

## Steer Axles for Forklift

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

With trucks and cars, the term axle in several references is used casually. The term generally refers to the shaft itself, a transverse pair of wheels or its housing. The shaft itself turns along with the wheel. It is frequently bolted in fixed relation to it and called an 'axle' or an 'axle shaft'. It is likewise true that the housing surrounding it which is usually called a casting is also called an 'axle' or at times an 'axle housing.' An even broader sense of the term refers to every transverse pair of wheels, whether they are attached to one another or they are not. Therefore, even transverse pairs of wheels inside an independent suspension are often 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 even be able to support the weight of the vehicle plus any load. In a non-driving axle, like the front beam axle in several two-wheel drive light trucks and vans and in heavy-duty trucks, there would be no shaft. The axle in this particular condition works just as a steering component and as suspension. Many front wheel drive cars consist of a solid rear beam axle.

The axle works only to transmit driving torque to the wheels in several kinds of suspension systems. The position and angle of the wheel hubs is part of the operating of the suspension system found in the independent suspensions of newer sports utility vehicles and on the front of numerous brand new cars and light trucks. These systems still consist of a differential but it does not have connected axle housing tubes. It could be attached to the vehicle body or frame 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 vehicle weight.

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