

WARNING FOR 9MM CARBINES

Special Considerations for Remanufactured Ammunition

For use in our rifles, we recommend using only new, high-quality factory ammunition. Ammunition produced from a reputable manufacturer with new cases drastically lowers the probability of ammunition-related malfunctions or catastrophic failures that can result in injury or death. For law enforcement especially, remanufactured ammunition is totally unacceptable for duty use.

It has come to our attention that some commercially produced 9mm remanufactured (reloaded) ammunition is over-crimped. This can render the cartridges unusable and potentially dangerous to use.

This over-crimping reduces or eliminates the rim feature necessary for the proper head space of the cartridge in the chamber. This may cause the cartridge seat too deep in the chamber and actually push it past the chamber cut in the barrel. This leaves the case head rim ahead of the extractor.

When the trigger is pulled with a round chambered this way, the firing pin cannot reach the primer. The gun will not fire, and the shooter may think he has experienced a failure to ignite, or what is called a “hang fire.”

In fact, the cartridge is ahead of the extractor and not engaged on the bolt face, making ignition impossible. When the operator attempts to clear this malfunction, the unfired cartridge will remain in the chamber because it has not engaged by the extractor of the bolt.

At this point, if there is another round in the magazine, that round will be engaged by the bolt and start to feed. This is called a double-feed. If the bolt is released at the rear of its stroke, it will drop with the full force of the operating spring.

In the worst case scenario, the nose of the feeding round may impact the primer of the seated round with sufficient force to ignite that round. Since the bolt is not forward to contain that cartridge in the chamber safely, a case failure will occur as that round ignites. The case head will separate from the rest of the case which will remain in the chamber.

The high pressure gasses resulting from the case failure could cause a sympathetic ignition of the round being fed behind the chambered round. The result will be brass shrapnel erupting from the open ejection port. This may cause severe injury to the operator or bystanders.

WHAT SHOULD YOU DO IF YOU EXPERIENCE AN IGNITION FAILURE WITH A 9MM CARBINE?

Treat it as if it were a “hang fire” that may result in a delayed ignition. Keep the muzzle pointed downrange and follow these steps:

1. Remove the magazine and wait at least a minute before opening the action. This will eliminate the possibility of a hang fire or delayed ignition.
2. After at least a minute has passed, hold the rifle with the ejection port facing away from you or bystanders. Cycle the bolt to the rear and lock it back.
3. Note whether a round is extracted from the rifle. If not, with the bolt locked open and the safety on, look into the chamber to see if a round is present. If a round is present in the chamber and will not extract using the action of the rifle, close the action and separate the upper and lower assemblies in a safe area.
4. Remove the bolt assembly from the upper, and use a cleaning rod or range rod to dislodge the cartridge that is still in the chamber.
5. Discard this cartridge to ensure that it will not be recycled for firing in another magazine.
6. Report any such occurrence to the remanufacturer of the ammunition.



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