
Büssing Germany 1903 - 1971

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Founded in 1903 H. Büssing AG immediately introduced its first motor lorry a 2 cylinder petrol engined 3 tonner adding a passenger version early the following year, which was later built in Britain under licence as Straker- Squire.

<http://www.onlinetruckers.org/vascoingles/Truck-Photos/Bussing/1906-Bussing-Tipper.jpg>
1906 Büssing tipper

In 1907 manufacturing licences were sold to Maschinenfabrik A Fross in Vienna which two years later was renamed Maschinenfabrik A Fross-Büssing and now produced vehicles of Büssing design under the Fross-Büssing name. Similiarly in 1909 saw licence manufacture of Büssing trucks under the Rathgeber name by Jos Rathgeber in Munich, and in 1913 Ganz Waggon of Budapest also commenced manufacture licence built Büssings under the Ganz name. In 1909 Büssing built the worlds first ever 6 cylinder truck engine with 90 bhp and over the next few years the company's 5 and 11 ton vehicles became increasingly popular. By 1914 a four wheel drive army truck was available and by the end of the 1st world war the range also included 3 and 5 ton vehicles.

<http://www.onlinetruckers.org/vascoingles/Truck-Photos/Bussing/1912-Bussing.jpg>
1912 Büssing

<http://www.onlinetruckers.org/vascoingles/Truck-Photos/Bussing/1914-Bussing.jpg>
1914 Büssing

In 1920 the company was renamed Büssing Automoblwerke KG only to be renamed again in 1922 Automobilewerke H. Büssing AG.

<http://www.onlinetruckers.org/vascoingles/Truck-Photos/Bussing/Bussing-4ZW-Gun-Tractor.jpg>
Büssing 4ZW Gun Tractor

By 1923 the first rigid 3 axled chassis in Germany had been launched powered by a 6 cylinder 80 bhp petrol engine. Mannesmann-Mulag Motoren und Lastwagen AG in Aachen was taken over in 1928 only to be followed in 1930 by Automobilfabrik Kornnick AG in Eberling, a year later the Nationale Automobile AG of Berlin and Leipzig was incorporated in to the Büssing fold and from then on until 1950 all vehicles were referred to as Büssing-NAG.

<http://www.onlinetruckers.org/vascoingles/Truck-Photos/Bussing/1930-Bussing-6GL-6x4.jpg>
Büssing 6GL 6x2 rigid 1930

<http://www.onlinetruckers.org/vascoingles/Truck-Photos/Bussing/1931-Bussing-FD6-6x2-Rigid.jpg>
Büssing FD6 6x2 Rigid 1931

In 1950 the company renamed yet again and became Büssing Nutzkraftwagen GmbH and a redesigned series of goods and passenger types employing underfloor engines was announced, to cope with increasing demand for both trucks and buses a plant was opened at Salzgitter which eventually took over all vehicle assembly and by 1962 the former factory of Carl FW Borgward at Osterholz-Scharmbeck had also been acquired and production continued there until 1968 when the premises were sold to Faun.

<http://www.onlinetruckers.org/vascoingles/Truck-Photos/Bussing/1951-Bussing-6000S-Drawbar.jpg>
Büssing 6000S drawbar 1951

<http://www.onlinetruckers.org/vascoingles/Truck-Photos/Bussing/1952-Bussing-4x2-Rigid.jpg>
1952 Büssing rigid with underfloor engine

<http://www.onlinetruckers.org/vascoingles/Truck-Photos/Bussing/1953-Bussing-4000.jpg>
Büssing 4000 1953

<http://www.onlinetruckers.org/vascoingles/Truck-Photos/Bussing/Bussing-8000-S13-artic.jpg>
Büssing 8000 S13 Artic

<http://www.onlinetruckers.org/vascoingles/Truck-Photos/Bussing/1954-Bussing-8000S-Artic.jpg>
Büssing L8000S Artic 1954

<http://www.onlinetruckers.org/vascoingles/Truck-Photos/Bussing/1956-Bussing-L7500S.jpg>
Büssing L7500S 1956

In 1960 the company was renamed yet again to Büssing Automobilewerke AG and in 1965 a revolutionary low loading goods model known as the Decklaster appeared comprising of a low-line cab cantilevered ahead of the main chassis frame, air suspension, twin steer front axles, a 150 bhp underfloor engine and with a load carrying deck running the full length of the vehicle right over the cab. Goods models now covered payloads of between 5 and 18 tons, including both 4 and 6 wheeled rigids, 4 and 6 wheeled twin steer tractor units. Generally rigid goods models had underfloor engines while tractor units had vertical engines.

<http://www.onlinetruckers.org/vascoingles/Truck-Photos/Bussing/Bussing-320-tractor-unit-greek-reg.jpg>
Greek registered Büssing Artic with 320 bhp

Close cooperation between Büssing and Maschinenfabrik Augsburg-Nürnberg (MAN) the following year ultimately led to the takeover of Büssing in 1971. Underfloor engined models continued to be built for several years under the name of MAN-Büssing until eventually the Büssing part of the name was dropped and another famous name disappeared from the scene.

<http://www.onlinetruckers.org/vascoingles/Truck-Photos/Bussing/Bussing-NAG-350.jpg>
Bussing-NAG 350

<http://www.onlinetruckers.org/vascoingles/Truck-Photos/Bussing/Bussing-NAG-7000.jpg>
Bussing-NAG 7000

<http://www.onlinetruckers.org/vascoingles/Truck-Photos/Bussing/Bussing-Commodore-U-Drawbar.jpg>
Bussing Commodore Unterflur 1964

<http://www.onlinetruckers.org/vascoingles/Truck-Photos/Bussing/Bussing-BS16L-Drawbar.jpg>
Bussing BS 16L Drawbar

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