

Globebus Go Low Profile



The next adventure is just a bend in the road away! The new Globebus Go is so compact and manoeuvrable that even narrow roads and low passages cannot stop it. This enables completely new travel and leisure experiences. On the other hand, it is amazingly spacious inside: with plenty of room to move around and storage space, a smart swivel bathroom and generous bed dimensions. By the way: if desired, the Globebus Go can also be upgraded to a real winter specialist!

Technical info

Overall length, approx.	599 - 669 cm
Overall width, approx.	220 cm
Overall height, approx.	269 cm
Headroom in living area, approx.	190 cm

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

Upholstery

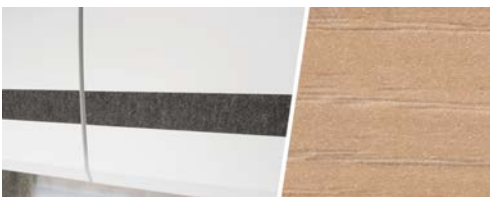


+ Upholstery Salerno
incl. driver and front passenger seat cover



+ Upholstery Calypso
incl. driver and passenger seat cover
○

Wood décor



+ Wood décor Noce Nagano

○ optionally available

Plus factors

- + Agile and safe handling thanks to compact van dimensions with an external width of just 2.20 m and an external height of 2.69 m
- + Proven Lifetime body construction with GRP outer skin and excellent insulation
- + Winter campers choose the separately available Winter Comfort Package
- + Diesel heating with 6 kW heating capacity and 10 l hot water boiler
- + Electrically operated compressor refrigerator with perfect cooling performance
- + Pleasant sleeping comfort due to 150 mm thick 7-zone cold foam mattresses made of climate-regulating material and ergonomic wooden slatted frames



Globebus Go Low Profile

Technical info



Globebus Go Low Profile		T 15	T 45
Standard chassis		Ford Transit Low Platform	Ford Transit Low Platform
Emission standards		Euro VI-E	Euro VI-E
Overall length, approx.	cm	599	669
Overall width, approx.	cm	220	220
Overall height, approx.	cm	269 ¹⁾	269 ¹⁾
Headroom in living area, approx.	cm	190	190
Towable load braked/unbraked	kg	2000 / 750	2000 / 750
Wheelbase, approx.	mm	3300	3750
Bed dimension: Central / middle bed, L X W, approx.	cm	150 x 101 - 75	155 x 101 - 75
Bed dimension: Rear bed, L x W, approx.	cm	198 x 137 - 132	201 x 80 / 193 x 75 / 198 x 160
Sleeping berths standard / max.		3	3
Standard engine		2,0 l TDCi Ford EcoBlue	2,0 l TDCi Ford EcoBlue
kW (bhp)		96 (130)	96 (130)
Mass in running order (+/-5%)*	kg	2692 (2557 to 2827)*	2796 (2656 to 2936)*
Manufacturer-specified mass for optional equipment*	kg	463	362
Technically permissible maximum laden mass*	kg	3500	3500
Permitted number of seats (including driver)*		4	4
Refrigerator volume (thereof freezer), approx.	l	149 (17)	149 (17)
Waste water tank, approx.	l	95	95
Fresh water tank capacity, total/ Fresh water tank capacity at driving filling	l	115 / 20	115 / 20
Measurement storage opening left (W x H)	cm	65 x 90	65 x 75
Measurement storage opening right (W x H)	cm	35 x 90	60 x 95

○ 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 $\pm 5\%$ 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

T 15

T 45

Ford chassis

Alloy wheel Ford 16" , black	●	●
Ford Transit Light low platform (3,499 kg), TDCi EcoBlue (2.0 l / 96 kW / 130 hp) Heavy Duty, 6-speed manual transmission	●	●

