Motor Caravanning - First Class Freedom

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FOREWORD

This project is based on a well funded study and observation on the actual running of motor caravanning in a few countries. The final aim is to improve at European level with new policies on decisions taken by federations or clubs in each country.

However, this project means only recommendations seeking an agreement on the future running of motor caravanning in Europe. Our main procedure is primarily to take into consideration what has been done up to now. How can we work in future to improve Good Practice, Environmental Protection, camping sites and rest areas/stopovers with a basic standard design; when and where to act facilitating motor caravanners the understanding of different signals in Europe and, above all, the introduction of a better image for motor caravanning. These are some of the main points that we are approaching on this project.

We would also like to mention the 1st Motor Caravanning Symposium in Barcelona, on the 7th of October 2006, which provided very important data for this project. That special event was organized by Mr. João Alves Pereira, President of the F.I.C.C. and supported by Mr. Gianni Picilli, President of the Confederazione Italiana Campeggiatori. Federations and clubs from Europe deserve as well a special mention, since they have contributed to this project: AIT and FIA; Fédération Française de Camping et de Caravaning, France; The Camping and Caravanning Club, GB; SF Caravan, Finland; Federação de Campismo e Montanhismo de Portugal; Belgium, Luxemburg and the Nederlands and Federación Española de Clubes Campistas, Spain. Undoubtedly, the 1st Symposium opened the way that produced vital conclusions given by the speakers, introducing a clear vision on how to proceed on the future of motor caravanning.

The 2nd Motor Caravanning Symposium, celebrated in Vicenza, Italy, on the 25th of March 2007, completed the round of an unprecedented view of motor caravanning at
international level. This time it was organized by Mr. Gianni Picilli, *Confederazione Italiana Campeggiatori* and supported by the F.I.C.C. Both symposiums can be described as an excellent and unique experience disclosing basic facts like statistics, the running of motor caravanning in France, Italy, Finland, United Kingdom, Portugal and Spain. But, above all, we were able to make an assessment of the actual situation on the needs of motor caravanning. Finally, it is evident that without the information gathered it would not have been possible to carry out properly the present task.

We want to show our gratitude to all speakers and participants for their contribution.

*24th of February 2010*

*Jose Iglesias Gonzalez,*

*Chairman of the Motor Caravanning Commission.*
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1 INTRODUCTION TO MOTOR CARAVANNING

1.1 Description of the Motor Caravanning Commission

- The committee may consist of up to five members, including the Chairman. The Chairman is appointed by the Council.
- The other members of the Committee are appointed by the President and the Chairman, and approved by the Council.
- Three members of the Committee shall be Quorum.
- The Committee advises the Council on changes in current practice that could affect F.I.C.C. Member Clubs. Also provides Member Clubs with information and changes in International Standards.
- The members of this Committee produce documents, as the present one, and discuss its contents; once they have reached a quorum the document is sent to the Council for approval.

The F.I.C.C.´s Motor Caravanning Commission is working for a new concept of motor caravanning in order to improve the image of Motor Caravanning; no doubt, motor caravanning deserves a better image. Moreover, on this subject we are open to any comments or ideas you may wish to share with the Commission.

1.2 What is different about a motor caravan?

Sometimes, due to the characteristics of the motor caravan itself, motor caravanning may be considered, in some cases, as excluding; in reality, if analysed can only be categorised as an outdoor means of enjoyment – a different type, with different uses but still, whether in a campsite or stopover, is, generally, an open air entertainment. Certainly, we need to explain this a little further.

A Motor caravan is a completely different vehicle; we are not exaggerating by saying that it has revolutionized the market. Because of its functionality which makes it more reliable and easier in mobility, for this reason alone it is bound to be demanded increasingly every year by traditional campers or those who want to try a new
experience. Even more, the combination of transport and a living space, probably the most important characteristic, with the added comfort making this vehicle completely autonomous.

A Motor Caravan, so to speak, is a sort of ‘action vehicle’ for a more agile type of tourism than the traditional one.

The latest attribute or quality is that Motor Caravanning is defined as the main part of “Itinerant Tourism” because of its mobility for it will change place very rapidly due to the nature of the vehicle; in other words, is it will be ready to depart in a few minutes, for it does not need any special camping gear to stop or depart. However, besides this feature, generally, motor caravanners, as mentioned before, amuse themselves as most campers do in other ways of camping (even if sometimes is not quite accepted by some motor caravanners), very often all those ways of camping are together; this is, among others, a minor but undeniable fact. As an example is the FICC RALLY and many others that take place in different countries every year.

Since camping is based on freedom, at times, motor caravanners, because of the very nature of the vehicle, may choose to celebrate a special rally for motor caravans, as tenters or caravanners may do. In short, this is the reason why camping is the freest of all hobbies.

1.3 A Brief History of Motor Caravanning

The history of the motor caravan is strongly related with the origin of the caravan, is really a wonderful story of ingenuity and progress made by the early pioneers of caravanning.

Since Dr. William Gordon Stables, from Abirchirder (now part of Aberdeenshire), Great Britain, was as notable as the first person to order a "gentleman’s caravan" from the Bristol Carriage Company, in which he travelled the length of Great Britain in 1885 (the subject of his book The Gentleman Gypsy). Recognized as the first leisure caravan in the world, undoubtedly, was the beginning of the future motor caravan, which later would revolutionize a new way of travel.

1.3.1 The Early Pioneers
The first really practical Motor Caravan in Britain (and the world) was almost certainly that belonging to Mr J. B. Mallalieu. Built in 1906 by the Belsize Moto Co. on its new 40hp chassis, it provided a living room/bedroom, kitchen and washroom with W.C. The 21½-footer weighed 3¾ tons unladen and was equipped with an oil stove and 50 gallon water tank. It cost over £1,000 and could average 9mph.

Between 1906 and 1914, probably no more than about a dozen motor caravans were built. Featured at the 1909 Motor Show was a 40hp Austin built for a Mr. Du Cros with dining/bedroom to seat six and sleep two, kitchen and dressing/toilet. It cost £2,000, boasted electrical lighting and provided two foldaway canopied beds on the roof for the chauffeur and the chef.

Several other post-war entrepreneurs, such as C. Fleming-Williams (Car Cruiser) and L. Wilkinson-Cox (Raven) quickly switched from motor to making exclusively caravans Bertram and Hutchins (Winchester) built both with the emphasis on trailers. His motor caravans appear to have mainly one-offs and often on used chassis – after 1918 there were plenty of ex-military Ford Ts and Daimlers.

Source: Chris Burlace.

In USA motorhomes emerged into the mainstream in the 1920 – the first ones probably built around 1910 – as an evolution of the traditional covered “caravan”. During the decade emerged as a motorized adaptation of traditional wagons. Founded
by inventor Betram Hutchings, the early motor homes were ahead of their time when most individuals didn’t even own a basic motor vehicle, let alone a motorized home. During the Depression-era, they were considered a technical feat and luxury that would steadily gain notice over the decade, but never became practical or adopted outside of a small circle of early adopters.

