



COMMANDER BODY REPAIR MANUAL



SAFETY NOTICE

CAUTION

ALL SERVICE AND REBUILDING INSTRUCTIONS CONTAINED HEREIN ARE APPLICABLE TO, AND FOR THE CONVENIENCE OF, THE AUTOMOTIVE TRADE ONLY. All test and repair procedures on components or assemblies in non-automotive applications should be repaired in accordance with instructions supplied by the manufacturer of the total product.

Proper service and repair is important to the safe, reliable operation of all motor vehicles. The service produces recommended and described in this publication were developed for professional service personnel, and are effective methods for performing vehicle repair. Following these procedures will help ensure efficient economical vehicle performance and service reliability. Some service procedures require the use of special tools designed for specific procedures. These special tools should be used as recommended throughout this publication.

Special attention should be exercised when working with spring-or tension-loaded fasteners and devices such as E-Clips, Circlips, Snap rings, etc., since careless removal may cause personal injury. Always wear safety goggles when working on vehicles or vehicle components.

It is important to note that this publication contains various Cautions and Warnings. These should be read carefully in order to minimize risk of personal injury or the possibility that improper service methods may damage the vehicle or render it unsafe. It is important to note that these Cautions and Warnings cover only the situations and procedures DaimlerChrysler Corporation has encountered and recommended. DaimlerChrysler Corporation cannot possibly know, evaluate, and advise the service trade of all conceivable ways in which service may be performed, or of the possible hazards of each. Consequently, DaimlerChrysler has not undertaken any such broad service review. Accordingly, anyone uses a service procedure or tool that is not recommended in this publication must be certain that neither personal safety, nor vehicle safety, will be jeopardized by the service methods they select.

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INTRODUCTION

Jeep Commander



This manual has been prepared for use by all body technicians involved in the repair of the Jeep Commander.

This manual shows:

- Typical unibody panels contained in these vehicles
- The types of welds for the panel
- The weld locations for these panels
- Proper sealer types and correct locations

Body Construction Characteristics	
History of Collision Repair	
Corrosion Protection	
Vehicle Identification Number Information	
Paint Codes Information	
Welded Panel Replacement	
Sealer Locations	
Structural Adhesive Locations	
NVH/Structural Foam Locations	
Sound Deadener Locations	
Frame/Body Dimensions	
Front Frame Rail Sectioning Procedure	
Additional Support/Information	

DaimlerChrysler Motors Corporation reserves the right to make improvements in design or to change specifications to these vehicles without incurring any obligation upon itself.

BODY CONSTRUCTION CHARACTERISTICS

Definitions of Steels used in the Jeep Commander:

MS 66 - Represents an uncoated Hot Rolled Steel Sheet used mainly for interior braces and reinforcements.

MS 67 - Represents an uncoated Cold Rolled Sheet structural steel used in areas where structural integrity is critical.
EG., the type of steel used for the "A" pillar.

MS 264 - Represents an uncoated high strength low alloy (HSLA) steel used in applications where structural integrity is critical.

MS 6000-44A - Low carbon, hot dipped galvanneal (or EGA) with 45 g/m² minimum coating weight on both sides.
- Most common Sheet Steel product used by Chrysler.

MS 6000-44VA - 50 ksi min. yield strength, HSLA, killed steel, with 44 g/m² minimum coating weight on both sides.
- Most common high strength coated steel product used by Chrysler.

PARTIAL LIST OF STEEL APPLICATIONS

Galvannealed Steel

Body Side Aperture

Cowl Plenum Panel

Cowl Side Panel

Dash Panel

Front Door - Inner Panel

Front Door - Outer Panel

Front Fender

Front Floor Pan

Front Hinge Pillar

Front Rail

Front Strut Mounting Tower

Front Wheelhouse (Front and Rear)

Lower Radiator Crossmember

Rear Door - Inner Panel

Rear Door - Outer Panel

Rear Floor Pan

Rear Floor Pan Front Crossmember

Rear Floor Pan Side Rail

Rear Suspension Crossmember

Rear Quarter Panel - Inner

Rear Quarter Panel - Outer

Rear Wheelhouse - Inner

Roof Panel

UpperLoad Path Beam

Upper Radiator Crossmember

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BODY CONSTRUCTION CHARACTERISTICS

The following measures have been implemented in order to provide maximum corrosion prevention and protection.

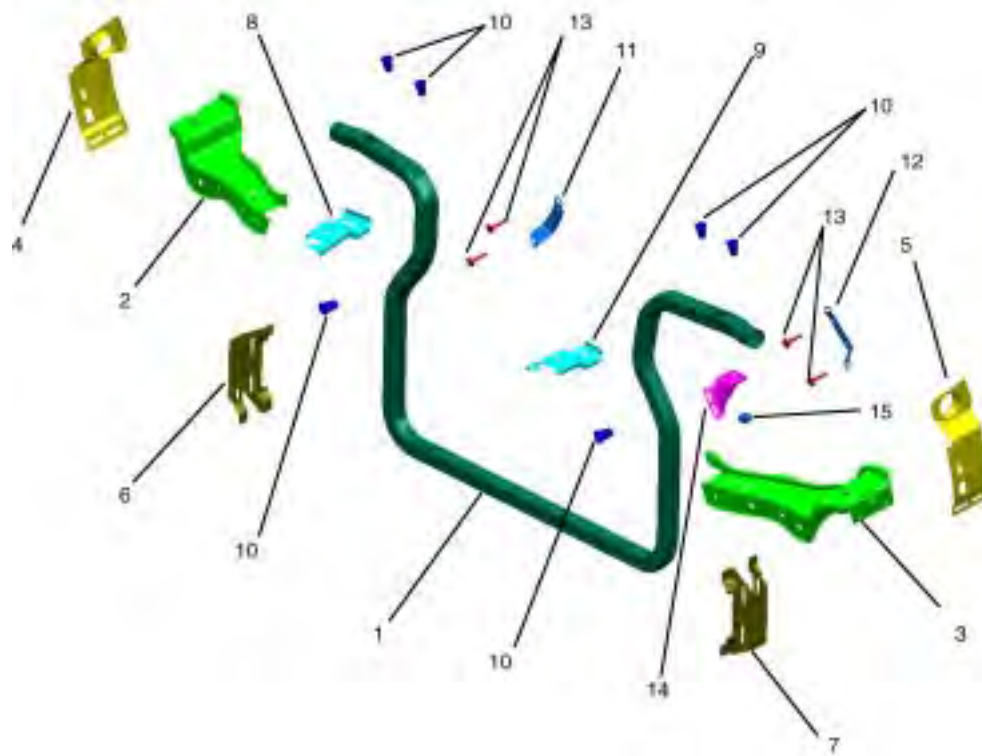
1. The use of galvanized coatings throughout the body structure.
2. Ecoat is used on the complete body in all instances.
3. Body sealing.
4. Stone-chipping resistant primer application.
5. Underbody corrosion prevention.

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COMMANDER RADIATOR SUPPORT LOWER ASSEMBLY

No.	Part Name	Qty	Material	Gage
1	CRSMBR - RAD SUPT FRT	1	MS-67	1.10
2	BRKT - FENDER ATTACH RT	1	MS-67	1.30
3	BRKT - FENDER ATTACH LT	1	MS-67	1.30
4	BRKT - RAD SUPT/COWL RT	1	MS-67	1.20
5	BRKT - RAD SUPT/COWL LT	1	MS-67	1.20
6	BRKT - RAD SUPT/RAIL RT	1	MS-67	1.30
7	BRKT - RAD SUPT/TRAIL LT	1	MS-67	1.30
8	BRKT - HEADLAMP RT	1	MS-67	1.50

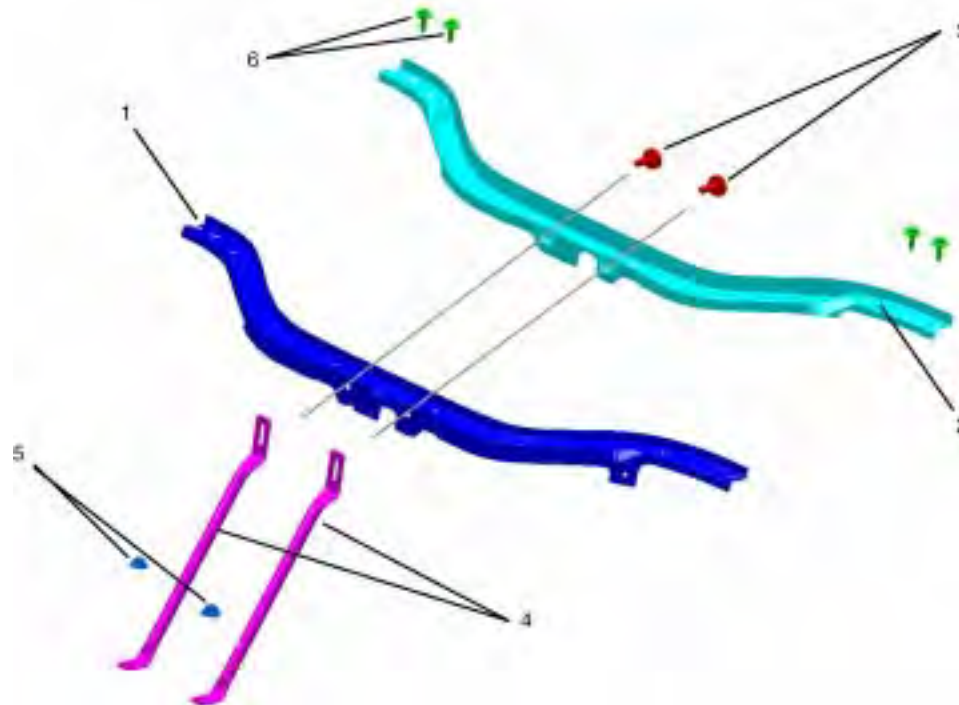
No.	Part Name	Qty	Material	Gage
9	BRKT - HEADLAMP LT	1	MS-67	1.50
10	RIV-NUT M6	6		
11	BRKT - AIR BAG SENSOR RT	1	MS-67	1.80
12	BRKT - AIR BAG SENSOR LT	1	MS-67	1.80
13	WELD NUT - M6	4		
14	BRKT - BATTERY SUPT	1	MS-67	2.00
15	BRKT - M6	1		



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COMMANDER UPPER FRONT CROSSMEMBER

No.	Part Name	Qty	Material	Gage
1	CRSMBR - UPR RAD UPR	1	MS-6000 44A	1.10
2	CRSMBR - UPR RAD LWR	1	MS-6000 4A	1.10
3	WELD STUD - M8	2		
4	BRACE - RAD CRSMBR	2	MS-6000 55	1.83
5	NUT & WASHER - M8	2		
6	SCREW/WA - M6	4		

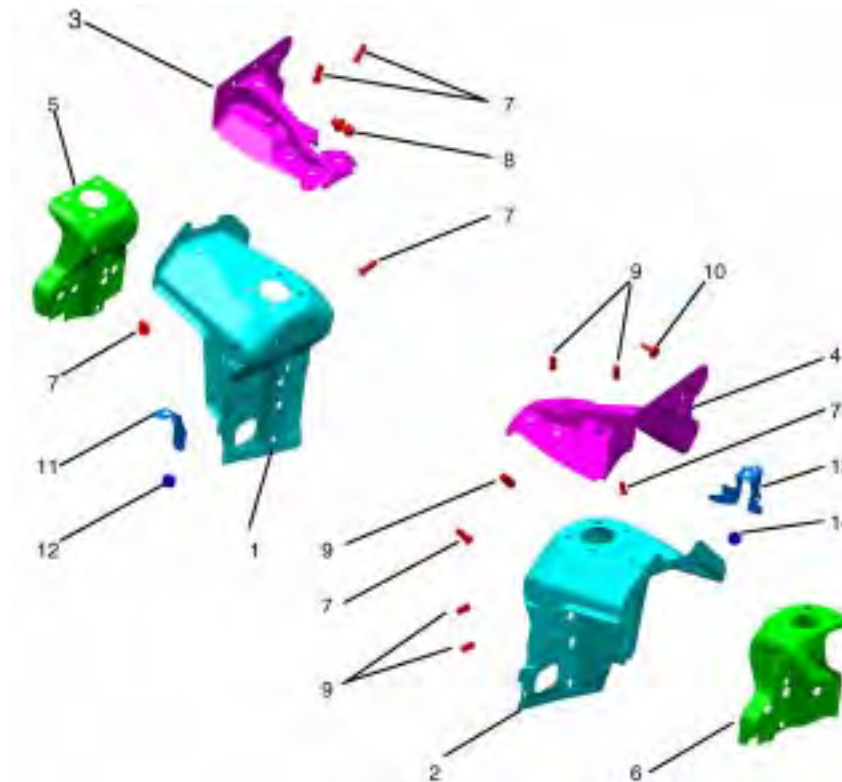


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COMMANDER FRONT SHOCK TOWER ASSEMBLY

No.	Part Name	Qty	Material	Gage
1	PNL - SUSPENSION FRT RT	1	MS-6000 44VA-025SK	2.67
2	PNL - SUSPENSION FRT LT	1	MS-6000 44VA-025SK	2.67
3	GUSSET - FRT SUSP SUPT RT	1	MS-264 050XK	1.70
4	GUSSET - FRT SUSP SUPT LT	1	MS-264 050XK	1.70
5	REINF - SHOCK ABSORB RT	1	MS-6000 55V 600DT	1.4
6	REINF - SHOCK ABSORB LT	1	MS-6000 55V 600DT	1.4
7	WELD STUD - M5	6		