Ford chassis features

70l fuel tank	●	●
ABS, EBD, ESP, TCS, Hill Start Assist, Crosswind Assist, Safety Brake Assist, Rollover Protection Cab, Emergency Brake Support incl. Emergency Brake Light	●	●
Air conditioning incl. dust and pollen filter	●	●
Cab blackout blinds	●	●
Chassis in right-hand drive version	●	●
Cruise control	●	●
Driver airbag	●	●
Driver and passenger seat Pilot Chair with double armrest, swivelling	●	●
Electrically adjustable and heated exterior mirrors	●	●
Emergency brake assist, activ (camera-based)	●	●
Exterior Colour Cab Frost White	●	●
Fix&Go kit (tyre repair kit)	●	●
Fog light	●	●
Ford 6-speed manual gear box	●	●
Ford audio system radio incl. DAB/DAB+, remote control on steering wheel, hands-free system, 4 speakers and antenna	●	●
Front bumper painted in car colour	●	●
Front-wheel drive	●	●
Glove compartment with lid, lockable	●	●
Headlamps with static cornering light	●	●
Headlight assist with day/night sensor	●	●
Interior package Trend Line	●	●
Lane Assist with drowsiness warning, High Beam Assist and Lane Keep Assist	●	●
Leather steering wheel	●	●
Passenger airbag	●	●
Rear axle mudflaps	●	●
Right hand drive version	●	●
Side protection strips painted in car colour	●	●
Windscreen wiper with rain sensor	●	●
Windscreen, heatable	●	●

Exterior features

60 cm wide habitation door	●	—
70 cm wide habitation door	—	●
Access locker door left	—	●
Access locker door right	●	—
Bedroom window right and left	●	●
Dethleffs Exclusive rear light carrier with 3rd brake light	●	●
EPS insulation	●	●
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)	●	●
Large rear garage: right-hand garage door 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	●	●
Opening window in T-hood	●	●
Panorama skylight 70 x 50 cm in the living area	●	●
Side panels and rear panel made of resistant high-gloss GRP with smooth, shiny surface	●	●
Stable, double-glazed flush-fitting windows with integrated blinds and flyscreens	●	●

Standard equipment

T 15

T 45

	T 15	T 45
Exterior design		
Exterior body painted in white	●	●
Interior design		
Upholstery Salerno incl. driver and front passenger seat cover	●	●
Wood décor Noce Nagano	●	●
Textile equipment		
Fixed beds with ergonomic wooden slatted frames and 150 mm thick 7-zone premium mattresses made of climate-regulating material	●	●
Furniture layouts		
Double bed high in the rear, transverse	●	—
High-level single beds incl. comfortable access via steps	—	●
Makeshift bed	●	●
Option to convert single beds to double bed	—	●
Overhead locker doors with soft-close function	●	●
Seating group with harness bench incl. two 3-point harnesses and hook-in and extendable table	●	—
Seating group with harness bench incl. two 3-point harnesses and hook-in and extendable table ¹⁰⁾	—	●
Kitchen		
Gourmet kitchen: two-ring hob, large drawers, cutlery tray, bin and generous worktop	●	●
MultiFlex rail system incl. hooks (further accessories via Dethleffs Original Accessories)	●	●
Room-high compressor refrigerator with separate freezer compartment (149 l)	●	●
Bathroom		
Equipped with cabinets, storage compartments, large mirrors, toothbrush mug and toilet paper holder	●	●
Shower grid	●	●
Swiveling bathroom wall for optimal use of space	●	●
Multimedia		
Flat-screen TV bracket	●	●
Pre-wiring for first reversing camera	●	●
Pre-wiring for satellite system	●	●
Heating		
Diesel hot air heating 6 kW with hot water boiler and integrated height kit	●	●
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	●	●
Electric block with integrated overvoltage protection and separate ground fault circuit breaker	●	●
Indirect ambient lighting above the overhead lockers	●	●
Indirect ambient lighting on the walls	●	●
LED lighting throughout the vehicle	●	●
Leisure battery AGM, 95 Ah	●	●
Number of sockets 1x 12V, 7x 230V, 4x USB	●	●
On-board control panel	●	●
Pre-wiring for solar	●	●
Spotlights in the roof lining above the habitation door	●	●
Water supply		
Fresh water tank in insulated and heated area	●	●
Submersible pump	●	●
Gas supply		
Storage space for a gas cylinder with a filling weight of 2.75 kg	●	●
Safety		

