

THE SUNBOX GUIDE

The VW Caddy Maxi Campervan

Everything you need to know about the VW Caddy Maxi and converting it into a campervan with Sunbox.



A micro camper, properly built

The VW Caddy Maxi has been our flagship micro camper since we started Sunbox, long before vanlife was a trend. We are micro camper specialists, and this is the van we know best: some of our team have been building Caddy Maxi campers for over seven years, longer than anyone else in the UK. It is compact enough to fit in a standard parking space and big enough for a fortnight on the road. Built on the same platform as a VW Golf, it drives like a car, not a van, and it hides a full camper interior.

This guide covers the vehicle and its three powertrains (diesel, petrol and the eHybrid plug-in hybrid, our flagship), our two designs (Mandalay and Chamonix), what is included as standard, the optional extras, indicative pricing and lead times. Everything in here comes from vans we have actually delivered. Our conversions have featured on Channel 5's Million Pound Motorhomes and in The Telegraph. We look forward to working with you on yours.



Have made it to a couple of VW shows and my van has been a showstopper, with queues to view her!

SUNBOX CUSTOMER

Why choose the Caddy Maxi?

The Caddy 5 Maxi arrived in 2021 on the same MQB platform as the Golf, Tiguan and Skoda Octavia. It is the smallest van we convert and, for a lot of people, the most sensible one.

Drives like a Golf

Shares its platform with the VW Golf, so it handles narrow lanes, parks easily and has the latest VW safety tech. Most customers find it noticeably easier to drive than a typical campervan.

A daily driver, not just a weekend van

Fits standard parking spaces and multi-storey car parks with the pop-top down. Insurance and running costs sit closer to a small car than a campervan.

Diesel, petrol or eHybrid

Three powertrains, all ULEZ compliant, all taking the same conversion.

A genuinely different Caddy camper

Most Caddy campers in the UK are removable kits, boot-jump modules or flat-pack furniture in laminate ply. Ours is a different thing entirely. We strip the van out and do the job properly: vapour barrier, Thermafleece sheep's wool insulation, full lining, then hand-built birch furniture scribed to the van, with solid wood worktops and your choice of every finish. VW discontinued the factory Caddy California, so if you want a properly built Caddy camper, a conversion is now the only way to get one, and nobody has been building them longer than our team.

The Caddy is also the hardest van we convert to do well. A micro camper leaves nowhere to hide: every millimetre matters when a crash-tested bed, a full kitchen, storage and standing headroom have to share 4.85 metres, and the weight of everything you add comes off the payload and the economy. The eHybrid adds its own layer, with a hybrid battery and drive system the habitation electrics have to work around, not against. These are significant design challenges, and our team have spent years finding elegant solutions to all of them. That accumulated problem-solving is what you're buying, and it's why a Sunbox Caddy feels resolved rather than squeezed in.

The one you can use every day

The Caddy Maxi has the interior length, the payload and the practicality to make a complete camper work. With our Mandalay or Chamonix design plus a pop-top roof you have a 4-berth camper that still goes through a car wash, under a height barrier and onto the school run.

Best for: buyers who want one vehicle that does everything: an everyday car that is also a camper, easy to park, cheap to run, with a choice of diesel, petrol or plug-in hybrid. **The money:** conversions from £20,399; complete campervans typically £41,000 to £62,000 all in depending on base van and spec. Full pricing on pages 21 and 22.

A complete campervan

The Caddy Maxi is 4,853 mm long overall on a 2,970 mm wheelbase, with a payload of up to 747 kg. Compact outside, but there is room for a comfortable double bed, a proper kitchen unit, storage cupboards and standing headroom under a pop-top.