By the 1950s, many motor companies recognized that consumers were demanding increased space in their vehicles and adapted coaches onto trucks for weekend excursions. With increased engine power, a number of major coach produces included Atlas, Volkswagen and Ford, which led the way to modern motor caravan technology. During the 1960s, the vehicles became usual for many families, building off of standard van chassis to provide additional towing and housing capacity. Over the years, a growing number of families invested in motorhomes for leisure travel, while increasing luxury allowed for primary residences for singles and small families.

Nowadays, we can say that the motor caravan can offer maximum comfort, even luxury without limits, if one is willing to pay for it.
2 MOTOR CARAVANNING IN EUROPE

Europe counts with, approximately, 9000 stopovers or “aires”. France, Germany and Italy are leaders in motor caravanning stopovers/aires (both words stopover and “aire” are widely used in the UK); “aire de service” in French, “Stellplatz” in German, “Aree di Sosta” in Italian or “Area de Servicio” in Spanish or Portuguese. France alone has approx. 3800 aires/stopovers. Nearly 700 of these aires are in camping sites (a special price rate is agreed with the French federation) with basic services, such as: parking, drinking water, Greywater and Chemical toilette disposal. Some stopovers are located at the entrance of the campsite. Most of them had been installed by municipalities, but there are many private stopovers as well.

In Italy, in 1991, the Parliament passed a bill that regulates motor caravanning (at the moment, Italy is the only country in Europe that has a regulation as such), the so called Fausti bill - 336/91 - named after the promoter of such a bill, who was a member of Parliament and as well a motor caravanner. On many occasions, Fausti summoned all Italian motor caravanners for demonstrations in a few places around Italy, collapsing cities and creating large traffic jams. The most affected was Rome, until he finally had managed to get it.
The Scandinavian countries are gradually increasing stopovers on motorways and inland. The Netherlands and Belgium have, in only a few years are, built an important number of stopovers in their respective countries.

In Spain, the instruction 08/V/74 promoted by motor caravanning lobbies and represented Senator Mrs. Ana Maria Chacon is in Parliament, waiting for motor caravanning regulation approval, since the 28th of January 2008. Spain counts with approximately 400 aires/stopovers (many of them are free of charge) and the number is growing constantly, most of them installed by local authorities to attract an important part of national and international tourism.

The UK is beginning to have some aires/stopovers; however, the number is expected to grow in the next few years. According to the Practical Motorhome in combination with the Motor Caravanners Club, (a UK club and member of the FICC), there is a project called Motorhome Nightstop Scheme to have easy access to a wide network of friendly pubs, sports grounds and the like.

The UK has a wide variety of well provided campsites throughout the country with service points for the motor caravanner.

2.1 Motor Caravanner’s Profile

The motor caravanner is not a season tourist; he normally travels all the year around. The motor caravanner type is a person between 45 and 50 years old. He travels an average of 200 days a year, spread during the four seasons. His buying power is medium-high.

He frequents the seaside and inland places, increases visits and the activity of local shopping in the places where motor caravanners are made welcome.

A poll carried out in France a few years ago reveals that 70% of the motor caravanners are formed by businessman, retired people and teachers. Their average yearly income is over 28.000 euros. 61% of them normally shop in hypermarkets while 39% buy in local shops; one in every three motor caravanners goes to a restaurant between 2 and 3 days a week (source: Harris Etudes).

Unfortunately, in Europe - besides this statistic done in France a few years ago – there are practically no updated statistics referring to the motor caravanner’s profile.
3 GOOD AND BAD PRACTICE

3.1 Good Practice - Motorcaravanner’s Ten Top Tips

Essentially motor caravanning must be based on Good practice. In order to make it effective should be continuously promoted by federations and clubs. To facilitate the promotion of Good Practice we have introduced a technical information leaflet: “Motor Caravanner’s Ten Top Tips”, it is composed by 10 individual suggestions which are designed to develop a good image for motor caravanning as follows:

1. Driving a motor caravan involves observing the ‘rules of the road’. Likewise, the considerate motorcaravanner observes respect for the neighbouring locality when he has stopped his vehicle.

2. Protect nature and environment – observe the Countryside and Seashore Codes. By keeping conditions as Nature intended, we preserve a precious pastime for all campers and lovers of the outdoor life.

3. Park safely and considerately, in particular ensure that traffic is not hindered; and that the view of historical centres, monuments, commercial activities, points of scenic interest and similar locations can be seen and enjoyed by other people.

4. In city or town environments, refrain from parking at inappropriate locations and do not cause a visual eyesore or contravene local regulations by using camping equipment or utensils outside of the motor caravan.

5. Grey water and the contents of chemical toilets must be disposed of only at places designated for those purposes.

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1 This technical information leaflet has already been revised by the commission for its publication.
6. It is advisable to use a camping and caravanning site for overnight stops or an overnight location approved for motorcaravans. Do not ‘wild-camp’ especially in areas of natural beauty.

7. If driving in a group, leave plenty of space between your vehicle and the one in front so that other road users can overtake safely.

8. Always keep pets on a leash, thus minimising any inconvenience to other people.

9. Politely inform other motorcaravanners of any short-comings in their *modus operandi* and explain that such behaviour can only damage our collective image.

10. Be polite to the inhabitants of areas we visit. Let them know that we appreciate their city, town or village. Let other motorcaravanners know of places where we are made welcome.

These “Ten Top Tips”, we have just seen, are only guidance for clubs or federations, they may use their own code of Good Practice, if they already have it, or even devise a new one.

We insist on the fact that federations and clubs should keep, together with Motorcaravanner's Ten Top Tips or whatever code they may want to use, constant diffusion by all possible means of communication, *it is an essential part to make Good Practice effective.*

### 3.2 Bad Practice

In the first picture (see next page), a motor caravanner has parked on a local road and he is displaying camping gear where he is not supposed to.
What counts here is the attitude. By avoiding actions like this we are defending motor caravanning image, Good Practice pays and gives us credibility; showing our consideration for the neighbourhood in places we visit will open doors for us. Please, allow us to insist on this matter because there are some places in Europe (for reasonable discretion we will not mention these places) that suddenly have banned motor caravanners from entering such places; where before motor caravanners had been welcomed for many years. Bad Practice is only exercised by a tiny minority; however, it is sufficient to bring us discredit.

This is, essentially, part of what we intend to change. And again, to correct a situation like this, we must insist on the diffusion of “Motor Caravanner’s Ten Top Tips” leaflet by all possible means of communication.

It is estimated that the highest percentage of misuse is due to lack of advice when renting or buying a motor caravan — especially first time buyers —; evidently, this is as well matter for serious reflection.
3.2.1 How can we mitigate this problem?