Standard equipment

T 15

T 45

Smoke detector



PACKAGES GLOBEBUS GO LOW PROFILE

Package	Package X (awning 3.0 m) (11936)	Package X (awning 4.0 m) (11936)
Rear view camera (single camera)	x	x
Omnistor cassette awning 3.0 m (manual)	x	
Omnistor cassette awning 4.0 m (manual)		x
Additional weight (kg)*	28.1	35.1

Package	Winter Comfort Package hot-air heating Globebus Go T 15 (13272)	Winter Comfort Package hot-air heating Globebus Go T 45 (13272)
Insulated under-floor pipes	x	x
Switch for water pump	x	x
Diesel hot air heating 6 kW with 1.8 kW electric heating element incl. digital control element and integrated height kit	x	x
Waste water tank and pipes electrically heated	x	x
Insulated waste water tank	x	
XPS insulation	x	
Insulated waste water tank		x
XPS insulation		x
Additional weight (kg)*	22.3	23.8

△ 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	T 15	T 45
Ford chassis					
Ford Transit Light low platform (3,499 kg), TDCi EcoBlue (2.0 l / 114 kW / 155 hp) Heavy Duty, 6-speed automatic transmission ³⁾	—	45	155A	○	○
Ford Transit Light low platform (3,499 kg), TDCi EcoBlue (2.0 l / 114 kW / 155 hp) Heavy Duty, 6-speed manual transmission	—	0	155S	○	○
Ford Transit Light low platform (3,499 kg), TDCi EcoBlue (2.0 l / 96 kW / 130 hp) Heavy Duty, 6-speed automatic transmission ³⁾	—	45	130A	○	○
Ford chassis features					
Tow bar (check permissible gross towing weight for trailer operation) ³⁾	—	48	273	○	○
Exterior features					
Bike rack for 3 bikes (lowerable)	—	21.1	7482	○	○
Bike rack for 3 bikes (rear)	—	9.6	938	○	○
Interior design					
Upholstery Calypso incl. driver and passenger seat cover	—	0	13491	○	○
Furniture layouts					
ISOFIX child seat bracket for third and fourth seat facing direction of travel ¹¹⁾	—	4	8125	○	○
Multimedia					
Dethleffs Moniceiver incl. DAB+, Apple Carplay and Android Auto ^{12) 13)}	—	2.3	13222	○	○
Second reversing camera in rear moulding	—	1	11541	○	○
Heating					
Diesel hot air heating 6 kW with 1.8 kW electric heating element incl. digital control element and integrated height kit	WI-KO	1.3	11585	○	○
Digital control element for hot-air heating	—	0.1	6622	○	○
Air Conditioning					
Roof A/C	—	40	609	○	○
Electrical installation					
2nd Leisure battery Dual Battery System (Lithium), 168 Ah ⁹⁾	—	21.5	13391	○	○
Second leisure battery AGM, 95 Ah ⁹⁾	—	27	830	○	○
Solar power system 100 watt	—	12.6	922	○	○
Water supply					
Insulated waste water tank	WI-KO	9	665	○	—
Insulated waste water tank	WI-KO	8.5	665	—	○
Switch for water pump	WI-KO	0.2	397	○	○
Packages					
Package X (awning 3.0 m)	—	28.1	11936	○	—
Package X (awning 4.0 m)	—	35.1	11936	—	○
Winter Comfort Package hot-air heating Globebus Go T 15	—	22.3	13272	○	—
Winter Comfort Package hot-air heating Globebus Go T 45	—	23.8	13272	—	○

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

WI-KO Winter Comfort Package



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 $3 * 75 \text{ kg} = 225 \text{ kg}$.

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 $\geq 10 * (n + L)$

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. $10 \text{ kg} * (4 + 6) = 100 \text{ kg}$.

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	sactical 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.