Forklift Steer Axles

Forklift Steer Axle - Axles are defined by a central shaft that rotates a wheel or a gear. The axle on wheeled motor vehicles may be fixed to the wheels and rotated along with them. In this case, bushings or bearings are provided at the mounting points where the axle is supported. Conversely, the axle can be attached to its surroundings and the wheels can in turn rotate all-around the axle. In this instance, a bushing or bearing is located within the hole inside the wheel to enable the wheel or gear to turn all-around the axle.

When referring to trucks and cars, some 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 with the wheel. It is usually bolted in fixed relation to it and known as an 'axle shaft' or an 'axle.' It is also true that the housing around it that is normally known as a casting is otherwise called an 'axle' or at times an 'axle housing.' An even broader definition of the term means every transverse pair of wheels, whether they are attached to one another or they are not. Thus, even transverse pairs of wheels in an independent suspension are generally called 'an axle.'

The axles are an essential component in a wheeled vehicle. The axle works 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 should also be able to bear the weight of the vehicle together with whichever load. In a non-driving axle, like for example the front beam axle in some two-wheel drive light trucks and vans and in heavy-duty trucks, there will be no shaft. The axle in this condition serves only as a steering part and as suspension. Several front wheel drive cars have a solid rear beam axle.

The axle serves just to transmit driving torque to the wheels in various types of suspension systems. The angle and position of the wheel hubs is part of the operating of the suspension system seen in the independent suspensions of new SUVs and on the front of various new light trucks and cars. These systems still consist of a differential but it does not have fixed axle housing tubes. It can be connected to the motor 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 similar to a full floating axle system as in they do not support the motor vehicle weight.

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