

GM Accessories “Transit Wheel” Process (approx. 40% of GM LPO Wheels Codes)

ADI LPO Transit Wheel Process: Applies to the following codes as of October 2016 but can change going forward:

5XS 5XT 5XU 5XV 5XW5XY 5XZ SGU SJ4 SJ6 SJ7 RX1 SEU SEV SEW SF0 SF1 SH9 SEZ RXN S1R S1S 5XQ SGZ SHA

The purpose of a Transit Wheel program is to provide production approved tires with a vehicle that can be transferred to the LPO wheels without utilizing standard production wheels. Transit wheels are intentionally visually unappealing and not intended for normal driving/use. They are either black steel or a low cost finish production aluminum wheel. The Transit Wheel process also affords proper wheel size calibration from production and facilitates transporting the vehicle from the Assembly Plant to the Dealer.

Chevrolet & GMC Full Size Pick-up Truck (FST) Silverado and Sierra and Full Size Utilities (FSU) Tahoe, Suburban, Yukon, Yukon XL and Cadillac Escalade and Escalade ESV all use a transit wheel program for all 22" LPO Wheels. The 22" transit wheel is a black steel wheel that is not approved for on road use. The current LPO Wheel codes are in the title of this document but will likely change/increase over time.

Once the Dealer receives the LPO wheel and tire set from the ADI, they must return the original Transit Wheel and tire set to the ADI. ADIs assess a core charge (approx. \$1,500) to the Dealers to ensure the transit wheel and tire set is returned to the ADI. The core process is between the ADI and Dealer; GM Accessories does NOT oversee or referee this. When the ADI receives the transit wheel and tire set back from the Dealer, they dismount the production approved tires and mount and balance them on the next set of LPO wheels in line. The Transit Wheels are returned to the assembly plants by the ADI to be reused on subsequent FSTs and FSUs. At the beginning of a new transit wheel program, ADIs must obtain an initial seed stock of tires to begin their rotation. Once they start receiving transit wheel and tire sets back from Dealers, they generally no longer need to obtain new tires to fill LPO wheel orders. Use of the approved GM tire is critical. ADIs should not “substitute” a “similar” tire.

For 2016 and PRIOR model year FST and FSU, in addition to the tires, ADIs would also harvest the production TPMs (Tire Pressure Monitors) so they could be reused, with new valve stems, on subsequent LPO wheels sets. Hence, for 2016 and prior model year truck LPO wheel packages, ADIs would receive LPO Package orders for Wheels (4), Center Caps (4) Valve Stems (4) and a Wheel Lock Kit (1) and assemble and deliver a complete LPO wheel and tire set that a Dealer would then install on the new vehicle.

BEGINNING with the 2017 model year, all FST and FSU 22" LPO wheel packages include a full TPM with Valve Stem kit (4). ADIs will no longer reuse the production TPMs. It should also be noted that many larger ADIs build up significant numbers of 22" LPO wheel and tire sets based on forecasted demand. Given this, advanced notice is an imperative when components changes are made such as TPMs.

Some other vehicles also use this Transit Wheel process with the only difference being the use of an aluminum production wheel that is generally cosmetically unappealing (low cost finish/painted red). These include Cadillac CTS, ATS, XT5 and all new 2017 GMC Acadia. Other vehicles may use this process in the future (i.e. All New 2018 Chevy Equinox). ADIs are paid a \$235 fee to cover their expense for assembling the LPO Wheel and Tire sets, breaking down the Transit Wheel and Tire sets and recovering the Transit Wheel and Tire sets from their Dealers.

A new Transit Wheel process template was implemented in 2016 for the 2017 Cadillac XT5 (Q1) and the All New 2017 GMC Acadia in Q2 (both recently reissued to add MY 2018 and stronger tire verbiage). The All New 2018 Chevy Equinox process will be issued soon. GM Dealers receive a separate communication with similar info.

Please note that while we have not formerly revised past process communications for other models (FST, FSU, CTS, ATS, XT5) using this new template, the information generally applies. The only difference is the FST FSU reuse program as described above.

GM Accessories “Production Take Off” (PTO) Wheel Process (approx. 60% of GM LPO Wheel Codes)

ADI LPO Production Take Off Wheel Process: Applies to the following codes as of October 2016 but can change going forward:

SE4 5XQ SE7 SEJ 5JO SHH SEH 56F 56H 56K 5JW SHL SLE SLG SGZ SKY 5WJ SDV SJH 5YU 5YV 5YW 5YX 5YZ 5Z2 5Z8 6Z9
SE1 SE6 5BA 5BC 5BD 5ZY SDZ VSR SE5 SED SPN SMY

The purpose of a PTO Wheel program varies depending on the involved LPO wheel:

LPO Wheel is same size as Production - Provides wheels and tires for transporting the vehicle from the Assembly Plant to the Dealer. Also provides production tires that can be transferred to the LPO wheels and ensures proper wheel size calibration.

LPO Wheel is up size from Production – Provides wheels and tires for transporting the vehicle from the Assembly Plant to the Dealer via carrier.

The PTO process is used with Mid Size Pick-up Trucks Chevrolet Colorado and GMC Canyon as well as performance cars Chevrolet Camaro and Corvette. Basically these and ANY other vehicles that do not use Transit Wheels, use PTO wheels. As stated, a PTO wheel is a production approved aluminum wheel that can be the same size or smaller than the LPO wheel that will replace it.