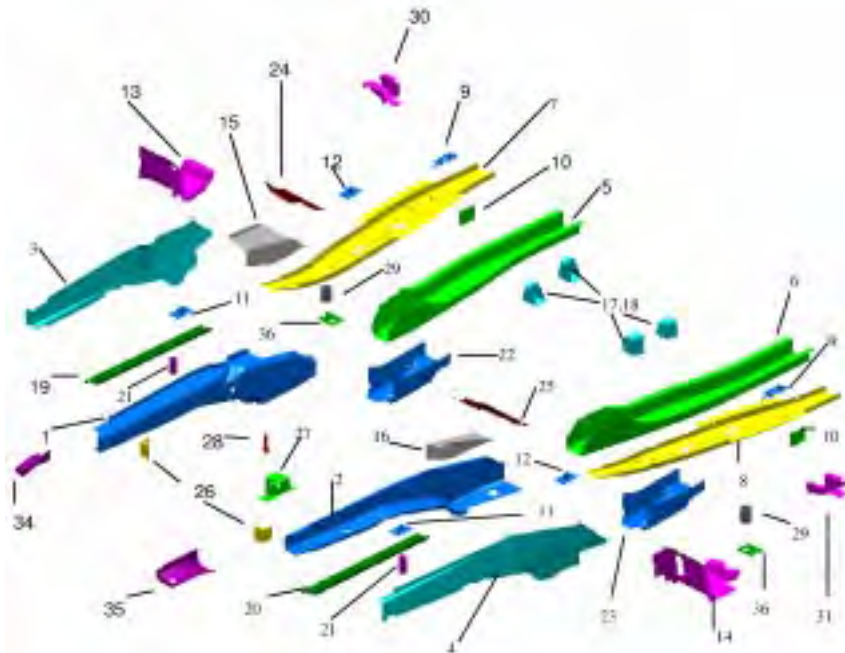
No.	Part Name	Qty	Material	Gage
8	STUD SPECIAL - M7	1		
9	WELD STUD - M6	5		
10	WELD STUD - M8	1		
11	BRKT - AIR INTAKE	1	MS-6000 44A	1.70
12	WELD NUT	1		
13	BRKT - ABS W/BRKT	1	MS-6000 44A	2.01
14	WELD NUT - M5	1		



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COMMANDER FRONT RAIL ASSEMBLY

No.	Part Name	Qty	Material	Gage
1	SILL - FRT INNER RT	1	MS-6000 44VA-600DT	1.95
2	SILL - FRT INNER LT	1	MS-6000 44VA-600DT	1.95
3	SILL - FRT OUTER RT	1	MS-6000 44VA-600DT	1.85
4	SILL - FRT OUTER LT	1	MS-6000 44VA-600DT	1.85
5	RAIL - FRT RR RT	1	MS-6000 44VA-600DT	2.21
6	RAIL - FRT RR LT	1	MS-6000 44VA-600DT	2.21
7	REINF - FRT RAIL U CHANNEL RT	1	MS-6000 44VA-600DT	1.80
8	REINF - FRT RAIL U CHANNEL LT	1	MS-6000 44VA-600DT	1.80
9	TAP PLATE - CRSMBR TRANS	2	SPRING STEEL	1.52
10	TUBE - TRANS CRSMBR CRUSH	2	MS-6000 44A	2.03
11	TAP PLATE M14 FLOAT	2		
12	TAP PLATE M12 FLOAT	2	MS-6000 55	1.45
13	TORQUE BOX - FRONT RT	1	MS-6000 44VA-050	1.80
14	TORQUE BOX - FRONT LT	1	MS-6000 44VA-050	1.80
15	SILL INNER REINF RT	1	MS-6000 44VA-600DT	2.01
16	SILL INNER REINF LT	1	MS-6000 44VA-600DT	2.01
17	BRKT - TRANS TO CRSMBR MTG	4	MS-6000 44A	3.00
18	WELD NUT - M10	4		
19	BRKT - CRADLE MTG FRT RR RT	1	MS-6000 44VA-600DT	1.40
20	BRKT - CRADLE MTG FRT RR LT	1	MS-6000 44VA-600DT	1.40
21	TUBE - FRT CRADLE CRUSH	2	MS-345	3.00
22	REINF - KICKDOWN RT	1	MS-6000 44VA-050	2.70
23	REINF - KICKDOWN LT	1	MS-6000 44VA-050	2.70
24	REINF - SILL UPPER RT	1	MS-6000 44VA-050	1.80
25	REINF - SILL UPPER LT	1	MS-6000 44VA-050	1.80
26	BRKT - FRT CMBR ATTACH RT	2	MS-6000 44A	1.30
27	SUPPORT - BATTERY TRAY	1	MS-6000 44VA-050	1.52
28	STUD - M6.0X30	1		
29	TUBE - CRADLE CRUSH	2	MS-345	8.30
30	REINF - TRANS TORQUE BOX	1	MS-6000 44VA-050	1.80
31	REINF - TRANS TORQUE BOX	1	MS-6000 44VA-050	1.80
32	WELD NUT M6 X 1.00	6		
33	WELD NUT M8 X 1.25	1		
34	REINF - FRT SILL INNER RT	1	MS-6000 44VA-050	1.50
35	REINF - FRT SILL INNER LT	1	MS-6000 44VA-050	1.50
36	REINF - PLATE RT	2	MS-6000 44VA-050	2.01

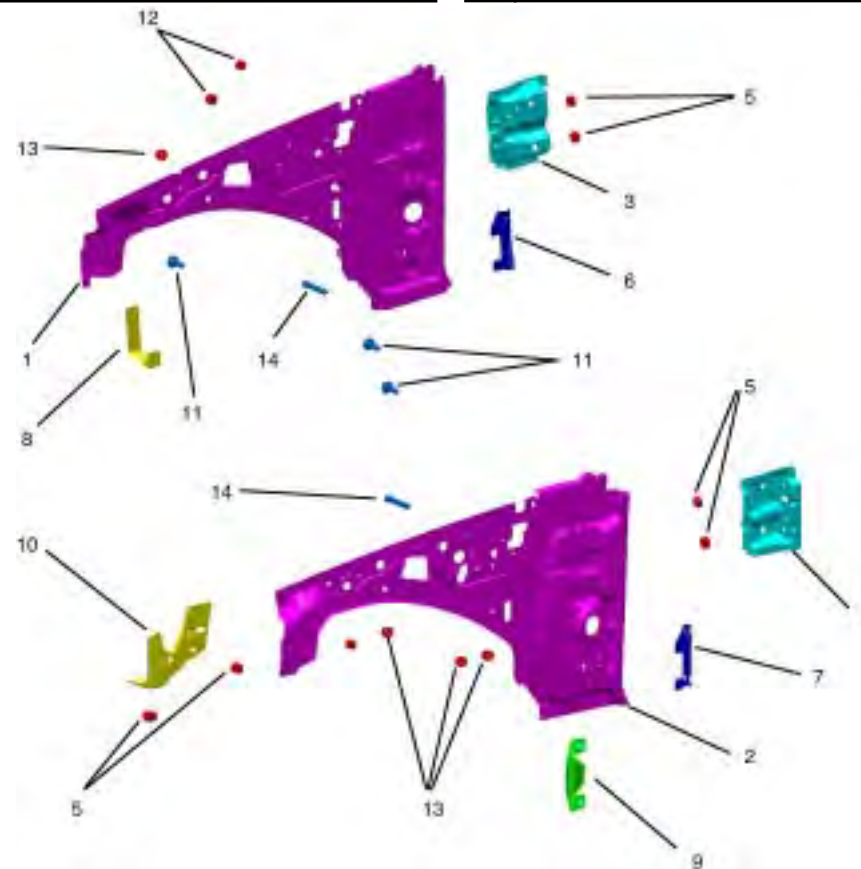


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COMMANDER COWL SIDE ASSEMBLY

No.	Part Name	Qty	Material	Gage
1	PANEL - COWL SIDE RT	1	MS-6000 44A	0.89
2	PANEL - COWL SIDE LT	1	MS-6000 44A	0.89
3	BRACKET - I/P MTG RT	1	MS-66	1.52
4	BRACKET - I/P MTG LT	1	MS-66	1.52
5	WELD NUT - M6	6		
6	BRKT - COWL SIDE TRIM RT	1	MS-67	0.84
7	BRKT - COWL SIDE TRIM LT	1	MS-67	0.84

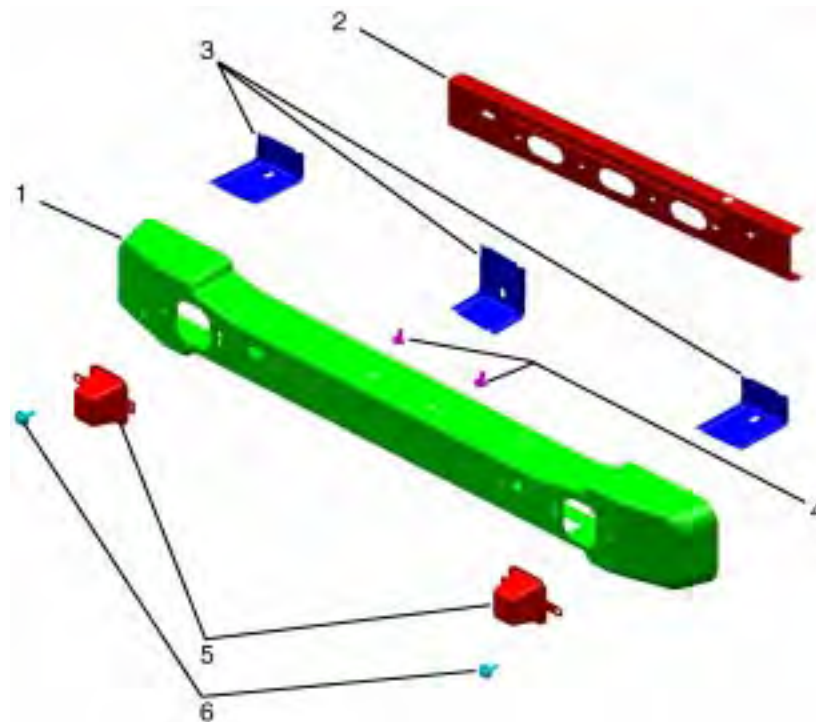
No.	Part Name	Qty	Material	Gage
8	BRKT - AIR CLEANER BOX	1	MS-6000 44A	1.5
9	BRKT - ELEC CONNECTOR	1	MS-66	1.5
10	BRKT - BATTERY TRAY SUPT	1	MS-6000 44A	1.5
11	WELD STUD - M6	3		
12	WELD NUT - M5	2		
13	WELD NUT RD - M5	4		
14	WELD STUD - M5	2		



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COMMANDER LOWER FRONT CROSSMEMBER

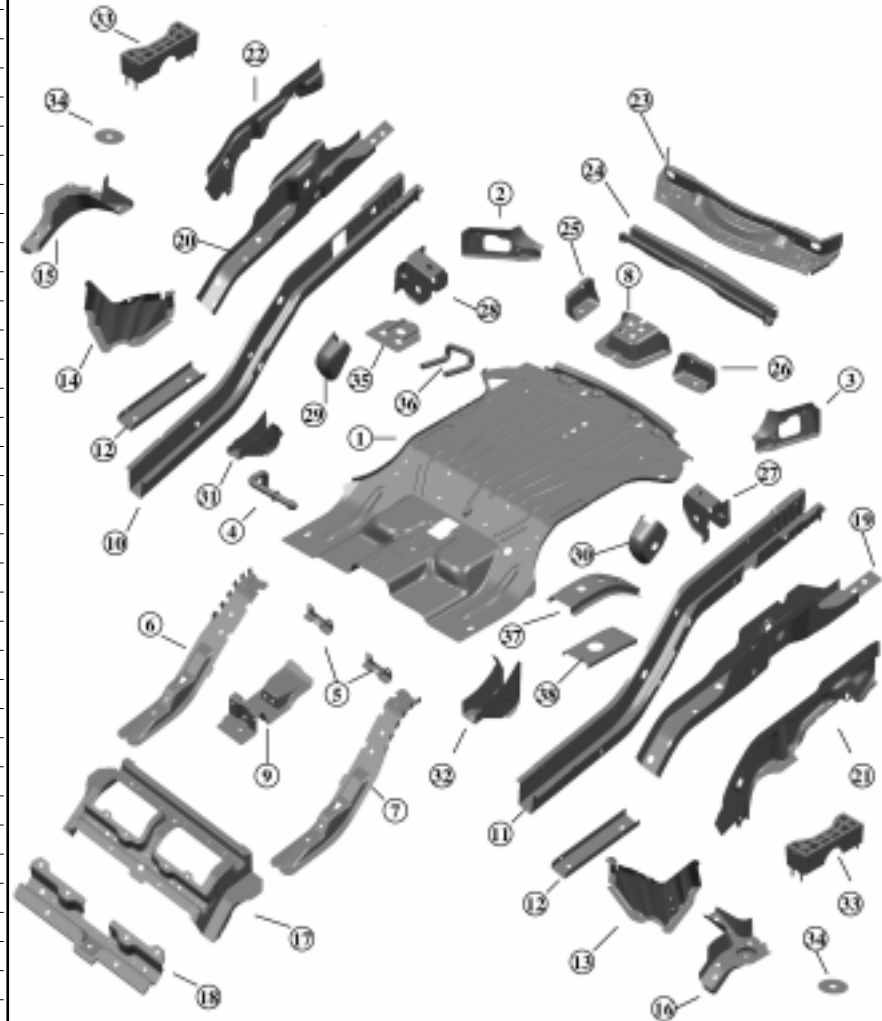
No.	Part Name	Qty	Material	Gage
1	CRSMBR - FRT LWR FRT	1	MS-6000 44VAXK-050	1.30
2	CRSMBR - FRT LWR RR	1	MS-6000 44VAXK-025	0.81
3	BRKT - FASCIA SUPPORT	3	MS-6000 44A	1.52
4	STUD.WELD/INT M8x1.25x20	2		
5	REINF - CRUSH CAN	2	MS-264 050XK	1.20
6	SC&WA.CA/HEX.HD - M6x1.0	2		



