

Yoka Go Low Profile



The Yoka Go breaks new ground. The innovative concept combines the solid, insulated body of a Low Profile motorhome with the compact design and practical elements of a camper van. Thanks to the 115 centimetre wide body door, a huge tailgate and lashing rails on the floor and walls, the Yoka Go offers reliable securing options for all types of sports equipment. The Yoka Go is the versatile, everyday leisure companion for all outdoor enthusiasts.

Technical info

Overall length, approx.	599 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
Gargano

Wood décor



+ Décor Makalu Pearl Grey

Plus factors

- + New vehicle concept with an outstanding feeling of space and maximum flexibility for everyday life and leisure time
- + Suitable for everyday use, safe and agile thanks to compact van dimensions
- + Proven Lifetime superstructure design with GRP outer skin and excellent insulation
- + Large double-wing side door with 115 cm width and two electric steps for easy loading, even of bulky luggage
- + Huge tailgate with integrated window - makes it easy to load large items of sports equipment
- + Sturdy airline lashing rails for flexible and reliable securing of transported goods



Yoka Go Low Profile

Technical info



Yoka Go Low Profile		Yoka Go T 1
Standard chassis		Ford Transit Low Platform
Emission standards		Euro VI-E
Overall length, approx.	cm	599
Overall width, approx.	cm	220
Overall height, approx.	cm	269 ¹⁾
Headroom in living area, approx.	cm	190
Towable load braked/unbraked	kg	2000 / 750
Wheelbase, approx.	mm	3300
Bed dimension: Rear bed, L x W, approx.	cm	205 x 135
Sleeping berths standard / max.		2
Standard engine		2,0 l TDCi Ford EcoBlue
kW (bhp)		96 (130)
Mass in running order (+/-5%)*	kg	2360 (2242 to 2478)*
Manufacturer-specified mass for optional equipment*	kg	985
Technically permissible maximum laden mass*	kg	3500
Permitted number of seats (including driver)*		2 - 4 ○
Refrigerator volume (thereof freezer), approx.	l	35 ○
Waste water tank, approx.	l	10
Fresh water tank capacity, total/ Fresh water tank capacity at driving filling	l	10 / 10
Measurement storage opening left (W x H)	cm	73 x 28 ○

○ Optional equipment — Not possible ● Standard equipment ◆ Mandatory ▲ Zum Zeitpunkt der Veröffentlichung nicht bekannt



* INFO

The specified mass in running order is a default value defined in the type-approval procedure. Due to manufacturing tolerances, the actual weighed mass in running order may deviate from the value stated above. Deviations of up to ± 5 % of the mass in running order are legally permissible and possible. The permissible range in kilograms is given in brackets after the mass in running order. The manufacturer-specified mass for optional equipment is a calculated value for each type and layout that Dethleffs uses to determine the maximum weight available for factory-fitted optional equipment. The limitation of optional equipment is intended to ensure that the minimum pay-mass, i.e. the legally prescribed free mass for baggage and retrofitted accessories, is actually available for the vehicle load capacity of the vehicles delivered by Dethleffs. The real weight of your vehicle ex works can only be determined when it is

weighed at the end of the line. If, in exceptional cases, the weighing shows that the actual load capacity falls below the minimum pay-mass despite limiting the optional equipment due to a permissible weight deviation, we will check together with your trade partner and you whether we should, for example, increase the load capacity of the vehicle, reduce the number of seats or remove optional equipment before delivering the vehicle. The technically permissible maximum laden mass of the vehicle and the technically permissible maximum mass on the axle must not be exceeded. Detailed information & explanations on the subject of weight and the configuration of the vehicle can be found in the section Legal information. For a more detailed description of all mandatory technical dependencies, please refer to the explanations on the footnotes.

