condition for each layout in our sales documents (e.g. in the price lists).

It is important that the value given in our sales documents for the weight in driveable condition is a standard value which is determined during the type approval procedure and checked by the authorities. It is legally permissible and possible for the weight in driveable condition of the vehicle which is delivered to you to differ from the nominal value specified in the sales documents due to production-related tolerances. The legal tolerance is $\pm 5\%$. The EU legislator has taken into account the fact that there are certain fluctuations in the weight in driveable condition due to fluctuations in the weight of the supplied parts as well as process and weather-related factors. Please take this into consideration when you are selecting and configuring your motorhome.

Example calculation illustrating these (permissible) production-related weight deviations:

Weight in driveable condition according to sales documents:	2,900 kg
Legal tolerance of $\pm 5\%$:	145 kg
Legally permissible range of weight in driveable condition:	2,755 to 3,045 kg

The specific range of permissible weight deviations for the weight in driveable condition for each layout can be found in the technical data shown in our sales documents. As a manufacturer, we endeavour to restrict weight fluctuations to the minimum that is unavoidable in terms of production technology. Deviations above and below within the legally permissible tolerance range therefore only occur very rarely. However, in spite of constant technical optimization of the production process, these cannot be completely avoided.

In order to ensure that all of the vehicles which are actually delivered comply with the legally permissible tolerance, the actual weight of the vehicle and compliance with the permissible tolerance of $\pm 5\%$ is checked by us as the manufacturer by weighing the vehicle upon completion in the production area at the end of the production line. Your dealer will inform you of the actual weight of your vehicle that was measured at the end of the production line. This gives you full transparency about any weight discrepancies that may be present in your vehicle.

3. NUMBER OF MAXIMUM PERMITTED SEATS / WEIGHT OF PASSENGERS

The maximum number of permitted seats while driving is determined by us as the manufacturer during the type approval procedure. The weight of the passengers results from the maximum number of permitted seats. The weight of the passengers is a flat rate of 75 kg for each approved seat which we as the manufacturer have provided for the vehicle, regardless of what the passengers actually weigh. This is also a legally prescribed calculation. Since the weight of the driver is already included in the weight in driveable condition, i.e. 75 kg (see section 2.), this is not taken into consideration in the weight of the passengers. In a motorhome with four approved seats, the weight of the passengers is $3 \times 75 \text{ kg} = 225 \text{ kg}$.

The specification of the maximum number of permitted seats in the sales documents refers to the respective vehicle weight in the standard condition without additional equipment (see section 4 for additional equipment) and reflects the maximum possible number of people who can be seated whilst driving.

However, the number of seats depends on the weight and the axle load. It can therefore be reduced by installing additional equipment (e.g. by selecting equipment packages, special equipment and options) or, depending on the model, it can only be achieved by increasing the permissible gross weight and/or by omitting additional equipment.

4. ACTUAL WEIGHT AND ADDITIONAL EQUIPMENT

The weight in driveable condition (see section 2.) and the weight of the factory-installed additional equipment (equipment packages, special equipment, options) in a specific vehicle are collectively referred to as the actual weight of the vehicle.

You can find information about the actual weight of your vehicle after it has been handed over in section 13.2 of the Certificate of Conformity (CoC), which will be given to you by your dealer when the handover takes place.

Please note that the actual weight specified in the Certificate of Conformity (CoC) is also a standardised value. Since there is a legally permissible tolerance of $\pm 5\%$ for the weight in driveable condition – as an element of the actual weight (see section 2.), the actual weight can deviate accordingly from the specified nominal value accordingly.

According to the legal definition, the so-called additional equipment includes all optional equipment parts that are not included in the standard equipment and is fitted to the vehicle by the manufacturer (i.e. ex works) and can be ordered by the customer (e.g. awning, bicycle or motorcycle rack, satellite system, solar system, oven etc.). Information about the individual or package weights of the equipment packages, special equipment and options which can be ordered can be found in our sales documents. Other accessories that are retrofitted after delivery of the vehicle from the factory by the dealer or by you personally are not included in the special equipment in this sense.

5. MANUFACTURER'S SPECIFIED MAXIMUM WEIGHT FOR ADDITIONAL EQUIPMENT AND PAYLOAD

Since the installation of additional equipment is also subject to legal and technical limits, we determine the value of the maximum weight for additional equipment for each layout and vehicle which can be fitted to the vehicle in addition to the standard equipment (e.g. by selecting equipment packages and/or special equipment). This value must not be exceeded when you are selecting and configuring your vehicle.