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COMMANDER REAR FLOOR PAN AND LADDER

No.	Part Name	Qty	Material	Gage
1	RR FLR PAN	1	MS-6000 44A	0.74
2	D-PILLAR GUSSET RT	1	MS264 050	1.09
3	D-PILLAR GUSSET LT	1	MS264 050	1.09
4	EXHAUST HANGER	1 RT	MS-6000 44VA-050	2.79
5	MODULE BRKT HOLD DOWN	2	MS-67	1.52
6	REINF KICK DOWN	1	MS-67	2.01
7	REINF KICK DOWN	1	MS-67	2.01
8	REINF LIIFTGATE STRIKER	1	MS-6000 44A	1.22
9	PARK BRAKE REINF	1	MS-6000 44A	2.29
10	REAR RAIL RT	1	MS-6000 44VA-600DT	2.01
11	REAR RAIL LT	1	MS-6000 44VA-600DT	2.01
12	RR RAIL REINF U-CHANNEL	2	MS-6000 44VA-050	2.01
13	RR TORQUE BOX LT	1	MS-6000 44A	1.40
14	RR TORQUE BOX RT	1	MS-6000 44A	1.40
15	COIL SPRING GUIDE RT	1	MS-6000 44VA-050	2.21
16	COIL SPRING GUIDE LT	1	MS-6000 44VA-050	2.21
17	CM BR CENTER	1	MS-6000 44A	1.02
18	REINF COMP PIT CTR	1	MS-6000 44A	2.01
19	REINF RR SHOCK INNER	1	MS-6000 44VA-050	2.01
20	REINF RR SHOCK INNER	1	MS-6000 44VA-050	2.01
21	REINF RR RL O/B LT	1	MS-6000 44VA-050	2.01
22	REINF RR RL O/B RT	1	MS-6000 44VA-050	2.01
23	CM BR RR INNER	1	MS-6000 44VA-050	1.52
24	CM BR SPARE TIRE	1	MS-6000 44VA-050	1.02
25	BULKHEAD RT	1	MS-6000 44VA-050	1.19
26	BULKHEAD LT	1	MS-6000 44VA-050	1.19
27	TRACK BAR BRACE LT	1	MS-6000 44VA-050	2.01
28	TRACK BAR BRACE RT	1	MS-6000 44VA-050	2.01
29	UPPER CONTROL BRKT RT	1	MS-6000 44VA-030	2.21
30	UPPER CONTROL BRKT LT	1	MS-6000 44VA-030	2.21
31	LWR CONTROL ARM BRKT	1	MS-6000 44VA-050	2.79
32	LWR CONTROL ARM BRKT	1	MS-6000 44VA-050	2.79
33	BULKHEAD REINF	2		
34	SPRING GUIDE REINF	2	MS-6000 44VA-050	3.00
35	PLATE 3RD ROW SEAT	2	MS-67	2.01
36	ROD/STRIKER	2	MS-BAR 2485	10.00
37	REINF RR SEAT MNTG	2	MS-6000 44VA-050	2.00
38	REINF RR SEAT	2	MS-6000 44VA-050	2.20



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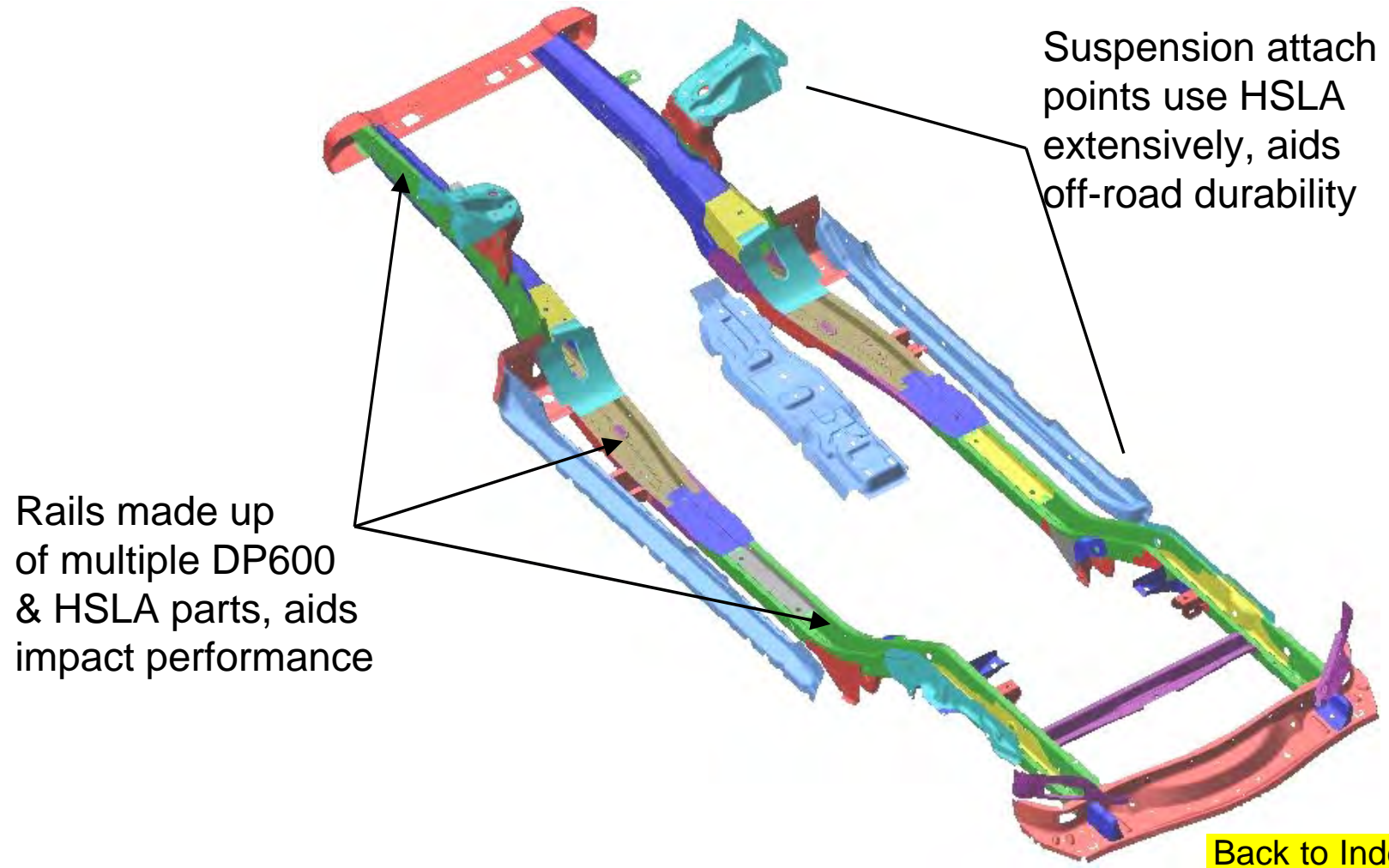
BODY CONSTRUCTION CHARACTERISTICS

Commander Body Structure Overview

- Greater use of HSLA steel
- Extensive use of Dual Phase (DP600) steel (primarily for improved impact performance)
- Continued application of structural adhesive
- Stiffer vehicle structure for improved NVH performance & better suspension response
- Use of laminate steel for dash & wheelhouses
- Aluminum hood and hood reinforcements
- Multiple laser welded panels
- Bake Hardenable steel used in door outer skins

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Underbody High Strength Steel Applications



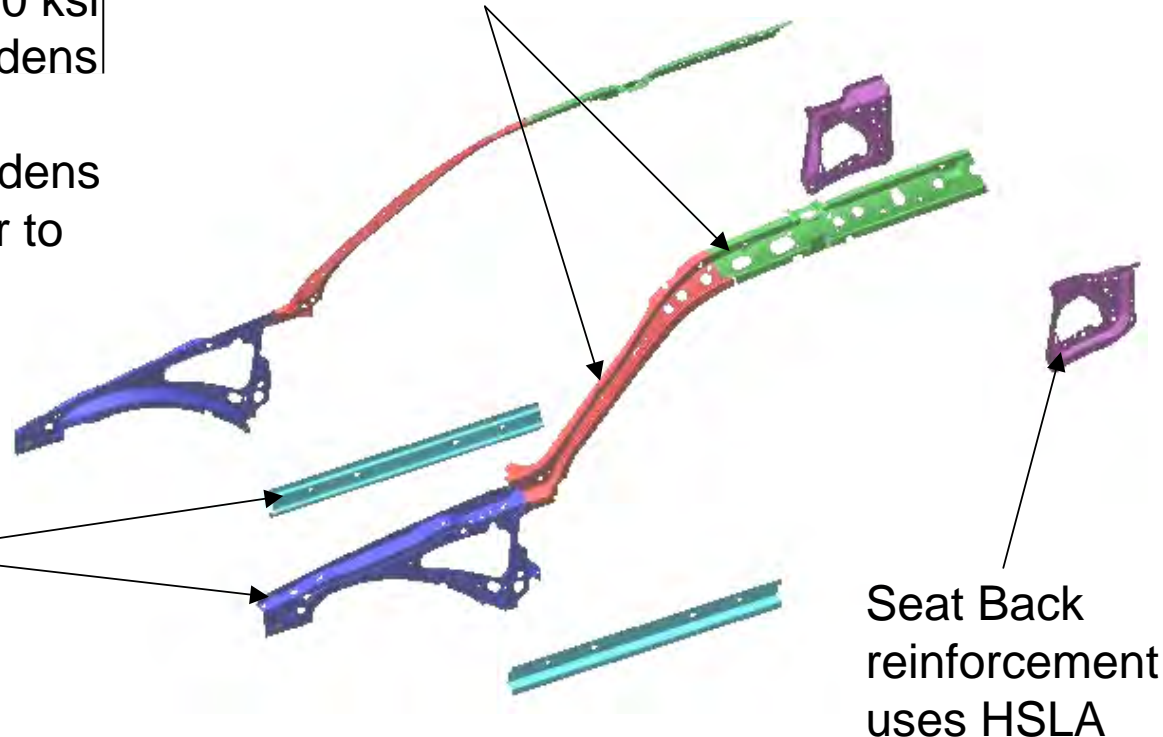
Upperbody High Strength Steel Applications

DP600 Notes:

- Typical yield strength as high as 90 – 100 ksi
- Material work hardens during forming
- Material bake hardens
- Weldability similar to HSLA steel

HSLA used in sill reinforcement & shotgun

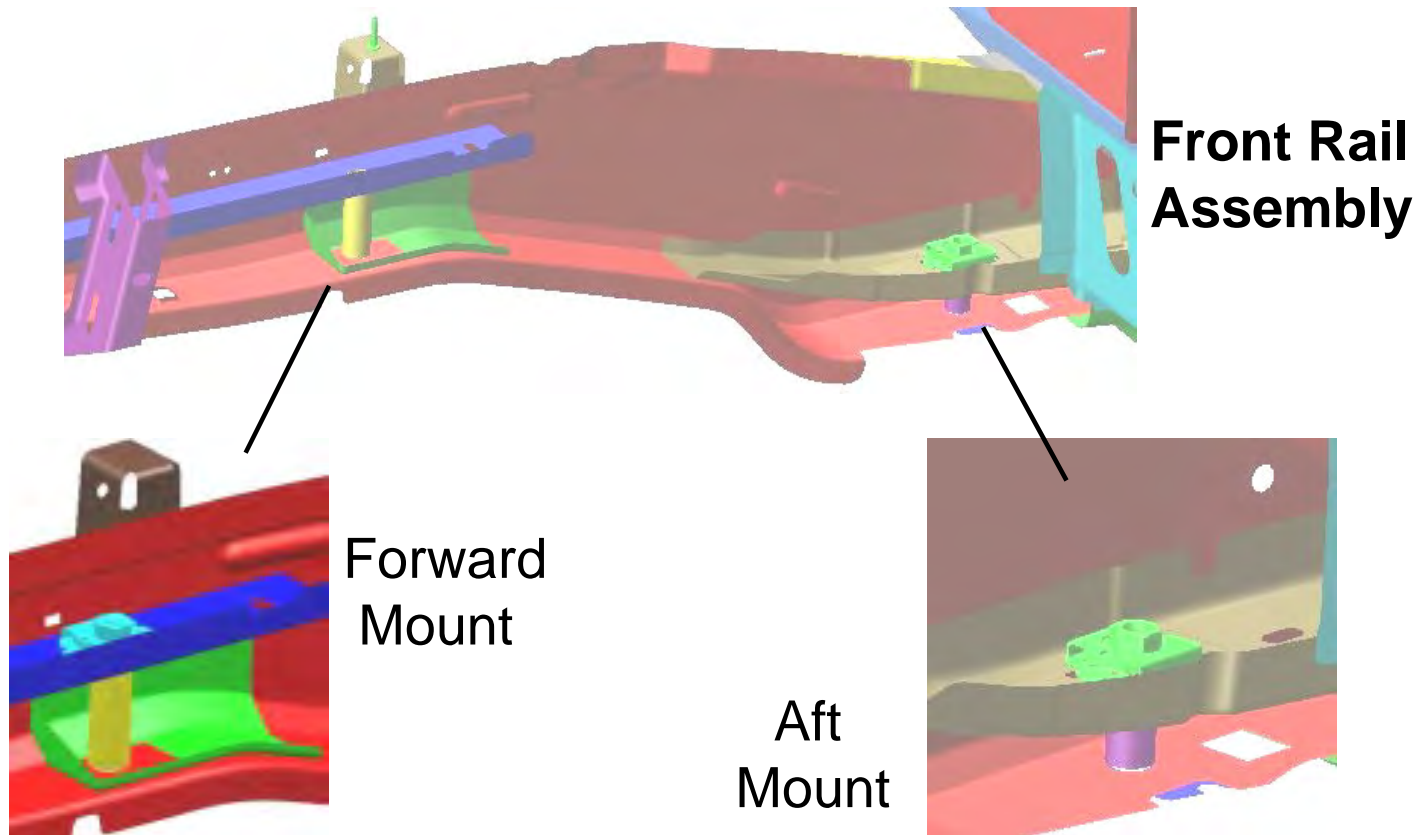
A Pillar reinforcements are DP600 for impact