A standard Sunbox build on the Caddy Maxi gives you everything a traditional camper offers:

- ✓ A double bed (rock and roll on the Mandalay, slat bed on the Chamonix)
- ✓ A hand-built kitchen with stainless steel sink, water tank with electric pump, compressor fridge and gas hob
- ✓ Thermafleece sheep's wool insulation, breathable carpet lining, vinyl flooring of your choice
- ✓ LED lighting throughout, with USB, USB-C and 240V sockets
- ✓ A second 2-berth roof bed if you add the pop-top with roof bed, making the van 4-berth
- ✓ Solid wood worktops and a removable table
- ✓ Blackout curtains and luxury upholstery in your choice of fabric
- ✓ A full habitation electrical system: leisure battery, battery-to-battery charging and a 300W inverter, so lighting, fridge and charging run off-grid

That is a complete campervan. The layout, the materials, the kitchen, the bed, the electrics, the warmth in winter, the room to dress and move around. All there, in a van that fits in a parking space.

Built on a car platform. The Caddy 5 is not a shrunken commercial van. It sits on VW's MQB car platform, which is why it drives, rides and parks like a Golf. That shows up every day: in town, in car parks, on narrow lanes and on the motorway.

Three powertrains, one conversion

The Caddy 5 comes as a 2.0 TDI diesel, a 1.5 TSI petrol or the eHybrid plug-in hybrid. All three are Euro 6 and ULEZ compliant, and all three take exactly the same Sunbox conversion. On the eHybrid we adapt the habitation electrics to work with the hybrid system.

01 Diesel (2.0 TDI)

The long-distance choice. Best economy on a run (47 to 55 mpg combined), the deepest used market, and nothing to plug in. Available in 102 PS or 122 PS, with a six-speed manual or seven-speed DSG.

02 Petrol (1.5 TSI)

The simplest option. Quieter than the diesel, cheaper to service, and typically a lower purchase price. 116 PS and 220 Nm, 40 to 44 mpg combined. Used petrol Caddys are rarer than diesels.

03 eHybrid: our flagship Caddy

The 1.5 TSI petrol paired with an electric motor and a battery you charge at home. Up to 74 miles of electric range, so daily driving and commuting can be near silent and near free, with the petrol engine there for long trips and no range anxiety. Its electric range makes it eligible for the government's Plug-in Van Grant, which reduces the purchase price. Newest of the three, so used stock is still limited.



Why no fully electric Caddy? VW doesn't make one. We build electric campervans on other platforms, and we've chosen to keep converting the Caddy anyway, because it is an excellent van and because a micro camper carries its own sustainability logic: one compact, efficient vehicle doing the job of an everyday car and a camper. The eHybrid takes that furthest, with electric power for daily life and petrol only when you tour. The conversion is identical on all three, so choose on how you will drive.

Two badges, one van: the Ford connection

Under the Ford-VW partnership, the latest Ford Tourneo Connect and Transit Connect are the same van as the Caddy: VW developed the platform, and both are built at VW's plant in Poland with the same engines, the same DSG gearbox and the same plug-in hybrid system. The badge is Ford; the engineering is VW.

VW

Caddy / Caddy Maxi

Ford

Tourneo Connect / Transit Connect (LWB)

What this means for you: it widens your sourcing pool. If you find an excellent long-wheelbase Connect, diesel, petrol or PHEV, it takes the same Sunbox conversion, because it is the same van underneath. When you search for a base vehicle, search both names.

Don't confuse it with the bigger vans: the relationship runs the other way on the next size up. The current VW Transporter is a rebadged Ford Transit Custom, Ford-developed. Same rule, opposite answer: for a Transporter-sized van, Ford is the original; for a Caddy-sized van, VW is.

Choosing a powertrain

The three Caddy 5 Maxi powertrains side by side. Vehicle figures are VW's; prices are indicative and change with the market.

	DIESEL (2.0 TDI)	PETROL (1.5 TSI)	EHYBRID
Engine	2.0L turbocharged diesel	1.5L turbocharged petrol	1.5L petrol plus electric motor
Electric range	None	None	Up to 74 miles
WLTP mpg (combined)	47 to 55	40 to 44	Up to 280 (with regular charging)
Charging	n/a	n/a	Home wallbox or public charger
Gearbox	6-speed manual or 7-speed DSG	6-speed manual or 7-speed DSG	Automatic
New base van (indicative)	From £23,000	From £25,000	From £32,000
Used base van (indicative)	From £15,000; typically £20,000 dealer sourced	From £16,000	From around £24,000 (limited stock)
Plug-in Van Grant	n/a	n/a	Eligible (reduces purchase price)
ULEZ / Clean Air Zones	Compliant (Euro 6)	Compliant	Compliant
Best for	Long range, deepest used market, no charging to think about	Lower upfront cost, simpler servicing	Lower running costs, near-silent local driving

All three powertrains take the same conversion, at the same price. The only difference in the build is that we adapt the electrics on the eHybrid to work alongside the hybrid system.

