

## Forklift Differential

Forklift Differentials - A differential is a mechanical device which can transmit torque and rotation via three shafts, often but not at all times employing gears. It often functions in two ways; in automobiles, it provides two outputs and receives one input. The other way a differential operates is to combine two inputs to generate an output that is the difference, sum or average of the inputs. In wheeled vehicles, the differential enables all tires to rotate at different speeds while supplying equal torque to each of them.

The differential is intended to drive a pair of wheels with equivalent torque while enabling them to rotate at different speeds. While driving round corners, a car's wheels rotate at various speeds. Several vehicles such as karts work without using a differential and use an axle in its place. When these vehicles are turning corners, both driving wheels are forced to rotate at the same speed, usually on a common axle which is powered by a simple chain-drive mechanism. The inner wheel should travel a shorter distance compared to the outer wheel when cornering. Without using a differential, the effect is the outer wheel dragging and or the inner wheel spinning. This puts strain on drive train, resulting in unpredictable handling, difficult driving and deterioration to the tires and the roads.

The amount of traction considered necessary to move whichever car will depend upon the load at that moment. Other contributing elements consist of gradient of the road, drag and momentum. Amongst the less desirable side effects of a traditional differential is that it can limit traction under less than ideal circumstances.

The end result of torque being supplied to every wheel comes from the drive axles, transmission and engine applying force against the resistance of that grip on a wheel. Commonly, the drive train would provide as much torque as required except if the load is very high. The limiting factor is normally the traction under each wheel. Traction could be defined as the amount of torque which can be produced between the road surface and the tire, before the wheel begins to slip. The automobile would be propelled in the intended direction if the torque utilized to the drive wheels does not go over the threshold of traction. If the torque used to each and every wheel does exceed the traction threshold then the wheels will spin continuously.