SUNBOX
CAMPERS

2026

Electric Campervan Guide

Everything you need to know about electric campervans

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A message from Darren

We started Sunbox with a simple goal: to build beautiful campers using materials we truly believe in, like FSC-certified wood, natural insulation, and fabrics that wouldn't end up in landfill.

As soon as electric vans had the range and power to handle a full conversion, we jumped at the chance to work with them.

This guide is designed to help you navigate the switch. We'll cover the perks, the honest differences from diesel, and the practicalities (like heating) so you can decide what's best for your lifestyle.

We hope you find it useful!

Happy adventuring,
Darren, Clara and all the Sunbox Team

Darren Munday
Company Director

"If you're thinking about taking the plunge and acquiring a van for conversion, then I can highly recommend Sunbox Campers. Clara and Darren can assist with lots of really sound advice as to which van will suit your requirements the best. They certainly saved me from making a costly mistake. A very friendly and professionally run business."

Sarah M - Sunbox Campers client

The Electric Campervan Life

Electric campervans have arrived

Not long ago, electric campervans were a novelty. An interesting idea, but not quite practical for real touring. That's changed completely. The range is there, the charging network is there, and the conversions we're building today are every bit as capable as their diesel equivalents.

We're well past the early adopter phase.

The people coming to us now aren't willing to put up with compromises, and rightly so. They're individuals, families, couples, retirees, tourers and weekenders who want a campervan that works for them, and are wondering if electric or hybrid is the best option.

For most cases, we find that an EV can tick all the boxes, but when it doesn't, we can convert a diesel camper for you instead.

A Real 'Van Life' Tale

Hear from some of our clients...

"We spent about six months researching electric vans and campers in general.

Range was the big worry at first, but honestly, that disappeared after the first couple of trips. We have driven from Brighton to Wales with one charging stop and it was completely painless.

We camp from March through to November, and some of those spring and autumn nights get properly cold. When Sunbox explained the gas heating option on the e-Scudo, it just made sense.

We've got a fully electric van with a tiny gas bottle for the heater, and it means we never have to think about whether we'll be warm enough. It runs on a thermostat and we forget it's there. For the way we use our camper this made the most practical sense.

The thing nobody told us beforehand is how great electric is to drive. We use the van for the school run and shopping during the week, and it's a lovely, smooth, quiet vehicle.

If we could go back and tell ourselves anything, it would be: stop worrying and just do it. It's so much simpler than we thought it would be."

Alice and Dan, e-Scudo owners, East Sussex

Why Choose Electric?

Why people choose electric

The reasons vary. Some are motivated by the environmental angle. They've spent years camping in beautiful places and they want to tread more lightly. Some are drawn by the running costs, which are significantly lower than diesel over the life of the van. Some just want the driving experience.

And that driving experience deserves a mention, because it genuinely catches people off guard. Electric vans are lovely to drive. The instant torque, the smoothness, the refinement. We're firm believers that it matters how much you enjoy driving your camper, and electric delivers something different and, for most people, something better.

What also surprises people is the stuff they didn't expect. The way their van doubles as a daily driver, commuting on electric during the week and heading to the coast at the weekend in the same vehicle. The simplicity of plugging in at home overnight instead of trips to the filling station. The reduced servicing because there are fewer moving parts, no oil changes, no exhaust system.

Sustainability, honestly

We should be upfront: electric campervans aren't zero-impact. Batteries require mining. Electricity still comes partly from fossil fuels. Manufacturing a new vehicle has a carbon footprint whatever powers it.

But the lifetime emissions are significantly lower than diesel, and improving year on year as the UK grid continues to decarbonise. And for us, the electric drivetrain is only one part of the picture. The materials inside the van matter too. Sustainability at Sunbox is a thread that runs through everything, not just what's under the bonnet.

Range Anxiety?