The spec we recommend

Caddy 5 Maxi, 2021 onwards. Three things drive this recommendation.

01 Caddy 5, not Caddy 4

We convert the Caddy 5 generation (2021 onwards). The earlier Caddy 4 has older engines and an older platform, and it misses the MQB car-like driving, the safety tech and the eHybrid option.

02 Maxi, not the short Caddy

We convert the Maxi (long wheelbase) only. The standard short-wheelbase Caddy is too compact for a comfortable living space, so the Maxi is essential for conversion: it's what gives you a proper double bed and a full kitchen together.

03 Panel van or Kombi, either works

Both the Caddy Cargo panel van and the Kombi convert well. Whatever you're looking at, insist on full service history, especially on a used van. We can source your Caddy from a VW dealership, new or nearly new in whatever spec you choose, or advise on one you've found yourself, even if you're buying elsewhere.

The headline: a Caddy 5 Maxi, panel van or Kombi, in whichever powertrain suits your driving, is the configuration that turns the Caddy into a Sunbox camper. Everything else is finish and options.

Key specifications

VW Caddy 5 Maxi, all powertrains unless stated.

SPECIFICATION	VW CADDY 5 MAXI
Generation	Caddy 5 (2021 onwards)
Platform	MQB (shared with VW Golf, Tiguan, Skoda Octavia)
Engine options	2.0 TDI diesel, 1.5 TSI petrol, 1.5 TSI eHybrid
Power (diesel)	102 or 122 PS depending on variant
Power (petrol)	116 PS / 220 Nm
Electric range (eHybrid)	Up to 74 miles
Transmission	6-speed manual or 7-speed DSG automatic
Combined mpg (WLTP)	Diesel 47 to 55 · Petrol 40.4 to 44.1 · eHybrid up to 280
Overall length	4,853 mm
Wheelbase	2,970 mm
Width (inc. mirrors)	2,100 mm
Turning circle	12.1 m
Max payload	Up to 747 kg
Seats (as delivered)	2 (driver and passenger)
Belted seats (converted)	Up to 4 (Mandalay) or 2 (Chamonix)
Sleeping berths	2, or 4 with the pop-top roof bed
Vehicle warranty (new)	3 years (VW)
ULEZ / Clean Air Zones	Compliant, all powertrains (Euro 6)

Sourcing your van

Whether you want a brand new Caddy from the showroom or a good used van, we can help you find the right base vehicle, and we do not charge a separate fee for sourcing. Bring your own van, or we find one for you.

New

New Caddy 5 Maxis start from around £23,000 for the diesel, £25,000 for the petrol and £32,000 for the eHybrid. You keep the full three-year VW warranty.

Used

Diesel is the deepest used market. Petrol base vans are rarer. The eHybrid is the newest, so used stock is still limited. We focus on the Caddy 5 generation, keep an eye out for good examples and let you know when one comes up.

AGE	DIESEL (APPROX.)	PETROL (APPROX.)	TYPICAL MILEAGE
2024 to 2025 (nearly new)	£23,000 to £29,000	£25,000 to £31,000	Under 5,000 miles
2021 to 2023	£15,000 to £20,000	£16,000 to £22,000	15,000 to 40,000 miles



A good dealer-sourced used Caddy 5 diesel plus a Sunbox conversion with pop-top comes in around £46,000 all in; a new one, around £49,000. Cheaper used vans can bring that down. See the pricing section.

Two layouts

The Mandalay and the Chamonix.

