

Forklift Steer Axles

Steer Axle for Forklifts - The classification of an axle is a central shaft meant for rotating a gear or a wheel. Where wheeled vehicles are concerned, the axle itself may be attached to the wheels and turn with them. In this instance, bearings or bushings are provided at the mounting points where the axle is supported. Conversely, the axle may be fixed to its surroundings and the wheels may in turn rotate all-around the axle. In this particular instance, a bearing or bushing is located inside the hole inside the wheel to allow the wheel or gear to revolve all-around the axle.

Whenever referring to cars and trucks, some references to the word axle co-occur in casual usage. Normally, the word means the shaft itself, a transverse pair of wheels or its housing. The shaft itself revolves with the wheel. It is normally bolted in fixed relation to it and known as an 'axle shaft' or an 'axle.' It is equally true that the housing surrounding it which is usually known as a casting is also called an 'axle' or sometimes 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. Thus, even transverse pairs of wheels in an independent suspension are frequently called 'an axle.'

The axles are an important component in a wheeled vehicle. The axle serves 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 vehicle body. In this particular system the axles must also be able to bear the weight of the vehicle together with whatever 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 situation serves just as a steering part and as suspension. Various front wheel drive cars consist of a solid rear beam axle.

The axle works 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 several new light trucks and cars. These systems still have a differential but it does not have attached 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 vehicle weight.

Last of all, with regards to a vehicle, 'axle,' has a more ambiguous classification. It means parallel wheels on opposing sides of the motor vehicle, regardless of their mechanical connection kind to one another and the motor vehicle body or frame.