Steer Axle for Forklift

Forklift Steer Axle - Axles are defined by a central shaft that revolves a gear or a wheel. The axle on wheeled motor vehicles may be attached to the wheels and revolved together with them. In this particular situation, bearings or bushings are provided at the mounting points where the axle is supported. Conversely, the axle could be connected to its surroundings and the wheels could in turn revolve all-around the axle. In this particular instance, a bearing or bushing is located within the hole inside the wheel to allow the gear or wheel to revolve around the axle.

With trucks and cars, the term axle in several references is used casually. The term normally refers to the shaft itself, a transverse pair of wheels or its housing. The shaft itself rotates along with the wheel. It is normally bolted in fixed relation to it and referred to as an 'axle shaft' or an 'axle.' It is equally true that the housing around it that is usually referred to as a casting is otherwise known as an 'axle' or sometimes an 'axle housing.' An even broader definition of the word means every transverse pair of wheels, whether they are connected to one another or they are not. Thus, even transverse pairs of wheels inside an independent suspension are generally called 'an axle.'

The axles are an important component in a wheeled vehicle. The axle works in order 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 also be able to support the weight of the vehicle along with whichever cargo. In a non-driving axle, like the front beam axle in some two-wheel drive light trucks and vans and in heavy-duty trucks, there will be no shaft. The axle in this situation works only as a steering component and as suspension. A lot of front wheel drive cars have a solid rear beam axle.

The axle works only to transmit driving torque to the wheels in several types of suspension systems. The angle and position of the wheel hubs is part of the functioning of the suspension system found in the independent suspensions of newer sports utility vehicles and on the front of several new light trucks and cars. These systems still consist of a differential but it does not have connected axle housing tubes. It can be fixed to the motor vehicle frame or body or likewise 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 motor vehicle weight.

Last but not least, with regards to a vehicle, 'axle,' has a more ambiguous description. It means parallel wheels on opposing sides of the vehicle, regardless of their mechanical connection type to one another and the motor vehicle body or frame.