Low Volume Vehicle Technical Association (inc)

SAFETY ALERT

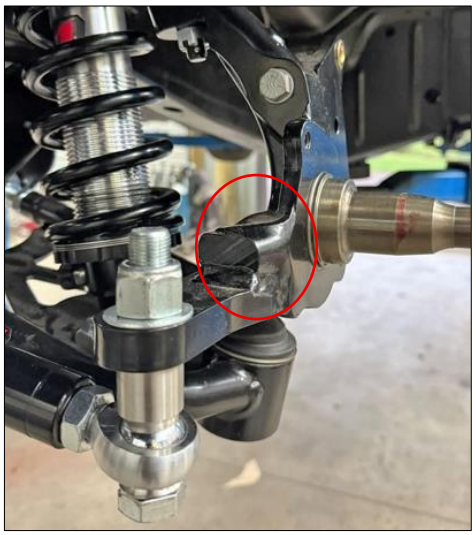
 # 01 - 2026 (September 2026)

Helping New Zealanders Build & Modify Safe Vehicles

QA1-brand Mopar Front Suspension Stub Axles with Welded-on Steering Arms

LVVTA has identified Mustang II-style stub axles supplied with some QA1 Mopar front suspension assemblies that do not meet LVV requirements.

The stub axles are Mustang II-based components that appear to be either cast or forged, with a welded-on steering arm. LVV requirements don't allow the welding of castings and forgings except where specific controlled welding processes and verification requirements are met. In addition, welding of steering components is generally not permitted because of the safety-critical nature of these components. The welds may not be immediately apparent in some of QA1's advertising images, so care should be taken when identifying components prior to purchasing.



Why this alert has been issued

Some QA1 components are accepted for use within the LVV certification system. This may lead to an assumption that all QA1 suspension components are suitable for LVV certification. This is not the case. The QA1 Mopar stub axle assemblies with welded-on steering arms described in this alert cannot be accepted for LVV certification due to the welded configuration.

Alternative stub axles

Because these are based on the common Mustang II configuration, alternative Mustang II-type stub axles that have provision for bolt-on steering arms may be able to be used. However, fitting an alternative stub axle does not automatically establish that it is suitable. The dimensions, strength, and suspension and steering geometry of the replacement stub axle must be carefully assessed to ensure that it is appropriate for the particular suspension assembly and vehicle.

Complete front suspension assemblies

Some aftermarket front suspension assemblies may require TAC approval as a custom independent front suspension (IFS), particularly where the installation uses new or changed suspension-arm mounting points that may alter the suspension geometry from the original vehicle design. Replacing the stub axles does not remove any requirement for TAC approval where this applies. The welded steering arms may not be the only compliance issue with these assemblies, so the complete suspension and steering system will be assessed on its own merits.

What LVV Certifiers must do

- Inspect stub axles for welded-on steering arms and reject them if found.
- Where alternative Mustang II-type stub axles are used, carefully assess their dimensions, strength, and geometry for compatibility with the suspension system they are being fitted to; and
- establish whether the complete IFS requires TAC approval.

Where there is any doubt about the construction or acceptability of a stub axle or complete suspension assembly, contact LVVTA before advising the vehicle owner that it can be LVV certified.

FOR FURTHER INFORMATION PLEASE CONTACT YOUR LVV CERTIFIER, OR LVVTA.