We offer the same two designs on the Caddy Maxi that we build for our other vehicles: the Mandalay and the Chamonix. Both share an identical core build: same kitchen, same materials, same hand-built furniture, same insulation, same electrical system. The difference is the bed, and what that means for the layout and seating.



01 The Mandalay

Rock and roll bed · up to four belted seats · the most versatile, daily-driver-friendly layout.



02 The Chamonix

Slat bed running the length of the rear · storage underneath · a view out of the rear doors · two front seats only.

The Mandalay

The most versatile of our two layouts. Four belted seats, rock and roll bed, daily-driver friendly.



The Mandalay is the classic campervan layout. The rock and roll bed, built on a Rusty Lee M1 crash-tested frame, converts from forward-facing seats during the day to a double bed at night, with two three-point seatbelts. Combined with the two front seats you have four belted travelling seats. Useful if you carry passengers, do school runs, or need the van to double as a daily driver, which on the Caddy most people do. Bed cushions and upholstery come in your choice of fabric, like everything else in the van.

Add a pop-top roof with the optional roof bed and the Mandalay becomes a 4-berth: two adults downstairs, two more (typically children or smaller adults) in the roof.

Who it suits

- ✓ Families with children who will travel in the rear seats
- ✓ People who use the van as their everyday car
- ✓ Anyone who values the flexibility of seats-into-bed

The Chamonix

The most generous interior of our two layouts. Slat bed, a view out of the back, two front seats only.



The Chamonix is our slat bed layout and a popular choice on the Caddy Maxi. A fixed slat bed runs the length of the rear with generous storage underneath, alongside the kitchen and storage units. Sit on the bed with the rear doors open and you have the best seat in the van, looking out at wherever you have parked. Pop-top up, you can stand fully inside.

Without a rock and roll bed in the rear there are no belted rear seats. The trade-off is a more spacious, open interior, more storage, and a slightly different feel. Many owners prefer it for the simplicity. An optional roof bed turns the van into a 4-berth camper.

Who it suits

- ✓ Couples and solo travellers
- ✓ People who do not need to carry rear passengers
- ✓ Anyone who likes a view from the rear doors

At a glance

Mandalay and Chamonix, compared.

FEATURE	MANDALAY	CHAMONIX
Bed type	Rock and roll bed (2-berth)	Slat bed (2-berth)
Belted seats (no pop-top)	4 (2 front + 2 rear)	2 (front only)
With pop-top and roof bed (4-berth)	4 belted, 4 sleeping	2 belted, 4 sleeping
Day mode	Forward-facing rear bench	Bench with storage under, view out the back
Best for	Families, everyday use, flexibility	Couples, solo travellers, storage, simplicity
Conversion price (from, inc VAT)	£20,399	£20,399

Both designs share the same core build: kitchen, materials, furniture, electrical system, insulation, lining, lighting and optional extras. The only meaningful differences are the bed type, the rear seating and the layout consequences that flow from those choices. The elevating pop-top is priced separately (see Optional Extras).

When customers ask which to choose, we usually frame it like this: pick the **Mandalay** if you sometimes need to carry rear passengers or if the flexibility of seats-into-bed appeals; pick the **Chamonix** if you would rather have the extra storage, the open interior and the view out of the back.

What's included as standard

Everything below is included in both the Mandalay and the Chamonix.

SLEEPING

2-berth bed (rock and roll on Mandalay, slat bed on Chamonix)

Bed cushions in choice of fabric

Blackout curtains in choice of colour

SEATING

Mandalay: 2 front + 2 belted rear (rock and roll in seat mode)

Chamonix: 2 front seats only

Removable solid wood table

KITCHEN

Hand-built wooden kitchen unit in your choice of finish

Solid wood worktop

Stainless steel sink

Water tank with electric pump

Compressor fridge (12V)

Gas hob

INSULATION, LINING AND FINISH

Thermafleece natural sheep's wool insulation in every panel and cavity

Sound-deadening on critical panels

Breathable carpet lining throughout

Vinyl flooring in your choice of style

Luxury upholstery in your choice of fabric (recycled options available)

LIGHTING AND POWER

LED lighting throughout, with dimmable mood lighting

USB and USB-C sockets throughout

240V sockets, powered by a 300W inverter

Leisure battery with battery-to-battery charging from the engine

Complete habitation electrical system (see next page)

Your choice of finish, fabric, flooring and curtain colour is part of every Sunbox build **at no extra cost.** Customers visit the workshop or browse our materials library online to choose. Every van leaves reflecting the customer who ordered it, not a default factory spec.