Seat Back reinforcement uses HSLA

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Front Cradle Attachment Points

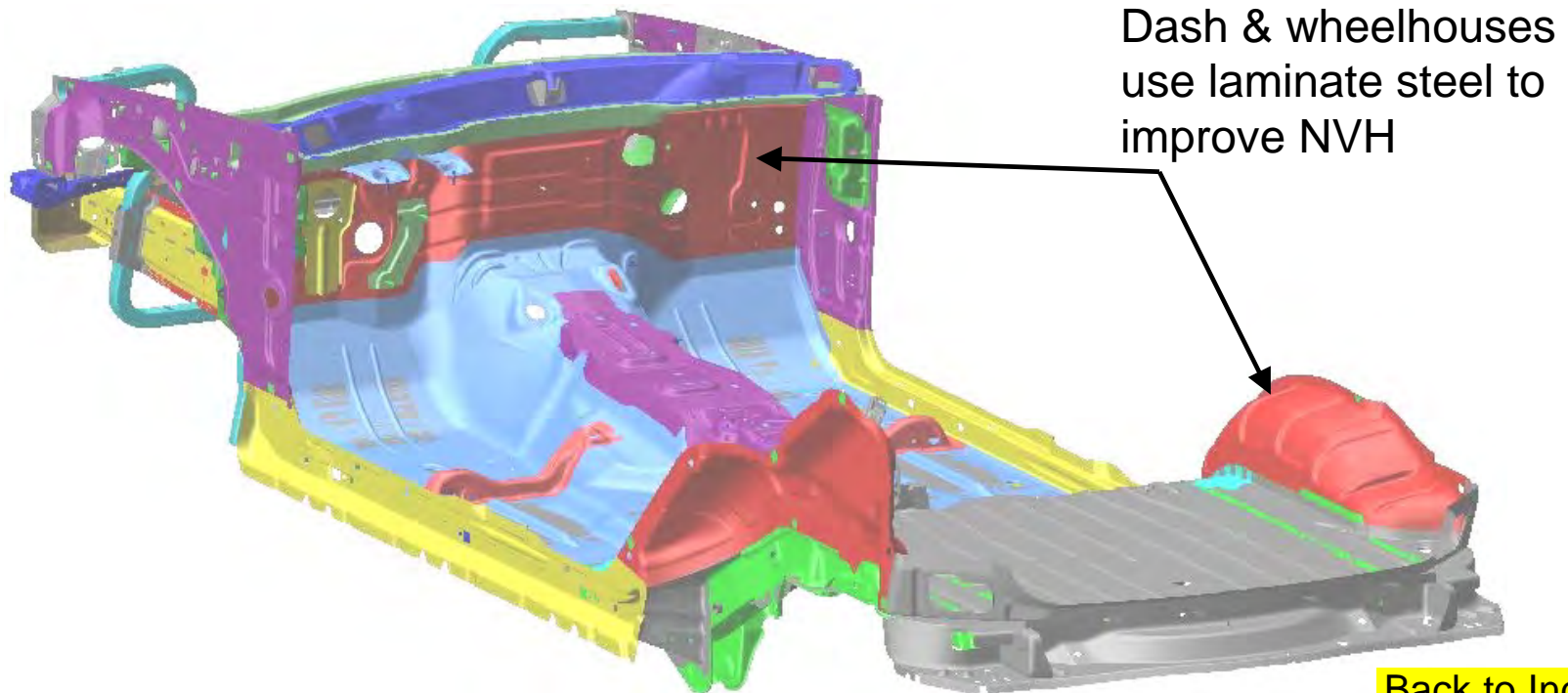


Note: The actual Cradle Bolts specified must be used in this application

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Laminate Steel Applications

- Laminate steel consists of a pair of steel outer skins sandwiching a viscoelastic polymer. It substantially benefits NVH performance.
- Repair procedures should not be significantly different from regular steel.



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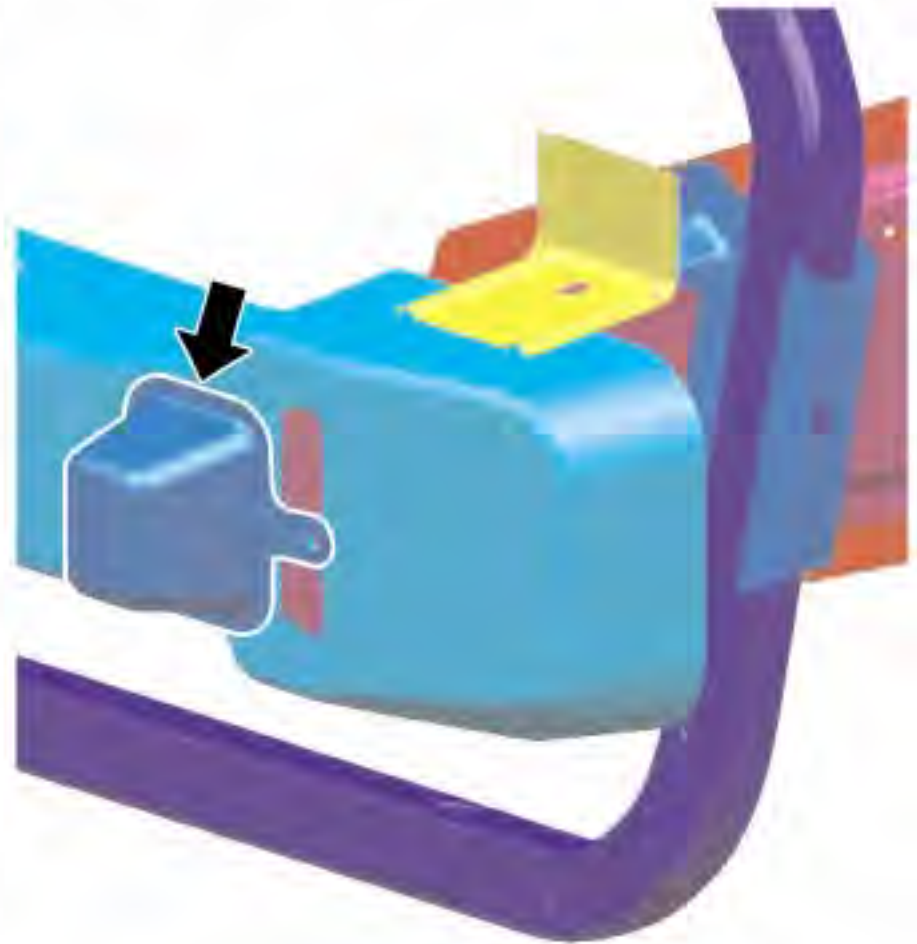
Energy Absorption Parts

Crush Cans

- Crush cans are common with Jeep Liberty, Grand Cherokee
- Cans are non-handed
- Replace if damaged
- Installation is accomplished with a single fastener & a location tab in the front crossmember

Other notable EA parts;

- Stroking steering column
- Stroking prop shaft



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HISTORY OF COLLISION REPAIR

Time was, if you had an accident, the call went out to the insurance company - to the collision shop - or several shops - get the lowest bid and in no time at all, the vehicle was repaired.

The facilities, training, and equipment were simple. Use a torch to cut, shape, and bend. Use something substantial as an anchoring point - maybe a tree and then just pull.

Use plenty of solder or body putty to make it look good. With the frame and body vehicle, the job was easy; first straighten the frame - then fix the mechanical components and the body work was cosmetic. This was all well and good until the mid - '70s.

Then, the designers, engineers, and manufacturers had to find ways to make the vehicles energy efficient - and that meant unibody cars. The unibody concept wasn't new - back in the '30s the Chrysler Air Flow had it - race cars have it - and now the driving public worldwide has it.

The change came quickly. Manufacturers devoted time, money, and talent to develop the unibody car. The public was ready to buy and did!

But then came the problem! The collision repair industry wasn't given the luxury of taking their time to train people in the new technology - or take time to plan for new equipment.

The collision happened and the vehicle had to be fixed. Cars that were repairable were being totalled.

Cars that were repaired were not repaired correctly. Everybody was in a **quandary** - auto manufacturer - insurance company - repair equipment people - body shops - and repair technicians.

The problem started in the early '70s and body shops are still catching up today. Yesterday's "ding" is today's "crash". It takes trained technicians and sophisticated equipment to do the repair today.

That's why DaimlerChrysler is taking the time and effort to get the right information into the hands of the people that handle the repair job.

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Corrosion Protection



Factory Applied Corrosion Protection

During the manufacturing of the unibody car, the manufacturer applies "corrosion protection" using specialized manufacturing processes. This system is not duplicated in the collision repair body shop. However, the body shop still has a responsibility to apply corrosion protection to the unibody vehicle. So, the collision repair shop must use alternative materials to do the corrosion protection job after the repair.

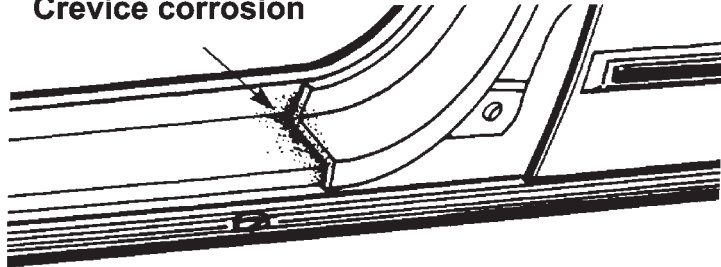
This corrosion protection is required regardless of the environment and weather conditions the vehicle will be operated in. Corrosion protection is as important in the desert as it is at the seaside. Corrosion damage can literally destroy the structural integrity of a unibody vehicle from within. Many corrosion protection systems are destroyed during collision repair operations. Metal finishing, metal working and fatigue can cause the breakdown of many of the corrosion barriers installed at the factory. The use of heat for stress relief and welding also destroys factory installed corrosion barriers. These corrosion barriers and corrosion protection systems must be replaced after collision repair to ensure that the structural integrity of the unibody will remain intact throughout its life. In the past, only vehicles with aftermarket or after delivery corrosion protection systems installed were serviced after collision repair to restore the corrosion protection system.

An understanding of the types of corrosion which affect the unibody vehicles will assist in understanding why the factory protection systems are important, how the factory protection systems consist of and how the systems' protection is replaced after collision and electrolytic corrosion. Some of the more common types of corrosion are **crevice corrosion, pitting, galvanic corrosion, stress corrosion, cracking, fretting, and erosion corrosion.**

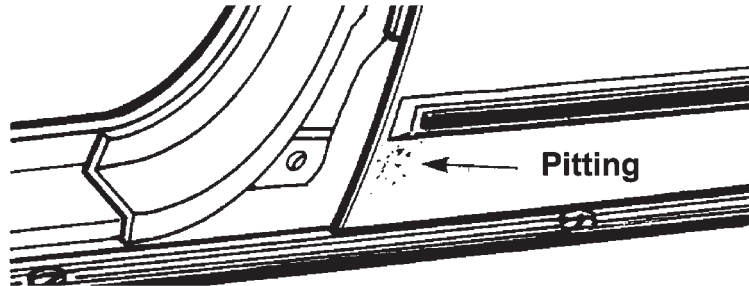
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Corrosion Protection

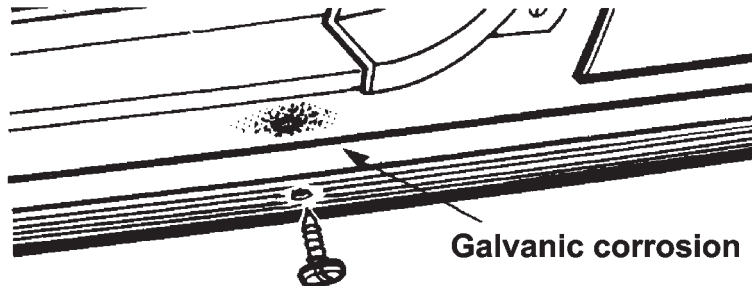
Crevice corrosion



Crevice corrosion is a form of localized attack that occurs in areas on metal surfaces exposed to the elements. Examples include spot weld lap joints, threaded or riveted connections, gasket fittings, porous welds, valve seats.