Standard equipment

Ford chassis	
Ford Transit Light low platform (3,499 kg), TDCi EcoBlue (2.0 l / 96 kW / 130 hp) Heavy Duty, 6-speed manual transmission	●
Steel rims 16" (236/65 R16) with wheel trims	●
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	●
Cruise control	●
Driver airbag	●
Driver and passenger seat Pilot Chair with double armrest, swivelling	●
Exterior Colour Cab Frost White	●
Exterior mirrors manually adjustable	●
Fix&Go kit (tyre repair kit)	●
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-wheel drive	●
Leather steering wheel	●
Passenger airbag	●
Rear axle mudflaps	●
Tow bar (check permissible gross towing weight for trailer operation) ²⁾	●
Exterior features	
115 cm wide maxi double wing habitation door	●
Dethleffs rear light carrier with 3rd brake light	●
EPS insulation	●
Floor thickness: 43 mm, side wall thickness: 34mm and roof thickness: 35 mm	●
GRP roof	●
Living room access with 2 comfortable, wide, electric steps	●
Maxi tailgate (135 x 185 cm) incl. large opening window	●
Side panels and rear panel made of resistant high-gloss GRP with smooth, shiny surface	●
Skylight 40 x 40 cm above the seating lounge	●
Exterior design	
Exterior body painted in white	●
Interior design	
Décor Makalu Pearl Grey	●
Upholstery Gargano	●
Furniture layouts	
Large face-to-face seating area, convertible to a large double bed	●
Multifunctional table with 3 feet	●
Practical lashing rails on the floor and side wall incl. lashing eyes	●
Preparation for 3rd + 4th seat (2 recessed floor rails for mounting one single seat each incl. 3-point belt)	●
Kitchen	
MultiFlex rail system incl. hooks (further accessories via Dethleffs Original Accessories)	●
Electrical installation	
Electric block with integrated overvoltage protection and separate ground fault circuit breaker	●
Leisure battery AGM, 95 Ah	●
Number of sockets 3x 12V, 5x 230V, 2x USB	●
Power rail incl. two LED spots	●
Two practical LED battery lights with self-adhesive magnetic holders and a magnetic holder with clip	●
Water supply	
Submersible pump	●

PACKAGES YOKA GO LOW PROFILE

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

Package	Comfort Package T 7055 EBL (13814)	Camper Premium Package (13715)
Air conditioning incl. dust and pollen filter	x	x
Glove compartment with lid, lockable	x	x
Interior package Trend Line	x	x
Headlamps with static cornering light	x	x
Side protection strips painted in car colour	x	x
Front bumper painted in car colour	x	x
Fog light	x	x
Electrically adjustable and heated exterior mirrors	x	x
Alloy wheel Ford 16" , black	x	
Windscreen wiper with rain sensor	x	
Emergency brake assist, activ (camera-based)	x	
Lane Assist with drowsiness warning, High Beam Assist and Lane Keep Assist	x	
Windscreen, heatable	x	
Headlight assist with day/night sensor	x	
Additional weight (kg)*	10.15	13

Design Package (13813)

Stable, double-glazed flush-fitting windows with integrated blinds and flyscreens

YOKA Design exterior stickers

Additional weight (kg)*

2

△ Zum Zeitpunkt der Veröffentlichung nicht bekannt



* 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	Yoka Go T 1
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 ²⁾	—	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 ²⁾	—	45	130A	○
Ford chassis features				
Cab blackout blinds	—	5	13748	○
Exterior features				
Access locker door left	—	3	331	○
Flyscreen for Maxi double leaf habitation door	—	6	13800	○
Opening window in T-hood	—	6.1	243	○
Furniture layouts				
3rd +4th single seats with 3-point belt and ISOFIX	—	62	13802	○
3rd single seat with 3-point belt and ISOFIX	—	31	13801	○
Kitchen				
Compressor cooler (35 l)	—	19	13860	○
Multimedia				
Dethleffs Moniceiver incl. DAB+, Apple Carplay and Android Auto ³⁾	—	2.3	13222	○
Heating				
Diesel hot air heater 4 kW with integrated height kit	—	7.31	11606	○
Electrical installation				
2nd Leisure battery Dual Battery System (Lithium), 168 Ah	—	21.5	13391	○
Water supply				
Outdoor shower (cold water)	—	0.5	793	○
Safety				
2 kg fire extinguisher	—	4	1878	○
Smoke detector	—	0.2	1891	○
Packages				
Camper Premium Package	—	13	13715	○
Comfort Package T 7055 EBL	—	10.15	13814	○
Design Package	—	2	13813	○
Package X (awning 3.0 m)	—	28.1	11936	○
Miscellaneous				
Registration documents (CoC papers)	—	0	15152	◆