Range: the honest picture

Let’s tackle range anxiety head-on. Modern electric vans offer a real-world range of 150 to 250 miles - even when fully loaded with your gear and passengers. Since most weekend trips cover 100 to 150 miles, our vans can easily handle the journey without you needing to stop and charge at all.

What do those numbers mean in practice? Most weekend camping trips involve 100 to 150 miles each way. All the vehicles we convert handle this comfortably without needing to stop and charge at all.

A few things affect range. Cold weather reduces it. Motorway speeds use more energy than country roads. A loaded van with bikes on the back uses more than a lightly loaded one.

None of this is dramatically different from diesel, where you also get worse economy in winter, at higher speeds, with a heavier load. It's just more visible because you're watching a battery percentage rather than a fuel gauge

The honest limitations: Long touring holidays in remote areas need planning. European tours need route planning. This isn't a deal-breaker, but it is different from diesel. For most people's actual camping habits, it works well. And it's getting better every year as the charging network expands.

Charging your EV

Charging - how will it work?

At home.
This is where most charging happens. Plug in overnight with a home wallbox or even a standard three-pin plug, and wake up to a full battery. It becomes as routine as charging your phone.

Public charging.
The UK now has nearly 87,000 public charging points, with over 17,000 rapid chargers. Networks like Pod Point, Ionity, and Tesla Superchargers (now open to all EVs) cover most major routes. A rapid charge from 10-80% takes between 26 and 45 minutes depending on your van. Time for a coffee and a leg stretch, not a long wait.

A**t campsites.**
Most campsites with electric hook-up can trickle-charge your van overnight. It's not fast, but over 8-10 hours it adds meaningful range. You arrive, plug in, wake up with more miles than you came with.

The honest truth:
Charging infrastructure is imperfect but improving rapidly. You'll occasionally find a broken charger or a queue. Planning is needed, but it becomes routine quickly. Most owners say range anxiety disappears as they get used to the process.

Running Costs

The economics of electric are compelling. Charging costs significantly less per mile than diesel, and the gap is substantial over a typical ownership period. Add in reduced servicing (no oil changes, fewer brake pad replacements thanks to regenerative braking, simpler drivetrain) and the total cost of ownership is markedly lower.

Exact figures vary depending on your electricity tariff, how you charge, and how you drive. But the direction is clear: electric is cheaper to run.

Range and sharging, at a glance

Fiat e-Scudo	VW ID Buzz	Kia PV5	VW Transporter / Ford	Caddy Maxi eHybrid
Powertrain	Electric	Electric	Electric	Electric or PHEV
Real-world range	200–220 miles	180–230 miles	200+ miles	150–170 miles (EV) / unlimited (PHEV)
Rapid charge (10–80%)	~45 mins	~26–33 mins	~30 mins	~40 mins

Heating your EV

The decision that shapes your conversion

Here is the single most important question in electric campervan ownership, and the one that most guides either skip or get wrong:

Do you want your campervan to be completely fossil-fuel-free?

This isn't about the drivetrain. Your van is already electric. The question is about the campervan element: the habitation system, the cooking, and above all, the heating.

At Sunbox, we can support either approach. We build fully fossil-fuel-free conversions where everything runs on electricity.

A we build conversions with gas heating for customers who need robust off-grid warmth. The right answer depends entirely on how you camp.

Heating Options

Option One Fully fossil-fuel-free

An eco-conscious choice

Available on: All vehicles we convert

For customers who want no gas and no fossil fuels anywhere in the conversion, we build fully electric habitation systems. Induction cooking from the leisure battery. Heating from the vehicle's own system (which draws from the traction battery), supplemented by campsite hook-up and 12V electric blankets.

This works brilliantly for three-season camping and for winter camping on serviced sites. It's a different philosophy from traditional campervans. You plan around heating availability rather than having unlimited off-grid warmth.

Many people are completely happy with this approach, and it means your campervan is genuinely zero-emission from front to back.

The trade-off is that you won't have robust off-grid heating for extended cold-weather camping without hook-up.