How the electrics work

The Caddy runs a conventional, proven habitation electrical system: a leisure battery, charged from the engine while you drive, powering everything in the living space. Simple, reliable and easy to live with.

LEISURE BATTERY · 12V

Powers the everyday stuff: lights, fridge, water pump, USB and USB-C charging. A battery-to-battery charger tops it up automatically from the alternator whenever the engine is running. No thought needed.

300W INVERTER · 240V SOCKETS

A small inverter gives you 240V sockets for laptops, camera batteries and phone chargers. It is sized for those loads, not for kettles or heaters. Cooking is on gas, which is why the Caddy does not need a large inverter or a big battery bank.

What you can do with it

- ✓ Cook a full meal on the gas hob without being plugged in
- ✓ Run the lights, fridge, water pump and charge your devices for a weekend off-grid
- ✓ Top up the leisure battery automatically while you drive
- ✓ Add a 200W or 400W roof solar panel if you park up for longer
- ✓ Plug into a campsite hook-up like any other camper

On the eHybrid: the conversion is the same, but we adapt the habitation electrics to work alongside the hybrid system.

Heating

While you are driving, the engine heats the cabin quickly like any car. For static heating, camping outside the summer months, we offer two options.

Propex gas heater £1,680 inc VAT

A blown-air gas heater, ducted into the living space with its own thermostat. It runs off-grid from the van's gas supply, so a cold night on a farm field is no problem. This is the option most Caddy owners choose. Supplied and fitted.

Electric heater £1,200 inc VAT

A 230V heater built into the furniture, for owners who mostly camp on hook-up and would rather not carry a bigger gas supply. Supplied and fitted.



In practice: if you plan to camp between October and April, budget for the gas heater. If you are a summer and campsite camper, you may not need either.

Pop-top roof

A pop-top roof adds enough standing headroom inside that you can move around comfortably. Add the optional roof bed and the pop-top transforms the Caddy from a 2-berth into a 4-berth. The pop-top with roof bed is the most popular optional extra and we recommend it for most customers. Pop-top down, the Caddy still goes into multi-storey car parks.

What we fit

We fit the Reimo super-flat pop-top on the Caddy Maxi. It sits low on the roof for a sleek profile with the roof down, which suits a van that spends its weekdays as a car. Reimo is an established German manufacturer, the canvas comes in a choice of colours, and it takes the optional roof bed.

Colour-coding

The standard pop-top is supplied in white or black. We can colour-code it to match the vehicle paint for a more finished look (£650 inc VAT).



POP-TOP ITEM	PRICE (INC VAT)
Reimo super-flat pop-top roof (elevating roof, standing headroom)	£4,470
Roof bed (2-berth sleeping platform, makes the van 4-berth)	£400
Pop-top colour code (matches vehicle paint)	£650
Subtotal: pop-top with roof bed and colour code	£5,520

Extra windows

A Caddy Cargo arrives without windows in the loadspace. We fit windows individually, so you choose exactly how many you want and where, and whether they open.

How it works

Most people start with two, one in the sliding door and one opposite, and some add the rear quarter panels for up to four in total. Opening windows give ventilation where you sleep; a flyscreen keeps the midges out. A dummy panel (an external trim panel matching the visual line of the windows) is fitted where furniture sits against a window cavity, so the outside stays symmetrical.

WINDOWS · PRICED INDIVIDUALLY	PRICE (INC VAT)
Fixed window	£350 each
Opening window	£390 each
Flyscreen	£400
Dummy panel	£300 each
Typical choice: two fixed windows	£700

If you source a Caddy Life or a van with factory glass, the window plan changes; we'll talk it through when we see the van.

