Steer Axles for Forklift

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

If referring to cars and trucks, 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 revolves with the wheel. It is usually bolted in fixed relation to it and called an 'axle' or an 'axle shaft'. It is also true that the housing around it that is usually referred to as a casting is otherwise called an 'axle' or occasionally an 'axle housing.' An even broader sense of the term means every transverse pair of wheels, whether they are connected to one another or they are not. Thus, even transverse pairs of wheels within an independent suspension are frequently called 'an axle.'

In a wheeled motor vehicle, axles are an essential part. With a live-axle suspension system, the axles serve to be able to transmit driving torque to the wheel. The axles also maintain the position of the wheels relative to one another and to the motor vehicle body. In this system the axles should even be able to support the weight of the motor vehicle along with whatever cargo. In a non-driving axle, like for example the front beam axle in various 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. Lots of front wheel drive cars have a solid rear beam axle.

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

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