

Integra Line GT



EURA MOBIL

*Your
Quality Time.*



Illustration with customised equipment

Season 2025/2026

Integra Line **GT**

The GranTurismo in the premier class

www.euramobil.de

Important information regarding vehicle weights

Since each vehicle in drive mode is only permitted to exhibit an overall weight defined by the manufacturer, weight-related specifications are particularly important when purchasing a motor home or van. This is especially true when choosing packages and special equipment that is installed at the factory. It must be kept in mind that the overall weight permitted in road traffic may never be exceeded while driving. The information below is therefore intended to make configuring your vehicle easier and explain the legal requirements relating to vehicle weights. Please read this information through carefully before starting your vehicle configuration process and contact your dealer if you have any questions.

1. The technically permissible overall weight

The technically permissible overall weight in a laden state can be found in the technical data for our motor homes and vans, as well as in the configurator. This figure represents the overall weight defined by the manufacturer that the vehicle must not exceed while driving. Otherwise, in many European countries, including Germany, fines may be issued. Since you as the driver of the vehicle are responsible for complying with the technically permissible overall weight, we recommend that you check your vehicle before every journey and weigh your vehicle before setting off.

2. Weight in ready-to-drive state

The weight in ready-to-drive state refers to the weight of the vehicle (with standard features according to the manufacturer's specifications) with its fuel tank filled to at least 90% of capacity and includes the weight of the driver (which is calculated at a nominal value of 75 kg), the weight of the fuel and fluids, the weight of the superstructure and the driver's cab, and the weight of the towing hitch and the tyre repair kit (to the extent these are present).

Information regarding the weight in the ready-to-drive state can also be found in the technical data for our motor homes and vans, as well as in our configurator.

It is important to note that the weight in ready-to-drive state is a value calculated in the type approval procedure, which is subject to legally permissible fluctuations of up to +/- 5%.

Since these fluctuations impact the remaining payload of the individual vehicle, the occurrence of legally permissible fluctuations must be factored in during the configuration and selection of packages and special equipment.

Example: In the technical data, the weight in the ready-to-drive state for the floor plan you have chosen is stated as 2,910 kg. This calculated value is subject to legally permissible fluctuations of +/- 5%, i.e. +/- 146 kg. The weight in ready-to-drive state of the individual vehicle can therefore range from 2,764 kg to 3,056 kg.

We also list the legally permissible fluctuations in the technical data for our motor homes and vans, as well as in our configurator as an additional text in brackets.

3. The weight of the passengers

The weight of the passengers is calculated from the number of belt-restrained seats defined by the manufacturer and is set at a nominal 75 kg per seat, whereas the weight of the driver, which was already taken into account in the weight in the ready-to-drive state, must be deducted. In the case of a vehicle with four belt-restrained seats, the weight of the passengers is therefore 225 kg (3 x 75 kg). The number of belt-restrained seats can be found in the technical data for our motor homes and vans, as well as in our configurator. Please note that these numbers represent the highest possible number of belt-restrained seats for the series-version floor plan in question. The number of belt-restrained seats can however be reduced by the selection of packages and special equipment, or make an increase in the vehicle's load capacity necessary.

4. The actual weight of the vehicle / packages and special equipment

The actual weight of the vehicle refers to the weight of the vehicle in the ready-to-drive state plus the packages or special equipment installed at the factory and is listed under point 13.2 of the certificate of conformity (CoC). This figure does not include the special equipment or other accessories that are added by a retailer or by you personally after delivery of the vehicle from the factory.

It should be noted that the actual weight of the vehicle is also a calculated value, which may deviate from a value determined for your individual vehicle due to legally permissible fluctuations in the weight in ready-to-drive state as a calculated value of the actual vehicle weight.

Information regarding the weights of the packages and special equipment available ex works for our motor homes and vans can be found in our configurator.



5. Payload and minimum payload

The payload is the maximum load that a vehicle can carry and is calculated by subtracting the weight in ready-to-drive state, the weight of the passengers and the weight of the packages and special equipment fitted ex works from the technically permissible overall weight.

