## Steer Axle for Forklift

Forklift Steer Axle - Axles are defined by a central shaft which revolves a gear or a wheel. The axle on wheeled vehicles could be fixed to the wheels and turned with them. In this situation, bushings or bearings are provided at the mounting points where the axle is supported. Conversely, the axle can be fixed to its surroundings and the wheels can in turn revolve all-around the axle. In this situation, a bearing or bushing is placed within the hole in the wheel to enable the wheel or gear to revolve around the axle.

When referring to cars and trucks, some references to the word axle co-occur in casual usage. Normally, the term refers to the shaft itself, a transverse pair of wheels or its housing. The shaft itself revolves with the wheel. It is normally bolted in fixed relation to it and referred to as an 'axle shaft' or an 'axle.' It is likewise true that the housing surrounding it that is generally called a casting is otherwise called an 'axle' or occasionally an 'axle housing.' An even broader definition of the term means every transverse pair of wheels, whether they are attached to one another or they are not. Thus, even transverse pairs of wheels inside an independent suspension are often known as 'an axle.'

The axles are an important component in a wheeled vehicle. The axle works in order 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 particular system the axles must likewise be able to support the weight of the motor vehicle together with whichever cargo. In a non-driving axle, like for example the front beam axle in several two-wheel drive light trucks and vans and in heavy-duty trucks, there will be no shaft. The axle in this situation works just as a steering part and as suspension. Various front wheel drive cars have a solid rear beam axle.

There are various kinds of suspension systems wherein the axles work only to transmit driving torque to the wheels. The angle and position of the wheel hubs is a function of the suspension system. This is normally seen in the independent suspension found in the majority of new SUV's, on the front of several light trucks and on the majority of brand new cars. These systems still consist of a differential but it does not have fixed axle housing tubes. It could be fixed to the motor vehicle body or frame or likewise 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 ambiguous description, meaning that the parallel wheels on opposing sides of the vehicle, regardless of their kind of mechanical connection to one another.