Option 2 Gas heating year-round off grid

For all-season travellers

Available on: Fiat e-Scudo, VW Transporter / Ford Transit Custom, Caddy Maxi eHybrid

For customers who need reliable off-grid heating that works all night, in any weather, without touching the traction battery, we fit Propex gas heaters. These run from a small campingaz bottle, completely independent of the vehicle's electrical system. Thermostat-controlled, proven technology, runs all night on a single bottle.

This is the only realistic solution for year-round off-grid heating in an electric camper. It means carrying a small gas bottle, which some people see as compromising the fully-electric ideal. But it means you can wild camp in Scotland in February and be warm.

Interested in the Kia PV5?

It has good off-grid, fossil-free heating for shorter trips and it can also have a gas heating system for longer trips. It has V2L heating which gives this van more flexibility.

Which option suits you?

Neither approach is wrong

Neither heating approach is wrong; they simply suit different lifestyles. We consult every customer on their specific plans (timing, location, and duration) to recommend a setup that actually works, whether that's gas or fossil-fuel-free.

You get honest advice based on your plans, not a generic sales pitch. We respect our customers' intelligence. One client chose us after debunking a competitor's unrealistic marketing claims, valuing our transparency about what is actually possible. We'd rather lose a sale by being upfront than win one by overpromising.

	Fully electric	Gas heating	Hook-up only
Best for	Three-season camping or shorter trips	Year-round, off-grid, wild camping, multi-day trips in cold weather	Campsite-only, fair weather
Off-grid in cold weather?	Depends on base vehicle	Yes. All night, any weather, thermostat-controlled	No
Available on	All vehicles	e-Scudo, Transporter / Custom, Caddy	All vehicles
Requires	Charged traction battery or external hook-up	Small gas bottle (independent of vehicle)	Powered pitch
The trade-off	No robust off-grid heating for extended cold camping	Carrying a gas bottle (not fully fossil-fuel-free)	Can't camp off-grid in cold weather

Choosing Your Base Van

Finding the right van for you

We convert several electric and electrified van platforms. They suit different priorities, and we're genuinely agnostic about which you choose. We'd rather help you pick the right vehicle than push you toward the wrong one. Because our team designs and builds in-house rather than following a fixed template, we can adapt our conversion approach to each platform's specific dimensions and characteristics.

One thing worth noting across the board: the Fiat, VW, and Ford vans we work with all have well-established dealer and service networks throughout the UK and across Europe.

This matters more than people realise. When you're touring in the Highlands or driving through France, you want to know that if something needs attention, there's a dealer or a knowledgeable mechanic within reach. These are mainstream commercial vehicle platforms with decades of support infrastructure behind them.

The Iconic Electric Option

The VW ID Buzz

The ID Buzz costs more than most alternatives. It can't have off-grid gas heating installed. The interior is narrower. And people queue up to buy them. There's something about this van that transcends a specifications comparison. It taps into decades of VW campervan heritage, wrapping modern electric technology in styling that makes people smile.
The best range of any electric campervan we convert, at 180-230 miles real-world with the larger battery.

Fastest charging too, with 200kW capability getting you from 10-80% in around 26-33 minutes. With a pop-top, it sleeps up to four. If range is your top priority, the Buzz leads the field.

Best for: Maximum range, three-season camping, buyers who love the VW heritage, customers happy with the fully-electric heating approach.

Honest limitation: Skateboard battery platform means no gas heating installation possible. Heating relies on the vehicle system, hook-up, and 12V solutions. Narrower interior at 1,230mm.

The Versatile All-Rounder

The Fiat e-Scudo

The e-Scudo flies under the radar. Most people researching electric campervans have heard of the ID Buzz. Fewer know this option exists. That's worth reconsidering. It offers 200-220 miles of real-world range on the newer models, gas heating for year-round off-grid camping, the widest interior of the vans we convert (1,628mm), and a strong used market with well-maintained ex-lease vehicles at accessible prices. With a pop-top roof, it sleeps four comfortably.

