

DTNA Solutions > Service Solutions > Western Star  
> SS 767 WST 47X Twin Steer Suspension Equalizer Bea...

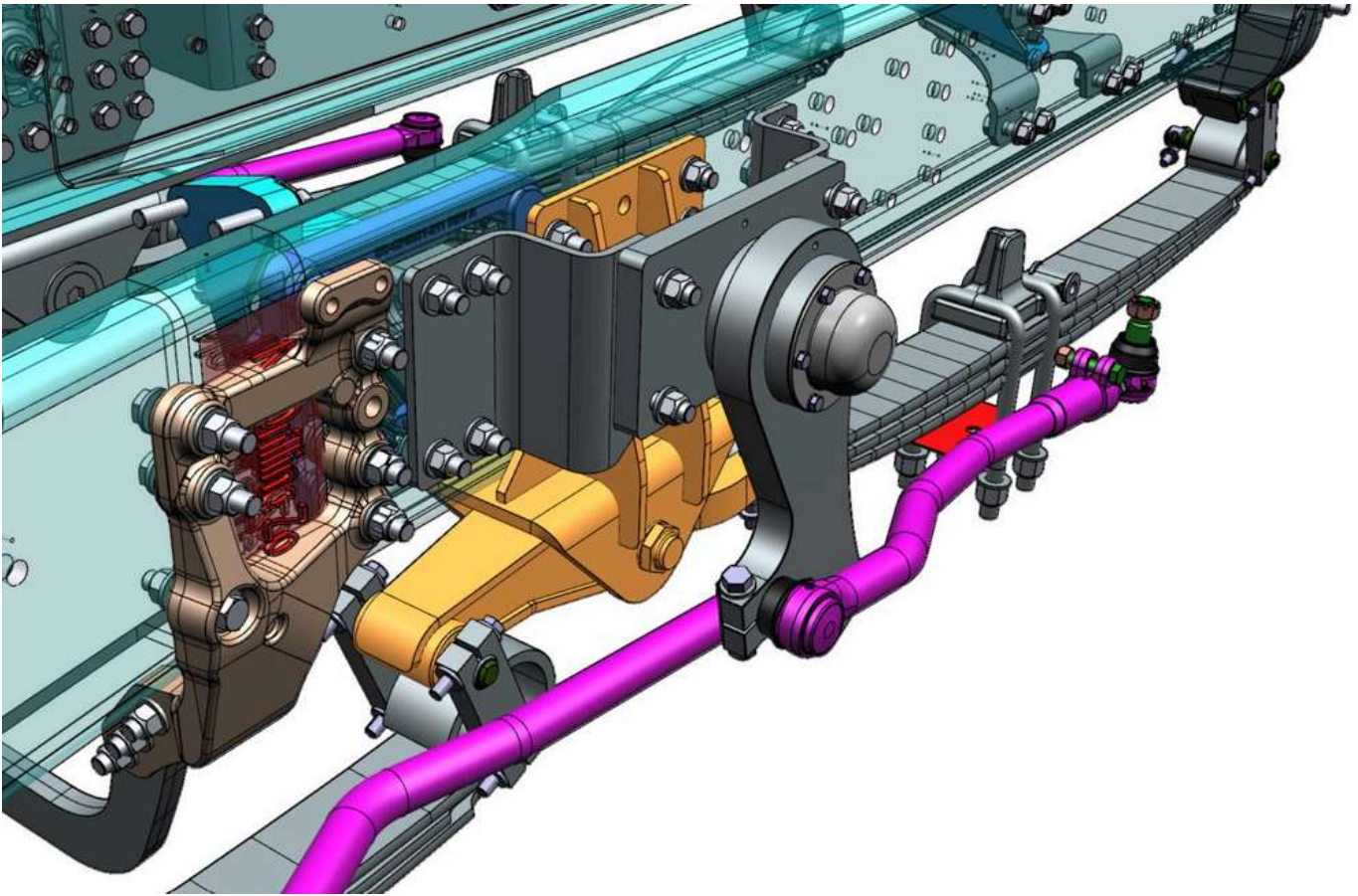
# SS 767 WST 47X Twin Steer Suspension Equalizer Beam Bushing

