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General Motors Position Statement – Refinishing of Aluminium and Chrome Wheels

This information updates General Motors Australia & New Zealand's (GMANZ) position on refinishing aluminium and chrome wheels. GMANZ does not endorse any repairs that involve welding, bending, straightening or re-machining. Only cosmetic refinishing of the wheel's coatings, using recommended procedures, is allowed.

Evaluating Damage

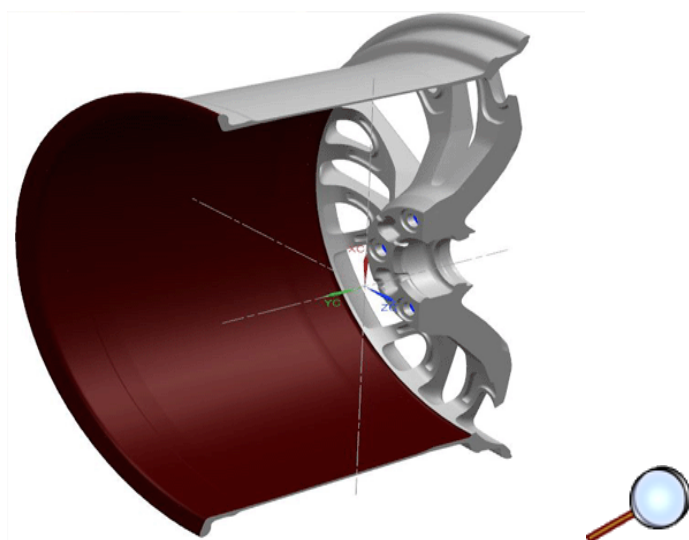
In evaluating damage, it is the individual repairer's responsibility to inspect the wheel for corrosion, scrapes, gouges, etc. The repairer must ensure that such damage is not deeper than what can be sanded or polished off. The wheel must be inspected for cracks. If cracks are found, discard the wheel. Any wheels with bent rim flanges must not be repaired or refinished. Wheels that have been refinished by an outside company must be returned to the same vehicle. The repairer must record the wheel ID stamp or the cast date on the wheel in order to assure this requirement.

Refer to Refinisher's Responsibility – Outside Company later in this bulletin.

Aluminium and Chrome Wheel Refinishing Recommendations

Chrome-plated aluminium wheels

- Re-plating these wheels is not recommended.



- Chrome wheels with a coated barrel (areas illustrated in red), refinishing is possible. However, the required refinishing process cannot be performed in the dealer environment. Refer to Refinisher's Responsibility – Outside Company later in this bulletin.



- Rear of the spoke or drop well on the rear of the hub (areas illustrated in red), refinishing is possible. However, the required refinishing process cannot be performed in the dealer environment. Refer to Refinisher's Responsibility – Outside Company later in this bulletin.

Painted aluminium wheels

- These wheels are painted using a primer, colour coat, and clear-coat procedure. If the paint is damaged, refinishing is possible. As with polished wheels, all original coatings must be removed first.

Bright, machined aluminium wheels

- These wheels have a polyester or acrylic clearcoat on them. In some cases, the recessed “pocket” areas of the wheel may be painted. Surface refinishing is possible. The wheel must be totally stripped by suitable means. The wheel should be resurfaced by using a sanding process rather than a machining process. This allows the least amount of material to be removed.

Important: Do not use any re-machining process that removes aluminium. This could affect the dimensions and function of the wheel.

Painting is an option to re-clear coating polished and bright machined aluminium wheels. Paint will better mask any surface imperfections and is somewhat more durable than clear-coat alone. GM recommends using Corsican SILVER WAEQ9283 for a fine “aluminium-like” look or Sparkle SILVER WA9967 for a very bright look. As an option, the body colour may also be used. When using any of the painting options, it is recommended that all four wheels be refinished in order to maintain colour uniformity.



Refinisher's Responsibility – Outside Company

Important: Some outside companies are offering wheel refinishing services. Such refinished wheels will be permanently marked by the refinisher and are warranted by the refinisher. Any process that re-machines or otherwise re-manufactures the wheel should not be used.

A refinisher's responsibility includes inspecting for cracks using the Zyglo system or the equivalent. Any cracked wheels must not be refinished. No welding, hammering or reforming of any kind is allowed. The wheel ID must be recorded and follow the wheel throughout the process in order to assure that the same wheel is returned. Material removal, though, must be kept to a minimum. Re-machining of the wheel is not allowed. Paint and/or clear coat must not be present on the following surfaces: the nut chamfers, the wheel mounting surfaces and the wheel pilot hole. The refinisher must permanently ID stamp the wheel and warrant the painted/clear-coated surfaces for a minimum of one year or the remainder of the new vehicle warranty, whichever is longer.

Important: Whenever a wheel is refinished, the mounting surface and the wheel nut contact surfaces must not be painted or clear-coated. Coating these surfaces could affect the wheel nut torque.

When re-mounting a tire on an aluminium wheel, coated or stick-on balance weights must be used in order to reduce the chance of future cosmetic damage.

Further details specifically available for each applicable vehicle model – please refer to GM Service Information Document ID # 5525750 – Collision Repair Position Statements.

Available online at : www.gmtradeparts.com.au