



Collision Position Statement

March 9, 2026

REFINISHING ALUMINUM AND CHROME WHEELS

General Motors (GM) vehicles, systems, and components are engineered, tested, and manufactured to help protect vehicle occupants and deliver the safety, durability, and performance expected of Chevrolet, Buick, GMC, and Cadillac vehicles. GM Genuine Parts are designed, engineered, tested, and validated by GM.

GM does not endorse any repairs that involve welding, bending, straightening, or re-machining. Only cosmetic refinishing of the wheel coatings, using GM-recommended procedures, is permitted.

Evaluating Damage

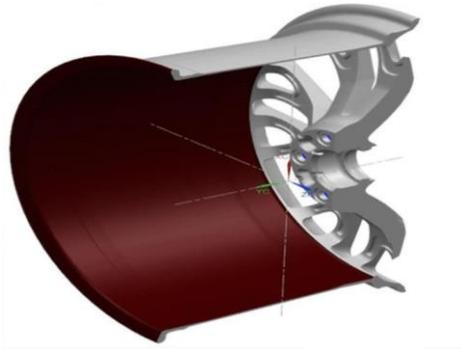
In evaluating damage, it is the collision repair facility's responsibility to inspect the wheel for corrosion, scrapes, gouges, and similar damage. The repair facility must ensure that such damage is not deeper than what can be sanded or polished off.

The wheel must be inspected for cracks. If cracks are found, the wheel must be discarded. 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 dealer must record the wheel ID stamp or the cast date on the wheel to ensure this requirement is met. Refer to Refinisher's Responsibility – Outside Company and bulletin 17NA052.

Aluminum and Chrome Wheel Refinishing Recommendations

- Chrome-plated aluminum
 - Chrome wheels with a coated barrel (areas illustrated in red), refinishing is possible.



*The required refinishing process cannot be performed in the dealer environment. (Refer to Refinisher's Responsibility).



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).

Polished aluminum wheels

- For out of warranty repairs that are customer pay, the wheel can be fully painted.

Painted aluminum wheels

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



Bright, machined aluminum wheels

- These wheels have a polyester or acrylic clear coat 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 aluminum. This could affect the dimensions and function of the wheel.

Painting is an option instead of re-clear coating polished and bright machined aluminum wheels. Paint will better mask any surface imperfections and is more durable than clearcoat alone. GM recommends using Corsican SILVER WAEQ9283 for a fine “aluminum-like” look or Sparkle SILVER WA9967 for a very bright look. As an option, body color may also be used.

When using any of the painting options, it is recommended that all four wheels be refinished to maintain color 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 remanufactures the wheel must not be used.

A refinisher’s responsibility includes inspecting cracks using the Zyglo system or the equivalent. 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 to ensure that the same wheel is returned. Material removal must be kept to a minimum. Re-machining of the wheel is not allowed.

Paint and/or clearcoat must not be present on the following surfaces:

- The nut chamfers
- The wheel mounting surfaces



- 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.

Warranty and Service Plan Implications

For refinishing wheels under warranty, only painted and chrome plated aluminum wheels may be refinished.

GM has worked with a supplier that can provide refinishing services onsite to most GM dealers and collision repair facilities in North America. This GM-approved supplier uses a self-contained trailer unit to perform refinishing and has standard processes that have been reviewed and approved by GM Tire and Wheel Systems Engineering.

Alloy Wheel Repair Specialists (AWRS) have the capability to refinish all painted and chrome plated aluminum wheels, including black and other nontraditional colors. AWRS is the only outside source approved to do wheel refinishing under warranty or in customer enthusiasm cases.

Alloy Wheel Repair Specialists (AWRS)
3100 Medlock Bridge Road
Suite 305
Norcross, GA 30071
(800) 518-3040
www.awrswheelrepair.com

When remounting a tire on an aluminum wheel, coated or stick-on balance weights must be used.

Any damage, failure, or nonperformance arising from the installation or presence of non-GM (aftermarket, salvage, recycled, reconditioned, or other) parts, accessories, or modifications is NOT COVERED under the GM New Vehicle Limited Warranty or any GM service plans. To ensure continued warranty coverage, GM requires that collision, structural, and system dependent repairs utilize GM OE parts and GM-approved procedures.



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