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**SPARTANMOTORS.COM**

## **Spartan Motors Chassis Headed to the Winter Olympics**

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CHARLOTTE, Mich., Feb 12, 2010 /PRNewswire via COMTEX/ -- Two new 75 ft/23 M Aerial Ladder Fire Trucks featuring a Spartan Gladiator MFD 5" Raised Roof Custom Cab and Chassis from Spartan Motors Chassis, Inc., a subsidiary of Spartan Motors, Inc. (Nasdaq: SPAR), have been delivered to the Whistler Fire Rescue Service in Whistler B.C. Canada to upgrade their apparatus fleet as they prepare to host the 2010 Winter Olympics and Paralympics Games. The apparatus were ordered through a competitive RFP process from Safetek Emergency Vehicles Ltd., the Canadian dealer for Smeal Fire Apparatus Co.

"Spartan Chassis is proud to have products in use for emergency and defense vehicles that can be found around the world," said John Szykiel, president and CEO of Spartan Motors. "We are delighted that Spartan chassis will be a part of protecting the lives and property of the residents, guests and elite athletes from around the world as they come together to compete in the Winter Olympics in this beautiful world-class venue."

These custom Single Axle Heavy Duty Aerials were built to meet the performance and safety parameters of the purchaser as well as the latest NFPA and ULC Standards. The chassis features a new low profile design with a four wheel drive configuration to allow for safer driving in snow conditions encountered in the area. The cab features a 5" raised roof to provide more interior headroom for personnel as well as three forward facing crew seats.

The apparatus package features Smeal's Uni-Body Marine Grade construction with an "EZ Load" Dual Hose Bed to provide maximum body compartmentation. A Hale QMAX 2250 GPM Pump is included along with a Foam Pro 2002 Single Tank System, 400 G Water and 30 G Foam Cell with an Aerial Bypass Feature to allow for foam discharge through the Aerial Waterway. Three Speedlay hose beds in the Pump Module with a Driver's side Roll-Up Door for the Pump Panel protect the vehicle from winter road conditions.

The Smeal ULC "listed" aerial device is rated at 500 lb. tip load while flowing 1250 GPM 90 degrees side-to-side as well as a +30 degree vertical sweep and features a gated outlet at the ladder tip for standpipe use. In addition, the aerial features a Turntable actuated Positional Waterway control for safety and ease of changing from Rescue to Water tower mode. A variety of additional advancements and features further enhance operational capability.

### **About Spartan Motors Chassis, Inc.**

Spartan Motors Chassis, Inc., ([theshyftgroup.com](http://theshyftgroup.com)) a subsidiary of Spartan Motors, Inc. (Nasdaq: SPAR), designs, engineers and manufactures custom chassis, specialty vehicles and truck bodies and aftermarket parts for the outdoor recreation/RV, emergency-response, defense, delivery and service markets. The company's brand names are known for quality, value, service and being the first to market with innovative products. The company employs approximately 1,500 at facilities in Michigan, Pennsylvania, South Carolina, South Dakota, Indiana and Texas. Spartan reported sales of \$844.4 million in 2008 and is focused on becoming a global leader in the manufacture of specialty vehicles and chassis.

This release contains forward-looking statements, including, without limitation, statements concerning our business, future plans and objectives and the performance of our products. These forward-looking statements involve certain risks and uncertainties that ultimately may not prove to be accurate. Actual results and future events could differ materially from those anticipated in such statements. Technical complications may arise that could prevent the prompt implementation of the plans outlined above. The company cautions that these forward-looking statements are further qualified by other factors including, but not limited to, those set forth in the company's Annual Report on Form 10-K filing and other filings with the United States Securities and Exchange Commission (available at <http://www.sec.gov>).

Government contracts and subcontracts typically involve long payment and purchase cycles, competitive bidding, qualification requirements, delays or changes in funding, extensive specification development and changes, price negotiations and milestone requirements. An announced award of a governmental contract is not equivalent to a finalized executed contract and does not assure that orders will be issued and filled. Government agencies also often retain some portion of fees payable upon completion of a project and collection of contract fees may be delayed for long periods, which can negatively impact both prime contractors and subcontractors. The company undertakes no obligation to publicly update or revise any statements in this release, whether as a result of new information, future events or otherwise, except as required by law.

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