Steer Axle for Forklifts

Forklift Steer Axle - The description of an axle is a central shaft for turning a wheel or a gear. Where wheeled motor vehicles are concerned, the axle itself could be connected to the wheels and rotate together with them. In this particular instance, bearings or bushings are provided at the mounting points where the axle is supported. On the other hand, the axle could be connected to its surroundings and the wheels can in turn rotate around the axle. In this case, a bearing or bushing is positioned within the hole in the wheel to enable the gear or wheel to rotate around the axle.

When referring to cars and trucks, several references to the word axle co-occur in casual usage. Normally, the term refers to the shaft itself, a transverse pair of wheels or its housing. The shaft itself turns with the wheel. It is frequently bolted in fixed relation to it and referred to as an 'axle' or an 'axle shaft'. It is equally true that the housing around it which is generally known as a casting is otherwise called an 'axle' or at times an 'axle housing.' An even broader sense of the term refers to every transverse pair of wheels, whether they are attached to one another or they are not. Thus, even transverse pairs of wheels in an independent suspension are generally known as 'an axle.'

In a wheeled motor vehicle, axles are an important component. With a live-axle suspension system, the axles serve in order to transmit driving torque to the wheel. The axles even maintain the position of the wheels relative to one another and to the vehicle body. In this system the axles should likewise be able to support the weight of the motor 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 only as a steering component and as suspension. Lots of front wheel drive cars consist of a solid rear beam axle.

There are different kinds of suspension systems wherein the axles operate just to transmit driving torque to the wheels. The position and angle of the wheel hubs is a function of the suspension system. This is usually found in the independent suspension seen in most brand new sports utility vehicles, on the front of numerous light trucks and on the majority of brand new cars. These systems still consist of a differential but it does not have connected axle housing tubes. It can be attached to the motor vehicle body or frame 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 like a full floating axle system as in they do not support the vehicle weight.

Lastly, with regards to a vehicle, 'axle,' has a more vague classification. It means parallel wheels on opposing sides of the vehicle, regardless of their mechanical connection type to one another and the vehicle frame or body.