Pitting is the corrosion of a metal surface at points or small areas which look like a small hole in the metal.



Galvanic corrosion is the type that occurs when dissimilar metals are in electrical contact while immersed in an electrolyte.

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Corrosion Protection

The penetration of corrosive solutions into these small areas, with widths that are typically a few thousandths of an inch, can result in various types of failures: the metal surface may become rusty in appearance, operating components may seize when protective coatings may have been removed from the metal surface. The coating of zinc on steel, known as galvanized, is an example of sacrificial cathodic protection.

An example of galvanic corrosion on the automobile is a stainless steel trim molding on a painted mild steel. When the paint becomes damaged, a galvanic corrosion cell is formed between the passive stainless steel (cathode) and the steel (anode). The corrosion leads to what would look like a rust stain. Methods of reducing galvanic corrosion include the use of compatible materials, minimizing of cathode-to-anode areas, the insulation of dissimilar metal contacts and the use of thick, replaceable sections.

Stress corrosion, cracking, fretting, and erosion corrosion.

Corrosion cracking is the early cracking of metals produced by the combined action of tensile stress and a corrosive atmosphere.

Corrosion fatigue is cracking due to the action of stresses and corrosion. Methods of reducing corrosion fatigue include the reduction in stress and the use of coatings.

Fretting is the deterioration of a metal at contact surfaces due to the presence of a corrosive and relative motion between the surfaces. The two metal surfaces initially are covered with an oxide film that becomes abraded during vibration. The results are oxide particles that become corroded. During the collision repair process, the factory protection materials become damaged from working the metals, or from the use of heat in the repair operations. If these factory protection materials are not replaced with some similar protection material after repair, a corrosion hot spot is formed. A corrosion hot spot is a small unprotected area surrounded by a protected area throughout the rest of the vehicle. the hot spot effect causes rapid deterioration of the unprotected area. This deterioration takes place at a much faster rate, sometimes 10-12 times faster than if the entire car were unprotected. The hot spot effect is created because all the corrosive factors are channeled to the unprotected area much the same way all material flowing through a funnel is concentrated in a small area. This hot spot effect means that corrosion failures to the unibody structure could occur in a short period of time even in an atmosphere normally not subject to corrosion. The hot spot effect can cause rapid deterioration of unibody structures from corrosion damage in a desert as well as seaside.

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Corrosion Protection

The types of materials used in rustproofing application include oil based materials, wax base materials, primers and color coats. The most important properties of rustproofing materials are adhesion, toughness, and the resistance to the environment. The best coating in the world is not effective unless it is present in the right place at the right time.

Corrosion Protection Information

When making the collision repair, refer to the manufacturer's information on where corrosion protection and sealants are applied. Be sure to follow the recommendations. The application process is usually included with the material manufacturer's information so be sure to read and understand it before proceeding with the repair.

Collision Repair Corrosion Protection Materials

The materials must provide good **electrolyte barriers**. The material must also be able to penetrate **tiny crevices** and prevent **abrasive corrosion**. The material must be **compatible** with **paint systems** as many areas of the car must be treated before paint is applied.

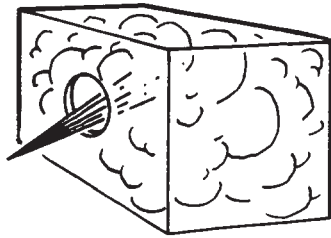
Materials containing silicones will cause paint conditions such as fish eyes if they are applied before the repaired vehicle is painted. So no silicone containing material is to be used. As many of the repair areas are more accessible before final assembly and painting, the non-silicone type materials are a must for this type of application.

When protecting an enclosed area, fog type properties for the corrosion protection material are a plus. The fog properties make the material much less susceptible to operator error or misapplication. With a fog type material, once the material is introduced inside of an enclosure, the fog spreads rapidly and evenly into all areas including tiny crevices. The fog type materials do not require direct spray application to be effective. Fog type materials are also very effective in coating over any existing rusted or corrosion damaged areas and preventing further corrosion of these areas. This is especially important on repairs of older vehicles.

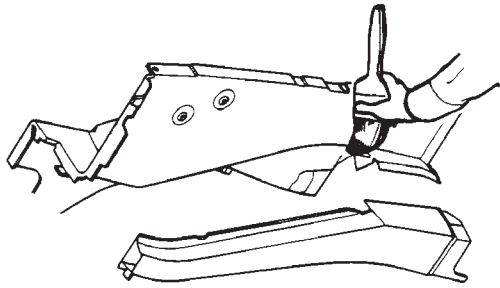
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Corrosion Protection

Spray Accessibility to the Repair



Being able to achieve fog spray penetration into enclosed cavities as well as open areas requires application equipment, which includes an assortment of wands of various lengths and design.



Some areas are more effectively treated by brush application of corrosion protection material before they are assembled. A good example of this is an inner and outer engine compartment side rail area. Brush application to the inside of these areas as individual pieces is easy before assembly and can be followed by a light fog application to the weld areas and the crevices formed during assembly after the rails are assembled. Brush application keeps the foreign material from getting between welded joints during assembly yet gives good coverage to general areas with easy application. The material selected in addition to paint compatibility features and fog application features is also an excellent brush application material. Repaired areas, boxed in or closed in are more easily treated during assembly using fog and brush on techniques. Care must be taken to keep the corrosion materials away from the welding areas as welding contamination might take place. Brush-on applications are used before welding and fog in applications are used after welding assemblies together.

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Corrosion Protection

Desired Characteristics of Corrosion Protection Material

- 1. Corrosion prevention material-** The material must displace water to prevent corrosion. This can be tested by spraying water on an open panel on the floor, then spraying the corrosion preventative material over the watered panel and observing if the material displaces the water.
- 2. Creepage of material-** To insure thorough and complete protection coverage, the material should have a "creep" capability, approximately 1/4 inch per minute while drying. This assures protective penetration of pinch welds, cracks, etc.
- 3. Safe material-** Material should be non-combustible when dried and when wet unable to support a fire after ignition.
- 4. Clean-up-** The material should be of a viscosity which inhibits runs or drips. Overspray on a vehicle's painted surface should wipe off easily without solvent when wet, with solvent when dry. The material should also dry clean off clothing.
- 5. Guarantee/Warranty-** The corrosion protection has to be done to maintain factory corrosion warranty. Manufacturer's recommendations must be followed.

Glossary:

Abrasion Corrosion - Rubbing or hitting of one material by another

Corrosion Protection - Material applied to deter corrosion (oxidation)

Crevice Corrosion - Oxidation when two metals are joined

Electrolytic Corrosion - Electrical action taking place between two materials in the presence of an electrolyte (liquid)

Fogging - Applying material in a mist form

Fretting - Deterioration of metal at contact surfaces due to motion and corrosive elements

Galvanic Corrosion - Electrical action (electrolysis) between two dissimilar metals in the presence of electrolyte (liquid)

Hot Spot - An unprotected area subject to corrosion

Pitting Corrosion - Corrosion on a surface the results in a small "specks" or "pinholes"

Stress of Fatigue, Cracking Corrosion - Cracking due to stress and atmospheric elements

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Superb Technology

"They helped us reduce our cycle time by

30%

...And I thought, "Wow, they don't want to just sell me paint."

—Brad Shelton, Shop Owner—Shelton Collision, Derby, Kansas

Constantly searching for ways to do things better and faster without sacrificing quality is what sets Sikkens and Akzo Nobel apart. From the formulation of the paint to breakthrough management methods, you can see Sikkens technology at work in many of today's successful bodyshops.

But don't take our word for it. Our customers say it best. Find out about the results that can be gained when Sikkens is used. Go to www.akzonobelcarrefinishes.net, or call 1-800-2Sikkens and request your FREE copy of the Sikkens Success Story, or schedule a visit from an Akzo Nobel representative.



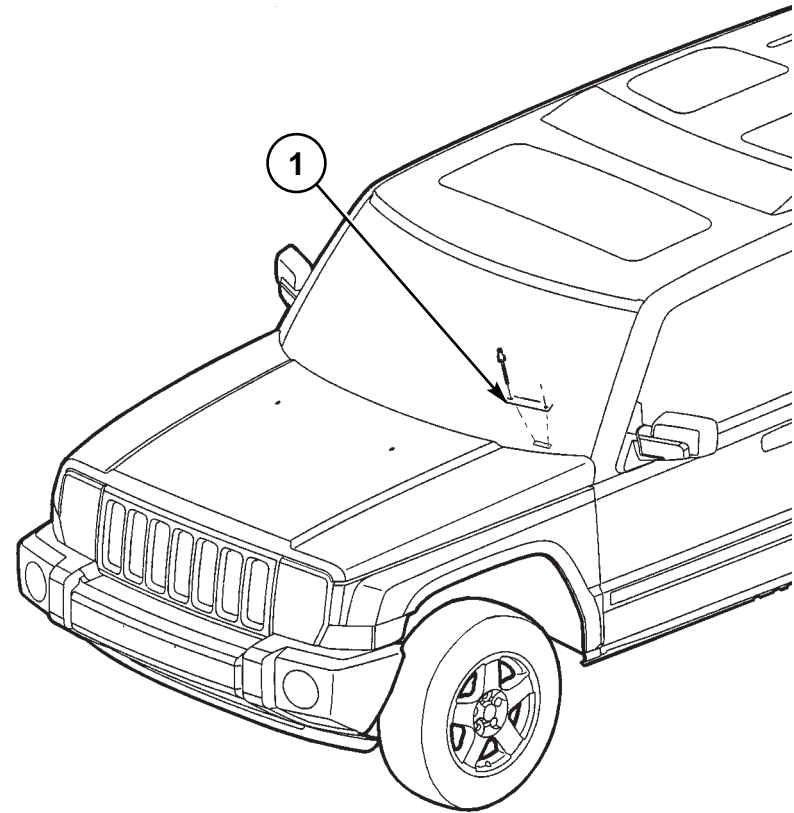
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COMMANDER VEHICLE IDENTIFICATION NUMBER DESCRIPTION

The Vehicle Identification Number (VIN) can be viewed through the windshield at the upper left corner of the instrument panel, near the left windshield pillar. The VIN consists of 17 characters in a combination of letters and numbers that provide specific information about the vehicle. Refer to VIN Code Breakdown Chart for decoding information. To protect the consumer from theft and possible fraud the manufacturer is required to include a Check Digit at the ninth position of the vehicle identification number. The check digit is used by the manufacturer and government agencies to verify the authenticity of the vehicle and official documentation. The formula to use the check digit is not released to the general public.

VEHICLE IDENTIFICATION NUMBER (VIN)

1 - VEHICLE IDENTIFICATION NUMBER (VIN)



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VEHICLE IDENTIFICATION NUMBER DECODING CHART

POSITION	INTERPRETATION	CODE = DESCRIPTION
1	Country of Origin	1 = Manufactured by Daimler Chrysler Corporation
2	Make	J = Jeep
3	Vehicle Type	4 = MPV Less Side Air Bags 8 = MPV With Side Air Bags
4	Gross Vehicle Weight Rating	G = 5001 - 6000 lbs.
5	Vehicle Line (XK)	G = Commander Left Hand Drive (4X4) H = Commander Left Hand Drive (4X2)
5	Vehicle Line (XH)	3 = Grand Cherokee Left Hand Drive (4X4) 1 = Grand Cherokee Right Hand Drive (4X4)
6	Series	4 = Commander 5 = Commander Limited
7	Body Style	8 = Sport Utility 4 Door
8	Engine	K = 3.7K 6 cyl. MPI Gasoline N = 4.7K 8 cyl. MPI Gasoline 2 = 5.7L 8 cyl. HEMI Multiple Displacement Gasoline M = 3.0L 6 cyl. Turbo Diesel
9	Check Digit	0 through 9 or X
10	Model Year	6 = 2006
11	Assembly Plant	C = Jefferson North Assembly Y = Chrysler Steyer Assembly
12 through 17	Vehicle Build Sequence	

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VEHICLE CERTIFICATION LABEL

DESCRIPTION

A vehicle certification label is attached to every DaimlerChrysler Corporation vehicle. The label certifies that the vehicle conforms to all applicable Federal Motor Vehicle Standards. The label also lists:

- Month and year of vehicle manufacture.
- Gross Vehicle Weight Rating (GVWR). The gross front and rear axle weight ratings (GAWR's) are based on a minimum rim size and maximum cold tire inflation pressure.
- Vehicle Identification Number (VIN).
- Type of vehicle.
- Type of rear wheels.
- Bar code.
- Month, Day and Hour (MDH) of final assembly.
- Paint and Trim codes.
- Country of origin.

The label is located on the driver-side door shut-face.