Other optional extras

Beyond the standard build, the most common additions are below. None are required, all are available. Prices include VAT, supplied and fitted.

EXTRA	PRICE
Roof solar panel, 200W	£960
Roof solar panel, 400W	£1,440
Propex gas heater	£1,680
Electric heater	£1,200
Awning	£1,300
Awning rail	£249
Roof bars	£838.80
Rear shower	£299
High cupboard	£480

EXTRA	PRICE
Bed-on-rails	£1,250
Moveable box	£418.80
Painted furniture, Mandalay	£599
Painted furniture, Chamonix	£959
Interior ply panels, bamboo	£400
Interior ply panels, birch	£400
Interior ply panels, painted	£600
Portaloo	£95
Tow bar	On the dealer order

Bespoke additions

If there is something specific you need that is not on the list, we would rather talk it through than say no. Our build is hand-built, not modular, so within reason we can adapt.



Every Sunbox build is bespoke. Tell us what you need and we will work out whether, and how, we can make it part of your van.

How our pricing works

Four building blocks make up the price of every Sunbox Caddy. Add them together and you have your total; change any one and you can see exactly what it does to the price.

01 The conversion · £20,399

One price buys a complete, ready-to-camp campervan: bed, kitchen, fridge, gas hob, water, insulation, lining, flooring, curtains, upholstery, lighting and the full electrical system. It is the same price for both layouts (Mandalay or Chamonix) and all three powertrains (diesel, petrol or eHybrid), and it includes your choice of every finish at no extra cost.

02 The pop-top · £4,470, plus £400 for the roof bed

Priced separately, because not everyone wants one. Without it the van is a 2-berth with sitting headroom. With the Reimo super-flat and the roof bed it is a 4-berth with standing headroom, and this is what most customers choose.

03 Windows and extras · from £350

Windows are per window (£350 fixed, £390 opening), so you pay for exactly what you choose. Heating, solar, awning and the rest are individually priced on the Optional Extras pages. Nothing is compulsory.

04 The base van · typically around £20,000 used

Bought separately, and the biggest lever on your total. A good used Caddy 5 diesel sourced through our dealer contacts typically costs around £20,000; a new eHybrid is around £32,000. Cheaper vans exist from around £15,000 on the open market, and we're happy to convert one you've found yourself, but at that end you're buying on your own judgement rather than through a dealership. Same conversion either way, so the van you choose moves the total by exactly the difference in van price.

Two invoices, one van. The vehicle is invoiced by the dealer or seller; Sunbox invoices the conversion and extras. If we source the van for you there is no separate sourcing fee, and you get a clear, itemised quote for your exact specification before anything is committed.

Indicative pricing

Three worked examples, from simplest to fully loaded. Pricing as at September 2026; vehicle prices are set by the market and change; conversion prices are ours. All prices include VAT.

THE WEEKENDER · 2-BERTH

No pop-top. Sitting headroom, full camper below.

Used diesel, dealer sourced	£20,000
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Conversion	£20,399
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Two fixed windows	£700
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All in, around	£41,099
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THE CLASSIC · 4-BERTH

Our most popular spec, and the guide's headline price.

Used diesel, dealer sourced	£20,000
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Conversion	£20,399
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Reimo pop-top + roof bed	£4,870
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Two fixed windows	£700
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All in, around	£45,969
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THE FLAGSHIP · NEW EHYBRID

4-berth, winter-ready, electric daily driving.

New Caddy eHybrid	£32,000
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Conversion	£20,399
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Reimo pop-top + roof bed, colour coded	£5,520
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Four windows (two opening)	£1,480
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Propex heating + 200W solar	£2,640
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All in, around	£62,000
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Swap the van, swap the total

The conversion is identical on every base van, so the Classic spec above moves with the van you choose: a dealer-sourced used diesel around £46,000 all in, a new diesel around £49,000, a new petrol around £51,000, a new eHybrid around £58,000 before the Plug-in Van Grant. Cheaper used vans exist from around £15,000, which would bring the Classic closer to £41,000, but at that price you're usually buying privately rather than through a dealership, and we'd want to look the van over before you commit.

