

YUcon

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and do your
thing!



NEW! Yucon V-city 6.0 BD
Yucon K-peak 6.0 GD | Yucon K-peak 6.0 BD | Yucon K-peak 7.0 GD
Yucon 6.0 GD | Yucon 6.0 BD | Yucon 7.0 GD |
Yucon 54 B | Yucon 60 B | Yucon 63 G | Yucon 63 H
Yucon 51 FB | Yucon 51 SB | Yucon 55 SB

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Small but significant enough

weight specifications

As a manufacturer, we specify a total mass of each vehicle, for which the vehicle is authorised for road use. This total mass must not be exceeded when driving. Our information on vehicle weights is therefore of great importance when selecting your motorhome and configuring optional equipment offered by the manufacturer. The following information shall give you an overview of the legal framework for our weight specifications. You should read this information carefully before selecting and configuring your motorhome. If in doubt, please contact your dealer.

1. TECHNICALLY PERMISSIBLE MAXIMUM LADEN MASS

The technically permissible maximum laden mass is the total mass specified by the manufacturer, which your motorhome must not exceed when driving. You will find information on the technically permissible maximum laden mass of each vehicle in the technical data.

Please note that exceeding the technically permissible maximum laden mass is a misdemeanour in Germany and many other European countries and can be punished with a fine. As a driver, you are responsible for ensuring that the technically permissible maximum laden mass is not exceeded. You should therefore weigh your motorhome before every journey.

2. MASS IN RUNNING ORDER

The mass in running order for the vehicle version of your motorhome is entered in section 13 of the Certificate of Conformity (CoC) and indicates the unladen weight of the vehicle with standard equipment according to the manufacturer's specifications, including

- the mass of the body, the cab, the tyre repair kit and the tools,

- the fresh water tank filled to 100 % in driving mode (drive load according to the technical data),
- one aluminium gas cylinder filled to 100 % with a weight of 16 kg,
- the fuel tank filled to 90 % including fuel,
- the AdBlue-Tank filled to 100 %,
- the mass of the driver, which (regardless of the actual weight) is rated at 75 kg.

Information on the mass in running order of the basic variant of the vehicle can be found in the technical data. Please note that the mass in running order are calculated values from the type approval procedure, which may deviate by up to $\pm 5\%$ due to production. The occurrence of such production-related deviations of up to $\pm 5\%$ is permitted by law, but may have an impact on the pay-mass of your motorhome.

Example:	
Mass in running order according to technical data in kg	2,950.0
Production-related deviation of $\pm 5\%$ in kg	147.5
Legally permissible deviation in mass in running order in kg	2,802.5 – 3,097.5

Information on the legally permissible deviations in the mass in running order can also be found in the technical data.

3. MASS OF PASSENGERS

The mass of the passengers is based on the number of belt seats specified by the manufacturer rated at 75 kg per belt seat regardless of the actual weight of the passengers. The driver is not included in the calculation. The mass of the driver is already included in the mass in running order at 75 kg. If the manufacturer has provided four belt seats for your motorhome, the mass of the passengers is 225 kg (3×75 kg).

You can find information about the number of belt seats specified by the manufacturer in the technical data.

4. ACTUAL MASS | OPTIONAL EQUIPMENT

Actual mass of the vehicle means the mass in running order plus the mass of the optional equipment fitted to an individual vehicle by the manufacturer and is entered in section 13.2 of the Certificate of Conformity (CoC). This specification does not include optional equipment or other accessories that are fitted to the vehicle by a dealer, other third party or you personally after the vehicle has left the factory.

Please note that the actual mass of the vehicle is also a calculated value. Therefore, this value may also deviate from the actual value determined for your individual motorhome due to legally permissible production-related deviations in the mass in running order as a part of the actual mass.

Please also refer to the technical data for weight information on the optional equipment offered by the manufacturer.

5. PAY-MASS AND MINIMUM PAY-MASS

The pay-mass is the free mass of luggage and other accessories that your vehicle can transport without exceeding the technically permissible maximum laden mass. It is calculated by subtracting the mass in running order, the mass of the passengers and the mass of the optional equipment fitted by the manufacturer from the technically permissible maximum laden mass.

Example:	
Technically permissible maximum laden mass	3,500 kg
Mass in running order	- 2,950 kg
Mass of passengers	- 225 kg (3×75 kg)
Mass of optional equipment	- 65 kg
Pay-mass	= 260 kg

As you can see from the example, the fitting of optional equipment leads to a reduction in the

pay-mass. The maximum mass available for optional equipment can be found in the technical data.

The law stipulates a minimum pay-mass for motorhomes, which the vehicle must comply with. This minimum pay-mass may not be undercut during either configuration or production. According to the law, the minimum pay-mass is calculated as follows:

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

Where 'n' is the maximum number of passengers plus the driver and 'L' is the overall length of the vehicle in metre.

