

Forklift Steer Axle

Forklift Steer Axle - Axles are defined by a central shaft that turns a gear or a wheel. The axle on wheeled vehicles may be fixed to the wheels and turned with them. In this particular case, bearings or bushings are provided at the mounting points where the axle is supported. On the other hand, the axle can be attached to its surroundings and the wheels could in turn turn all-around the axle. In this situation, a bushing or bearing is situated within the hole inside the wheel to enable the gear or wheel to rotate all-around the axle.

If referring to cars and trucks, several references to the word axle co-occur in casual usage. Normally, the term means 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 referred to as an 'axle shaft' or an 'axle.' It is likewise true that the housing around it which is normally known as a casting is likewise called an 'axle' or sometimes an 'axle housing.' An even broader sense of the word refers to 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 integral part in a wheeled vehicle. The axle serves 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 should even be able to bear the weight of the vehicle together with whichever cargo. In a non-driving axle, like for example 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 component and as suspension. Many front wheel drive cars consist of a solid rear beam axle.

There are other kinds of suspension systems wherein the axles serve just to transmit driving torque to the wheels. The angle and position of the wheel hubs is a function of the suspension system. This is usually seen in the independent suspension seen in the majority of new SUV's, on the front of various light trucks and on nearly all new cars. These systems still have a differential but it does not have connected axle housing tubes. It can be fixed to the motor vehicle frame or body or also 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 motor vehicle weight.

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