



PARTS, SERVICE and SUPPORT

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- Maintenance Tips
- Preventive Maintenance
- Quick Reference Charts
- Publications

- Emergency Roadside Assistance

- Locate a Service Center
- Locate your Customer Solutions Team
- Parts Credit Application

MAINTENANCE MATTERS

Suspension maintenance check list

✓ **Shock Absorbers**

Check shock absorbers. Some oil misting is permissible on a shock absorber; however, leaking could be a problem. Maintenance technicians should also check for internal failure, physical damage to the shock, nicks, scratches, and bushing condition. For a better understanding on this subject, please refer to service bulletin # 2764 regarding shock absorber inspection.

✓ **Air Springs**

Air springs should be verified often for signs of excessive wear at the rolling edge. This requires raising the suspension past its normal ride height and inspecting for cuts, tears or rubber deterioration in the roll area. Does the suspension hold air overnight or over a weekend? These are clues you should be looking at to help determine the health of your suspension.

✓ **Torque Rods**

Radius Rods, also know as suspension or torque rods, need to be inspected frequently. Today's steel-encapsulated bushings far outlast the hourglass style used on prior model coaches, but few understand the proper method of checking them.

Hourglass, or MC-9 style bushings, were considered worn out when lateral wear was viewed on the bushing (rubber worn between the body and bushing or the plate and bushing). The rubber bushing would lose its "crush", causing sloppiness in the rod eye. Rod eyes on hourglass styles were more forgiving. As long as the bushing was not excessively loose and did not easily push in or out of the rod during removal or installation, the rod eye was considered "good".

The new-style "encapsulated" bushings are a different matter. They do not require a crushing of the rubber, but instead rely on a friction fit between the rod eye and the outside of the bushing. Lateral play is taken up by the inner steel bushing, which should be tightly held between the body and the mounting plate. Therefore when inspecting these bushings, one cannot use the previous criteria of side rubber wear as a reason of failure on encapsulated bushings. The proper failure reasons are rubber condition (rot, tears, etc.) and the de-bonding of the rubber from its steel bushings. If the rod assembly has lost its friction fit (bushing must be pressed into rod), the rod is worn out.