



## **NATIONAL TAC – TECHNICAL BULLETIN #1/2012**

### **WARNING**

**IF YOU SUSPECT YOUR ROD IS FITTED WITH A MAGNUM AXLE COMPANY CAST BEAM AXLE IMMEDIATELY CEASE USING THE VEHICLE**

### **Magnum Brand Cast I-Beam Safety Warning**

The purpose of this Technical Bulletin is to make the Australian Rodding community aware of a reported safety issue with some cast axles manufactured by The Magnum Axle Company.

Two documented cases of axle failure have been reviewed by the ASRF National TAC. This bulletin has been developed to inform ASRF Members, TAC and Club Officials and the general rodding community of the potential for catastrophic axle failure.

### **Failure Description**

The ASRF have detailed information of two axle failures. In both cases the failures have taken the form of a complete and sudden breakage between the king pin and perch pin bosses, which has caused a total loss of steering and braking control to the vehicle.

One failure has occurred in New Zealand and has been the subject of a detailed investigation by the Low Volume Vehicle Technical Association Inc (LVVTA). LVVTA have issued a detailed safety warning which all interested parties are recommended to read.

**The LVVTA Information Sheet for the Safety Warning can be viewed at:**

[http://www.lvvta.org.nz/documents/infosheets/LVVTA\\_Info\\_06-2012\\_%27Magnum%27-brand\\_Axle\\_Safety\\_Warning.pdf](http://www.lvvta.org.nz/documents/infosheets/LVVTA_Info_06-2012_%27Magnum%27-brand_Axle_Safety_Warning.pdf)

A second failure has occurred in Victoria and is the subject of ongoing investigation. This failure has been reported via TAC bulletins, magazine and web forum coverage and via ASRF DC channels. This has greatly assisted in publicising the safety issue within the Australian Rodding Community.

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### Affected Axle Models

The Magnum Axle Company believes that a faulty batch of 500 axles was manufactured between January 2008 and March 2009. It is believed the axles were manufactured from an incorrect grade of material (grey iron, rather than ductile or SG Iron).

The following Magnum part numbers are potentially subject to failure:

2852	1928 – 1936 Ford	- 4 inch drop	- 46 inches wide
2850	1928 – 1936 Ford	- 4 inch drop	- 48 inches wide
2860	1937 – 1941 Ford	- 4 inch drop	- 47 ¾ inches wide
2855	1928 – 1936 Ford	- 5 inch drop	- 46 ½ inches wide

The Magnum Axle Company advises that Magnum brand tubular axles are not subject to the fault as the ends of the axle are forged and not cast.

The main reason for issuing the safety warning is to make it clear that this same manufacturing problem will exist in all axles from the same batch. Affected axles may be in usage, fitted to project vehicles, or still be on sale (either new or second hand).

### Recommended Action

Magnum brand axles purchased after January 2008 may be affected. Owners are advised to immediately cease using the vehicle and investigate the origin and purchase date of the axle.

The Magnum Axle Company in USA have in place a system to examine and replace any faulty axles. If you have one that might be suspect you should return it to the retailer who sold it to you to organise testing. Axles that have been tested as safe are marked with a specific inspection stamping.

Owners of axles of unknown origin should contact the supplier, or discuss the axle with their TAC representative or club delegate.

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