You will find information about the manufacturer's specified maximum weight for additional equipment in our sales documents (e.g. in the price lists).

Illustration in the price list:

c-compactline Super-Lightweight		I 138 DB	I 141 LE
Base vehicle		Fiat Ducato	Fiat Ducato
Standard chassis		AL-KO low frame 35 light	AL-KO low frame 35 light
Base engine		Diesel 2.2 l (140 PS / 103 kW)	Diesel 2.2 l (140 PS / 103 kW)
Length / width / height (mm) ^{1) 2) 3)}		6410 / 2120 / 2890	6670 / 2120 / 2890
Wheel base (mm)		3525	3525
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Door width / height rear garage at passenger side (mm)		925 x 1140	1050 x 1140
Door width / height rear garage at driver side (mm)		680 x 1140	850 x 1140
Technically permissible gross vehicle weight (kg) ⁹⁾		3500 / 4250 ²⁾	3500 / 4250 ²⁾
Weight in roadworthy condition (kg) ⁶⁾		2885 (2741-3029)	2935 (2788-3082)
Weight of additional equipment in series production specified by the manufacturer (kg) ⁷⁾		264	212
Max. towed load (kg) ¹⁰⁾		2000	2000
Max. number of seats with 3-point safety belt as standard while driving (standard) ⁵⁾		4	4

The maximum weight for additional equipment specified by the manufacturer is intended to ensure that the legally prescribed so-called minimum payload is also actually available for additional loading after the vehicle has been delivered by the manufacturer. This means that only so much additional equipment can be ordered and installed at the factory that there is still sufficient free weight for luggage and other accessories (the so-called payload) without exceeding the technically permissible gross weight.

The payload is calculated by deducting the weight in driveable condition (nominal value in accordance with the sales documents, see section 2.), the weight of the passengers (see section 3.) and the manufacturer-defined maximum weight for additional equipment from the technically permissible gross weight (see section 1.).

For motorhomes, the European legislation prescribes a fixed minimum payload, which must remain for luggage or other accessories which are not installed in the factory. This minimum payload is calculated as follows:

$$\text{Minimum payload in kg} \geq 10 * (n + L)$$

Whereby the following applies: „n“ = maximum number of passengers plus the driver and „L“ = total length of vehicle in metres (including decimal places).

For a motorhome with a length of 7 m and 4 approved seats (including the driver), the minimum payload is $10 \text{ kg} * (4 + 7) = 110 \text{ kg}$, for example.

When you are configuring your motorhome, please note that the payload must not fall below the minimum.

To ensure that the minimum payload is adhered to, there is a maximum combination of additional equipment which can be ordered for each vehicle model. In the above-mentioned example with a minimum payload of 110 kg, the gross weight of the additional equipment for a vehicle with four approved seats (including the driver) and a weight in driveable condition of 2,900 kg should be a maximum of 265 kg:

3,500 kg	Technically permissible gross weight
- 2,900 kg	Weight in driveable condition
- 3*75 kg	Weight of passengers
- 110 kg	Minimum payload
= 265 kg	Additional equipment

Please note that this calculation is based on the standard value for the weight in driveable condition that is specified during the type approval procedure, without taking into the permissible weight deviations for the weight in driveable condition (see section 2.). If the maximum permitted value for the additional equipment of 265 kg (as per the example) has almost or completely been used up, an upwards deviation in the weight in driveable condition may mean that the minimum payload of 110 kg is mathematically maintained using the standard value of the weight in driveable condition, but in actual fact there is no appropriate possibility of having a payload.

Here is also an example calculation for a vehicle with four approved seats whose actual weight in driveable condition is 1% above the nominal value:

3,500 kg	Technically permissible gross weight
- 2,929 kg	Actual weight in driveable condition of the vehicle (+ 1% on comparison to compared to the 2,900 kg specified in the sales documents)
- 3*75 kg	Weight of passengers
- 265 kg	Weight of additional equipment
= 81 kg	Actual payload (< minimum payload of 110 kg); in this example, the minimum payload is therefore undershot by 29 kg

In order to avoid such a reduction of the minimum payload, the weight of the additional equipment which can be ordered is reduced by the manufacturer on the basis of the layout. Limiting the amount of additional equipment is intended to ensure that the minimum payload, i.e. the legally prescribed free weight for luggage and other accessories, is also actually available for the payload in the vehicles which are delivered by the manufacturer.