Every quote is itemised. These examples show how the blocks stack; your quote will list your exact van, layout, package and options, line by line, before anything is committed.

Where your money goes

Let's be honest about the money.

Campervans are expensive. A quality conversion on a good base vehicle is a significant investment, and for most people it's a big financial decision. The best thing we can do is be transparent about where your money goes.

Where we spend money

Materials and craft. We make vans that, as one customer put it, "don't look like a bad nightclub". They're also better for the environment. FSC-certified birch plywood costs more than plastic laminated poplar. Thermafleece sheep's wool costs more than 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 cheap plastics.

Where we don't

No fancy showrooms. When you visit us you'll see a workshop: workbenches, tools, vans mid-build. Every pound saved on glossy premises is reinvested into the quality of your van. We keep the chain short: directly with customers, directly with our dealer partners for vehicle sourcing. Fewer middlemen, lower costs.



A commitment to craft

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 unskilled people bolting together flatpack, these are craftspeople.



We're design-led. We create the 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. That's also why we can work confidently across multiple van platforms, from the compact Caddy Maxi to the ID Buzz to the Kia PV5. The Caddy is where we started: it is our original micro camper, and some of our team have been building them for over seven years, longer than anyone else in the UK. We never use plastic edging to disguise poor finishes. Where many converters leave the factory trim panels in place and build around them, we strip them out and do the job properly: vapour barrier, insulation, and full lining.

Every van is built by hand. 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, with flooring, upholstery, wood finish, lining and curtains all chosen by you from our curated range.

A sustainable campervan design

Sustainable interiors.

There's no fully electric Caddy, and we've chosen to keep building this van anyway. The sustainability case for a micro camper is real: one compact, efficient vehicle doing the job of two, used every day rather than parked eleven months a year. The eHybrid takes it further, with most daily miles on electric. 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, 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 principle: better-chosen materials make better campervans. Sustainability and quality usually arrive together. Those synthetic plastic-trimmed interiors aren't as well made and feel worse to live in.

The materials

FSC-certified 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 fronts of the cupboards that you can see. Poplar is lighter but softer. We use it for the frame to keep the weight down. We chose these over cheaper or less sustainable alternatives like MDF or laminate because it's better, and nicer to live with.

Thermafleece sheep's wool insulation

Organic natural sheep's wool, sourced from British farms, processed in the UK. It is breathable and reduces condensation. It regulates temperature naturally and absorbs sound. It performs better than synthetic alternatives and is a sustainable material.

Chieftain Earthly fabric

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

Solid wood worktops

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

Lightweight engineering

Heavier conversions cost fuel and payload. We use quality materials that are also light. On a small van like the Caddy that matters twice over: lighter means better economy, more electric miles on the eHybrid, and more of the 747 kg payload left for you.

Our partners

Who we choose to work with.

A Sunbox camper is only as good as the components within it. We work with established UK and European partners who share our standards. We prioritise local suppliers wherever possible to reduce our carbon footprint, and we name our partners openly so you can see exactly what you're getting.

- ✓ **Reimo pop-top roofs.** An established German manufacturer with a strong reputation; the super-flat roof is engineered for the Caddy Maxi.
- ✓ **Propex.** UK-made blown-air gas heaters for year-round off-grid warmth.
- ✓ **Thermafleece.** British-farmed sheep's wool insulation, processed in the UK.
- ✓ **Chieftain Fabrics.** The Earthly range, 100% recycled upholstery.
- ✓ **Rusty Lee bed frames.** M1 crash-tested rock and roll bed frames, made in the UK. The tested frame sits inside our hand-built furniture.



Examples of our work

A few finished Caddy Maxi builds. Every one is different, because every customer chose their own finish, fabric, flooring and curtains.



CADDY MAXI · POP-TOP UP



MANDALAY · BED MODE



MANDALAY · PLUM FABRIC



ROOF BED · LOOKING DOWN

Warranty cover

What's covered, by whom, and for how long.