The Stellantis advantage: The e-Scudo is mechanically identical to the Citroen e-Dispatch, Peugeot e-Expert, Vauxhall Vivaro Electric, and Toyota Proace Electric. If you find a good example of any of these, we can convert it, dramatically expanding your sourcing options.

Best for: Year-round camping, families needing four berths, off-grid capability, value-conscious buyers who want maximum functionality. Honest limitation: Less brand recognition than VW or Kia. Some people have never heard of it. That said, Fiats are reliable staples in the campervan world and have been for decades, and the Stellantis dealer network stretches right across Europe. You won't struggle for support wherever you're touring.

The Futuristic Option

Kia PV5

The award-winning PV5 (IVOTY, 10/10 score) is wider than the ID Buzz (1,565mm vs 1,230mm), more affordable, and backed by a seven-year warranty. Its 200+ mile range rivals the e-Scudo, though the Buzz leads on total distance.

The V2L system draws from the traction battery and can be paired with a leisure battery system if you want.

Our PV5 conversion is fully fossil-fuel-free: electric driving, induction cooking, electric heating.

Best for: Buyers who want a new, fully-electric campervan at a more accessible price point, those who value interior space, customers committed to fossil-fuel-free camping.

Honest limitation: The Kia is still relatively untested other than by lifestyle journalists. It's such a respected brand we don't think there will be too many issues.

Two Badges, Same Van

VW Transporter / Ford Transit Custom

The VW Transporter and Ford Transit Custom share a platform available in both full electric and plug-in hybrid.
The EV version offers 150–170 miles of real-world range. While the shortest in our lineup, it is respectable for most camping trips and features excellent rapid charging.
The PHEV (Transit Custom) is a practical "best of both worlds" solution: electric for short trips and campsites, with a petrol engine for long-distance travel. It eliminates range anxiety, offering one of the most versatile entries into electrified campervan ownership. Both versions can have gas heating fitted for year-round off-grid camping, and both offer the familiar Transporter layout that many campervan owners know and love. Four berths with a pop-top roof.

Best for: Transporter loyalists, buyers who want powertrain choice, those who need gas heating with a proven layout.

Honest limitation: The platform is newer to market, so used vehicle availability is still limited. The electric version currently has the shortest range of the full-EV options, though the fast charging and the option to go PHEV instead mean range is rarely a practical concern.

The Every Day Camper

VW Caddy Maxi eHybrid

The Caddy Maxi is a micro-camper that fits in standard parking spaces and drives like a large hatchback. Our team pioneered these conversions in the UK over seven years ago, refining our designs across dozens of builds.
The eHybrid offers up to 74 miles of electric range for daily life plus a petrol engine for long trips, eliminating range anxiety. At 4.85m long, it fits in multi-storeys and narrow lanes, yet features a pop-top for standing room (up to four-berth) and

supports gas heating for year-round camping. Built on VW's MQB platform, it's a perfect dual-purpose vehicle for electric commuting and weekend adventures. It also qualifies for the UK's Plug-in Van Grant—applied automatically at sale—thanks to its 60+ mile electric range.

Best for: Daily driver and weekend camper, couples or small families, budget-conscious entry to Sunbox quality, buyers who want gas heating and VW dealer network support in a compact package.

Honest limitation: It's compact. Two adults sleep comfortably; four is a squeeze. If you want space to spread out, look at the larger vans.

Interior Design of Your Campervan

What goes into your van matters as much as what drives it

An electric drivetrain is a great start. But if the interior is made from cheap plastic and synthetic materials, you haven't really solved anything. The van is only as sustainable as everything that goes into it.

At Sunbox, we think about this at every level: what materials we use, where they come from, how they perform, and how long they last.

Not because sustainability is a marketing angle, but because making better choices about materials usually means making better campervans.

We should be honest: we're not zero-carbon. We can't pretend a campervan conversion has no environmental footprint, but we make choices that are significantly better than the alternatives, and we can be transparent about where we're still working on it.

