

Steer Axles for Forklifts

Steer Axle 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 may be attached to the wheels and turn with them. In this case, bearings or bushings are provided at the mounting points where the axle is supported. Conversely, the axle can be connected to its surroundings and the wheels could in turn revolve around the axle. In this case, a bushing or bearing is situated within the hole inside the wheel to enable the wheel or gear to rotate around the axle.

When referring to cars and trucks, several references to the word axle co-occur in casual usage. Generally, the term refers to the shaft itself, a transverse pair of wheels or its housing. The shaft itself turns along 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 generally referred to as a casting is likewise referred to as an 'axle' or sometimes 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. Therefore, even transverse pairs of wheels in an independent suspension are frequently called 'an axle.'

The axles are an essential part in a wheeled motor vehicle. The axle works in order 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 particular system the axles should even be able to bear the weight of the vehicle along with whatever load. In a non-driving axle, like 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 part and as suspension. Lots of front wheel drive cars consist of a solid rear beam axle.

The axle serves just to transmit driving torque to the wheels in various kinds 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 newer sports utility vehicles and on the front of numerous new light trucks and cars. These systems still consist of a differential but it does not have attached 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 similar to a full floating axle system as in they do not support the vehicle weight.

Lastly, with regards to a motor 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.