



Coach Corporation

April 5, 2004

Richard Boyd, Chief
Medium & Heavy Duty Vehicle Division
Office of Defects Investigation
400 Seventh Street, S.W.
Washington, D.C. 20560

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OFFICE OF DEFECTS INVESTIGATION
NHTSA

Dear Mr. Boyd:

This letter is in response to the letter that Diamond Coach Corporation received on March 26, 2004 from the Office of Defects Investigation (ODI) of the National Highway Traffic Safety Administration (NHTSA) pertaining to NHTSA file PE04-006. The following are answers to the questions that were asked of Diamond Coach in the above stated letter. Accompanying this letter is a CD that contains a Microsoft Excel database that includes every subject vehicle's Build Order number, Production Date, Serial Number, Model Number, VIN Number, and Purchaser (as requested by Luke Loy of the NHTSA in a telephone conversation with Will Tucker and Bill Hurley of Diamond Coach Corporation on 03/31/04).

1. Furnish the total number of Diamond Coach buses built on General Motors and Ford cutaway chassis manufactured for sale or lease in the United States (Between 2000 and 2002).

There were nine hundred and fifty three (953) Diamond Coach buses built on General Motors and Ford cutaway chassis manufactured for sale or lease in the United States.

2. Furnish the number of/and copies of all owner complaints and field reports, studies, surveys, or investigations from all sources which have been received or authorized by Diamond Coach, or of which Diamond Coach is aware, pertaining to the alleged defect in the subject vehicles. This should include information pertaining to the report included with this letter. Separate the number and copies of owner complaints from other sources. Also, if Diamond Coach has issued any service or technical bulletins, advisories, or other communications to dealers pertaining to the alleged defect in the subject vehicles, provide a copy of each document. If no such documents have been issued, so state.

There were zero (0) owner complaints, field reports, studies, surveys, or investigations pertaining to the alleged defect in the subject vehicles.

There were zero (0) service or technical bulletins, advisories, or other communications to dealers pertaining to the alleged defect in the subject vehicles.