The Materials

FSC-certified birch plywood

The structural backbone of every conversion. FSC certification means the wood comes from responsibly managed forests. Birch is hard, light, and beautiful. We use it for the frame, cabinets, and visible furniture surfaces. We chose it over cheaper alternatives like MDF or particle board because it's stronger, lighter, more durable, and more honest.

Thermafleece sheep's wool insulation

Natural sheep's wool, sourced from British farms, processed in the UK. It breathes, reducing condensation, which is the enemy of any van. It regulates temperature naturally, absorbs sound, and doesn't itch or degrade like fibreglass. It costs more than synthetic alternatives, but it performs better and it's a genuinely sustainable material.

The Materials

Chieftain Earthly fabric certified birch plywood

100% recycled, fire-rated, and it looks and feels premium. Available for customers who want it. The point: recycled doesn't mean inferior. This fabric is beautiful.

Solid wood worktops

Real hardwood, not laminate. You can feel the difference when you put your hand on it. Properly finished, built to last.

Lightweight engineering

Heavier conversions reduce range. We use quality materials that are also light. This is where sustainability and practicality align perfectly: lighter means more miles on a charge.

A Commitment to Craftmenship

Our Values-Based Approach to Builds

Sunbox is more atelier than factory. Based in Newhaven, East Sussex, our workshop is staffed by people with serious skills: two highly experienced master carpenters, a former toolmaker, and a workshop manager qualified in managing complex building sites. This isn't a team of unqualified fitters following someone else's instructions. These are craftspeople.

That matters because we're design-led. We create our conversion designs in-house, and the people doing the fitting are the same people who created the designs. They understand why every detail is the way it is, because they designed it. This is also why we can work confidently across multiple van platforms, from the compact Caddy Maxi to the ID Buzz to the Kia PV5. Each vehicle presents different challenges, and our team has the skills and experience to solve them properly rather than relying on a template.

We never use plastic edging to disguise poor finishes. Where many converters leave the factory trim panels of a van in place and build around them, we strip them out and do the job properly: vapour barrier, insulation, and full lining. This creates more usable interior space for you, but more importantly it means the vehicle is actually insulated correctly, not just dressed up to look finished while the walls behind the panels are untreated. Every van is built by hand. The tricky craft elements become a feature rather than something to conceal. The quality is in the details: how a joint is fitted, how an edge is finished, how a door closes.

Your personal touch makes each van unique. Flooring, upholstery, wood finish, interior lining, curtains: all chosen by you from our curated range. When you join our build queue, you access our members area to see and select your options. This is your van, not a cookie-cutter conversion.We offer two core designs: Mandalay (rock and roll bed, up to 5 belted seats, the versatile choice) and Chamonix (fixed slat bed, maximum sleeping comfort, the purist's choice).

Beautiful Designs

A Look Inside

A Look Inside

A Look Inside

Two Layouts

Mandalay

Rock and Roll bed, up to 5 belted seats

Designs vary slightly according to base van.

Chamonix

Fixed slat bed - double or single.

Designs vary slightly according to base van

The E-Mandalay

The E-Chamonix

Our Partners

Who we choose to work with

A Sunbox camper is only as good as the components within it. That's why we exclusively collaborate with industry-leading partners who mirror our obsession with excellence. We utilise German-engineered Reimo pop-top roofs, backed by over 40 years of precision heritage, and maintain direct dealer partnerships with Fiat and VW to ensure your foundation is world-class. We prioritise local suppliers wherever possible, to show our commitment to reducing our carbon footprint.

REIMO

PROPEX

HORIZON roofs
PRODUCED by Visiontech Automotive

RENERGY SOLUTIONS

victron energy
BLUE POWER

Where Your Money Goes

Let's be honest about the money

Campervans are expensive. There's no getting around it. A quality conversion on a good base vehicle is a significant investment, and we know that for most people it represents a big financial decision. We think the best thing we can do is be transparent about where your money goes, and honest about the choices we've made to keep costs as low as we can without compromising on the things that matter.

