

GM Accessories "Transit Wheel" Program

The purpose of a Transit Wheel program is to provide production approved tires with a vehicle that can be transferred to the LPO wheels w/o using production wheels. Transit Wheels are intentionally visually unappealing (i.e. black steel or a low-cost finish production aluminum) and not intended for on-road use. The process also facilitates proper wheel size calibration from production and transporting the vehicle from the Assembly Plant to the Dealer.

Chevrolet & GMC Full Size Pick-up Truck (FST) and Full-Size Utilities (FSU inc. Escalade) all use a Transit Wheel program for 22" LPO Wheels. The 22" Transit Wheel is a black steel wheel that is not validated/approved for on-road use.

Once the Dealer receives the LPO wheel and tire set from the ADI, they must return the original Transit Wheel and Tire set. ADIs assess a \$1,500 core charge to the Dealers to ensure the Transit set is returned. While GM Accessories "recommends" the \$1,500, we do NOT oversee/referee; the process is between the ADI and Dealer. Upon receipt from the Dealer, the ADI dismounts the production approved tires and mounts/balances them on the next set of LPO wheels. The Transit Wheels are returned to the assembly plants by the ADI through a recycling/inspection process. At the start of a new Transit Wheel program, ADIs must procure tire seed stock. Once Transit sets start coming back, ADIs generally no longer need to buy new tires to fill LPO orders except to account for spikes in demand or lag time in Dealers returning transit sets. Use of the approved GM tire is critical; ADIs should NOT substitute a "similar" tire.

Cadillac ATS, XT5 and CTS Transit programs use aluminum production wheels that are cosmetically unappealing (low cost finish/painted red). More recently, crossovers GMC Acadia, Buick Enclave, Chevy Traverse, Equinox and Blazer moved to Transits using a standard appearing aluminum production wheel. Acadia, Enclave, Traverse and XT5 all now use the SAME Transit wheel. The more "normal" appearing Transit Wheels can cause confusion among the Dealers. Unlike the black steel wheels, aluminum Transits are to be scrapped by the ADI. ADIs are paid a \$235 fee for assembling the LPO Wheel and Tire sets, breaking down the Transit sets and recovering the Transit sets from their Dealers.

A new Transit Wheel process "template" documenting all of this was implemented in 2016 and first issued on the 2017 Cadillac XT5. GM Dealers typically receive a separate communication with similar info through the brand teams.

GM Accessories "Production Take Off" (PTO) Wheel Program

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

LPO Wheel is same size as Production – Allows transport of the vehicle from the Assembly Plant to the Dealer, provides production tires for the Dealer to transfer to the LPO wheels and ensures proper wheel size calibration.

ADI receives an LPO order for Wheels, Caps, TPMs & Valve Stems, Wheel Lock Kit and Lugs (content can vary; sometimes production components are reused i.e. lugs) and delivers only these "loose" components. The Dealer is responsible for transferring the production tires to the LPO wheels.

LPO Wheel is up size from Production – Allows transport of the vehicle from the Assembly Plant to the Dealer.

ADI receives LPO order for TIRES, Wheels, Caps, TPMs & Valve Stems, Wheel Lock Kit and Lugs (content can vary; sometimes production components are reused i.e. lugs). The ADI will assemble the components and deliver a complete wheel and tire set mounted and balanced. ADIs are paid a \$90 Mount and Balance fee. The Dealer performs the required calibration updates to account for the larger size through Techline (TCSC).

The PTO process is used on all vehicles NOT using the Transit process (i.e. Mid-Size Pick-ups, Camaro, Corvette, CT6, Impala, etc.). A PTO wheel is a standard production wheel, usually aluminum, in the same size or smaller than the LPO wheel it is replaced by. The PTO wheel varies based on the vehicle trim level that the LPO wheel can be ordered on.

Disposition of the PTO wheels or wheel and tire sets are at the Dealer's discretion; there is no core charge and they are not returned to the ADI. Note also that component content can vary across LPO Wheel Packages and even within models. For example, production caps and/or lugs may be reused. If wheel locks are NOT included, Dealers can add LPO SFE Wheel Locks separately.

Note that in the past the PTO process was neither formally named or communicated but will be going forward.