



DROP DOWN GORGEOUS!

**Bürstner's gorgeous Lyseo IT744
has a pair of drop-down beds...**

By Malcolm Street |



Unmistakably European, the Lyseo is compact enough to tuck away in secluded free camping spots, but big enough for long-term travel.

If someone was to ask you to list, say, five items that have changed the way of motorhome interior design over the last decade, what would you write?

I reckon there are few items, but a big one has to be the drop down bed. This innovation has resulted in any number of design possibilities over traditional fixed bed layouts, including the time honoured NZ arrangement of a Luton bed with a rear club lounge. Other advantages include less reliance on the over-cab Luton bed, while two beds can be in the same floorplan footprint space of one, and a larger lounge/dining area is possible.

Such is the case with Bürstner's Lyseo IT744, a 7.49 m (24' 7") motorhome in which the designers have managed to include a front lounge, rear lounge and two double beds! I know those German designers are very clever, but even for them this is something of a fancy piece of innovative design work.

Cake and More!

How this was achieved was by building much of the mid and forward area using a standard Bürstner layout: That is, a front lounge/dining area incorporating swivelled cab seats, a forward-facing double seat, dining table behind the passenger seat, and a sideways single seat on the driver's side. As is common in quite a few Bürstner designs, a drop down bed sits above the front lounge.

In the middle, a familiar L-shaped kitchen bench sits alongside a 145-litre fridge/freezer that in turn sits beside a full height wardrobe. On the opposite side, the bathroom takes up all the mid-area wall.

It's in the rear that Bürstner has definitely stepped outside the design box, with a lounge area at floor level and another drop down bed above. I know a variation of this has been done before, but in this case, instead of a club lounge, Bürstner has built lounges along the



Only the Europeans integrate form and function to this degree. The dinette seats five or six, while overhead is one of two drop-down beds. The L-shaped kitchen is small but surprisingly practical, but why Europeans don't include a microwave is a mystery.

rear and kerb-side walls, leaving the driver's-side space for a narrow, waist high cupboard. There's no table as such; instead, a mobile coffee/drinks table, which is stored under the seats, can be wheeled out. The overall effect is that you get the much loved 'NZ Back' – that is, a rear lounge with windows all 'round – but with something of a major redesign into something more contemporary (plus an overhead bed to boot). Okay, I know it's not an island bed, but it's still possible to have your cake and eat it too.

Beds

Since beds are a feature of this motorhome, here are a few more facts: The rear one measures 2.00 m x 1.55 m (6'7" x 5') and the front one 1.96 m x 1.35 m (6'5" x 4' 5"). Both can be left made-up, are electrically operated and need a small ladder to aid



clambering in and out. Up front there is no need to move any seat cushions, but in the rear this is more of a necessity. Another little tip for the rear bed is to be aware of the reading lights, fitted under the overhead lockers, which drop down with the bed. The lights hang down, which makes them a bit vulnerable if not careful (thanks to the Smart RV staff for pointing this out!) but are of the type that can be easily removed from the mounting track – something that might be a good idea prior to lowering the bed. I did wonder if a recessed fitting might be a better idea.

Kitchen

There aren't any drop down facilities in the kitchen, you might be pleased to know, but there is a three burner hob, round stainless steel sink and a grill/oven below bench top level. In addition there is a good selection of drawers, cupboards and overhead lockers. Also, a clever and not-so-obvious slide-out shelf fits between the grill/oven and bench end. In the German flair for efficiency there's a rail to prevent stored goods falling out, also a rail for



The second drop-down bed is above the rear lounge and accessed by a short ladder. Note the plethora of kitchen storage.



towels and a couple of hooks for something like pot holders. Naturally everything slides in or out and latches with deceptive smoothness.

Dining

Normally many a motorhome comes with a combined lounge and dining area. Not here, of course, because of the rear lounge. However, the dining area can also be used for that purpose if desired – you know, like if you have a crowd in! Features of note are the overhead lockers fitted below the drop down bed, plus the table that has an extension piece that swings out to easily accommodate four or five people.



Top: The dining table includes an extension leaf for when visitors drop by for drinks for dinner. **Above:** The rear lounge is L-shaped and includes a rollout table/ottoman that stows under one of the seats when travelling. Very clever!



Wet or Dry?

Okay, so some might be a bit compact, but there's no doubt the Euro RV designers do bathrooms better than most. By default, a functional bathroom takes up a fair bit of space to be practical, but the trick as always is to maximise space efficiency. In this vehicle, Bürstner has managed to include a separate shower cubicle, so that there's a 'dry' area for the cassette toilet and vanity cabinet (the latter item having a couple of cupboards and a wall mirror).

A while ago I spent ages in a borrowed Bürstner motorhome trying to find the light switch. I did finally discover its location (along with a power point) – under the cupboard above the loo. The problem is, it cannot be seen when standing up. It does get points though for being out of the way, and with minimal risk of water/steam problems.



The compact bathroom manages to include a separate shower cubicle and is nicely appointed and equipped.



