



Diagnosis Brief
what this complaint usually turns out to be

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Data as of July 2026

fixdozer.com/symptoms/clunking-noise-over-bumps/

Clunking or Rattling Over Bumps — What It Usually Is

How real visits for suspension noise ended at independent shops across the US — the part actually replaced, how often, and what it cost when it was the only fix.

Sway bar or wheel bearing / hub

About a third of all these visits end in one of these two

Sway bar **\$154 – \$369**

Wheel bearing / hub **\$321 – \$623**

typical cost when it was the only fix
(parts + labor)

THE FIX INVOLVED	SHARE OF THESE VISITS*	TYPICAL COST†	MEDIAN
Sway bar	20.4%	\$154 – \$369	\$240
Wheel bearing / hub	12.4%	\$321 – \$623	\$445
CV axle / driveshaft	10.3%	\$211 – \$612	\$355
Struts	9.0%	\$400 – \$1,024	\$690
Control arm	7.3%	\$387 – \$926	\$599
Tie rod	6.6%	\$222 – \$504	\$329
Ball joint	6.3%	\$288 – \$713	\$454
Shocks	4.6%	\$264 – \$677	\$423
Steering component	2.9%	\$195 – \$629	\$357
Other, rarer causes	smaller shares — strut mounts, control-arm bushings, exhaust hangers, loose heat shields	varies	—

*Share of visits whose repair involved this part; combined repairs count toward each part, so shares overlap and don't add to 100%.

†Middle half of real invoices when this was the only fix — parts + labor, all vehicle types.

WHICH ONE IS YOURS? LISTEN FIRST

- **Rhythmic rattle on rough pavement** — Sway-bar end links are the classic cheap culprit — small ball joints that wear loose and chatter over washboard surfaces.
- **Single deep clunk over big bumps** — One solid clunk entering driveways points at control-arm bushings or ball joints — bigger parts, and the ones a shop checks for safety-critical play.
- **Clunk when turning too** — Noise that follows steering input adds tie rods and strut mounts to the list; a worn strut mount also creaks at parking-lot speeds.

WHAT TO EXPECT FROM THE SHOP

Expect the shop to load and shake each joint on a lift — clunks are found by hand, not by scan. Sway-bar links are the frequent cheap answer; struts, ball joints and control arms the pricier ones and the ones that matter for safety. Ask for the specific worn part and to see the play.

ABOUT THIS DATA · HOW TO USE THIS BRIEF

Vehicles **all makes and models, US fleet**

Data confidence **High** — *large sample, stable shares*

Records through **July 2026**, refreshed continuously

Source **paid invoices from independent US repair shops**

Take it to the shop. It tells you what the likely answers are and what each one should cost — so when the diagnosis comes back, you already know whether the number fits. Vehicle-specific price reports for the common fixes are on fixdozer.com.

NOT A DIAGNOSIS This brief describes how other owners' visits for suspension noise ended. Your vehicle, its history and the shop's testing decide yours. FixDozer does not perform repairs and receives nothing from shops.

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