Steer Axles for Forklifts

Steer Axles for Forklift - The classification of an axle is a central shaft meant for revolving a wheel or a gear. Where wheeled motor vehicles are concerned, the axle itself could be connected to the wheels and rotate together with them. In this case, bushings or bearings are provided at the mounting points where the axle is supported. On the other hand, the axle could be connected to its surroundings and the wheels may in turn rotate around the axle. In this particular instance, a bushing or bearing is placed inside the hole inside the wheel to enable the wheel or gear to rotate all-around the axle.

With cars and trucks, the term axle in several references is used 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 frequently bolted in fixed relation to it and called an 'axle shaft' or an 'axle.' It is also true that the housing around it which is generally called a casting is also known as an 'axle' or at times an 'axle housing.' An even broader definition of the word means every transverse pair of wheels, whether they are connected to one another or they are not. Thus, even transverse pairs of wheels in an independent suspension are frequently referred to as 'an axle.'

The axles are an important part in a wheeled motor 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 should also be able to bear the weight of the vehicle plus whatever cargo. In a non-driving axle, like for example the front beam axle in various two-wheel drive light trucks and vans and in heavy-duty trucks, there would be no shaft. The axle in this particular condition works just as a steering part and as suspension. Lots of front wheel drive cars have a solid rear beam axle.

The axle works just to transmit driving torque to the wheels in some kinds 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 many brand new light trucks and cars. These systems still have a differential but it does not have attached axle housing tubes. It could be connected to the vehicle frame or body 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 ambiguous classification, meaning that the parallel wheels on opposing sides of the vehicle, regardless of their type of mechanical connection to one another.