Steer Axle for Forklift

Forklift Steer Axle - The description of an axle is a central shaft meant for revolving a gear or a wheel. Where wheeled motor vehicles are concerned, the axle itself may be fixed to the wheels and turn together 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 can be attached to its surroundings and the wheels may in turn revolve around the axle. In this case, a bearing or bushing is situated within the hole inside the wheel to enable the wheel or gear to rotate all-around the axle.

With trucks and cars, the word axle in some references is used casually. The word normally refers to the shaft itself, a transverse pair of wheels or its housing. The shaft itself revolves together with the wheel. It is normally bolted in fixed relation to it and known as an 'axle' or an 'axle shaft'. It is also true that the housing around it that is normally known as a casting is also called an 'axle' or occasionally an 'axle housing.' An even broader definition of the term 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 called 'an axle.'

The axles are an essential component in a wheeled motor 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 particular system the axles must also be able to bear the weight of the motor vehicle along with whichever cargo. In a non-driving axle, like 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 works just as a steering part and as suspension. Lots of front wheel drive cars consist of a solid rear beam axle.

The axle works only to transmit driving torque to the wheels in some types of suspension systems. The angle and position of the wheel hubs is part of the functioning of the suspension system seen in the independent suspensions of new sports utility vehicles and on the front of many brand new cars and light trucks. These systems still have a differential but it does not have connected axle housing tubes. It could be connected to the vehicle frame or body or also 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 vehicle axle has a more vague description, meaning that the parallel wheels on opposing sides of the vehicle, regardless of their kind of mechanical connection to one another.