The Lyseo rides on a standard Fiat chassis and the designers have done an excellent job of tucking water tanks, plumbing, etc up out of harms way. Rear boot storage is limited due to the rear lounge, but still more than sufficient for the usual outdoor equipment, hoses, etc.

Hardware

Like most Bürstner motorhomes this Lyseo comes well equipped, with two 90 AH deep cycle batteries, a 150 W solar panel and a 1000 W inverter. On the water front there is a 120-litre fresh tank, a smaller 90-litre grey tank, and for both water and space heating, an LPG-fired Truma Combi 6E.

Bodywork

Motive power for this Lyseo IT744 motorhome is the ubiquitous Fiat Ducato, in this case a Multijet 150, which comes with a 2.3-litre turbo-diesel that has maximum power/torque figures of 109 kW/350 Nm. Given the GVM of 3850 kg, which puts the motorhome into COF territory, having the Multijet 150 rather than the more usual 130 is a good move. At 790 kg there's plenty of load carrying capacity and whilst it doesn't have a 'garage' sized rear storage locker, there's room for the usual items, even with the spare wheel in place. Along the passenger side are two extra locker doors, one for the gas cylinders and the other providing access to the water tank.





What I think

It's not difficult to be impressed by the Bürstner Lyseo IT744. Sure, it lacks a fixed bed, but it shows a considerable amount of design flair and flexibility in using drop down bed technology in a multiple way. It's not an oversized motorhome; rather, it's one that demonstrates a very dexterous use of internal space without too many compromises. 🇨🇭



Two living areas and two drop-down beds provides maximum living space during the day and excellent sleeping options at night.

SPECS

GENERAL

Make	Bürstner
Model	Lyseo IT744
Type	B-Class
Berths	4
Approved Seating	4
License	Car

VEHICLE

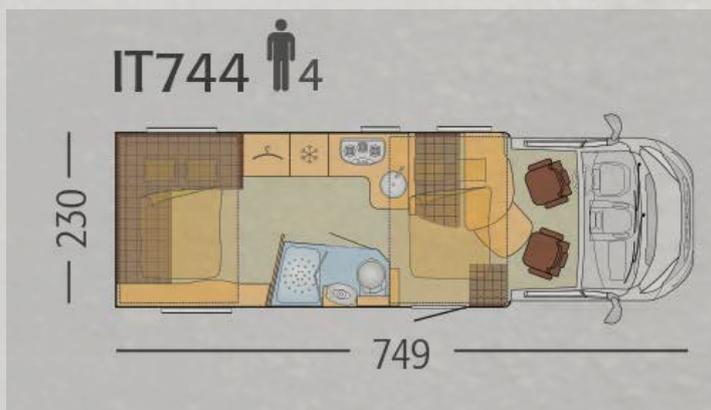
Make/Model	Fiat Ducato Multijet 150
Engine	2.3 L 4-cylinder turbo-diesel
Power	109 kW @ 3600 rpm
Torque	350 Nm @ 1800 rpm
Gearbox	6 speed AMT
Safety	ABS, ESP, Traction Control,
Fuel	90 L

WEIGHTS

Tare Weight	3060 kg
Gross Vehicle Mass	3850 kg
Max Payload	790 kg
Braked Towing Capacity	2000 kg

DIMENSIONS

Overall Length	7.49 m (24' 7")
Overall Width	2.30 m (7' 7")
Overall Height	2.95 m (9' 7")
Internal Height	2.05 m (6' 11")
Rear Bed	2.00 m x 1.55 m (6' 7" x 5')
Drop Down Bed	2.00 m x 1.35 m (6' 5" x 4' 5")



SPECS

EQUIPMENT	
Slide-Out	No
Awning	Yes
Entry Steps	Moulded plus electric step
Hob	Dometic 3 burner & Dometic grill
Rangehood	Yes
Sink	Round stainless steel
Fridge	151 L Dometic RML9435 3-way (LPG/12 V/240 V)
Microwave	No
Lighting	12V LED
12 V Sockets/USB Outlets	Cab only
Air Conditioner	No
Space Heater	Truma Combi 6E LPG/Electric
Hot Water System	Truma Combi 6E LPG/Electric
Toilet	Thetford cassette
Shower	Separate cubicle
CAPACITIES	
Batteries	2 x 90 AH
Solar	150 W
Inverter	1000W
LPG	2 x 9.0kg
Fresh Water	120 L
Grey Water	90 L
Hot Water	10 L
Toilet	17 L
PRICE ON-ROAD NEW ZEALAND	
As Tested	NZ\$165,900.00
Warranty	2 years
Body integrity	5 years

PROS...

- Two drop down beds
- Twin lounge/single dining arrangement
- Combo 'dry' bathroom
- Electrical capacity
- Spacious dining area
- Sleeps and accommodates four without a problem

CONS...

- Moderately sized rear locker
- No fixed bed at floor level
- Low ground clearance
- In COF category
- Currently only available to NZ residents

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