The trend continues — difficult-to-service tire & wheel assemblies now represent 73% of fitments offered by OE manufacturers.

Low-profile, run-flat, large diameter and heavy assemblies have proved difficult to service across multiple OEMs, requiring technicians to be skilled when using conventional tire changers. While low-profile tires have become the most prevalent in the last few years, all new fitment styles increase the likelihood of additional risks: damaging wheels, breaking TPMS sensors, or even technician injury.

It is vital for automotive service providers to be equipped with the most advanced, OEM-derived technology on the market today. This allows equipment, instead of the technician, to eliminate fitment challenges, as difficult-to-service assemblies continue to become the norm.

Growth of Difficult Tire & Wheel Fitments

- **Heavy Assembly**
  - 30"+ overall diameter
  - Benefits from wheel lifts and other weight control features

- **Large Diameter**
  - 20"+ wheel size
  - Sometimes require special clamping considerations

- **Run-Flat**
  - Very stiff
  - Requires special procedures and press devices

- **Low-Profile**
  - 45-series or lower
  - Often stiff
  - Requires special procedures and press devices
**Difficult Tire & Wheel Fitments by OEM**

- **Acura**
  - Heavy Assembly: 55%
  - Large Diameter: 18%
  - Run-Flat: 17%
  - Low-Profile: 100%

- **Alfa Romeo**
  - Heavy Assembly: 75%
  - Large Diameter: 17%
  - Run-Flat: 100%

- **Audi**
  - Heavy Assembly: 83%
  - Large Diameter: 14%
  - Run-Flat: 11%

- **Bentley**
  - Heavy Assembly: 50%
  - Large Diameter: 63%

- **BMW**
  - Heavy Assembly: 84%
  - Large Diameter: 67%
Difficult Tire & Wheel Fitments by OEM

- **Buick**
  - Heavy Assembly: 22%
  - Run-Flat: 38%
  - Low-Profile: 22%

- **Cadillac**
  - Heavy Assembly: 17%
  - Run-Flat: 4%
  - Low-Profile: 83%

- **Chevrolet**
  - Heavy Assembly: 31%
  - Run-Flat: 2%
  - Low-Profile: 36%

- **Chrysler**
  - Heavy Assembly: 29%
  - Run-Flat: 7%
  - Low-Profile: 27%

- **Dodge**
  - Heavy Assembly: 40%
  - Run-Flat: 7%
  - Low-Profile: 100%

- **Ferrari**
  - Heavy Assembly: 100%

Analysis provided by Hunter Engineering Company
**Difficult Tire & Wheel Fitments by OEM**

- **Fiat**: 33%
- **Ford**: 40%
- **Genesis**: 100%
- **GMC**: 80%
- **Honda**: 27%
- **Hyundai**: 41%

Analysis provided by Hunter Engineering Company
Difficult Tire & Wheel Fitments by OEM

**Infiniti**
- Heavy Assembly: 61%
- Large Diameter: 17%
- Run-Flat: 6%
- Low-Profile: 56%

**Jaguar**
- Heavy Assembly: 77%
- Large Diameter: 13%
- Run-Flat: 7%
- Low-Profile: 23%

**Jeep**
- Heavy Assembly: 50%
- Large Diameter: 13%
- Run-Flat: 13%
- Low-Profile: 8%

**Kia**
- Heavy Assembly: 50%
- Large Diameter: 50%
- Run-Flat: 50%
- Low-Profile: 50%

**Lamborghini**
- Heavy Assembly: 100%
- Large Diameter: 25%
- Run-Flat: 25%
- Low-Profile: 25%

**Land Rover**
- Heavy Assembly: 47%
- Large Diameter: 67%
- Run-Flat: 67%
- Low-Profile: 67%

Analysis provided by Hunter Engineering Company
Difficult Tire & Wheel Fitments by OEM

- **Lexus**:
  - Heavy Assembly: 22%
  - Large Diameter: 9%
  - Run-Flat: 4%
  - Low-Profile: 57%

- **Lincoln**:
  - Heavy Assembly: 13%
  - Large Diameter: 13%
  - Run-Flat: 67%
  - Low-Profile: 94%

- **Maserati**:
  - Heavy Assembly: 22%
  - Large Diameter: 13%
  - Run-Flat: 94%
  - Low-Profile: 0%

- **Mazda**:
  - Heavy Assembly: 20%
  - Large Diameter: 20%
  - Run-Flat: 10%
  - Low-Profile: 20%

- **McLaren**:
  - Heavy Assembly: 100%
  - Large Diameter: 0%
  - Run-Flat: 0%
  - Low-Profile: 0%

- **Mercedes-Benz**:
  - Heavy Assembly: 19%
  - Large Diameter: 82%
  - Run-Flat: 18%
  - Low-Profile: 31%

Analysis provided by Hunter Engineering Company
**Difficult Tire & Wheel Fitments by OEM**

- **MINI**
  - Heavy Assembly: 50%
  - Large Diameter: 58%
  - Run-Flat: 29%
  - Low-Profile: 17%

- **MITSUBISHI MOTORS**
  - Heavy Assembly: 67%
  - Large Diameter: 33%
  - Run-Flat: 67%

- **NISSAN**
  - Heavy Assembly: 67%
  - Large Diameter: 33%
  - Run-Flat: 67%

- **PORSCHE**
  - Heavy Assembly: 76%
  - Large Diameter: 21%
  - Run-Flat: 8%

- **RAM**
  - Heavy Assembly: 67%
  - Large Diameter: 21%

- **ROLLS-ROYCE**
  - Heavy Assembly: 67%
  - Large Diameter: 33%
  - Run-Flat: 67%
**Difficult Tire & Wheel Fitments by OEM**

- **Heavy Assembly**
- **Large Diameter**
- **Run-Flat**
- **Low-Profile**

- **Smart**
  - Heavy Assembly: 67%
  - Large Diameter: 40%

- **Subaru**
  - Heavy Assembly: 100%

- **Tesla**
  - Heavy Assembly: 31%

- **Toyota**
  - Run-Flat: 31%
  - Heavy Assembly: 17%

- **Volkswagen**
  - Low-Profile: 3%
  - Run-Flat: 7%

- **Volvo**
  - Low-Profile: 77%

Analysis provided by Hunter Engineering Company

Form 7645-T, 03/19