We should start by making sure that clubs and federations are illustrated on the subject as well as concessionaires; thus they will be able to transmit it to the Motor Caravanner. Also, if sellers and concessionaries were able to give information leaflets – Motor Caravanner’s Ten Top Tips and/or other information – when selling or renting (if possible, officially supported by authorities), indicating the proper procedure to follow by the user, it will surely promote a correct attitude.

Applying these simple steps would also help the motor caravanner to understand the vehicle limitations of use; it can substantially improve Good Practice, which is the main purpose of these recommendations.
4 ENVIRONMENTAL PROTECTION

The Environment is everyone's concern. Since motor caravans have, more or less, a similar use to a house, motor caravanners should follow the same recommendations for recycling (Paper, Plastic, Metal, and Glass), etc. as well as it is normally done at home. Preserving the Environment is everyone’s responsibility. Prevention and conservation of natural resources - through reduce, reuse and recycle – should be a must. Our actions today will decide the quality of tomorrow's world.

Nature and places of interest need to be safeguarded: yet there are countries in Europe, among the most important, that do not have a clear legal method regarding to environment. It is well known that authorities, in many cases, are powerless to follow any legal action against such offences, many of them are not regulated to apply legal procedures against any offender. But, at least, from institutions like ours we can start encouraging, more strongly than at present, a good motor caravanning attitude towards environment, since Environment is the highest value for anyone. Surely, by insisting, in the long run, we will get good results.

motor caravan users need to be in good harmony with the rules of environment

Some countries have better policies regarding environmental issues, but none of them have yet offered a real solution.
5 THE QUALITY AND STANDARD OF AIRES

The term "AIRE", as it has been mentioned before, is a French word, in this case, to denominate "Aire de Camping Car" equivalent to Motor Caravan Rest Area/Stopover; however, this term is being widely used in the UK and other English speaking countries, therefore we are going to adopt as well the term “Aire” for describing motor caravan sites.

Many aires are properly installed; however, we can’t ignore the installing defects as well as the incompatibility with environmental rules that some aires may have. We believe these recommendations will be for the benefit of all motor caravanners.

5.1 Blackwater

Blackwater (waste) is a relatively recent term used to describe water containing faecal matter and urine. It is also known as "brown water", "foul" water, or as sewage. It is distinct from greywater or "sullage", the residues of washing processes.

5.2 Greywater

Sometimes spelled graywater, grey water or gray water and also known as sullage, is non-industrial wastewater generated from domestic processes such as washing dishes, laundry and bathing. Greywater comprises 50-80% of residential wastewater. Greywater is distinct from blackwater in the amount and composition of its chemical and biological contaminants (from faeces or toxic chemicals). Greywater gets its name from its cloudy appearance and from its status as being neither fresh (white water from groundwater or potable water), nor heavily polluted (blackwater). According to this definition wastewater containing significant food residues or high concentrations of toxic chemicals from household cleaners etc. may be considered "dark grey" or blackwater.

5.2.1 Examples of Chemical Toilet Cassette
Chemical toilet cassette

Chemical toilet cassette

Chemical toilet cassette in the Motor Caravan

Liquid for Chemical toilet,
This is just an example; there are other brands in the market
5.2.2 Example of a Correct Installed Aire
5.2.3 Example of an Incorrect Installed Aire

Some of these areas, besides having an improper system of greywater disposal that does not go into the appropriate sanitary sewer, are not normally watched over for hygiene, which could have a repercussion on environment. Obviously, they are a minority since many are correctly installed, but the reality of some rest areas is there. This is the reason why the Motor Caravanning Commission believe there should be a standard control on Public and Private Motor Caravan rest areas or stopovers; if possible, in each country with a similar or compatible standard that met some basic requirements in the European Union. Thus, when travelling between a few countries, motor caravanners and as well caravanners – in certain rest areas that allow both – will not find unwanted surprises.
On the other hand, it is important to point out that these actions are not to hamper in any way the actual developing aires/stopovers, on whatever it has been done up to now. The idea is to be more efficient from now on; special care should be taken on how are we going to develop motor caravanning needs in future. But, above all, motor caravan users need to be in good harmony with the rules of environment. Installing aires de service/stopovers properly will help to make Good Practice a reality.

5.2.4 Recommendations to Install a Motor Caravan Aire/Stopover:

- These recommendations are intended to establish basic minimum standards to comply with environmental rules; thus, avoiding incorrect installation of motor caravan aires/stopovers in Europe. Taking this simple precaution will help us to protect environment.

An aire/stopover should be installed, at least, with the following requirements.

- Parking space, with stabilized or hard enough ground, which normally allows staying overnight.

- A Greywater disposal grate, the sewage must be connected to the sewage treatment system in the service area –providing, if possible, sufficient space for a large motor caravan, see picture on chapter 5.2.5–, the installation consists of a drain grate on the ground for direct disposal, positioning the vehicle over the disposal grate (in order to direct water into the drain grate, the surface needs to be tilted towards the centre for effective drainage). If such is not possible, a greywater disposal point can also constructed to dispose of manually by installing a simple drain grate connected to the available sewage system.

As it happens, this is not likewise in all aires; some of them drain directly into storm drains without any sewage treatment, which may, among other factors, contribute to rivers’ contamination.

- A Chemical Cassette – Blackwater (faecal matter and urine) – disposal point with a manhole cover with a handle for easy opening and closing, connected to the local sanitary sewage system. See picture on chapter 5.2.2

- Drinking water, it is recommended to install two taps, at separate points, if possible, one for drinking water and one for cleaning chemical cassette toilettes (black water) and the surrounding area.
- Normally, **no camping is allowed** in aires or stopovers, unless specifically announced, –otherwise, camping is allowed only in campsites or places approved for this purpose.

### 5.2.5 Motor Caravan Aire/Stopover Drawing
6 UNIVERSAL SIGNPOSTING

Generally, in most European countries (where there are authorised aires) we can find four types of aires/stopovers; unfortunately, they are neither officially classified nor have any established colours at European level to be recognized in the same way as it is done with traffic signals – we present it as it follows:

1. **Public Aire**: offered by local, or national authorities
2. **Private Aire**: those that are run by private enterprise, hotels, resorts, motorhome dealers, etc
3. **Campsite Aire**: place especially arranged in camping sites with basic requirements for motorhomes.
4. **En Route Aire**: those located in service areas along motorways, major roads or national roads.

In certain occasions there could be just parking places for motor caravans (sometimes with coaches or other vehicles) without any other service.

In Europe, regarding to motorhome signals, there a good number of different ones which can often lead to confusion. In view of that, we suggest to standardize them with the following format and colour of signposting for all Europe:

![Signs for public, private, campsite, and en route aires]

With a definite number of signals it will much easier to find aires /stopovers. Every motor caravanner in Europe will understand and recognize easily these signals, no matter from which country in the continent one comes from or what language is spoken.