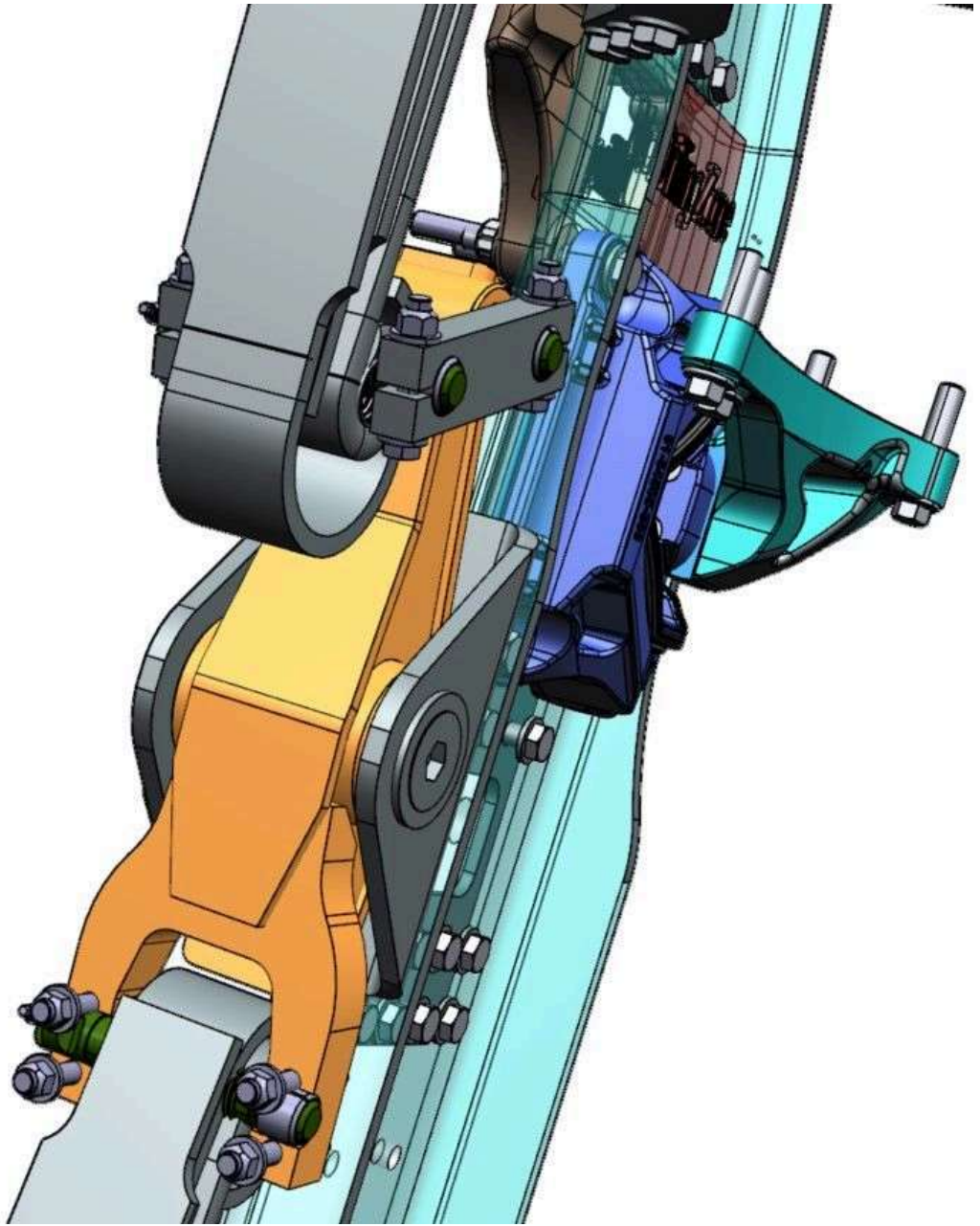
## **Applicable Vehicles**

WST 47X Twin Steer

## **Symptoms**

During routine maintenance inspection of twin steer front suspension equalizer beam assemblies, skimmed or torn rubber material from the pivot bushing may be observed. This may occur after several months in service where the bushing has been subjected to expected front suspension loads.





## **Issue**

There is a dimension tolerance stack-up between the rubber bushing length and the equalizer beam width. The rubber bushing is pressed into the equalizer beam. This pressing operation can leave additional deformed rubber material at each end of the beam.

After the front suspension has been exposed to normal operating loads in service, the excess rubber material can be skimmed or trimmed by the motion of the beam within the bracket.

The skimmed rubber material can potentially cause an incorrect diagnosis of a damaged/worn equalizer beam bushing. This could result in unnecessary replacement of the equalizer beam assembly.







## **Solution**

To prevent unnecessary replacement of equalizer beam assemblies, the correct diagnosis during inspection is required. The above pictures show a new equalizer beam bushing from factory and skimmed rubber material from bushings that have been in service.

For an equalizer beam rubber bushing to be diagnosed as worn/damaged, the following reported symptoms/complaint should be verified:

- Audible knocking sound from the front suspension, especially during vehicle turn events
- Change in ride or comfort level in front suspension area
- Obvious looseness of the equalizer beam within the bracket

For further clarification or assistance, contact your Western Star service representative.

Labels :

47X

Add tags



0 Kudos

Comment

Powered by

**Khoros** 