Forklift Steer Axles

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

Whenever referring to trucks and cars, several references to the word axle co-occur in casual usage. Usually, the term refers to the shaft itself, a transverse pair of wheels or its housing. The shaft itself rotates along with the wheel. It is usually bolted in fixed relation to it and referred to as an 'axle shaft' or an 'axle.' It is equally true that the housing surrounding it that is normally known as a casting is also called an 'axle' or at times an 'axle housing.' An even broader sense of the word refers to every transverse pair of wheels, whether they are attached to one another or they are not. Hence, even transverse pairs of wheels within an independent suspension are generally known as 'an axle.'

In a wheeled motor vehicle, axles are an essential part. With a live-axle suspension system, the axles serve in order to transmit driving torque to the wheel. The axles likewise maintain the position of the wheels relative to one another and to the vehicle body. In this particular system the axles must also be able to support the weight of the motor vehicle together with any load. In a non-driving axle, as in the front beam axle in various two-wheel drive light vans and trucks and in heavy-duty trucks, there will be no shaft. The axle in this particular situation serves just as a steering part and as suspension. A lot of front wheel drive cars have a solid rear beam axle.

There are various 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 often seen in the independent suspension found in nearly all brand new SUV's, on the front of several light trucks and on most new cars. These systems still consist of a differential but it does not have fixed axle housing tubes. It could be fixed to the motor vehicle frame or body or also 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 motor vehicle weight.

The 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.