Obviously, the above signals are only suggestions, there could be other formulas that may as well be applied. But the important issue here is to avoid different signals in every country that often do not transmit the real meaning regarding to services offered.
One the most adventurous things experimented by the motor caravanner is, on the matter of signposting, when looking for a camping site. You will never know whether service for motor caravans is offered – since there are many campsites that do not have these facilities – until one has arrived to the campsite finding out that you have wasted your time and need to search somewhere else.

Having a **conventional signal for campsite aire** will promote the use of such places and make it easier for motor caravanners and, at the same time, it could help with Good Practice.

For example, the following signal would be differentiated by its colour, in this case orange, thus meaning that you’re going to a campsite with service for motorcaravans. In this manner we could apply the same procedure with signals mentioned above.
7 STANDARD CONTROL OF GAS INSTALLATION

- Regular check-up:
  - Gas appliances in camping vehicles need to be standardized in the EU
  - A camping vehicle with gas installation should be checked at least once a year.
  - Some countries do not apply this safety measure.

There are a number of countries in Europe that have not established a serious regular measure for checking gas installations in order to avoid a possible disaster; this may sound strange, but some of these countries are in the European Union. This security measure should have priority above anything else when celebrating a gathering and especially an International Rally.

This is a basic step for security. These necessary measures could only be introduced with a universal regulation in Europe.

More information on chapter 11.5 Gas Cylinders
Most countries in Europe are claiming the weight limit increase.

The reason to increase the weight limit is very simple: the majority of motor caravans are manufactured to weight 1,800 Kg to about 3,000 Kg, curb weight* (this is approximately, depending of the model) – reminding that we are talking about “B Driving Licence” – and this weight is before loading passengers, camping gear, clothing and cooking utensils, etc. With these conditions it is very easy to exceed the weight limit. And it must be added that the manufacturer manages, in most cases, such weight by using very light materials like for example ‘Fibreglass’. Normally, motor caravans of up to 3.5 ton can’t have a reinforced cabin – as in cars – to avoid excessive weight. Naturally, a normative authorizing the increase limit will benefit as well the combination of car/caravan, for non commercial use only.

* Curb Weight Includes

- Vehicle weight with standard equipment only
- Full fuel tank weight
- Full fresh water tank(s) weight
- Full propane container weight
- Equipment fluids weight

For further information see chapter 11.1, Weights and Dimensions
8.1 Document published by the European Caravan Federation

Class B driving license for up to 4.25 ton for motor caravans and car/caravan combinations

The European Parliament has agreed in first reading to a revision of the driving license directive thus allowing holders of class B licenses to drive motor caravans and car/caravan combinations weighing up to 4.25 tons.

Krefeld, March 7, 2005

The European Parliament has agreed in first reading to amend the European Commission's proposed third driving license directive. The EP wants to entitle holders of class B licenses to drive motor caravans and car/caravan combinations weighing up to 4.25 tons. The European parliament has thus sent a positive signal to the European caravan industry, whose products are currently subject to a 3.5 ton weight limit owing to class B license restrictions.

On Feb. 23 of this year, the European Parliament agreed in first reading to amend the third driving license directive that would entitle holders of class B licenses to drive motor caravans and car/caravan combinations weighing up to 4.25 tons under the following conditions:

- The car/caravan combinations must be for non-commercial use only.
- Prescribed weight limits for towed caravans must be adhered to.
- The driver is required to take a training course for car/caravan combinations.

The proposed directive for car/caravan combinations also applies to boat, horse and other types of trailers.
9 COMMUNICATION IS THE KEY TO GOOD MOTOR CARAVANNING

Obviously, we are not generalising, there are federations and clubs who really give excellent information. Nevertheless, we believe that some actual misunderstandings could be solved simply with more communication: by sending information and illustrations about actual subjects of motor caravanning. That could help to transmit the real picture on the necessity of improvement; after all, motor caravanners are the vital part of this project.

We need good understanding between different ways of camping in general for a smooth running of federations and clubs; as we said before, we can’t generalize since this is focussed on a minority, but who need further explanation and will be pleased to be informed.

By introducing a European plan with the main sections that are shown on this paper, among other actions, the European countries would agree to proceed to improve and update motor caravanning with a new concept adapting it to meet the increasing demand in the whole of the European continent.

No country in Europe can remain indifferent to this new challenge. It will affect to each and every country in the continent and, even more, especially if we take into account that motor caravanning is just really beginning. Added to that, there are new countries joining to the European Union, countries that have recently incorporated motor caravanning, it is our moral duty to help and support them since they are welcoming motor caravanning in their tourism; in the end it will be a benefit for all countries involved. Such a type of tourism is increasing year after year as it has been proved by statistics.

Consequently, as mentioned before, if motor caravanners have clear information that can be understood – on similar basis, adapted to policies in every country – running of motor caravanning, no doubt, will experience a great advance.
10 CONCLUSIONS

10.1 Working together is the solution.

Working together is the only way to combine our projects in order to get the best for national and international decisions. Motor caravanning is a matter that is affecting the whole of Europe, having only national policies will take us nowhere; the very nature of this type of tourism is beyond states, nationalities and frontiers since the motor caravanner is a citizen of the world. An all European strategy will not deprive each country’s motor caravanning identity; on the contrary, it will make it homogeneous and accessible to all Europeans. Following international policies will achieve great objectives which can only reinforce the activity of motor caravanning in general.

Not only motor caravanning but also camping itself is demanding a correct approach to the new challenge of Itinerant Tourism that is awaiting Europe.

10.2 The actual situation of motor caravanning

We have to think about “Universal Motor Caravanning for Europe” instead of the idea of motor caravanners from different countries; this is the most sensible thing to do since the motor caravanner and the market are demanding it, based on the mobility and the nature of motor caravanning itself. Thus, institutions like federations and clubs, need to focus on being ready and updated for the future.

Our associations need to attract new members and keep the ones that are federated. We have to acknowledge (even if it sounds obvious) that motor caravanning is a very important part of clubs and federations; therefore, promotion to ensure that motor runs smoothly, within the federated rules, is the main goal of the Motor Caravanning Commission.
10.3 Coordination

- The Motor Caravanning Commission will coordinate with federations or clubs, if they wish so, for all projects taking place in Europe.
- It is recommended to provide counsel and help, especially for countries in which motor caravanning is not well developed.

10.4 Dialog with non federated clubs.

Why is it important to keep a dialog with motor caravan clubs? Nobody can doubt that there is no better way than dialog; it will surely do a lot more than isolation. At the same time, it will be much easier to talk about projects. But in the end, even if nothing comes out, it is best to leave the door always open; above all, the final objective, since the majority are non profitable associations, must be to achieve the welfare for all motor caravanners – even if we favour the ones that are not federated, one day they may decide to become part of us.