Since the actual weight of the specific vehicle is only determined when it is weighed at the end of the production line, it cannot be completely ruled out that in rare exceptional cases situations can arise whereby the minimum payload at the end of the production line is not guaranteed, despite this limitation of the additional equipment. In order to ensure the minimum payload in these cases as well, before delivery of the vehicle, the manufacturer will check with you and your dealer whether, for example, the vehicle weight is increased, the permissible number of seats will be reduced or additional equipment will be removed to reduce the weight so that you receive a vehicle which provides you with the legal minimum payload. The weights for additional equipment installed in the factory can be found in our sales documents (e.g. in the price lists).

Illustration in the price list:

Article no.		€ incl. 19% VAT	kg
Fiat Ducato chassis			
310021	140 HP / 103 kW engine, Euro 6d Final, f35 light, 9G automatic torque converter transmission ^{67) 68)}	3.990	55
310024	180 HP / 132 kW engine, Euro 6d Final, f35 light, manual transmission ⁶⁷⁾	4.510	20
310025	180 HP / 132 kW engine, Euro 6d Final, f35 light, 9G automatic torque converter transmission ^{67) 68)}	8.500	55
310026	180 HP / 132 kW engine, Euro 6d Final, f40 heavy (perm. gross weight 4,250 kg), manual transmission ^{68) 67)}	6.660	60
310027	180 HP / 132 kW engine, Euro 6d Final, f40 heavy (perm. gross weight 4,250 kg), 9G torque converter transmission ^{68) 67)}	10.650	55
330325	Fiat 16-inch steel wheels instead of 15-inch for f35 light chassis	360	16
330330	Fiat 16-inch alloy wheels for f35 light chassis in conjunction with manual transmission	1.090	-8
330340	Fiat 16-inch alloy wheels for f40 heavy chassis / f35 in conjunction with 9G automatic torque converter transmission	890	-10
311810	Reinforced front axle springs for optimal ride comfort ⁵⁷⁾	620	3
311815	AL-KO "ACS" High Performance front axle spring strut ⁵⁷⁾	1.490	-
310630	Leather steering wheel and gear lever	310	-
310632	Multi-functional steering wheel (radio remote control via control buttons)	310	-
331620	Fog light	350	4
311614	Bi-LED headlights (dipped and main beam)	1.140	-
311400	Removable towbar	1.900	60
311300	Crank-operated rear supports to prevent swaying in standing position	440	10

The additional weight of additional equipment (all equipment items not included in the standard scope) increases the actual weight of the vehicle (= weight in driveable condition plus the selected additional equipment) and reduces the payload. The specified value shows the additional weight compared to the standard equipment of the respective layout. The gross weight of the selected additional equipment (equipment packages, special equipment and options) must not exceed the maximum weight for additional equipment specified by the manufacturer.

6. THE EFFECTS OF WEIGHT IN DRIVEABLE CONDITION TOLERANCES ON THE PAYLOAD

Regardless of the minimum payload, you should also note that unavoidable production-related fluctuations in the weight in driveable condition have an effect on the remaining payload:

If you order our example vehicle (see section 5.) with additional equipment with a gross weight of 150 kg, the calculated payload is 225 kg based on the default value for the weight in driveable condition. Due to the tolerances, the payload that is actually available may deviate from this value and may be higher or lower. If the weight in driveable condition of your vehicle is about 1% higher than the weight specified in the sales documents, the possible payload is reduced from 225 kg to 196 kg:

3,500 kg	Technically permissible gross weight
- 2,929 kg	Actual weight in driveable condition of the vehicle (+ 1% on comparison to compared to the 2,900 kg specified in the sales documents)
- 3*75 kg	Weight of passengers
- 150 kg	Additional equipment ordered for the specifically configured vehicle
= 196 kg	Actual payload

In order to be sure that the calculated payload is actually available, you should take the possible and permissible tolerances for the weight in driveable condition into consideration when you are selecting and configuring your vehicle. We also strongly recommend weighing the loaded motorhome on a weighbridge before every journey and, taking the individual weight of the passengers into consideration, determine whether the technically permissible gross weight and the technically permissible gross weight on the axles are complied with.



You can find more information online!

