

Steer Axle for Forklifts

Steer Axle for Forklift - The classification of an axle is a central shaft for turning a wheel or a gear. Where wheeled motor vehicles are concerned, the axle itself could be fixed to the wheels and turn 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 could be fixed to its surroundings and the wheels may in turn turn all-around the axle. In this instance, a bushing or bearing is positioned within the hole within the wheel in order to allow the wheel or gear to turn all-around the axle.

When referring to cars and trucks, some references to the word axle co-occur in casual usage. Generally, the word refers to the shaft itself, a transverse pair of wheels or its housing. The shaft itself revolves with the wheel. It is normally bolted in fixed relation to it and referred to as an 'axle' or an 'axle shaft'. It is likewise true that the housing surrounding it which is normally referred to as a casting is also called an 'axle' or at times an 'axle housing.' An even broader sense of the word means every transverse pair of wheels, whether they are attached to one another or they are not. Therefore, even transverse pairs of wheels in an independent suspension are generally called 'an axle.'

The axles are an integral component in a wheeled vehicle. The axle serves so as 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 particular system the axles must also be able to bear the weight of the motor vehicle plus any load. In a non-driving axle, like the front beam axle in several two-wheel drive light trucks and vans and in heavy-duty trucks, there will be no shaft. The axle in this particular situation works only as a steering part and as suspension. Numerous front wheel drive cars have a solid rear beam axle.

There are various types of suspension systems where the axles work 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 nearly all brand new sports utility vehicles, on the front of various light trucks and on nearly all new cars. These systems still have a differential but it does not have fixed axle housing tubes. It can be attached to the vehicle body or frame or likewise 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 definition, meaning that the parallel wheels on opposing sides of the vehicle, regardless of their kind of mechanical connection to one another.