ELEMENT	COVER	PROVIDED BY
Vehicle (new)	3 years	Volkswagen
Vehicle (used)	Balance of VW warranty, or dealer warranty	VW / supplying dealer
Pop-top roof	5 years	Reimo
Conversion: workmanship and installed materials	5 years	Sunbox
Sunbox-built furniture (kitchen, cupboards, bed surround)	5 years	Sunbox
Rock and roll bed frame (Mandalay)	Per manufacturer	Rusty Lee
Insulation, lining, vinyl flooring	5 years	Sunbox
Sunbox-installed electrical wiring and fittings	5 years	Sunbox
Appliances (fridge, hob, leisure battery, water pump, heater)	Per manufacturer (typically 24 months)	Manufacturer
Upholstery and soft furnishings	24 months	Sunbox

Conversion warranty work is carried out at our workshop in Newhaven. We built your van, so we know how every system fits together. If you don't live close to us and would prefer cover that allows the conversion to be repaired anywhere in the UK, we can supply an Autogard warranty in place of ours for up to 36 months, at an extra charge. Lifetime support comes as standard: we're a small business and we want you to enjoy your van, so get in touch any time something comes up. **Not covered:** wear and tear on consumable items, accidental damage or misuse, items under their own manufacturer warranty, and repairs carried out by another party without our prior agreement.

Your order checklist

The build decisions, in order. Settle the van first (powertrain, new or used), then the conversion.

01 Choose your powertrain

Diesel, petrol or eHybrid. Same conversion, same price; choose on how you drive.

02 Choose your layout · £20,399

Mandalay (rock and roll bed, four belted seats) or Chamonix (slat bed, storage, view out the back).

03 High cupboard? · £480

Extra storage without giving up floor space. Decide now, it affects your window choices.

04 Pop-top? · Reimo super-flat £4,470

If yes: roof bed £400 (makes the van 4-berth). Roof finish: white or black at no extra cost, or colour-coded to the paint, £650.

05 Windows: how many?

Fixed £350, opening £390, flyscreen £400, dummy panel £300. Sliding door plus opposite is where most people start.

06 Heating?

Propex gas heater £1,680 for off-grid winter camping, or electric heater £1,200 for hook-up campers.

07 Other extras

Solar 200W £960 / 400W £1,440 · awning £1,300 and rail £249 · roof bars £838.80 · rear shower £299 · bed-on-rails £1,250 · moveable box £418.80 · painted furniture £599 Mandalay / £959 Chamonix · interior ply panels from £400 · portaloos £95.

08 Then the fun part

Your interior choices: wood finish, worktop, fabric, flooring, curtains, canvas, lining and handles, all included. Choose online in our materials library [online](#) or here at the workshop.

Begin the dream

Three easy ways to take the next step.

01 Book a consultation

A 15-minute call. No commitment, just a conversation to help you think it through. We can discuss which powertrain might suit you, answer your questions about heating or sourcing a van, or just talk through whether the Caddy Maxi 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.

02 Visit the workshop in Newhaven

Come to Newhaven and sit in the vans. See the quality of our work 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.

03 Tell us about your needs

Email us with which design appeals (Mandalay or Chamonix, or you'd like to discuss), which powertrain, whether you want a pop-top, roughly when you'd want the van, and anything specific to your situation we should think about. We'll send a detailed quote within three working days.

The conversion process

Consultation, then vehicle sourcing (bring your own or we find one, no separate fee), then the build: over four to six weeks our craftspeople transform it from a work van to a Sunbox camper. Every system (gas, electric, joinery) is tested before handover, and we walk you through every part of the van before you drive off.

Make the dream a reality

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, no matter how small or specific, just get in touch. We love talking about these builds and we're happy to share what we've learned. Hopefully, we'll be able to show you around the workshop soon.

PHONE

01273 117471

EMAIL

hello@sunboxcampers.co.uk

WEBSITE

sunboxcampers.co.uk

ADDRESS

Newhaven, East Sussex

**I love my van so much. Thank you for helping me
live the dream, with so much confidence too.**

SUNBOX CUSTOMER