Forklift Steer Axle

Steer Axle for Forklift - Axles are defined by a central shaft which rotates a gear or a wheel. The axle on wheeled vehicles may be fixed to the wheels and turned with them. In this situation, bushings or bearings are provided at the mounting points where the axle is supported. Conversely, the axle can be attached to its surroundings and the wheels may in turn rotate all-around the axle. In this particular instance, a bushing or bearing is situated in the hole within the wheel to allow the wheel or gear to revolve around the axle.

If referring to trucks and cars, several references to the word axle co-occur in casual usage. Normally, the term means the shaft itself, a transverse pair of wheels or its housing. The shaft itself turns along with the wheel. It is frequently bolted in fixed relation to it and referred to as an 'axle shaft' or an 'axle.' It is equally true that the housing surrounding it that is usually referred to as a casting is also referred to as an 'axle' or occasionally an 'axle housing.' An even broader sense of the term means every transverse pair of wheels, whether they are attached to one another or they are not. Therefore, even transverse pairs of wheels inside an independent suspension are often known as 'an axle.'

The axles are an important part in a wheeled vehicle. The axle works to be able to transmit driving torque to the wheel in a live-axle suspension system. The position of the wheels is maintained by the axles relative to one another and to the motor vehicle body. In this system the axles must even be able to bear the weight of the vehicle along with whichever cargo. In a non-driving axle, like the front beam axle in several two-wheel drive light trucks and vans and in heavy-duty trucks, there would be no shaft. The axle in this particular condition serves just as a steering part and as suspension. Numerous front wheel drive cars consist of a solid rear beam axle.

The axle serves only to transmit driving torque to the wheels in various types of suspension systems. The angle and position of the wheel hubs is part of the functioning of the suspension system seen in the independent suspensions of newer sports utility vehicles and on the front of many brand new cars and light trucks. These systems still consist of a differential but it does not have attached axle housing tubes. It can be fixed to the vehicle frame or body or even can be integral in a transaxle. The axle shafts then transmit driving torque to the wheels. The shafts in an independent suspension system are similar to a full floating axle system as in they do not support the vehicle weight.

The motor vehicle axle has a more vague classification, meaning that the parallel wheels on opposing sides of the vehicle, regardless of their kind of mechanical connection to one another.