MFD BY	DAIMLER CHRYSLER CORPORATION	DATE OF MFR	1-96 C	GVWR	2268 KG (05000 LB)		
GAWR FRONT	1203 KG (2850 LB)	WITH TIRES	P185/75R14	RIMS AT	14 X 5.5	COLD	380 KPA(35 PSI)
GAWR REAR	1225 KG (2700 LB)	WITH TIRES	P195/75R14	RIMS AT	14 X 5.5	COLD	380 KPA(35 PSI)
THIS VEHICLE CONFORMS TO ALL APPLICABLE FEDERAL MOTOR VEHICLE SAFETY STANDARDS IN EFFECT ON THE DATE OF MANUFACTURE SHOWN ABOVE.							
VIN: XXXXXXXXXXXXXXXX		TYPE:		SINGLE X DUAL			
							
MDH: 010615 021 PAINT:POP VEHICLE MADE IN CANADA TRIM:C503 4848505							
8086df7b							

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Refinish Paint Suppliers and Paint Materials/Systems



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JEEP COMMANDER PAINT CODES

EXTERIOR

CODE	COLOR
PGV	Deep Beryl Green
PJC	Light Khaki Metallic Clear Coat
PJT	Dark Khaki Pearl Coat
PSB	Bright Silver Metallic Clear Coat
PB8	Midnight Bluse Pearl Coat
ARJ/ARH	Inferno Red Crystal Pearl Coat
PW1	Stone White Clear Coat
PX8	Black Clear Coat

INTERIOR

CODE	COLOR
BD1	Light Graystone
BD5	Medium Slate Gray
ZJ3	Medium Khaki
ZJ8	Dark Khaki

BUMPER/CLADDING/FASCIA/TRIM

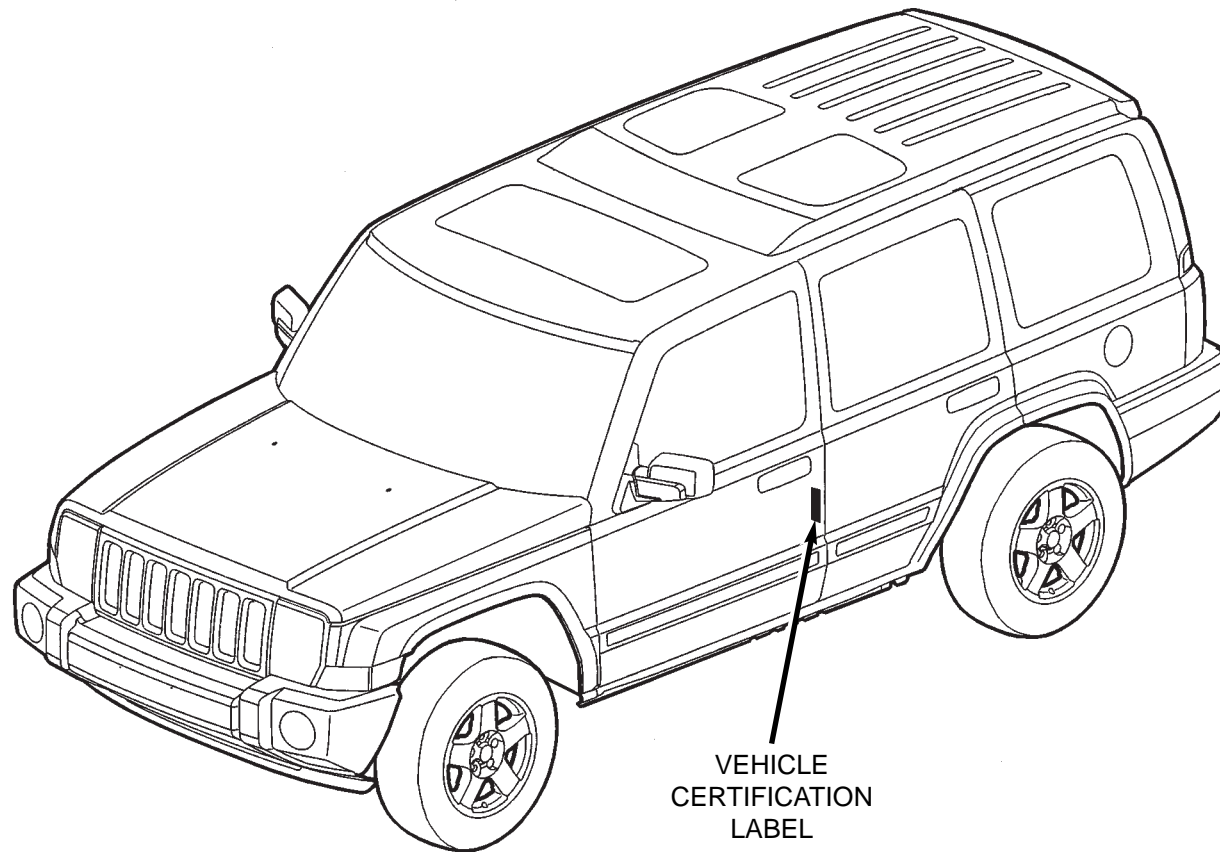
CODE	COLOR
VF7	Driftwood
WLP	Taupe
YBM	Dark Blue
YR8	Dark Red Garnet
ZJQ	Onyx Green
ZSP	Deep Gray
PEL	Inferno Red
PSB	Bright Silver

WHEEL

CODE	COLOR
YZB	Super Silver

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JEEP COMMANDER PAINT CODE LOCATION

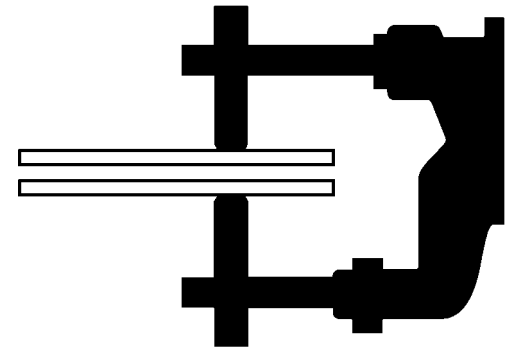


The vehicle certification label identifies the paint code. This label is located on the driver's door shut face.

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WELD PANEL REPLACEMENT

Jeep Commander



The basic parts of the body structure are the welded panels. This section contains a brief description of the placement of some of the panels and their weld locations.

Note: To ensure the strongest, most durable and cleanest welds possible, perform testing before and during all weld procedures. Always follow American Weld Society specifications and procedures.

Note: Diagrams do not show all of the parts.

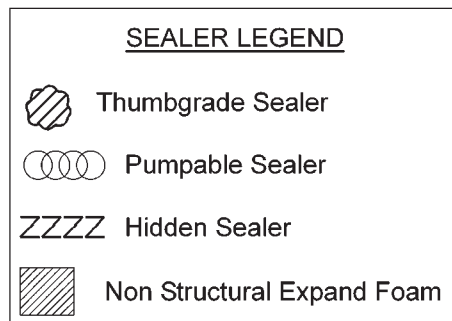
Explanation of Manual Contents	Hood
Front Rails	Front Door
Engine Box	Rear Door
Rear Floor	Liftgate
Rear Floor and Ladder	Front Floor/Dash/Plenum
Miscellaneous Underbody	Underbody Complete
Miscellaneous Body	Body Side Inner
Dash/Cowl/Plenum	Body Side Outer
Engine Box	Body Side Complete
Front Floor	Body in White Complete without Roof
Body Side Inner	Body in White Complete
Miscellaneous Body	

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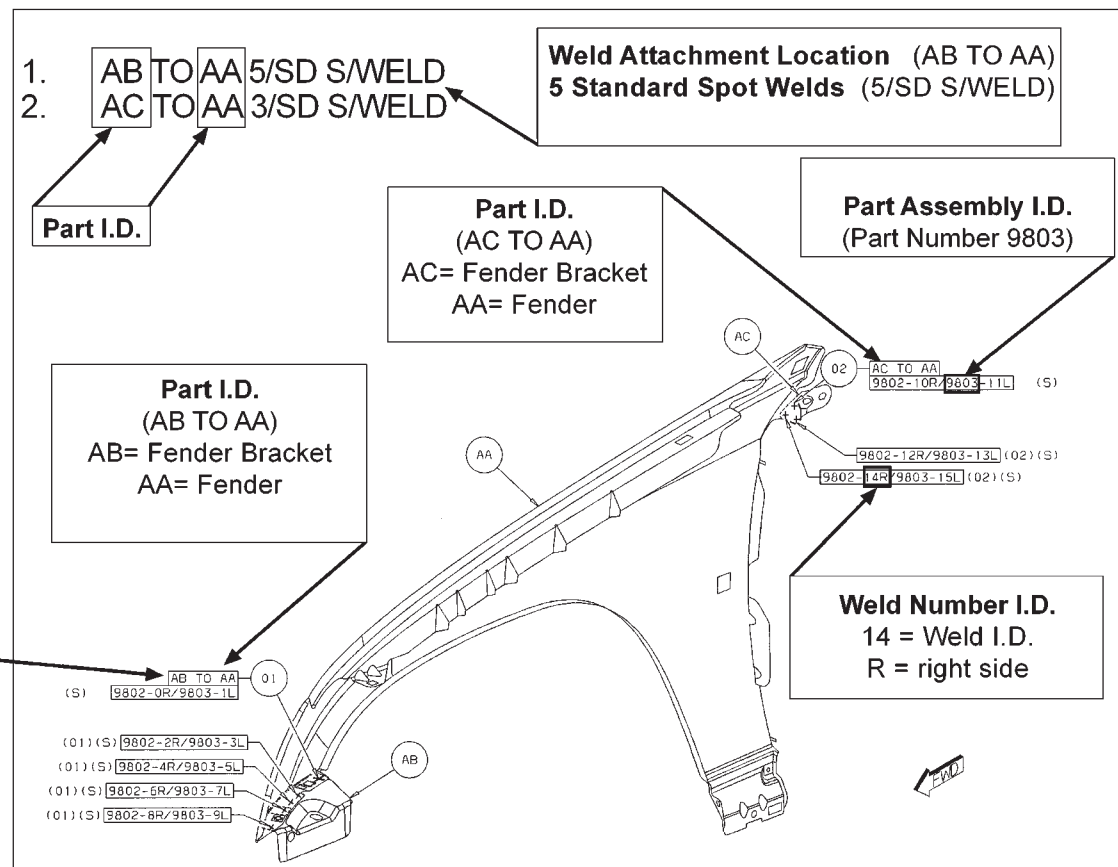
Explanation of Welding/Sealer Information

The major construction of a unibody vehicle consists of welded panels that create the supporting structure for all components and assemblies of the vehicle. Here are some examples for replacement of these parts.

Certain body components must use sealers to ensure proper assembly. Be sure to check the **Body Sealing Locations** and **Structural Adhesive Sections** for location and sealer type.



The welded components are indicated by using the designations given in the illustration below: For example, "AB to AA" indicates that component "AB" and component "AA" shown in this illustration are welded together.



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Explanation of Welding Abbreviations

Definitions

Weld Type

(ORD)=Ordinary Weld or Standard

(CRT)=Critical Weld or Diamond

(SAF)=Safety Weld

PROJ=Projection Weld

FCAW=Flex Core Arc Weld

MFG=Manufacturing Weld

S/WELD=Spot Welds

/SD=Per Side

Examples

AA TO AB 5/SD S/WELDS (ORD)=

PART AA WELDED TO PART AB 5 PER SIDE (5 RIGHT/5 LEFT) SPOT WELDS STANDARD

AA TO AB 12 PROJ WELDS (CRT)=

PART AA WELDED TO PART AB 12 PROJECTION WELDS CRITICAL OR DIAMOND

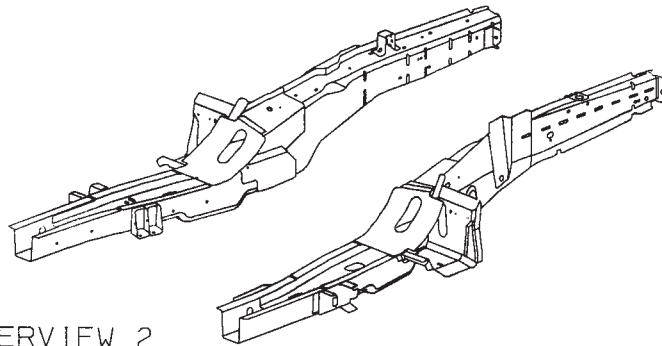
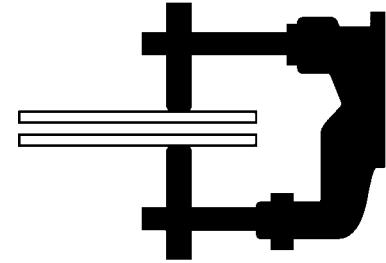
Adhesives

STRUCT ADH (ORD) = Ordinary Structural Adhesive

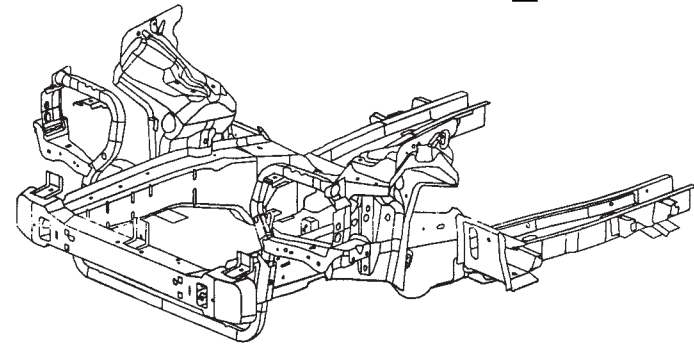
ADH (ORD) = Ordinary Adhesive

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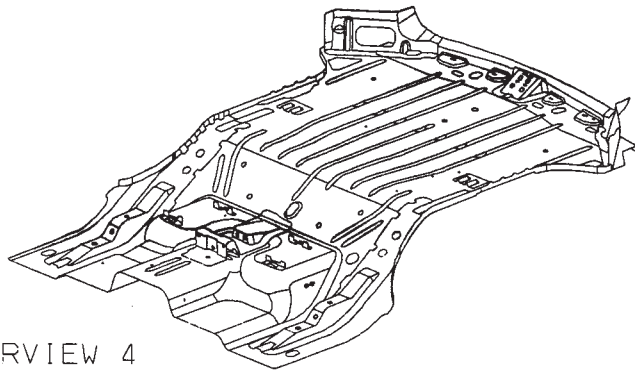
WELD LOCATION OVERVIEW ZONES



