

## Forklift Steer Axles

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

If referring to trucks and cars, some references to the word axle co-occur in casual usage. Usually, the term means the shaft itself, a transverse pair of wheels or its housing. The shaft itself revolves along 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 which is usually known as a casting is otherwise known as an 'axle' or sometimes an 'axle housing.' An even broader sense of the term refers to every transverse pair of wheels, whether they are connected to one another or they are not. Hence, even transverse pairs of wheels inside an independent suspension are frequently referred to as 'an axle.'

In a wheeled motor vehicle, axles are an integral part. With a live-axle suspension system, the axles function in order to transmit driving torque to the wheel. The axles likewise maintain the position of the wheels relative to one another and to the vehicle body. In this particular system the axles should also be able to support the weight of the vehicle plus whatever load. In a non-driving axle, like for instance the front beam axle in several two-wheel drive light vans and trucks and in heavy-duty trucks, there would be no shaft. The axle in this condition serves just as a steering component and as suspension. Numerous front wheel drive cars have a solid rear beam axle.

The axle serves only to transmit driving torque to the wheels in several kinds 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 newer sports utility vehicles and on the front of many 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 frame or body or likewise 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 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.