10.5 Campsite Aires for motor caravanners

On this point we have to recognise the work of the FFCC (Fédération Française de Camping et Caravaning) for they have a new and imaginative approach to this matter. They had made a proposal of a three way tariff with official prices to camping site proprietors, depending of the campsite category, such scheme is already operating fairly well. Up to now they have succeeded, motor caravanners are coming back to campsites. A large number of camping sites are adhered to the FFCC scheme.

See an example of their information leaflet in the next page:
We also like to remind and acknowledge that some countries have better policies than others; but still, at present time, it has not been fully understood on which direction we should follow, especially when all Europe is going to be involved in this growing and massive motor caravanning tourism.

The lack of information is greater in countries that have no previous experience in motor caravanning. In the long run it is on our interest to help them. But, above all, the main message should be that this is a task for clubs, federations, authorities, non
federated groups and even lobbies. It will be the only way to succeed if we want a well developed European motor caravanning in future.

11 European motor caravanning in brief

As a reminder, in order to recall the key ideas, the European Project described in this paper can be summarised as it follows:

1. Good Practice: Taking responsibility for our own actions is synonymous of consideration for others.
2. Environmental protection: An essential part of camping that must be taken care of.
4. Quality and Standard Control of Aires/Stopovers: A vital part of the new image for motor caravanning.
5. Universal Signposting: It will make it easier and accessible to all campers travelling in the European continent.
6. Standard Control of Gas Installation: A valuable common criterion is preventing today for tomorrow’s security.
7. Increase Weight Limit up to 4.25 ton: Increasing weight to new vehicles will help as well to increase security.
8. Communication is the Key to Good Understanding: For true communication, there must be a transmission of thoughts, ideas and feelings from one mind to another.
9. Working Together is the Solution: There is no other way but together to meet the new challenge of Itinerant Tourism in the whole of Europe.
10. Motor Caravan description: Definition and information on motor caravanning and uses around the world.

Added to the above, we remind again the enormous business potential at national and international level which can have a very positive increase in tourism in each country.
The real key to the question is in the decision of clubs and federations in Europe, they are the main actors of this script; therefore, the solution to resolve the new challenge of motor caravanning – to adapt it correctly in the whole of Europe – is in their hands.

12 Motor Caravan Glossary

1. Lit – Bed – Bett
2. Cabine de Conduite – Driver's cab – Fahrerhaus
3. Cuisine – Kitchen – Küche
4. Salle à manger – Dinning Room – Esszimmer
5. Table – Table – Tisch
6. Toilette – Toilet – Toilette
7. Fenêtre – Window – Fenster
8. Divan – Couch – Sofa
9. Pare-chocs arrière – Rear bumper – Stoßstange hinten
10. Roue – Wheel – Rad
11. Miroir Lateral – Side Mirror – Seitenspiegel
12. Porte Chauffeur – Driver's door – Fahrertür

12.1 Weights and Dimensions

12.1.1 Weights

A. UVW: Unloaded Vehicle Weight
• Vehicle weight as manufactured at the factory
• Full fuel tank weight
• Equipment fluids weight

B. Unloaded Vehicle Weight (UVW) is the weight of a vehicle as manufactured at the factory. It includes full engine and generator fuel tanks and fluids, if applicable. It does not include cargo, water, propane/butane, or dealer-installed accessories.

C. Curb Weight Includes

• Vehicle weight with standard equipment only
• Full fuel tank weight
• Full fresh water tank(s) weight
• Full propane container weight
• Equipment fluids weight

Curb Weight is the actual weight of a vehicle or trailer (sometimes motor caravans carry a trailer) including all standard equipment, full fuel tanks, full fresh water tanks, full propane bottles, and all other equipment fluids, but before taking on any persons or personal cargo.

D. Delivered weight: The weight of the motor caravan, including all equipment and optional extras, as delivered to the first buyer.

E. Actual weight: The weight of the laden motor caravan as loaded for a particular journey.

F. Permissible maximum weight: The maximum weight of the laden motor caravan declared permissible by the competent authority of the State in which the vehicle is registered.

12.1.2 Additional weight on the rear side of the motor caravan

Many motor caravan manufacturers build their products to fairly tight specifications, and this includes overall weight limits. As such, we often get asked if we think a particular motor caravan will be able to cope with or bear the weight of additional products. Now this is easy if you are adding something to the middle of the
van such as a roof box or new water tank, but when you add a motorbike rack and motorbike to the back of the vehicle, complications may occur. For your safety, we recommend to take all necessary precautions.

12.1.3 Dimensions

The main forms of measurement are as follows:
Overall width
Overall height
Overall length (excluding ladder)
Interior height

The main motor caravan measurements are based on the above. However, other measurements are less known but are often implemented by manufacturers and dealers. In any case, the proceeding, will always depend on the competent authority of the State in which the vehicle is registered.
12.1.3.1 **Lengths Measured Horizontally**

1. Front of Mirror to Nose/Tip:
2. Nose/Tip to Front of Roof
3. Front of Roof to Rear of Roof: 4. Rear of Roof to Most Rearward Point
4. Overall Length
5. Door Width
6. Overall Length:
7. 6. Door Width
8. Front of Mirror to Front Edge of Door

**Heights Measured from Ground**

**Vehicle on Hard Level Surface** *(see the drawing below)*

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>A. Height to Top of Mirror:</td>
<td>B. Height at Point B</td>
</tr>
<tr>
<td>C. Height at Front of Roof</td>
<td>D. Height to Top of Ladder</td>
</tr>
<tr>
<td>E. Height at Rear of Roof</td>
<td>F. Height at Point F</td>
</tr>
<tr>
<td>G. Road Clearance</td>
<td>X. Height at Top of Door</td>
</tr>
</tbody>
</table>

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>A. Width Mirror to Mirror (outside)</td>
<td>B. Width at Point B</td>
</tr>
<tr>
<td>C. Width at Front of Roof</td>
<td>D. Width at Point D</td>
</tr>
</tbody>
</table>
12.2 Motor Caravan Construction

Aluminum comes in two forms: as a corrugated panel stock that’s assembled in interlocking sections and normally used on lower-cost RVs, and large, smooth aluminum panels usually found on higher-end models. The corrugated type is fairly easy to repair because a panel can be removed and more easily replaced, whereas a flat aluminum skin is more of a challenge. If it’s painted, standard automotive bodywork can be done, but if it is polished-aluminum, an entire section may need to be replaced, possibly calling for expensive riveting and other costly assembly processes.
Fiberglass is available in several styles, including corrugated and smooth. The corrugated type is most often used on affordably priced RVs, while smooth fiberglass is found on all kinds of rigs in all price ranges. Manufacturers have improved fiberglass durability and resistance to ultraviolet light damage and fading such that today’s fiberglass-skinned RVs look good a lot longer than they did in years past. Filon is a brand name of one such durable fiberglass material.

