

BECAUSE EVERY AUTOMOBILE COUNTS.

Loading, securing and offloading automobiles should be the least of your worries. At Greenbrier we meticulously engineer each feature of our automotive railcars to make loading and unloading as safe and efficient as possible. Our Multi-Max™ design gives operators the flexibility to convert the deck arrangement to fit whatever is shipped. Whether your focus is trucks, SUVs and service vehicles or sedans and commuter cars, your rail equipment should be just as adaptable as you are. Here are just a few key features that help you move what matters.

Optimal ladder placement inside door adjacent to upper decks to maximize operator safety

2 Stainless steel door panel hinges require less maintenance

3 Improved door design saves 140lbs of steel and makes the doors more maneuverable

4 Simplified deck support design for Multi-Max™ to make deck adjustments easier and save time during conversions

5 Able to hold an estimated 18 cars in tri-level configuration or 12 trucks in bi-level configuration

7 Multi-Max™ conversion streamlined by removing the need for the tri-level ramps

6 Optimized side panel hole pattern to minimize vandalism and maximize interior visibility

8 Convenient end sill step to prevent cut lever damage and improve access to the lower deck



<http://www.gbrx.com>
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THE
GREENBRIER
COMPANIES



Auto-Max® II

Multi-Max™

Dimensions

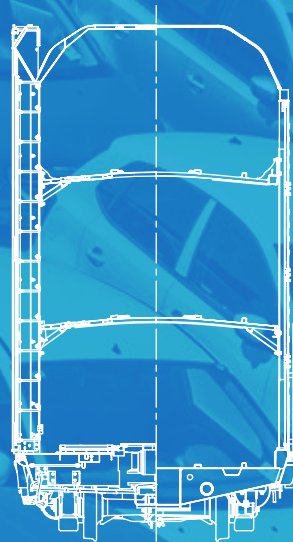
Length Inside	141' 3.25"	89' 9.5"
Width, Inside	9' 3.5"	9' 0.375"
Length, Over Couplers	145' 4"	93' 10"
Width, Extreme	10' 8"	10' 8"
Height, Inside	N/A	N/A
Door Opening, Width	9' 3.5"	9' 0.375"
Height, Extreme	20' 2"	19'
Height, Top of Rail to Threshold	N/A	N/A
Clearance	AAR PLATE K	AAR PLATE J

Weight/Capacity

Light Weight	148,500lbs.	115,000lbs.
Gross Rail Load	260,000lbs.	195,000lbs.
Load Limit	110,000lbs.	80,000lbs.
Cubic Capacity	N/A	N/A
Gallon Capacity	N/A	N/A

Curve Negotiability Radius

Uncoupled	180'	180'
Coupled to Like Car	245'	239'
Coupled to Base Car	299'	345'



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