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Spartan Motors Chassis Unveils High-Line Diesel Chassis

December 2, 2003

Spartan Keeps Pace with Consumer Demand with Feature-Packed Chassis For Class 'A' Market

CHARLOTTE, Mich., Dec. 2 /PRNewswire-FirstCall/ -- Buyers of high-end motorhomes demand the latest features, most comfortable ride, and newest high-tech components for their coaches. For three decades, Spartan Motors Chassis has met that demand with a variety of diesel pusher chassis that offer the best performance, ride and handling.

Now, the Charlotte, Mich.-based subsidiary of Spartan Motors, Inc. (Nasdaq: SPAR) intends to bring high-performance chassis to an entirely new level. Spartan Chassis today premiered the all new K3 chassis, a feature-packed diesel chassis designed to offer the ultimate in RV comfort and performance. The Company unveiled the K3 at the Recreation Vehicle Industry Association (RVIA) tradeshow in Louisville, Ky., which runs from Dec. 2-4. (Booth #1025)

"The buyers of high-end motorhomes are demanding more features and options from their RVs than ever before, which adds weight and extreme performance demands," said Richard Schalter, president of Spartan Chassis. "At the same time, they expect the very best power, ride and handling. The all-new K3 chassis represents our commitment to bring the ultimate chassis platform to RV owners and manufacturers who demand the best."

An important feature of the K3 is the stronger frame structure. This truss design is the strongest in the industry, and enables OEMs to slide out either one or both sides of the vehicle if they desire, adding a huge amount of square footage and living area. Spartan said the introduction of the K3 chassis, coupled with its new Competitor chassis, the lowest-cost diesel chassis on the market, gives Spartan Chassis the broadest selection of products in the diesel RV market. Spartan said it has already delivered prototypes of the K3 chassis to OEMs with production slated to begin during the second quarter of 2004.

The K3 chassis features a rear-engine mounted Cummins ISX 525hp engine, a side cooling system, and a towing capacity of 15,000 lbs. In addition, the K3 offers:

- A reinforced, raised structural frame consisting of a web of steel frame rails and sub-structural support beams.
- An Allison 4000MH 6-Speed transmission that provides 1,650 lbs. per foot of torque.
- A Ridewell 34,000 lb. rear suspension, which includes a 14,000 lb. tag axle. This axle offers a smoother, more stable ride and better weight

distribution.

-- Optional air-supply line for a tow vehicle breaking system.

Standard features on the K3 include 5" NGI gauges, electronic height control valves, an all-wheel tire pressure monitoring system and a power tilt/telescoping steering column. The K3 also offers Knorr Brehm air disc front brakes and a Dana Kirkstall IFS84 front suspension.

"We expect the K3 chassis to expand Spartan's market share leadership in the upper-end diesel segment, where our innovation, structural integrity and custom features stand out from the competition," said John Szykiel, Spartan Motors chief executive officer. "While the entry-level diesel sector is showing strong unit growth, the fastest growing segment is 500 hp and above motorhomes. The K3 specifically targets this trend, and we expect it to be the standard bearer for OEMs and end-users looking for the premier chassis in the market."

About Spartan Motors, Inc.

Spartan Motors, Inc. (theshyftgroup.com) designs, engineers and manufactures custom chassis and vehicles for the recreational vehicle, fire truck, ambulance and emergency-rescue markets. The company's brand names -- Spartan(R), Crimson Fire(R) and Road Rescue(R) -- are known in their market niches for quality, value, service and being the first to market with innovative products. Spartan Motors employs approximately 700 at facilities in Michigan, South Dakota, Alabama, Minnesota and South Carolina and is publicly traded on The NASDAQ Stock Market under the ticker symbol SPAR.

The statements contained in this news release include certain predictions and projections that may be considered "forward-looking statements" by the securities laws. These forward-looking statements are identifiable by words or phrases indicating that the Company or management "expects" that a particular result may occur, or that its "guidance" or "initial guidance" is that a particular event may occur. These statements involve many risks and uncertainties that could cause actual results to differ materially, including but not limited to economic, competitive, governmental and technological factors affecting the Company's operations, markets, products, services and prices. Additional information about these and other factors that may adversely affect these forward-looking statements are contained in the Company's reports and filings with the Securities and Exchange Commission. The Company undertakes no obligation to update or revise any forward-looking statements to reflect developments or information obtained after the date of this news release.

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