

Steer Axles for Forklifts

Steer Axle for Forklift - The classification of an axle is a central shaft used for turning a gear or a wheel. Where wheeled motor vehicles are concerned, the axle itself can be attached to the wheels and turn with them. In this instance, bushings or bearings are provided at the mounting points where the axle is supported. On the other hand, the axle may be fixed to its surroundings and the wheels may in turn rotate around the axle. In this particular case, a bearing or bushing is situated in the hole inside the wheel to allow the wheel or gear to revolve around the axle.

With cars and trucks, the term axle in several references is utilized casually. The word usually 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' or an 'axle shaft'. It is equally true that the housing around it which is normally called a casting is otherwise referred to as an 'axle' or occasionally an 'axle housing.' An even broader definition 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 generally referred to as 'an axle.'

The axles are an essential component in a wheeled vehicle. The axle serves 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 motor vehicle body. In this system the axles must likewise be able to support the weight of the motor vehicle plus whichever load. In a non-driving axle, like for example the front beam axle in various two-wheel drive light vans and trucks and in heavy-duty trucks, there would be no shaft. The axle in this condition serves only as a steering part and as suspension. A lot of front wheel drive cars consist of a solid rear beam axle.

There are different kinds of suspension systems where the axles operate only to transmit driving torque to the wheels. The angle and position of the wheel hubs is a function of the suspension system. This is normally seen in the independent suspension seen in nearly all new SUV's, on the front of several light trucks and on the majority of new cars. These systems still consist of a differential but it does not have attached axle housing tubes. It can be attached to the vehicle body or frame or even 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 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.