

GM Accessories “Transit Wheel” Process

The purpose of a Transit Wheel program is to provide production tires ~~and TPMs (FST/FSU ONLY)~~ with a vehicle that can be swapped on to LPO wheels without consuming production grade wheels. Transit wheels are intentionally visually unappealing and not intended for normal driving/use. They are either black steel (i.e. Full Size Trucks and Utilities) or a less finish production aluminum wheel (~~i.e. e.g.,~~ Cadillac ATS, CTS and XT5, all-new Acadia; etc.). The Transit Wheel process also affords proper wheel size calibration from production and facilitates transporting the vehicle from the Assembly Plant to the Dealer. **The all-new 2017 & 2018 GMC Acadia will utilize this Transit Wheel Process for LPOs ~~XXX-SH9 and XXX-SHA~~. The 20” tire is a Michelin Premier LTX 235/55R20 102H, PN 31714. GM PN 22996332.** The following step-by-step process will assist ADIs with the proper handling of the Transit Wheel assemblies.

ADI LPO Wheel Package Orders, Transit Wheel Mounting and Balancing

- ADIs must secure Tire “Seed Stock” prior to LPO launch, to meet initial Dealer order demand.
- Subsequent orders will utilize the production “Transit” Tires ~~(and TPMs - FST/FSU ONLY)~~ from recovered transit sets.
- Seed Stock can be secured through a local Tire Distributor or by calling GM Tire Program HQ @ 877-72-TIRES (877)-728-4737.
- In case of Seed Stock shortage, ADIs should leverage the GM approved tires that come on the vehicle to fill the LPO order
- ADIs SHOULD NOT SUBSTITUTE OTHER, NON GM APPROVED TIRES
- Failure to comply with this process will result in LPO Wheel package debits for the involved VIN(s)

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ADI Action

- 1) ADI receives an LPO Package Order for the Vehicle’s Accessory Wheels.
- 2) ADI mounts and balances the LPO Wheel & Tire assemblies per *GM Engineering Specifications*.
- 3) ADI ships to Dealer a *complete LPO Wheel & Tire package (XXX-SH9 & XXX-SHA include Lugs, Locks, Caps, and TPMs only. Factory-installed lugs are to be re-used)*. Tires are GM Approved Production - initial tires are from ADI seed stock.
- 4) ADI requests “Transit Wheels” and Tires be returned to ADI from Dealer.
- 5) ADI coordinates and assumes all return freight expense from the Dealer.
- 6) ADI assesses and reconciles Dealer Core Charges for Transit Wheels (ref. ADI Billing and Core Charges below).
- 7) Upon return to ADI, the ADI will remove Production Tires (and TPMs - FST/FSU ONLY) from Transit Wheels for reuse.
- 8) ADI is responsible for Transit Wheel final disposition (ref. Transit Wheel Disposition Process below).

If vehicle is received by Dealer with a damaged tire, the Dealer should file a Transportation Claim and provide new tire to ADI as part of the core return.

Transit Wheel Disposition Process

- ~~Reuse programs – ADI must return Transit Wheels per outlined process (currently Full Size Trucks and Full Size Utilities only).~~
- Damage/Scrap – Process may include, but is not limited to; *Sledge or Rim-Bending to the outboard flange, damaging a 3”-4” section inward. Currently all vehicle lines other than FST/FSU.*

Commented [APK1]: Dale, since Acadia is NOT a reuse program, should this bullet be removed completely? Your call.....

ADI Billing and Core Charges: Below are a few recommendations that can be utilized when billing the Transit Wheels.

<ol style="list-style-type: none"> 1) ADI creates a zero dollar dealer invoice for the LPO wheel assembly on line one for accounting with GM. 2) ADI creates a second line on the invoice for core charge of \$1,500 for the “transit” wheel assemblies. 	<p><i>OR, ADI can create two invoices to process the transaction.</i></p>	<ol style="list-style-type: none"> 1) Invoice 1 - Bill the wheels to GM – LPO accounting and deliver to the dealer. 2) Invoice 2 - Bill the dealer at \$1,500 core charge for the wheel assembly – tracks dealer core return.
<ul style="list-style-type: none"> • ADIs are responsible for reconciliation of dealer “transit” wheel cores. • ADIs should communicate and reinforce their return process to their Dealers regularly. • Please include the defined return process, ADI contact names (Freight, ADI, etc.), Return Standards, Timing, Shipping Labels, etc. • If a dealer does not return a transit core, a GM Accessory Representative can assist with Zone Team support. 		

ADI Reimbursement: ADIs are reimbursed at a rate of \$90 p/hr for a total reimbursement of \$235 ~~(3hrs)~~ per set assembly, for transportation, dismount, and re-mount and balance of Transit Wheels. *Below is the suggest assignment of labor.*

- ~~Wheel Recovery:~~ \$100
- Dismount “Transit Wheel” assembly: .5hrs / \$45
- Mounting & Balancing: 1hr / \$90

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LPO Transit Wheel Program

2017 & 2018 All New GMC Acadia

GM Accessories ~~May 7-19-17 v22016~~

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Dealer Reimbursement: Reference Dealer Communication for more info.

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