Fiberglass can be either fully painted, including the graphics, or the graphics can be tape appliques. Some RVs use fiberglass skin with molded-in color with either tape or painted-on graphics. As a rule, the more paint is used, the higher the unit is priced.

A painted RV is more resistant to fading than a straight fiberglass surface with the color molded in. However, new fiberglass varieties are much improved in that department, and smooth-finish varieties such as gel-coat skins have some remarkable lifespans.

Source: Jeff Johnston

12.3 Equipment

12.3.1 Tyre

<table>
<thead>
<tr>
<th>PNEU</th>
<th>TYRE</th>
<th>REIFEN</th>
</tr>
</thead>
<tbody>
<tr>
<td>Caractéristiques</td>
<td>Specification</td>
<td>Caracteristiken</td>
</tr>
<tr>
<td>Dimensions</td>
<td>Size</td>
<td>Grösse</td>
</tr>
<tr>
<td>Structure:</td>
<td>Structure:</td>
<td>Aufbau: Radial /Diagonal</td>
</tr>
<tr>
<td>Radial/Diagonale</td>
<td>Radial/Crossply</td>
<td>Tragfähigkeit</td>
</tr>
<tr>
<td>Capacité de charge</td>
<td>Loading capacity</td>
<td>Zulässige</td>
</tr>
<tr>
<td>Vitesse limite d’ utilisation</td>
<td>Speed limit</td>
<td>höchstgeschwindigkeit</td>
</tr>
<tr>
<td>Presion de gonflage</td>
<td>Inflation - pressure</td>
<td>Reifendruck</td>
</tr>
</tbody>
</table>

12.3.2 Electrical gear
Cable extensión reel | Plug 3 pins | Socket – 3 pins
---|---|---
Bobine de câble | Fiche femelle à 3 broches | Fiche mâle à 3 broches
Kabelverlängerung reel | Kupplung 3-polig | Stecker 3-polig

12.3.3 Wheel Chock

12.4 Interior

12.4.1 Roof Light
12.4.2 Windows

Basculante
Centre pivot
Kippfenster

Suspendue
Top hinge
Ausstellfenster

Coulisante
Sliding
Schiebefenster

Different types of sinks used in motor caravans

Différents types d’éviers utilisés dans les camping-cars
Verschiedene Arten von spülen in Reisemobilen verwendet

12.4.3 Sinks

12.4.4 Washbasins

Different types of washbasins used in motor caravans

Différents types des lavabos utilisés dans les camping-cars
12.4.5 Water Taps

Différents types de robinets

Different types of taps

Verschiedene Arten von Wasserhähnen

12.4.6 Seats

<table>
<thead>
<tr>
<th>Bench seat</th>
<th>Driver’s seat</th>
</tr>
</thead>
<tbody>
<tr>
<td>Banquette</td>
<td>Siège du conducteur</td>
</tr>
<tr>
<td>Sitzbank</td>
<td>Fahrersitz</td>
</tr>
</tbody>
</table>
12.4.7 Gas Cylinders

A- Butane

B- Propane

For your security, the installation should be regularly checked by a gas technician

Pour votre sécurité, l'installation doit être régulièrement vérifiée par un technicien en gaz

Zu Ihrer eigenen Sicherheit sollten die Installation regelmäßig von einem Gas-Techniker überprüft werden
12.5 Electricity

<table>
<thead>
<tr>
<th>Tube fluorescent</th>
<th>Lumière halogène</th>
<th>Plafonier</th>
<th>Ampoule</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fluorescent tube</td>
<td>Halogen light</td>
<td>Ceiling light</td>
<td>Bulb</td>
</tr>
<tr>
<td>Leuchtstoffröhre</td>
<td>Halogenlicht</td>
<td>Deckenleuchte</td>
<td>Glühbirne</td>
</tr>
</tbody>
</table>

Different types fluorescent tubes
Différents types de Fluorescent tube
Verschiedene Arten von Leuchtstoffröhren

12.5.1 Fridge

12.5.1.1 Method of cooling

<table>
<thead>
<tr>
<th>Fridge</th>
<th>Gas</th>
<th>12 V electricity</th>
<th>Gas and 12 V electricity</th>
<th>Gas and 12 V/220 V electricity</th>
</tr>
</thead>
<tbody>
<tr>
<td>Réfrigérateur</td>
<td>Au gaz</td>
<td>Mixte gaz 12 V</td>
<td>À l’électricité 12 V</td>
<td>Mixte gaz 12 V/ 220 V</td>
</tr>
<tr>
<td>Kühlschrank</td>
<td>Gas</td>
<td>Elektrisch 12 V</td>
<td>Gas und elektrisch 12 V</td>
<td>Gas und elektrisch 12 V / 220 V</td>
</tr>
</tbody>
</table>
12.6 Essential Motor Caravanning Terms

<table>
<thead>
<tr>
<th>FRENCH</th>
<th>ENGLISH</th>
<th>GERMAN</th>
</tr>
</thead>
<tbody>
<tr>
<td>CAMPING CAR</td>
<td>MOTOR CARAVAN / MOTORHOME</td>
<td>WOHNMOBIL/REISEMOBIL</td>
</tr>
<tr>
<td>CAPUCINE</td>
<td>ACOVE / OVERCAB</td>
<td>ALKOVEN</td>
</tr>
<tr>
<td>PROFILÉ</td>
<td>SEMI-INTEGRATED</td>
<td>TEILINTEGRIERTE</td>
</tr>
<tr>
<td>INTÉGRAL</td>
<td>INTEGRATED</td>
<td>INTEGRIERTE</td>
</tr>
<tr>
<td>CAMPER</td>
<td>CAMPERVAN</td>
<td>CAMPINGBUS</td>
</tr>
<tr>
<td>PNEU</td>
<td>TYRE</td>
<td>REIFEN</td>
</tr>
</tbody>
</table>

