Forklift Steer Axles

Steer Axles for Forklifts - The description of an axle is a central shaft intended for revolving a wheel or a gear. Where wheeled vehicles are concerned, the axle itself can be fixed to the wheels and rotate with them. In this particular situation, bearings or bushings are provided at the mounting points where the axle is supported. Conversely, the axle could be connected to its surroundings and the wheels can in turn turn around the axle. In this instance, a bushing or bearing is positioned inside the hole within the wheel to be able to enable the gear or wheel to revolve around the axle.

With trucks and cars, the term axle in several references is utilized casually. The word generally refers to the shaft itself, a transverse pair of wheels or its housing. The shaft itself revolves along with the wheel. It is normally bolted in fixed relation to it and called an 'axle' or an 'axle shaft'. It is also true that the housing around it which is usually known as a casting is otherwise known as an 'axle' or at times an 'axle housing.' An even broader definition 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 within an independent suspension are often known as 'an axle.'

The axles are an essential component in a wheeled vehicle. The axle works to be able 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 system the axles should also be able to support the weight of the motor vehicle along with whatever cargo. In a non-driving axle, as in the front beam axle in some two-wheel drive light trucks and vans and in heavy-duty trucks, there will be no shaft. The axle in this condition works only as a steering part and as suspension. Various front wheel drive cars have a solid rear beam axle.

There are different types of suspension systems where 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 normally seen in the independent suspension found in the majority of new sports utility vehicles, on the front of numerous light trucks and on most new cars. These systems still consist of a differential but it does not have connected axle housing tubes. It can be connected to the vehicle body or frame or likewise 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.

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