

Southwest Rail
Conference

Stadler's
DART SilverLine
Project



Stadler US Presentation

Overview

1. Overview DART Silverline Project
2. Lifecycle of Delivery
3. Pandemic Escalation
4. Service Startup
5. Ongoing Maintenance Challenges

Overview

Stadler DART SilverLine Project



Stadler US Project Map

Stadler Projects in North America

20 GTW NJT



2002

1

6 GTW CMTA



2007

2

11 GTW DCTA



2011

S

3

8 GTW eBART



2016

4

4 GTW CMTA



2017

5

10 Custom Coaches
Rocky Mountaineer



2018

6

8 FLIRT
TEXRail



2019

7

3 FLIRT SBCTA



2020

8

1 Cograil train
Manitou Pikes
Peak



2021

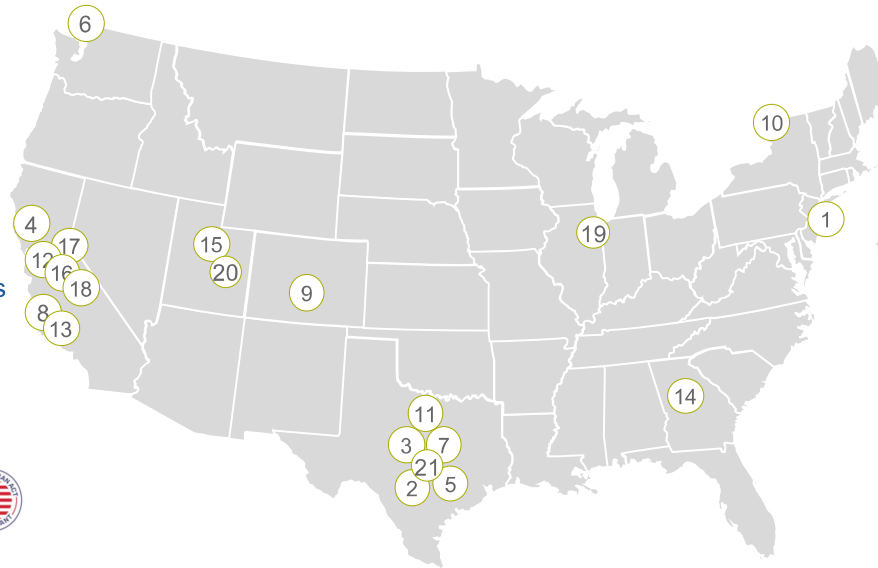
9

7 FLIRT Ottawa



2022

10



S = Service

23 KISS
Caltrain



2021 - 2026

S

11

8 FLIRT DMU
DART



2022 - 2023

S

12

1 H₂ FLIRT
SBCTA



2024

S

13

56 METRO
MARTA



2025 - 2029

14

1 KISS Caltrain
Option BEMU KISS



2027

15

1 FLIRT USU



2027

16

4 KISS
Caltrain



2026 - 2028

17

10 Caltrans H₂



2027 - 2028

18

8 FLIRT BEMU
Metra



2026 - 2029

19

40 CITYLINK
UTA



2028 - 2029

20

4 FLIRT
TEXRail



2026

21

Dallas Area Rapid Transit (DART)

FLIRT Diesel Multiple Unit (DMU)



TRAIN SPECIFICATIONS

Type	DMU FLIRT 5-CAR
Vehicles	8
Max Speed	79 MPH
Axle Arrangement	4 Powered 8 Unpowered
Power	Diesel / Electric

CUSTOMER

Name	Dallas Area Rapid Transit
Location	Greater Dallas, Texas
Due Date	Last Train April 2023
Revenue Service	March 2025

TRACK

Route	SilverLine
Stations	10
Length	26 miles
Ridership	7000 per day (Estimated)

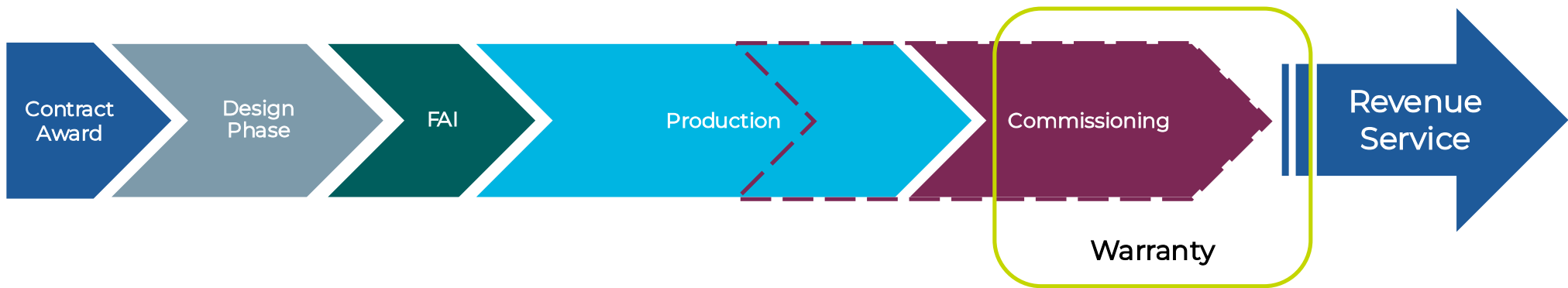


Lifecycle of Delivery

Stadler DART SilverLine Project



Lifecycle of Delivery



Pandemic Escalation

Stadler DART Silver Line Project



Pandemic escalation

Travel Restrictions:

In-person meetings not possible, in-person inspections suspended, on-site test witnessing restrictions and import restrictions

Solution:

Increased Transparency & Clear Communication Channels with customer

Inflation:

Raw material cost, long lead times, high transport costs

Solution:

Shared financial schedule burdens

Successful Outcomes:

- ✓ Delivered all 8 trainsets ahead of infrastructure completion
- ✓ Mitigated cost escalations through transparent cost management
- ✓ Strengthened trust while maintaining Stadler's reputation for quality

Service Startup

Stadler DART SilverLine Project



Service Start-up



Delayed Start, Compressed Delivery

- 2-year gap between train acceptance and revenue service
- 8 trainsets stored on-site due to infrastructure construction

Rapid Remobilization

- DART operations team + Stadler commissioning team reactivated simultaneously
- Required fast alignment of people, systems, and processes



High-Intensity Testing Window

Completed under tight timeline:

- Fire suppression (powerpack)
- PIS commissioning
- Train radio integration
- Brake performance
- Double traction testing



Ongoing Maintenance Challenges

Stadler DART Silver Line Project



Ongoing Maintenance Challenges

Establishing of brand new infrastructure

Initial Maintenance tasks performed in field or other places

Wayside Internet connection delayed

Rail corrosion while not in use

Material cost variation due to duration of project

Effects on current activities

- Recommissioning & testing challenges for Passenger Information System & Passenger Counter
- Shunting issues throughout the line due to rust on rails
- Raising Buy America content on all platforms for mitigate material cost variances from tariffs
- Higher costs from equipment failures due to the warranty end of material at time of service start

THANK
YOU.

STADLER

Stadler US
5810 W 150 S
Salt Lake City, UT 84104
Telephone +1 801 854 7771
stadler.rail@stadlerrail.com