Where we spend money

It goes into materials and craftsmanship. We make vans that, as one customer put it, “don’t look like a bad nightclub”. They are also better for the environment!

FSC-certified birch plywood costs more than plastic laminated poplar. Thermafleece sheep's wool costs more than cheap synthetic insulation. Solid wood worktops cost more than laminate. Skilled joiners cost more than a production line of unskilled workers. These choices make a better campervan that lasts longer, performs better, and doesn't fill your living space with chemicals or cheap plastics. We think that's worth paying for.

Where we don’t spend your money

No fancy showrooms. When you visit us, you’ll see a workshop - workbenches, tools, and vans mid-build. This is deliberate; every pound saved on glossy premises is reinvested into the quality of your van.

We also avoid large trade shows like the NEC. These events are often wasteful and environmentally taxing, which doesn't align with our values. Economically, the massive costs of exhibiting inevitably inflate customer prices and create high-pressure sales environments. We prefer honest conversations over "closing" deals to recoup stand costs.

No middlemen where we can avoid them. We work directly with customers and directly with our dealer partners for vehicle sourcing. We keep the chain short, which keeps costs down.

Prices

How we approach pricing

Every Sunbox camper is built to order by the same team, in the same Newhaven workshop, using the same sustainable materials. What varies is the van underneath the build - its size, its components, the solutions it needs. A Caddy Maxi takes a different build approach than a full-size Transporter. The ID Buzz can't take gas, so the electrical system is sized up instead. Our quote for each platform reflects the actual work involved.

The conversion price itself is fairly static for a given platform. The wiggle room in your total budget comes mainly from the base vehicle: its age, its mileage, and whether you go new or used.

A new ID Buzz Cargo is around £38,000 inc VAT. A well-looked-after 2023 example with 30,000 miles might be £28,000 inc VAT. The conversion on top is the same work either way - that £10,000 is entirely about the van.

We have dealer partnerships with Fiat and VW. If budget is a concern, start the conversation with us before you buy the van - that is where most customers save significant money.

Prices

Typical complete camper by vehicle

Complete converted campervan (vehicle plus conversion). Lower end assumes a sensibly priced used base; upper end assumes a new or nearly new base with popular options.

Vehicle	Typical range (inc VAT)
Fiat e-Scudo	£42,000 to £55,000
VW Caddy Maxi eHybrid	£52,000 to £60,000
VW ID Buzz	£48,000 to £70,000
Kia PV5	£54,000 to £65,000
VW Transporter / Ford Transit Custom	£60,000 to £75,000

All figures inc VAT.

Transporter and Transit Custom share a platform and are priced identically.

This is a guide, not a quote - every build is bespoke, and we'll always put a full itemised written quote in front of you before you commit.

If you own your own van, please enquire for a conversion-only quote.

What's Included

What comes as standard, and why it varies

Every Sunbox conversion includes the full kit: handcrafted wooden furniture in your choice of finish, FSC-certified birch plywood, Thermafleece sheep's wool insulation, solid wood worktops, luxury upholstery and blackout curtains, vinyl flooring, leisure battery and charging system, LED lighting, USB/USB-C and 240V sockets, water tank, stainless steel sink, fridge, and hob. What varies between vehicles is the standard package - the vehicle dictates what's possible.

e-Scudo, Transporter / Transit Custom, Caddy Maxi eHybrid

The gas package is standard: gas hob, standard leisure battery. Simple, reliable, cooking independent of battery state. The electric package is available as an upgrade (+ £2,160 inc VAT): induction hob, lithium battery, 2000W inverter, and solar.

ID Buzz, Kia PV5

The electric package is standard. These vehicles have skateboard battery platforms that don't allow safe gas installation, so induction hob, lithium battery, inverter, and solar come included as the only sensible setup.