UPDATED VEHICLE WEIGHTS 05/2023

Please note the new vehicle weights valid from 01.05.2023.
If you have any further questions, please contact your dealer.

c-compactline

MODEL	WEIGHT IN ROADWORTHY CONDITION* (LEGAL TOLERANCE OF ± 5 %)	WEIGHT OF ADDITIONAL EQUIPMENT IN SERIES PRODUCTION SPECIFIED BY THE MANUFACTURER **	MAX. NUMBER OF SEATS WITH 3-POINT SAFETY BELT WHILE DRIVING (STANDARD/OPTIONAL)***
I 138 DB (Fiat)	2,885 kg (2,741 - 3,029 kg)	264 kg	4
I 141 LE (Fiat)	2,935 kg (2,788 - 3,082 kg)	212 kg	4
I 143 LE (Fiat)	2,995 kg (2,845 - 3,145 kg)	148 kg	4

c-tourer

MODEL	WEIGHT IN ROADWORTHY CONDITION* (LEGAL TOLERANCE OF ± 5 %)	WEIGHT OF ADDITIONAL EQUIPMENT IN SERIES PRODUCTION SPECIFIED BY THE MANUFACTURER **	MAX. NUMBER OF SEATS WITH 3-POINT SAFETY BELT WHILE DRIVING (STANDARD/OPTIONAL)***
I 141 LE (Fiat)	3,015 kg (2,864 - 3,166 kg)	131 kg	4
I 143 LE (Fiat Mercedes-Benz)	3,065 kg (2,912 - 3,218 kg) 3,165 kg (3,007 - 3,323 kg)	77 kg 60 kg	4 3/4
I 148 LE (Fiat Mercedes-Benz)	3,215 kg (3,054 - 3,376 kg) 3,315 kg (3,149 - 3,481 kg)	91 kg 519 kg	2/3-5 4/5
I 149 LE (Fiat Mercedes-Benz)	3,235 kg (3,073 - 3,397 kg) 3,325 kg (3,159 - 3,491 kg)	70 kg 508 kg	2/3-5 4/5
I 150 QB (Fiat Mercedes-Benz)	3,215 kg (3,054 - 3,376 kg) 3,305 kg (3,140 - 3,470 kg)	90 kg 529 kg	2/3-5 4/5
T 143 LE (Fiat Mercedes-Benz)	2,985 kg (2,836 - 3,134 kg) 3,035 kg (2,883 - 3,187 kg)	158 kg 106 kg	4 4
T 148 LE H (Fiat Mercedes-Benz)	3,085 kg (2,931 - 3,239 kg) 3,155 kg (2,997 - 3,313 kg)	136 kg 65 kg	3/4 3/4
T 148 LE (Fiat)	3,095 kg (2,940 - 3,250 kg)	128 kg	3/4
T 149 LE (Fiat Mercedes-Benz)	3,115 kg (2,959 - 3,271 kg) 3,155 kg (2,997 - 3,313 kg)	106 kg 65 kg	3/4 3/4
T 150 QB (Fiat Mercedes-Benz)	3,095 kg (2,940 - 3,250 kg) 3,145 kg (2,988 - 3,302 kg)	127 kg 75 kg	3/4 3/4

chic c-line

MODEL	WEIGHT IN ROADWORTHY CONDITION* (LEGAL TOLERANCE OF ± 5 %)	WEIGHT OF ADDITIONAL EQUIPMENT IN SERIES PRODUCTION SPECIFIED BY THE MANUFACTURER **	MAX. NUMBER OF SEATS WITH 3-POINT SAFETY BELT WHILE DRIVING (STANDARD/OPTIONAL)***
I 4.9 LE (Fiat Mercedes-Benz)	3,475 kg (3,301 - 3,649 kg) 3,485 kg (3,311 - 3,659 kg)	419 kg 358 kg	4/5 4/5
I 5.0 QB (Fiat Mercedes-Benz)	3,465 kg (3,292 - 3,638 kg) 3,485 kg (3,311 - 3,659 kg)	428 kg 357 kg	4/5 4/5
I 4.9 LE L (Fiat Mercedes-Benz)	3,515 kg (3,339 - 3,691 kg) 3,575 kg (3,396 - 3,754 kg)	375 kg 264 kg	4/5 4/5
I 5.0 QB L (Fiat Mercedes-Benz)	3,485 kg (3,311 - 3,659 kg) 3,545 kg (3,368 - 3,722 kg)	405 kg 294 kg	4/5 4/5
I 4.9 LE superior (Fiat Mercedes-Benz)	3,475 kg (3,301 - 3,649 kg) 3,485 kg (3,311 - 3,659 kg)	409 kg 348 kg	4/5 4/5
I 5.0 QB superior (Fiat Mercedes-Benz)	3,465 kg (3,292 - 3,638 kg) 3,485 kg (3,311 - 3,659 kg)	418 kg 347 kg	4/5 4/5
I 4.9 LE L superior (Fiat Mercedes-Benz)	3,515 kg (3,339 - 3,691 kg) 3,575 kg (3,396 - 3,754 kg)	365 kg 254 kg	4/5 4/5
I 5.0 QB L superior (Fiat Mercedes-Benz)	3,485 kg (3,311 - 3,659 kg) 3,545 kg (3,368 - 3,722 kg)	395 kg 284 kg	4/5 4/5
I 5.9 XL LE (Fiat Mercedes-Benz)	3,946 kg (3,749 - 4,143 kg) 4,006 kg (3,806 - 4,206 kg)	686 kg 624 kg	4/5 4/5
I 6.2 XL QB (Fiat Mercedes-Benz)	3,946 kg (3,749 - 4,143 kg) 4,006 kg (3,806 - 4,206 kg)	684 kg 621 kg	4/5 4/5
T 4.9 LE (Fiat Mercedes-Benz)	3,315 kg (3,149 - 3,481 kg) 3,405 kg (3,235 - 3,575 kg)	581 kg 438 kg	4 4
T 5.0 QB (Fiat)	3,315 kg (3,149 - 3,481 kg)	580 kg	4

