

On Fri, Dec 12, 2025 at 10:00 AM Caleb Hidalgo <[caleb.hidalgo@thomasbustexas.com](mailto:caleb.hidalgo@thomasbustexas.com)> wrote:

Good Morning,

Here is the info I've been sending to districts regarding retrofitting buses with 3-point seat belts.

Currently, we are estimating at least \$50k per bus for retrofit, which would vary depending on the actual condition of the bus.

A full bench seat assembly runs \$1500+ each. For example, a 54-passenger bus would have 18 bench seats, so the seats alone would be \$27,000. A 72-passenger bus would be 24 seats resulting in \$36,000 of seats.

The floor would also need to be replaced for a couple of reasons. Existing floors don't have existing holes compatible with the current models of bench seat IMMI produces. Also, existing securements would not be rated to absorb the additional weight of belted passengers, so they would need to be redone along with new flooring.

In addition to cost, there's also potentially long lead times for the seats themselves. IMMI, which manufactures bus seats for all 3 OEMs, only stays at most 2 days ahead of bus production at the plant. The factory operates with Just-In-Time production for materials for buses on the floor. A surge in demand from districts all over the state would mean seat orders aren't going to be fulfilled very quickly.

Our service department is also pretty busy just getting new buses ready to deliver to customers. It would likely take a while for each retrofit to be performed, so statewide demand would result in fairly long wait times.

I hope this helps. I also know of 2 other vendors that have stated they are able to do retrofitting. They are Longhorn Bus Sales (Houston-based International Bus dealer) and Buck's Wheel and Equipment (Fort-Worth based shop that sells bus parts and performs other service work including refurbishing older buses).

Let me know if you need any additional information.

Thanks!



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