Steer Axles for Forklift

Steer Axles for Forklift - Axles are defined by a central shaft which rotates a gear or a wheel. The axle on wheeled motor vehicles can be fixed to the wheels and rotated along with them. In this particular case, 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 could in turn turn around the axle. In this situation, a bushing or bearing is situated within the hole in the wheel in order to allow the wheel or gear 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 revolves together with the wheel. It is usually bolted in fixed relation to it and known as an 'axle' or an 'axle shaft'. It is also true that the housing surrounding it which is usually called a casting is otherwise known as an 'axle' or sometimes an 'axle housing.' An even broader definition of the word refers to 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 often called 'an axle.'

The axles are an integral component in a wheeled motor vehicle. The axle works so as 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 system the axles must even be able to support the weight of the vehicle together with whichever load. 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 would be no shaft. The axle in this particular condition serves just as a steering component and as suspension. Several front wheel drive cars have a solid rear beam axle.

The axle works only to transmit driving torque to the wheels in some types of suspension systems. The position and angle 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 many new light trucks and cars. These systems still consist of a differential but it does not have connected axle housing tubes. It can be attached 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.

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