Forklift Steer Axles

Forklift Steer Axle - Axles are defined by a central shaft which rotates a wheel or a gear. The axle on wheeled motor vehicles may be connected to the wheels and revolved with them. In this particular case, bushings or bearings are provided at the mounting points where the axle is supported. On the other hand, the axle can be fixed to its surroundings and the wheels could in turn revolve all-around the axle. In this instance, a bearing or bushing is positioned within the hole in the wheel to enable the wheel or gear to rotate around the axle.

If referring to cars and trucks, 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 revolves with the wheel. It is usually bolted in fixed relation to it and called an 'axle shaft' or an 'axle.' It is likewise true that the housing surrounding it which is usually called a casting is likewise known as an 'axle' or occasionally an 'axle housing.' An even broader sense of the term means every transverse pair of wheels, whether they are connected to one another or they are not. Hence, even transverse pairs of wheels in an independent suspension are often referred to as 'an axle.'

In a wheeled vehicle, axles are an important component. With a live-axle suspension system, the axles function to be able to transmit driving torque to the wheel. The axles also maintain the position of the wheels relative to one another and to the vehicle body. In this particular system the axles must likewise be able to support the weight of the vehicle plus any cargo. In a non-driving axle, like the front beam axle in several two-wheel drive light vans and trucks and in heavy-duty trucks, there will be no shaft. The axle in this particular situation works just as a steering component and as suspension. Numerous 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 various new light trucks and cars. These systems still have a differential but it does not have connected axle housing tubes. It could be fixed to the motor vehicle body or frame 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 like a full floating axle system as in they do not support the vehicle weight.

The 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.