## Steer Axle for Forklifts

Steer Axles for Forklift - The classification of an axle is a central shaft utilized for rotating a gear or a wheel. Where wheeled vehicles are concerned, the axle itself can be attached to the wheels and revolve along 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 may in turn revolve around the axle. In this instance, a bearing or bushing is placed in the hole inside the wheel to be able to enable the gear or wheel to rotate around the axle.

If referring to trucks and cars, several references to the word axle co-occur in casual usage. Generally, the word means 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 around it that is usually called a casting is likewise known as an 'axle' or occasionally an 'axle housing.' An even broader definition 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 within an independent suspension are often called 'an axle.'

The axles are an integral part in a wheeled vehicle. The axle works so as 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 vehicle body. In this system the axles must also be able to bear the weight of the motor vehicle along with any cargo. In a non-driving axle, as in the front beam axle in several two-wheel drive light vans and trucks and in heavy-duty trucks, there will be no shaft. The axle in this particular situation works 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 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 newer sports utility vehicles and on the front of several new cars and light trucks. These systems still consist of a differential but it does not have attached axle housing tubes. It could be attached to the motor vehicle frame or body 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 similar to a full floating axle system as in they do not support the motor vehicle weight.

Last but not least, with regards to a motor vehicle, 'axle,' has a more vague classification. It means parallel wheels on opposing sides of the vehicle, regardless of their mechanical connection type to one another and the vehicle frame or body.