Example:	
Technically permissible overall weight	3,500 kg
Weight in ready-to-drive state	- 2,910 kg
Weight of passengers	- 225 kg (3 x 75 kg)
Weight of packages / special equipment	- 100 kg
Payload	=
265 kg	

The installation of packages and special equipment will accordingly always lead to a reduction in the payload. The maximum weights available for packages and special equipment for each floor plan are shown separately in the technical data for our motor homes and vans and in our configurator.

For motor homes and vans as Class M1 vehicles, compliance with a minimum payload, i.e. the minimum load that a vehicle can transport, is required by law. This minimum payload must not be undercut either when configuring a vehicle or during production and is calculated for our motor homes and vans according to the following formula:

Minimum payload in kg $\geq 10 \cdot (n + L)$

Where: "n" is the maximum number of belt-restrained seats, plus the vehicle driver, and "L" is the total length of the vehicle in metres.

Example: In the case of a motor home with 4 belt-restrained seats and a length of 7 m, the minimum payload is 110 kg (10 x [4+7]).

It is important to note that legally permissible fluctuations in the weight in ready-to-drive state can increase the payload of the individual vehicle, but can also reduce it.

Example (as previously):	
Technically permissible overall weight	3,500 kg
Weight in ready-to-drive state (+ 4%)	- 3,026.4 kg
Weight of passengers	- 225 kg (3 x 75 kg)
Weight of packages / special equipment	- 100 kg
Payload	=
148.6 kg	

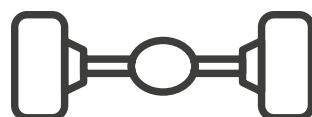
In order to prevent such fluctuations from leading to a shortfall in the legally prescribed minimum payload, we have limited the maximum weight for packages and special equipment on the manufacturer's side based on the legally permissible fluctuations. Information regarding this can be found in the technical data for our motor homes and vans, as well as in our configurator. This data also takes into account special equipment features of country variations / special models that do not form part of the series equipment.

If the configuration process for our motor homes and vans leads to the upper limit for this as defined by the manufacturer being exceeded as a result of the choice of packages and special equipment, you can only continue with the configuration process if you deselect packages, special equipment or belt-restrained seats or choose to increase the vehicle's load capacity. Otherwise, you will not be able to configure or ordering the configured vehicle.

In exceptional cases, despite a restriction of the weights for packages and special equipment, weighing at the end of the production line can reveal that the individual vehicle's minimum payload is undercut due to legally permissible fluctuations. In such cases, we will not ship the vehicle in question before compliance with the minimum payload is ensured through the removal of packages, special equipment or belt-restrained seats or the vehicle's load capacity is increased.

More compact

The new Integra Line GT defines its very own class of A-class vehicles. With an emphatically sporty design and significant performance advantages over conventional premium A-class vehicles on the one hand and significantly more compact dimensions compared to liners on the other, the GT sets its own individual standard of luxury and dynamism.



Alko-STC
Special deep frames

than a liner ...

In addition to standard equipment including Alde hot water heating, MBUX and electric waste water drainage, there are further liner attributes: functionally, the GT also stands out with a storage compartment that can be accessed from both sides, which can be fitted with Euro boxes and/or used as a storage space for skis and water sports equipment. Despite all the practical benefits, there is still room for fine luxury features such as the liner flaps that open upwards, the leather dashboard cover with decorative stitching or the radiator front with high-end RIM mouldings in an elegant matt metallic shade.



4.5 t z. GG

More than just

The dynamic and elegant design presents itself as the striking face of an athletic Grantourismo with AL-KO STC-special low frame, which sets new performance attributes with a 30cm double floor, 2.05m headroom and exclusive interior. With vehicle lengths of around the 7.50 metre mark, the GT demonstrates a driving behaviour that is as easy to handle as it is superior and in this way remains emphatically light-footed compared to other A-class vehicles.



an A-class ...

The modern body made of wood-free GRP composite material, the wide-track chassis and the heated double floor with three loading zones also position the GT in the premium class in terms of body technology. Other comfort details such as the electric waste water tank emptying system and the optional double insulating glazing in the cab spoil travellers on the road at the highest level.



... and certainly

The Mercedes Sprinter chassis with extensive safety and assistance systems also gives the Integra Line GT the convincing base in terms of driving comfort. Together with the exceptionally low centre of gravity and the optimum field of vision in the Eura Mobil Short Cab driver's cab, the GT sets new standards in active driving safety for A-class motorhomes.



ahead of its time!