12.6.1 On Site

<table>
<thead>
<tr>
<th>FRENCH</th>
<th>ENGLISH</th>
<th>GERMAN</th>
</tr>
</thead>
<tbody>
<tr>
<td>EAU</td>
<td>WATER</td>
<td>WASSER</td>
</tr>
<tr>
<td>RECEPTION</td>
<td>RECEPTION</td>
<td>REZEPTION</td>
</tr>
<tr>
<td>EAU POTABLE</td>
<td>DRINKING WATER</td>
<td>TRINKWASSER</td>
</tr>
<tr>
<td>EAU NON POTABLE</td>
<td>NON DRINKING WATER</td>
<td>KEIN TRINKWASSER</td>
</tr>
<tr>
<td>ÉVIER</td>
<td>SINK</td>
<td>AUSGUSS</td>
</tr>
<tr>
<td>PARCOMÈTRE</td>
<td>PARKING METER</td>
<td>PARKUHR</td>
</tr>
<tr>
<td>TICKET DE STATIONNEMENT</td>
<td>PARKING TICKET</td>
<td>PARKSCHIEIN</td>
</tr>
<tr>
<td>Guiche Automatique</td>
<td>Cash Dispenser</td>
<td>Geldautomat</td>
</tr>
<tr>
<td>-------------------</td>
<td>----------------</td>
<td>-------------</td>
</tr>
<tr>
<td>Ordures</td>
<td>Rubbish</td>
<td>Müll</td>
</tr>
<tr>
<td>Déserts</td>
<td>Waste</td>
<td>Abfall</td>
</tr>
<tr>
<td>Place de Parking</td>
<td>Parking Place</td>
<td>Parkplatz</td>
</tr>
<tr>
<td>Camper (Place)</td>
<td>Stopping Place / Pitch</td>
<td>Stellplatz</td>
</tr>
<tr>
<td>Gratuit</td>
<td>Free of Charge</td>
<td>Kostenlos (Kostenfrei)</td>
</tr>
<tr>
<td>Ouvert</td>
<td>Open</td>
<td>Offen</td>
</tr>
<tr>
<td>Fermé</td>
<td>Closed</td>
<td>Geschlossen</td>
</tr>
<tr>
<td>Camping Interdit</td>
<td>No Camping</td>
<td>Kein Camping</td>
</tr>
<tr>
<td>Mairie</td>
<td>Town Hall</td>
<td>Rathaus</td>
</tr>
<tr>
<td>Pousser</td>
<td>Push</td>
<td>Drücken</td>
</tr>
<tr>
<td>Tirer</td>
<td>Pull</td>
<td>Ziehen</td>
</tr>
<tr>
<td>Pâques</td>
<td>Easter</td>
<td>Oster</td>
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<tr>
<td>Été</td>
<td>Summer</td>
<td>Sommer</td>
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<tr>
<td>Automne</td>
<td>Autumn</td>
<td>Herbst</td>
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<tr>
<td>Hiver</td>
<td>Winter</td>
<td>Winter</td>
</tr>
<tr>
<td>Pringtemps</td>
<td>Spring</td>
<td>Frühling</td>
</tr>
<tr>
<td>Wc Quimique</td>
<td>Chemical Toilet</td>
<td>Chemie-toilette</td>
</tr>
<tr>
<td>Eaux Ussees</td>
<td>Grey Water Tank</td>
<td>Abwassertank</td>
</tr>
<tr>
<td>... Vidange</td>
<td>... Emptying</td>
<td>... Entleerung</td>
</tr>
<tr>
<td>Machine À Laver</td>
<td>Washing Machine</td>
<td>Waschmaschine</td>
</tr>
<tr>
<td>Sèche Linge</td>
<td>Tumble Dryer</td>
<td>Wäschetrockener</td>
</tr>
<tr>
<td>Douche</td>
<td>Shower</td>
<td>Dusche</td>
</tr>
<tr>
<td>Viandes</td>
<td>Meat</td>
<td>Fleisch</td>
</tr>
<tr>
<td>Boeuf</td>
<td>Beef</td>
<td>Rindfleisch</td>
</tr>
<tr>
<td>Poulet</td>
<td>Chicken</td>
<td>Hähnchen</td>
</tr>
<tr>
<td>Légumes</td>
<td>Vegetables</td>
<td>Gemüse</td>
</tr>
<tr>
<td>Pommes De Terre</td>
<td>Potatoes</td>
<td>Kartoffeln</td>
</tr>
<tr>
<td>Cuisine</td>
<td>Kitchen</td>
<td>Küche</td>
</tr>
</tbody>
</table>

12.6.2 On the Road

<table>
<thead>
<tr>
<th>French</th>
<th>English</th>
<th>German</th>
</tr>
</thead>
<tbody>
<tr>
<td>Carrefour</td>
<td>Crossing</td>
<td>Kreuzung</td>
</tr>
<tr>
<td>Véhicules Lourdes</td>
<td>Heavy Vehicles</td>
<td>Schwere Fahrzeuge</td>
</tr>
<tr>
<td>Rond Point</td>
<td>Roundabout</td>
<td>Kreisverkehr</td>
</tr>
</tbody>
</table>

45
<table>
<thead>
<tr>
<th>Sortie</th>
<th>Exit</th>
<th>Ausfahrt</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ville</td>
<td>City, Town</td>
<td>Stadt</td>
</tr>
<tr>
<td>Centre</td>
<td>Centre</td>
<td>Zentrum</td>
</tr>
<tr>
<td>Indicateur (Panneau)</td>
<td>Signpost</td>
<td>Wegweiser</td>
</tr>
<tr>
<td>Plage</td>
<td>Beach</td>
<td>Strand</td>
</tr>
<tr>
<td>Nord</td>
<td>North</td>
<td>Norden</td>
</tr>
<tr>
<td>Du Nord</td>
<td>Northern</td>
<td>Nördlich</td>
</tr>
<tr>
<td>Ouest</td>
<td>West</td>
<td>Westen</td>
</tr>
<tr>
<td>De l’Ouest</td>
<td>Western</td>
<td>Westlich</td>
</tr>
<tr>
<td>Sud</td>
<td>South</td>
<td>Süden</td>
</tr>
<tr>
<td>Est</td>
<td>East</td>
<td>Osten</td>
</tr>
<tr>
<td>Direction</td>
<td>Direction</td>
<td>Richtung</td>
</tr>
<tr>
<td>Toutes Directions</td>
<td>All Directions</td>
<td>Alle Richtungen</td>
</tr>
<tr>
<td>Autres Directions</td>
<td>Other Directions</td>
<td>Andere Richtungen</td>
</tr>
<tr>
<td>Chantier de Construction</td>
<td>Construction Site</td>
<td>Baustelle</td>
</tr>
<tr>
<td>Distributeur de Billets</td>
<td>Cash Dispenser</td>
<td>Geldautomat</td>
</tr>
<tr>
<td>Épicerie</td>
<td>Groceries</td>
<td>Lebensmittel</td>
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<td>Boulanger</td>
<td>Baker</td>
<td>Bäcker</td>
</tr>
<tr>
<td>Boucher</td>
<td>Butcher</td>
<td>Metzger (Fleischer)</td>
</tr>
<tr>
<td>Station Service</td>
<td>Petrol Station</td>
<td>Tankstelle</td>
</tr>
<tr>
<td>Pharmacie</td>
<td>Pharmacy / Chemist’s</td>
<td>Apotheke</td>
</tr>
<tr>
<td>Médecin</td>
<td>Doctor</td>
<td>Arzt</td>
</tr>
<tr>
<td>Dentiste</td>
<td>Dentist</td>
<td>Zahnarzt</td>
</tr>
<tr>
<td>Garage / Atelier</td>
<td>Garage / Workshop</td>
<td>Autowerkstatt</td>
</tr>
<tr>
<td>Mécaniche</td>
<td>Mechanic</td>
<td>Mechaniker</td>
</tr>
<tr>
<td>Bouchon</td>
<td>Traffic Jam</td>
<td>Stau</td>
</tr>
<tr>
<td>Feux de Circulation</td>
<td>Traffic Lights</td>
<td>Semaphore</td>
</tr>
<tr>
<td>Autoroute</td>
<td>Motorway / Highway</td>
<td>Autobahn</td>
</tr>
<tr>
<td>Route à Deux Chaussées</td>
<td>Dual Carriageway</td>
<td>Schnellstrasse</td>
</tr>
<tr>
<td>Route National</td>
<td>National Road</td>
<td>Nationalstrasse</td>
</tr>
<tr>
<td>Accident de la Route</td>
<td>Road Accident</td>
<td>Verkehrsunfall</td>
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<tr>
<td>Assistance Routière</td>
<td>Road Assistance</td>
<td>Pannenhilfe für Autofahrer</td>
</tr>
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13 MOTOR CARAVANNING APPENDIX