○ Optional equipment — Not possible ● Standard equipment ◆ Mandatory ▲ Zum Zeitpunkt der Veröffentlichung nicht bekannt



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.

LEGAL NOTES ON WEIGHT-RELATED INFORMATION

The weight specifications and tests for **motorhomes** are uniformly regulated throughout the EU in EU Implementing Regulation No. 2021/535 (until June 2022: EU Implementing Regulation No. 1230/2012). We have summarised and explained the key terms and legal requirements from this **regulation** for you below. Our **dealers** and the Dethleffs configurator on our website offer you additional assistance in configuring your vehicle.

1. Technically permissible maximum laden mass

The **technically permissible maximum laden mass** of the vehicle (e.g. 3,500 kg) is a mass specification set by the manufacturer which the vehicle must not exceed. Information on the **technically permissible maximum laden mass** of the model you have chosen can be found in the technical data. If the vehicle exceeds the **technically permissible maximum laden mass** in everyday driving, this constitutes an administrative offence which may result in a fine.

2. Mass in running order

In simple terms, the **mass in running order** is the basic vehicle with **standard equipment** plus a legally fixed standard weight of 75 kg for the driver. This essentially includes the following items:

- the unladen weight of the vehicle together with the bodywork, including operating fluids such as greases, oils and coolants;
- the **standard equipment**, i.e. all equipment items that are included as standard in the factory-fitted scope of delivery;
- the fresh water tank filled to 100 % in driving mode (driving fill according to manufacturer's specifications;) and an aluminium gas cylinder filled to 100 %;
- the **fuel tank**, which is 90 % full, including fuel;
- the driver, whose weight – regardless of the actual weight – is generally specified as 75 kg in accordance with EU law.

Information on the **mass in running order** can be found for each model in our sales documents. It is important to note that the value for **mass in running order** given in the sales documents is a default value determined in the **type-approval procedure** and verified by the authorities. It is legally permissible and possible for the **mass in running order** of the vehicle delivered to you to deviate from the nominal value stated in the sales documents. The legally permissible **tolerance** is $\pm 5\%$. In this way, the EU legislator accounts for the fact that certain fluctuations in the **mass in running order** occur due to variations in the weight of supplied parts as well as due to processes and weather conditions.

These weight deviations can be illustrated by means of an example calculation:

- **Mass in running order** acc. to sales documents: 2,850 kg
- Legally permissible **tolerance** of $\pm 5\%$: 142.50 kg
- Legally permissible range of **mass in running order**: 2,707.50 kg to 2,992.50 kg

The specific range of permissible weight deviations can be found for each model in the technical data. Dethleffs makes great efforts to reduce weight variations to the minimum that is unavoidable for production reasons. **Deviations** at the upper and lower end of the range are therefore very rare; however, they cannot be completely ruled out technically, even

with all optimisations. The real weight of the vehicle and compliance with the permissible **tolerance** is therefore checked by Dethleffs by weighing each vehicle at the **end of the line**.

3. Mass of the passengers

The **mass of the passengers** is set a standard value of 75 kg for each seat provided by the manufacturer, regardless of the actual weight of the passengers. The **mass of the driver** is already included in the **mass in running order** (see no. 2 above) and is therefore not included again. In the case of a **motorhome** with four **permitted seats**, the **mass of the passengers** is therefore $3 * 75 \text{ kg} = 225 \text{ kg}$.

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.