Example:

For a motorhome with four belt seats (including driver) and a length of seven metres, this results in a minimum pay-mass of 110 kg ($10 \times [4+7]$). Please keep in mind that legally permissible production-related deviations in the mass in running order could increase or reduce the pay-mass of your motorhome.

Example (as above):

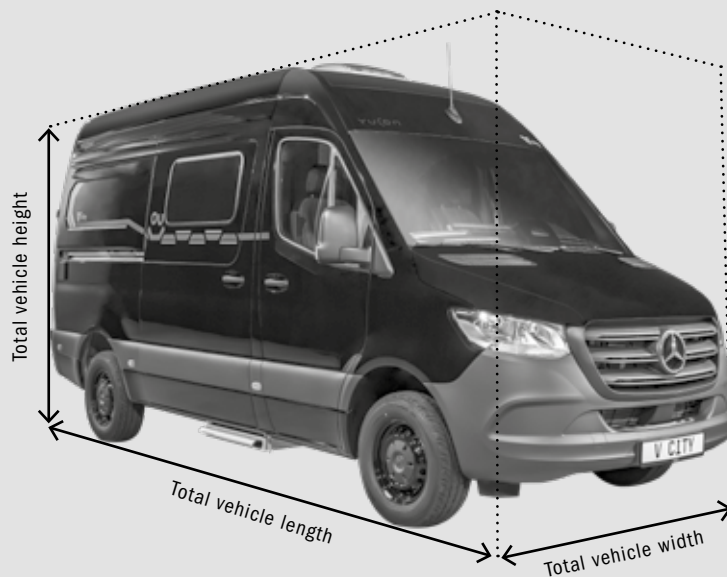
Technically permissible maximum laden mass	3,500 kg
Mass in running order (+ 3 %)	- 3,038.5 kg
Mass of passengers	- 225 kg (3×75 kg)
Mass of optional equipment	- 65 kg
Pay-mass	= 171.5 kg

To ensure that the occurrence of legally permissible production-related deviations in the mass in running order does not result in the configuration falling below the legally prescribed minimum pay-mass, we as the manufacturer have defined a maximum mass of optional equipment. In the calculation of this maximum mass of optional equipment, we have already taken into account empirical values for the production-related deviations in the mass in running order. The maximum mass of optional equipment can be found in the technical data. Also included in this value are the special equipment features of country versions and special models that are not part of the standard equipment.

For the configuration of your motorhome, this means that you cannot continue or finalise the configuration if the maximum mass of optional equipment is exceeded. In this case, you have the option of deselecting optional equipment or belt seats or ordering the vehicle with an increase in the technically permissible maximum laden mass.

Although we as the manufacturer endeavour to minimise the occurrence of production-related deviations

through the (technical) optimisation of our production, the weighing of your motorhome at the end of the line may exceptionally show that the vehicle does not comply with the minimum pay-mass, despite the limitation of the maximum mass of optional equipment. In such a case, we may not deliver your motorhome unless compliance with the minimum pay-mass is guaranteed by removing optional equipment or belt seats or by increasing the technically permissible maximum laden mass of the vehicle.



The **total vehicle length** corresponds to the measurement between the outermost point of the front spoiler and the outermost point of the rear panel (without trailer coupling).

The **total vehicle width** corresponds to the measurement between the outer sides of the exterior walls on both the driver and passenger side without outer mirrors and without an awning.

The **total vehicle height** is the measurement between the roadway and the highest point of the unladen vehicle (without antenna) and may vary with installations and superstructures (e.g. skylights, SAT or air conditioning systems).

The **bed measurements** specified are external measurements. The measurements of the mattresses supplied may differ.

Basic data

Yucon 6.0 BB

Basic vehicle (standard)

Chassis	Mercedes-Benz Sprinter van
Cylinders / cubic capacity	In-line four-cylinder CDI / 1,950 ccm
Power	84 kW / 114 hp
Tank volume diesel	71 l
Wheel base	3,665 mm

Dimensions

Total length	5,932 mm
Total width	2,020 mm
Total height	2,740 / 2,835 ¹ mm
Headroom	1,890 mm

Weight*

Maximum permissible laden weight	3,500 / 3,500 ¹ / 4,100 / 4,100 ¹ kg
Weight when ready for driving	2,861 / 3,006 ¹ / 2,229 / 3,074 ¹ kg
Payload	639 / 494 ¹ / 1,171 / 1,026 ¹ kg
Maximum trailer load braked/unbraked	2,000 ² / 750 kg
Maximum permissible towing weight	5,500 / 6,100 ³ kg

Equipment

Fresh water tank / waste water tank	approx. 110 / 55 l
Battery capacity Ah	1 × 95 AGM
Refrigerator volume / freezer	approx. 84 / 6,1 l
Heating	TRUMA® Combi 4 CP Plus
Seats with seatbelts*	2 / 4 (standard)
Sleeping berths	2 / 4

1. All-wheel drive | 2. max. 3,500 kg depending on equipment | 3. max. 7,000 kg depending on equipment

* Please note the important information regarding the Technical Data on the reverse.



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