13.1 Definition

Motor Caravan is a generic term for all types of motor home. Specifically, defined as "a special purpose M1 category vehicle constructed to include at least the following equipment: seats and table; sleeping accommodation which may be converted from the seats; cooking facilities; and storage facilities. The equipment shall be rigidly fixed to the living compartment; however, the table may be designed to be easily removable."

An inside view of a motor caravan an integrated or class B

Recreational Vehicle (RV) is also a term used to describe a large enclosed piece of equipment with wheels designed to be moved from place to place for people to temporarily live in and be protected from the elements while away from their permanent domicile. While RVs are intended for leisure activities such as vacations and camping, some people, especially retirees, live in their units and are known as “fulltimers”.
13.2 Terminology uses around the world

Although we have spoken previously about the motor caravan term in English, French and German, it is also convenient to describe it in other languages. In British English, the term motorhome, motor home, motor caravan or sometimes motorcaravan are used; the term recreational vehicle (RV) is being used in the last 10/15 years, especially in USA.

- In other parts of the world, particularly Australia, the term may be used to refer to a sport utility vehicle (SUV or 4x4).
- In France, the French-made English term "Camping-car" is used, and the term has also spread to Japan. As well the term autocaravane (term mainly used by the Québécois, French Canadian, now used as well in European countries where French language is spoken.
- In Germany, the term “wohnmobil” is used to name a motorhome.
- In Italy the term “autocaravan or camper” is used to denominate a motor caravan.
- In Spain the term “autocaravana” is used to denominate motor caravan
- In Portugal, the same term as in Spain is used: “autocaravana”
- Sweden: Husbil
- The Netherlands: Kampeerauto
- The word ‘caravanning’ is also (albeit rarely) used to mean 'travelling together as a group' in British English, leading to a different meaning. However, the word “caravaning” -with one n, as in French, in some languages, it means motor caravanning and caravanning activities together, although not officially classified as it happens with many words used in a profession or activity.
- In North American English the term recreational vehicle and its derived acronym RV are generally used to refer to an enclosed piece of equipment dually used as both a vehicle, a temporary travel home or a full time home.
13.3 RVs classification in United States of America

Although we are talking about motor caravanning it is worth mentioning other types of camping vehicles – since the definition RVs is mainly American – and as well taking into account that the American interpretation is different in regard to aires/stopovers; normally, unlike Europe, in USA they allow all type of camping vehicles. (See pictures of different types of vehicles on pages below)

The history of the motor caravan is strongly related with the origin of the caravan, as we mentioned at beginning, therefore it is interesting to describe different classes and combination of vehicles generally labelled as RVs:

- **Truck camper**: A camper shell unit that is affixed to the bed or chassis of a pickup truck.

- **Folding trailer**: Also known as a pop-up, a light-weight unit with sides that collapse for towing and storage. Suitable for towing by many vehicles.

- **Travel trailer**: Also known as a caravan, a unit with rigid sides designed to be towed by some larger vehicles with a bumper or frame hitch.

- **Hybrid trailer**: A blend between a travel trailer and a folding (tent) trailer. One type has rigid sides and pull-out tent sections (usually beds) while another type's top section of walls and its roof can be lowered over its bottom section to reduce its height for towing.

- **5th wheel trailer**: Designed to be towed by a pickup or medium duty truck equipped with a special hitch called a fifth wheel coupling.

- **Park model**: This is a standard travel trailer that is not self contained. It is designed for park camping only, and while it is easily moved from site to site, as a normal trailer is (this is NOT a "mobile home") it is not capable of "dry
cruising" as it does not have any water storage tanks; it must be used with hookups.

- **Toterhome**: An uncommon term indicating a motor home built around a semi truck chassis (such as a Freightliner). This type of motor home allows the pulling of large and heavy trailers.

- **Toy hauler**: A motor home, 5th wheel or travel trailer, it is designed to be part living space, and part garage for storing things such as motorcycles and ATV's.

### 13.4 North American definitions of motor caravan:

- **Class A Motorcoach**: Constructed on either a commercial truck chassis, a specially designed motor vehicle chassis, or a commercial bus chassis.

- **Class B Campervan**: Built using a conventional van, to which either a raised roof has been added or had the back replaced by a low-profile body.

- **Class C Motorhome**: Built on a truck chassis with an attached cab section, which is usually van based, but may also be pickup truck based or even large truck(freightliner) based. They are characterized by a distinctive cab-over bunk. Also referred to as "mini-Motorhomes." The term "Minnie Winnie" sometimes is used in references to Class C motorhomes, originally coined by one of the founders of Winnebago Industries, Inc.
13.5 Sustainable rest areas could start in Europe

There are rest areas as the one above in the United States. This is Sustainable Rest Area, planned to be environmental. All camping vehicles, and even coaches, are allowed. Camping is not permitted in this type of rest areas; therefore, it is not in direct competition with camping sites. In North America, United States and Canada, RVs, unlike Europe, are widely used by professionals to carry out their daily work, in several parts of the country, in comfort; therefore, the philosophy is quite different and it probably makes sense this type of area. They use their vehicles both for working and holidays. In Europe RVs are mainly used by retired people, – some to live permanently – and some are professionals, but this last group use it mainly for weekends, and summer holidays.
Nevertheless, service aires, as the above, are on the way in Europe, which indicates that sooner or later will be operating as well in the European continent.

13.6 Categories

*Class A motorhome with slide-out extended.*

*truck camper*
Alcove/Overcab or Class C Motorhome

Integrated or class B motorhome

A campervan
A camper built on a light truck chassis

5th. Wheel, observe the coupling on the upper part, it is more stable and different from the common tow bar.
Another example of 5th Wheel

Semi-integrated motor caravan and trailer
Trailers are becoming customizable, multi use sports utility for motor caravanners
Toterhome, uncommon term indicating motor home built around a semi truck chassis. This type of motor home allows the pulling of large and heavy trailers.

The Motor Caravanning Commission

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