

Steer Axle for Forklifts

Forklift Steer Axle - The classification of an axle is a central shaft utilized for revolving a wheel or a gear. Where wheeled motor vehicles are concerned, the axle itself can be connected to the wheels and rotate along with them. In this situation, bearings or bushings are provided at the mounting points where the axle is supported. Conversely, the axle can be attached to its surroundings and the wheels may in turn turn all-around the axle. In this particular case, a bearing or bushing is located in the hole inside the wheel to allow the gear or wheel to revolve all-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 normally bolted in fixed relation to it and called an 'axle shaft' or an 'axle.' It is equally true that the housing around it that is usually called a casting is likewise referred to as an 'axle' or sometimes an 'axle housing.' An even broader sense of the term refers to every transverse pair of wheels, whether they are attached to one another or they are not. Thus, even transverse pairs of wheels inside an independent suspension are generally referred to as 'an axle.'

The axles are an important part 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 vehicle body. In this system the axles must even be able to support the weight of the vehicle together with whatever load. In a non-driving axle, as in the front beam axle in some two-wheel drive light vans and trucks and in heavy-duty trucks, there would be no shaft. The axle in this situation works just as a steering component and as suspension. Lots of front wheel drive cars have a solid rear beam axle.

The axle serves 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 operating of the suspension system found in the independent suspensions of new SUVs and on the front of numerous new light trucks and cars. These systems still have a differential but it does not have attached axle housing tubes. It can be connected 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 similar to a full floating axle system as in they do not support the motor vehicle weight.

The vehicle axle has a more vague classification, meaning that the parallel wheels on opposing sides of the vehicle, regardless of their type of mechanical connection to one another.