Visual highlights include the muscular protrusions of the lights and air intakes in the front end, which give the GT its individual look in combination with the striking radiator section and the two curved 'character lines' on the bonnet and cab.

The GT standard also includes double headlight units with elegant metallic surrounds.



Luxurious atmosphere

Thanks to the exclusive „Natural Heritage“ setting, travellers inside are surrounded by a modern interior that features natural colours as well as a face to face seating group, a spacious bathroom, black fittings and a straightforward furniture architecture, all of which make for an atmosphere that is both relaxing and stimulating.



inspired by nature

Alternatively, travellers can relax in the latest evolutionary stage of our Chalet interior. With the current interpretation in the „Chalet Rustico“, we are returning to the traditional roots of this light natural wood atmosphere and giving it a new look as part of the new furniture architecture.



Back and ahead

Natural Heritage features furniture with a walnut décor and a coarse natural grain. The striking grain also catches the eye in the pine décor of the furniture flaps. The kitchen is styled in an elegant, rock-grey slate look. In the Chalet Rustico, the kitchen in Chalet Oak, with its light-coloured work surfaces in combination with white furniture flaps, is redolent of a modern country house kitchen.



to the roots

With their original cast-iron look, the handles in both living environments blend in just as harmoniously with the natural aesthetics of the furniture as the matt-black fittings do. In this living environment, the surroundings surprise with a retro-modern feel thanks to the use of corduroy fabric and wall panels in a felt or linen look. Here, the absence of any decorative chrome, and the reduced susceptibility to marks and staining that results, is just as much a testament to the practical side of the new interior as is the floor in a robust modern concrete look.



More than just a highlight ahead



Storage tray accessible from both sides and from the inside. For loading the integrated Euro boxes or the moisture-protected base tray.



High-performance **LED headlights** light up the night on request.



Radiator grille with elegant metallic surround.



Top-opening **liner flaps** for convenient loading and unloading.



Extra deep **special frame** for safe driving behaviour and maximum load volume.



Modern **assistance and safety systems** for greater comfort and safety.



Floor hatches also allow access to the access to the storage space in the double floor.



High-end RIM front end with dynamic highlighting of light mouldings and air intakes.



Particularly large **load volume** thanks to double floor height of 30 cm.

Floor plans

IL GT 726 EF

- + Comfort seating group with two-person sofas positioned opposite each other
- + Table with folding top, height adjustable
- + Single beds in the rear
- + Large rear garage
- + Spacious bathroom with separate shower
- + Washroom as separate dressing room variably closable on both sides with sliding doors
- + Kitchen with retractable tap and foldable worktop extension



IL GT 726 QF

- + Comfort seating group with two-person sofas positioned opposite each other
- + Table with folding top, height adjustable
- + Central queen bed in the rear
- + Bed with sliding slatted frame, adjustable headboard and linen compartment
- + 2 wardrobes
- + Large rear garage thanks to height-adjustable bed
- + Spacious bathroom with separate shower
- + Washroom variably closable on both sides with sliding doors



Image with individual features

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All of the information in this brochure relates to the products listed herein and does not apply to any other products of Eura Mobil GmbH. The models illustrated in this brochure show the features available in Germany. They may also contain special features and accessories that are not included with the standard scope of delivery. Due to legal regulations, differences from the model variations described here and equipment featured may be necessary in certain countries. Please ask your Eura Mobil dealer about the exact scope and range available of model-specific and model-neutral features. Subject to errors and changes in design, equipment and special features.

We work constantly to improve the quality of our vehicles, which is why we reserve the right to make changes to their features / optional features in this model year as well. The latest current features, optional features and package contents can therefore only be viewed in the online configurator on euramobil.de.

With regard to installations and conversions, please note / comply with the manufacturer specifications and the legal provisions as defined in the German Road Traffic Licensing Regulations (StVZO) and the German Road Traffic Regulations (StVO).

The publication of this brochure renders all previous catalogues invalid.

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Product information from Eura Mobil GmbH

E-PEM-2026-GTDE Broschüre ILGT 25/26EN

Last updated: August 2025

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