Forklift Steer Axles

Forklift Steer Axle - Axles are defined by a central shaft which revolves a gear or a wheel. The axle on wheeled vehicles could be connected to the wheels and rotated together with them. In this particular case, bushings or bearings are provided at the mounting points where the axle is supported. Conversely, the axle may be connected to its surroundings and the wheels could in turn turn all-around the axle. In this particular situation, a bushing or bearing is situated within the hole within the wheel to enable the wheel or gear to rotate all-around the axle.

If referring to trucks and cars, several references to the word axle co-occur in casual usage. Usually, the word refers to the shaft itself, a transverse pair of wheels or its housing. The shaft itself revolves along with the wheel. It is usually bolted in fixed relation to it and called an 'axle' or an 'axle shaft'. It is also true that the housing around it that is usually referred to as a casting is otherwise known as an 'axle' or occasionally an 'axle housing.' An even broader sense 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 generally called 'an axle.'

The axles are an important component in a wheeled motor vehicle. The axle works 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 particular system the axles must also be able to support the weight of the vehicle along with any load. In a non-driving axle, as in 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 condition serves only as a steering part and as suspension. Several front wheel drive cars consist of a solid rear beam axle.

The axle works just to transmit driving torque to the wheels in some 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 new SUVs and on the front of many brand new cars and light trucks. These systems still have a differential but it does not have connected axle housing tubes. It can be connected to the motor vehicle body or frame or even could 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 motor vehicle weight.

The motor vehicle axle has a more ambiguous description, meaning that the parallel wheels on opposing sides of the motor vehicle, regardless of their kind of mechanical connection to one another.