* Detailed information see point 2.

** Detailed information see point 5.

*** Detailed information see point 3.

UPDATED VEHICLE WEIGHTS 05/2023

Please note the new vehicle weights valid from 01.05.2023.
If you have any further questions, please contact your dealer.

chic e-line

MODEL	WEIGHT IN ROADWORTHY CONDITION* (LEGAL TOLERANCE OF ± 5 %:)	WEIGHT OF ADDITIONAL EQUIPMENT IN SERIES PRODUCTION SPECIFIED BY THE MANUFACTURER **	MAX. NUMBER OF SEATS WITH 3-POINT SAFETY BELT WHILE DRIVING (STANDARD/OPTIONAL)***
I 50 LE (Fiat Mercedes-Benz)	3,885 kg (3,691 - 4,079 kg) 3,955 kg (3,757 - 4,153 kg)	252 kg 266 kg	4/5 3
I 50 LE DA (Fiat Mercedes-Benz)	4,006 kg (3,806 - 4,206 kg) 4,096 kg (3,891 - 4,301 kg)	631 kg 539 kg	4/5 4/5
I 51 QB (Fiat Mercedes-Benz)	3,865 kg (3,672 - 4,058 kg) 3,935 kg (3,738 - 4,132 kg)	272 kg 286 kg	4/5 3
I 51 QB DA (Fiat Mercedes-Benz)	3,986 kg (3,787 - 4,185 kg) 4,036 kg (3,834 - 4,238 kg)	651 kg 599 kg	4/5 4/5
I 61 XL LE (Fiat Mercedes-Benz)	4,216 kg (4,005 - 4,427 kg) 4,286 kg (4,072 - 4,500 kg)	412 kg 341 kg	4/5 4/5
I 64 XL QB (Fiat Mercedes-Benz)	4,236 kg (4,024 - 4,448 kg) 4,296 kg (4,081 - 4,511 kg)	390 kg 328 kg	4/5 4/5

chic s-plus

MODEL	WEIGHT IN ROADWORTHY CONDITION* (LEGAL TOLERANCE OF ± 5 %:)	WEIGHT OF ADDITIONAL EQUIPMENT IN SERIES PRODUCTION SPECIFIED BY THE MANUFACTURER **	MAX. NUMBER OF SEATS WITH 3-POINT SAFETY BELT WHILE DRIVING (STANDARD/OPTIONAL)***
I 50 LE (Iveco)	4,195 (3,985- 4,405)	1,111 kg	4/5
I 61 XL LE (Iveco)	4,645 (4,413- 4,877)	1,712 kg	4/5
I 64 XL QB (Iveco)	4,715 (4,479- 4,951)	1,678 kg	4/5

Liner-for-two

MODEL	WEIGHT IN ROADWORTHY CONDITION* (LEGAL TOLERANCE OF ± 5 %:)	WEIGHT OF ADDITIONAL EQUIPMENT IN SERIES PRODUCTION SPECIFIED BY THE MANUFACTURER **	MAX. NUMBER OF SEATS WITH 3-POINT SAFETY BELT WHILE DRIVING (STANDARD/OPTIONAL)***
I 53 (Fiat Iveco)	3,875 kg (3,681 - 4,069 kg) 4,255 (4,042- 4,468)	433 kg 1,202 kg	2/4 2/4
I 53 L (Fiat Iveco)	4,206 kg (3,996 - 4,416 kg) 4,635 (4,403- 4,867)	594 kg 1,932 kg	2/4 2/4

* Detailed information see point 2.

** Detailed information see point 5.

*** Detailed information see point 3.