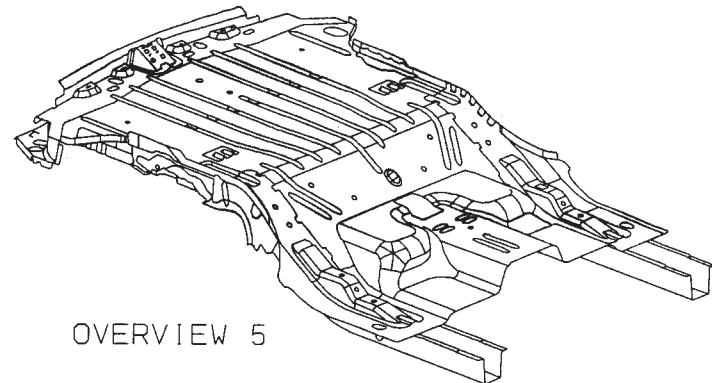
OVERVIEW 2



OVERVIEW 3



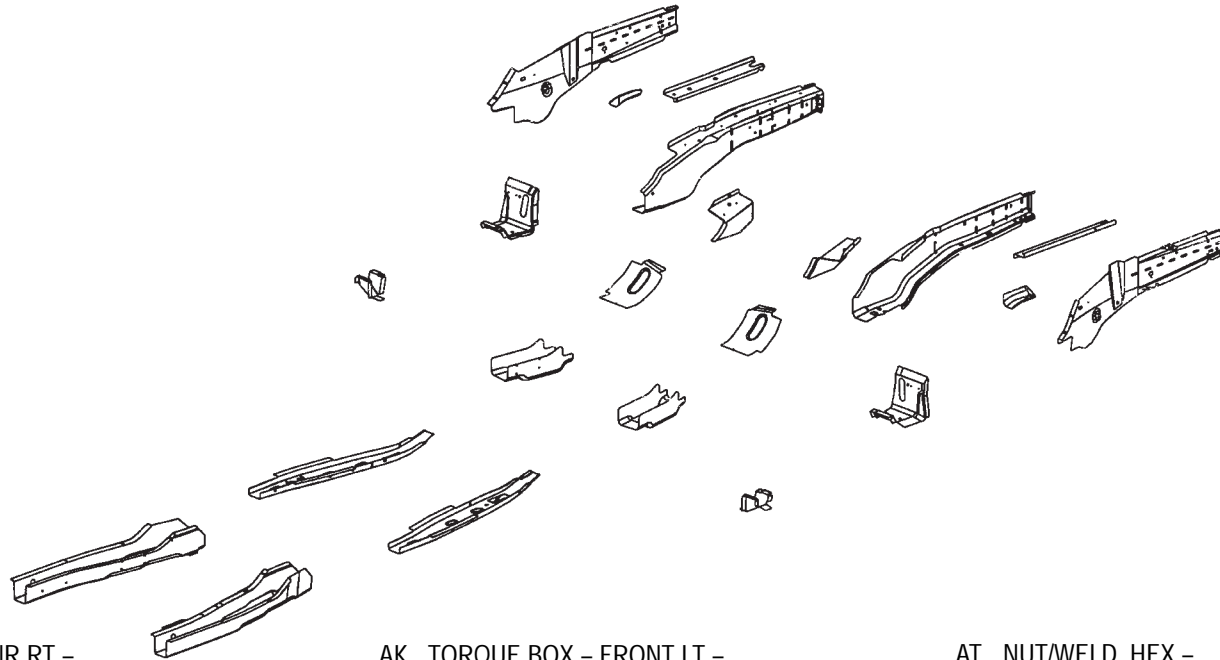
OVERVIEW 4



OVERVIEW 5

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COMMANDER FRONT RAILS SECTION



AA RAIL - FRT INR RT -
 AA RAIL - FRT INR LT -
 AB BRACKET - CRADLE MOUNTING FRT RR RT -
 AB BRACKET - CRADLE MOUNTING FRT RR LT -
 AD BRACKET ASSY - FRT CROSSMEMBER -
 AD BRACKET ASSY - FRT CROSSMEMBER -
 AE SILL - FRT OTR RT -
 AE SILL - FRT OTR LT -
 AF RAIL - FRT -
 AF RAIL - FRT -
 AG SUPPORT - BATTERY TRAY LT -
 AH RAIL - FRT RR RT-
 AH RAIL - FRT RR LT-
 AJ REINF - FRT RAIL U-CHANNEL RT -
 AJ REINF - FRT RAIL U-CHANNEL LT -
 AK TORQUE BOX - FRT RT -

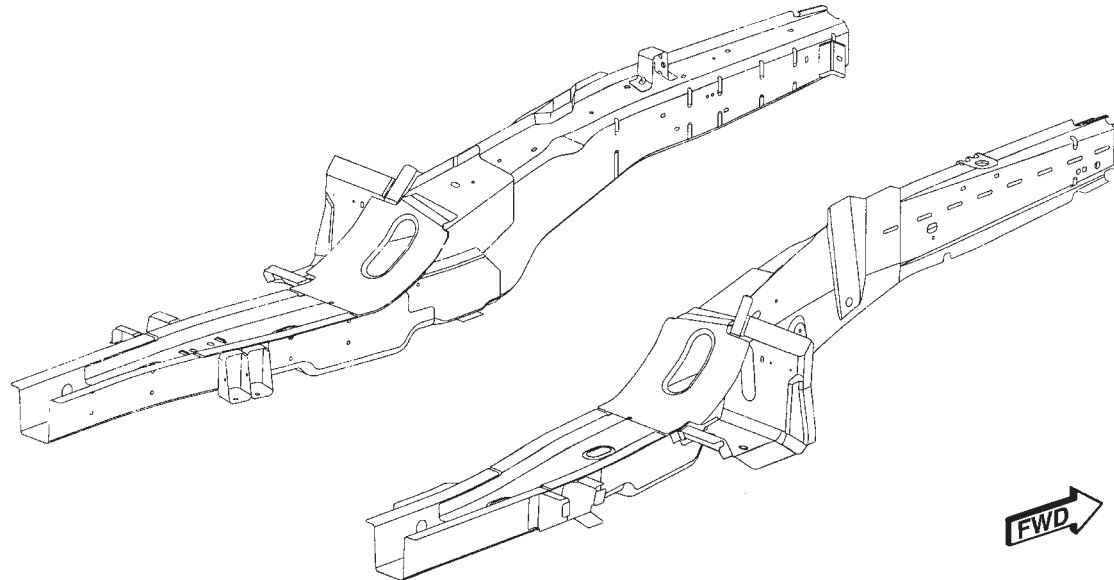
AK TORQUE BOX - FRONT LT -
 AL REINF - PLATE RT -
 AL REINF - PLATE RT -
 AM REINF - KICKDOWN RT -
 AM REINF - KICKDOWN LT -
 AN REINF - FRONT INR RT -
 AN REINF - FRT INR LT -
 AP REINF - SILL UPR RT -
 AP REINF - SILL UPR LT -
 AR BRACKET - TRANS TO CROSSMEMBER
MOUNTING -
 AR BRACKET - TRANS TO CROSSMEMBER
MOUNTING -
 AS REINF - TRANS CROSSMEMBER RT -
 AS REINF - TRANS CROSSMEMBER LT -
 AT NUT/WELD. HEX -

AT NUT/WELD. HEX -
 AU 55396366AA BRACKET - EXHAUST HANGER -
 AV NUT/WELD. HEX - NO. FIN -
 AW NUT/WELD. HEX - NO. FIN -
 AX PLATE - CONTROL ARM MOUNTING UPR -
 AX PLATE - CONTROL ARM MOUNTING UPR -
 AY TUBE - FRT CRADLE CRUSH -
 AY TUBE - FRT CRADLE CRUSH -
 AZ TUBE - FRT CRADLE CRUSH -
 AZ TUBE - FRT CRADLE CRUSH -
 BA RETAINER ASSY- FRT SUSPENSION
CROSSMEMBER MOUNTING RR -
 BA RETAINER - FRT SUSPENSION
CROSSMEMBER MOUNTING RR -

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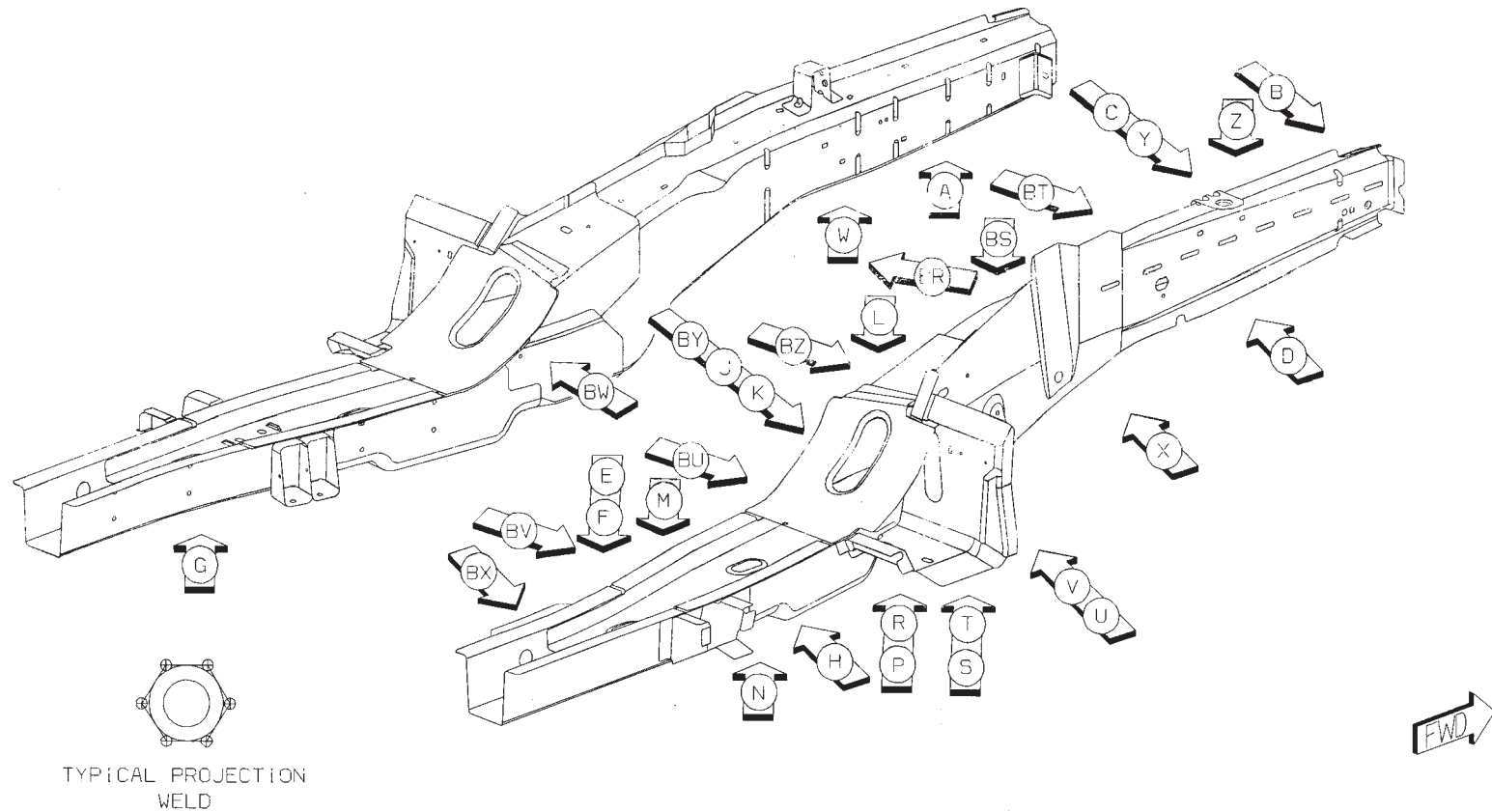
PARTS IDENTIFICATION LEGEND, OVERVIEW 2