Same Size: Some models require that a vehicle comes with production wheels and tires of the same size as the LPO wheel. For those vehicles, the ADI will receive an LPO Package order for Wheels (4), Center Caps (4) TPM with Valve Stem kit (4), a Wheel Lock Kit (1) and lugs (typically 1 lug kit but can be as many as 20 pieces) and deliver only the “loose” components. The Dealer is responsible for transferring the production tires to the LPO wheels and installing the completed set on the vehicle. Disposition of the original PTO wheel set is at the Dealer’s discretion; they do NOT need to be returned to the ADI. Note that Dealers often sublet wheel and tire assembly back to their ADI.

Up Size: Some models will allow a customer to upsize wheels and tires on the vehicle. For those vehicles, the ADI will receive an LPO Package order for Tires (4), Wheels (4), Center Caps (4) TPM with Valve Stem kit (4), a Wheel Lock Kit (1) and lugs (typically 1 kit but can be as many as 20 pieces). The ADI will assemble the components and deliver a complete LPO wheel and tire set that a Dealer would install on the new vehicle. The Dealer also performs the required calibration updates to account for the larger size. ADIs are paid a \$90 Mount and Balance fee to cover their expense for assembling the LPO Wheel and Tire sets. Disposition of the original PTO wheel and tire set is at the Dealer’s discretion; they do NOT need to be returned to the ADI.

Note also that content CAN vary across LPO Wheel Packages and even within models. Sometimes center caps and lugs are to be transferred/reused from the production wheels. Sometimes wheel locks are NOT included, in which case a Dealer would need to add LPO SFE Wheel Locks separately when ordering the vehicle if desired.

Please note that in the past, unlike transit wheels, no information was typically communicated on PTO wheels. The PTO template is ready and intent was to issue ADI Comms for each model using PTO to serve as reference for the ADIs. Since we have not been able to make this happen yet, I am including the template below for reference. Red Font areas would be updated with vehicle specific info when a formal ADI Comm is issued.

GM Accessories “Production Take Off” (PTO) Wheel Process

The purpose of a PTO Wheel program varies depending on the involved LPO wheel:

LPO Wheel is same size as Production - Provides wheels and tires for transporting the vehicle from the Assembly Plant to the Dealer. Also provides production tires that can transferred to the LPO wheels and ensures proper wheel size calibration.

LPO Wheel is up size from Production – Provides wheels and tires for transporting the vehicle from the Assembly Plant to the Dealer via carrier.

The PTO process is used with LPO wheels on Colorado/Canyon, Corvette, Camaro, Malibu and many other vehicles. **The MY DIV MODEL will utilize this PTO Wheel Process for LPOs XXX and XXX.** The following step-by-step process will assist ADIs with the proper handling of the PTO Wheel or Wheel and Tire assemblies.

ADI LPO Wheel Package Orders, PTO Wheel Mounting and Balancing

- ADIs must secure Tire “Seed Stock” prior to LPO launch, to meet initial Dealer demand for up size orders or special tires. **The XX” tire is a BRAND MANUFACTURER SIZE, PN xxxx (fro GM Tire Program SME). GM PN XXXXXXXX.**
- Seed Stock can be secured through a local Tire Distributor or by calling [GM Tire Program HQ @ 877-72-TIRES \(877-728-4737\)](tel:877-72-TIRES).
- An example of a “special tire” would be the same size Goodyear 17” Duratrac all-terrain tire LPO RGO.

ADI Action

ADI receives an LPO Package Order for the Accessory Wheels either WITH or WITHOUT tires depending on production wheel size.

LPO Wheel is same size:

- 1) ADI ships to Dealer an LPO Wheel Package (**list specific contents; Lugs, Locks, Caps, TPMs – can vary by vehicle and LPO**). **WITHOUT** Tires. Also state reuse i.e.: **Production center caps and lug nuts will be re-used.**
- 2) Dealer is responsible for swapping same size **production tires** from production wheels to LPO wheels.

LPO Wheel is up size:

- 1) ADI mounts and balances the LPO Wheel Package WITH tires and NEW TPMs, per *GM Engineering Specifications*.
- 2) ADI ships to Dealer a **complete LPO Wheel Package (list specific contents; Lugs, Locks, Caps, TPMs – can vary by vehicle and LPO)**. **WITH** GM Approved Production Tires. Also state reuse i.e.: **Production center caps and lug nuts will be re-used.**

*If vehicle is received by Dealer with a damaged tire, **the Dealer** should file a Transportation Claim.*

Production Take Off (PTO) Wheel Disposition

- PTO Wheels or Wheel and Tire sets are NOT required to be returned to the ADI (no core charge process).
- Disposition of PTO Wheels or Wheels and Tires are at Dealer discretion based on vehicle content requirements.

ADI Reimbursement:

LPO Wheel is same size: No assembly required by ADI so no additional ADI reimbursement.

LPO Wheel is up size or special tire: ADIs are reimbursed at a rate of \$90 p/hr for mount and balance.

Dealer Reimbursement:

LPO Wheel is same size: Dealer will receive the established labor time for dismounting production tires, mounting and balancing with LPO Wheels (including NEW TPMs) and installing wheel and tire set on to vehicle.

LPO Wheel is up size: Dealers will receive the established labor time for installing LPO wheel and tire set on to vehicle and performing any required recalibration.