

# ATG



**AUTOTECHNIK GmbH**  
**Bültbek 7**  
**22962 Siek**

Articulated buses.

There are two types of articulated bus.

The **Puller**, which has the engine in the front part of the bus driving the second axle. The trailer is pulled along behind the front bus car body. These types of articulated buses usually have both the first and third axle steered. These buses have a high floor as the engine is installed under it. In Sweden the VOLVO B10M is built according to this principle.

The **Pusher**, has the engine installed in the very back of the trailer and the third axle is driven, ( same engine drive layout as a Porsche 911 ). The second body car pushes the front one ahead of it. The pusher requires a hydraulically controlled joint to prevent uncontrolled bending when the bus turns corners.

Both types of bus use a mechanical connection or articulated joint to hold the bus together. The joint has two types of bearings , a large diameter ball bearing or slewing ring which allows the horizontal rotation necessary to turn corners and at least two rubber or metal bearings to allow the vertical rotation necessary to drive over hills and up ramps.

The turntables are made of steel as this is the most cost effective material ( considering price, strength, weight and cost ). The pusher units have hydraulic components such as cylinders, hoses and control blocks. The hydraulic systems are controlled electronically. See accompanying example.

The steel components are cast or welded assemblies that are bolted together after machining.

D. Browne  
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Geschäftsführer  
Denis Browne  
Tel.: (04107) 9124  
Fax: (04107) 9192

Krspk.Hzgt. LAUENBURG  
BLZ 230 527 50  
Kto.: 303 71 42

BANKVERBINDUNGEN  
COMMERZBANK  
BLZ 200 400 00  
Kto: 117 75 67

Spk. Stormarn  
BLZ 230 516 10  
Kto: 250 004 216

Handelsregister  
Amtsgericht  
Ahrensburg  
HRB 361

e mail [browne@articulated-bus.dd.uunet.de](mailto:browne@articulated-bus.dd.uunet.de)  
web site [www.articulated-bus.com](http://www.articulated-bus.com)