

Reconditioned Wheels Chrysler Positioning

Chrysler LLC does not recommend that consumers use “reconditioned” wheels (wheels that have been damaged: damaged wheels are those which have been bent, broken, cracked, or sustained some other physical damage which may have compromised the wheel structure; and repaired: repaired indicates that the wheel has been modified through bending, straightening, welding, heating and there is no exposure to paint curing heat over 200 degrees, or material removal to rectify damage) because they can result in a sudden catastrophic wheel failure which could cause loss of control.

Only cosmetic damage (coating flaw or “scuffing” which does not cause any base material damage) may be repaired as part of a wheel reconditioning process. Cosmetic refinishing for the purpose of repairing a superficial flaw is an acceptable procedure providing it is limited to paint or clear coat only. Re-plating of chrome plated wheels is not an acceptable procedure nor is chrome plating of original equipment painted or polished wheels, as this may alter mechanical properties and affect fatigue life.

The three wheel tests covered in Society of Automotive Engineers (SAE) documentation are integrated into the normal and ongoing Chrysler safety testing performed on new original equipment wheels. The tests are:

- Radial Fatigue Test (SAE J328a)
- Rotary Fatigue Test (SAE J328a)
- Impact Performance Test (SAE J175)

These baseline tests do not include additional OE performance testing conducted based on the vehicle’s duty cycle, i.e. off-road use. Testing for cracks is also part of our validation process. OE requirements call for using dye penetrant, or its equivalent, to locate cracks if not visible.

Additionally, Chrysler LLC Global Warranty Administration does not allow refinishing of wheels under warranty.