Other options we quote on spec

Additional windows, extra solar on gas-package vehicles, portaloo, extra storage, roof bed upgrades. We'll walk you through what makes sense for how you'll actually use the van.

Prices accurate as of April 2026. Every Sunbox camper is built to order; we'll always give you a full written quote for your specific spec before you commit.

Pop-top roofs

Available on every platform. For the Buzz we fit the Horizon, the world's first low-profile pop-top designed specifically for this vehicle, which we price separately (+£6,495 inc VAT) because we also convert the Buzz without a pop-top for buyers who want a lower entry price or don't need the extra sleeping space. Pop-tops on other platforms are included in the quote for your spec.

Propex gas heating

From around £1,680 inc VAT, fitted. Available on the e-Scudo, Transporter / Transit Custom, and Caddy Maxi eHybrid. Not possible on the ID Buzz or Kia PV5. See pages 8–11 for the full story.

Budget not ready for a full conversion?

Try the Sunbox Pod - a handcrafted drop-in unit for your existing van from £3,000. Add features like insulation or a pop-top as you go, then part-exchange it later if you upgrade to a full Sunbox conversion.

Working With Us

The whole process

We know that commissioning a campervan conversion can feel like a big step into the unknown. Here's what the journey looks like.

Step 1: Consultation. A chat about your needs, your budget, and how you'll use the van. No pressure, just honest advice. This helps us recommend the right vehicle and the right design. You can visit our Newhaven workshop or chat via video call.

Step 2: Vehicle. Either we help source your base van through our dealer partnerships with Fiat or VW, or you bring us one you've found. We know what makes a good base vehicle for conversion and we're happy to advise even if you're buying elsewhere.

Step 3: Design choices. The fun bit. You choose your flooring, fabric, wood finish, interior lining, and curtains from our curated range through the members area. You decide on your cooking and heating setup, your electrical specification, and any extras.

Step 4: Build. Our craftspeople convert your van at the Newhaven workshop.

Step 5: Handover. A comprehensive walkthrough of every system. We make sure you understand how everything works before you drive away.

Step 6: Aftercare. Our relationship doesn't end at handover. Ongoing support, warranty cover, and we're here to help long after you've hit the road.

Timeline: Build times depend on specification and our current order book. We give honest timescales from the start. We'd rather be upfront than overpromise.

Begin the Dream

Book a consultation

A 15-minute call. No commitment, just a conversation to help you think it through. We can discuss which vehicle might suit you, answer your questions about heating or charging, or just talk through whether electric is right for your plans. If you don’t want to speak on the phone we can do this by email and you can go straight to visiting the workshop.

Keep exploring our work

We've written extensively about electric campervans on our blog.

- The Ultimate Guide to Heating Your Electric Campervan
- Fiat e-Scudo vs VW ID Buzz: Which Electric Campervan Is Best?
- The Kia PV5 Campervan
- The Stellantis Electric Van Explained
- PHEV Campervans: The Hybrid Options

https://sunboxcampers.co.uk/blog/

Visit the workshop

Come to Newhaven and sit in the vans. See the craftsmanship up close. Meet the team. It's the best way to understand what a Sunbox conversion feels like, and the Sussex coast isn't a bad day out either.

We can also do this by video call if you aren’t sure about making the trip.

Make the Dream a Reality

We look forward to hearing from you

Whatever you decide, we hope this guide has helped clear the fog a little. Choosing the right van is a big decision, and it's one you should feel completely confident about before you commit.

If you have any questions at all - no matter how small or specific - just get in touch. We genuinely love talking about these builds, and we're more than happy to share what we've learned. Whether you end up choosing a Sunbox or heading in a different direction, we're here to help you get the right setup for your adventures.

Hopefully, we'll be able to show you around the workshop soon!

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"The quality difference was obvious and the quality of the wood, There was no plastic trim hiding anything. The vans we saw felt joyous!"

Tim - Sunbox Campers ID Buzz Owner

Thank you for reading our Electric Campervan Guide