AA RAIL – FRT INR RT –	AK TORQUE BOX – FRONT LT –	AT NUT/WELD. HEX –
AA RAIL – FRT INR LT –	AL REINF – PLATE RT –	AU 55396366AA BRACKET – EXHAUST HANGER –
AB BRACKET – CRADLE MOUNTING FRT RR RT –	AL REINF – PLATE RT –	AV NUT/WELD. HEX – NO. FIN –
AB BRACKET – CRADLE MOUNTING FRT RR LT –	AM REINF – KICKDOWN RT –	AW NUT/WELD. HEX – NO. FIN –
AD BRACKET ASSY – FRT CROSSMEMBER –	AM REINF – KICKDOWN LT –	AX PLATE – CONTROL ARM MOUNTING UPR –
AD BRACKET ASSY – FRT CROSSMEMBER –	AN REINF – FRONT INR RT –	AX PLATE – CONTROL ARM MOUNTING UPR –
AE SILL – FRT OTR RT –	AN REINF – FRT INR LT –	AY TUBE – FRT CRADLE CRUSH –
AE SILL – FRT OTR LT –	AP REINF – SILL UPR RT –	AY TUBE – FRT CRADLE CRUSH –
AF RAIL – FRT –	AP REINF – SILL UPR LT –	AZ TUBE – FRT CRADLE CRUSH –
AF RAIL – FRT –	AR BRACKET – TRANS TO CROSSMEMBER MOUNTING –	AZ TUBE – FRT CRADLE CRUSH –
AG SUPPORT – BATTERY TRAY LT –	AR BRACKET – TRANS TO CROSSMEMBER MOUNTING –	BA RETAINER ASSY- FRT SUSPENSION CROSSMEMBER MOUNTING RR –
AH RAIL – FRT RR RT-	AS REINF – TRANS CROSSMEMBER RT –	BA RETAINER – FRT SUSPENSION CROSSMEMBER MOUNTING RR –
AH RAIL – FRT RR LT-	AS REINF – TRANS CROSSMEMBER LT –	
AJ REINF – FRT RAIL U-CHANNEL RT –	AT NUT/WELD. HEX –	
AJ REINF – FRT RAIL U-CHANNEL LT –		
AK TORQUE BOX – FRT RT –		



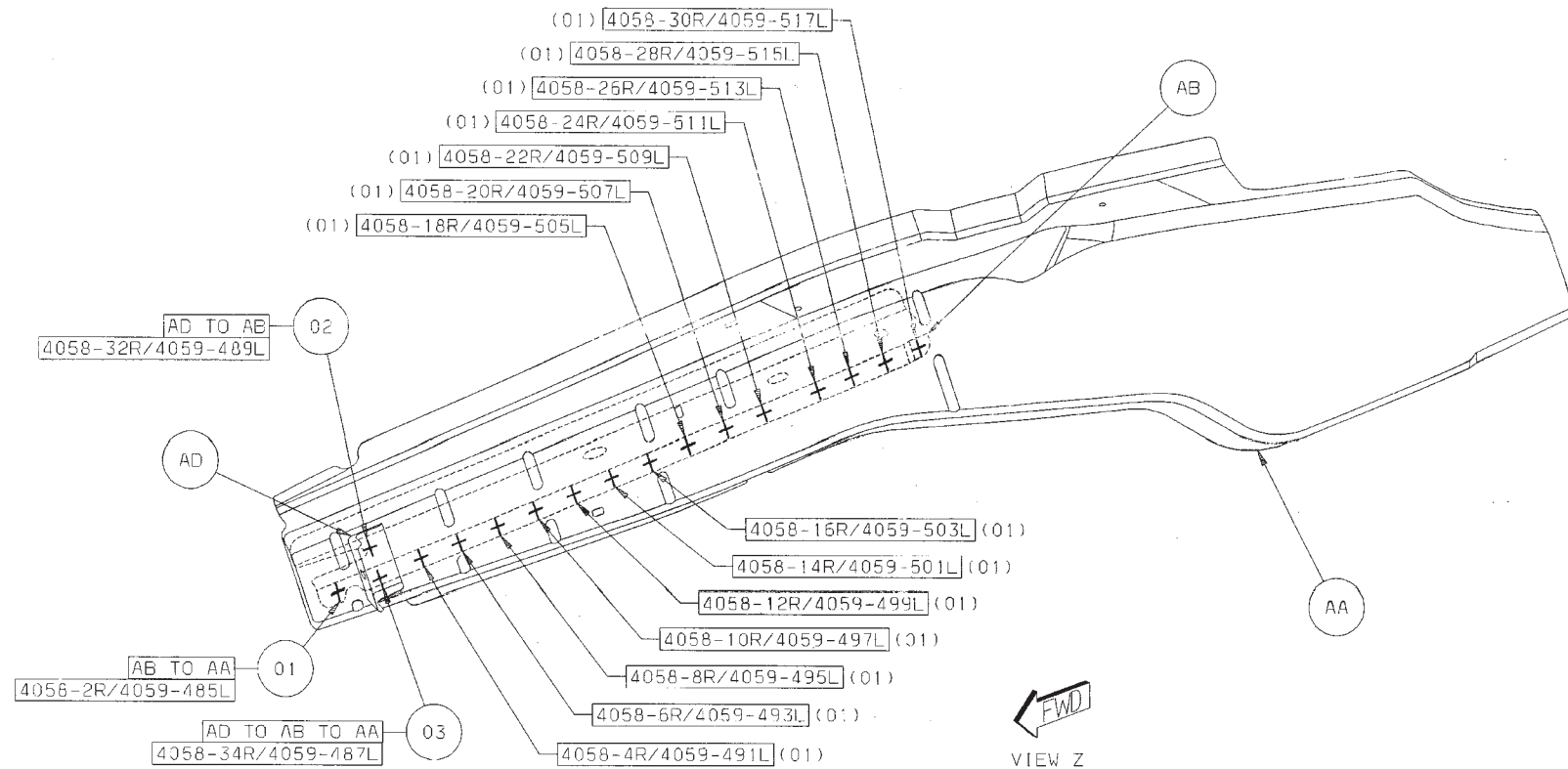
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WELD LAYOUT LOCATION GUIDE



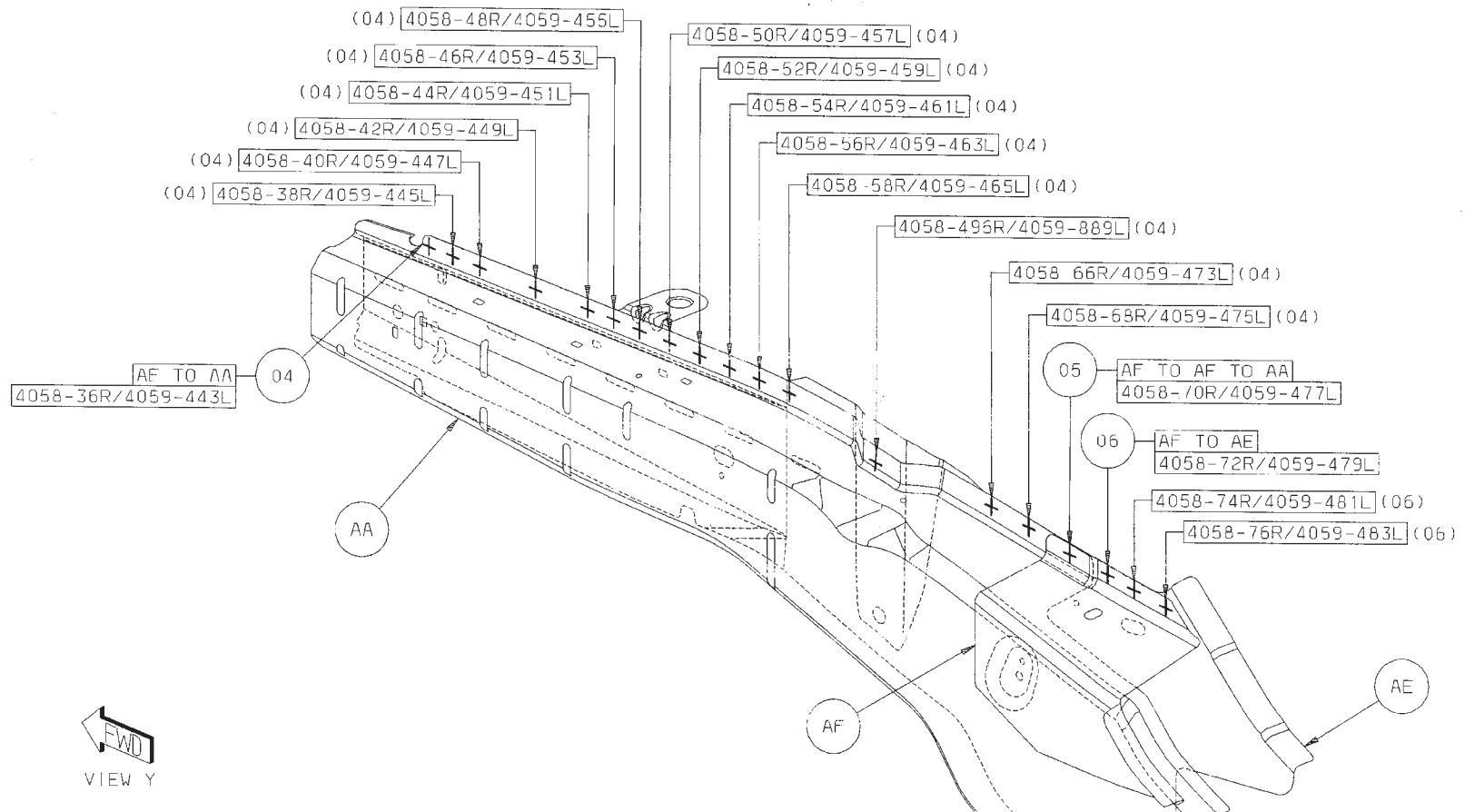
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- 01 AB TO AA 14/SD S/WELDS (ORD)
- 02 AD TO AB 1/SD S/WELD (ORD)
- 03 AD TO AB TO AA 1/SD S/WELD (ORD)



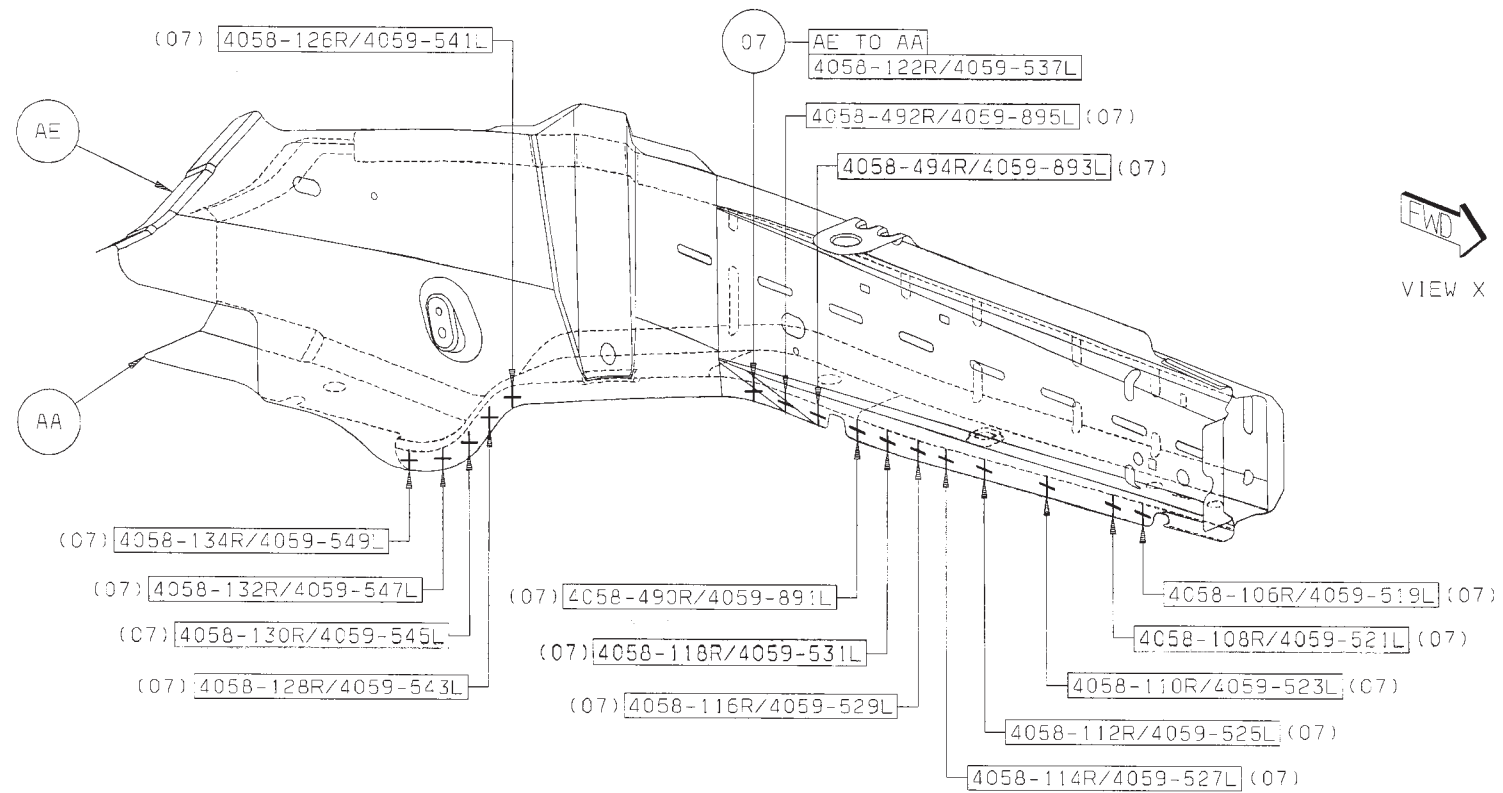
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- 04 AE TO AA 15/SD S/WELD (ORD)
- 05 AF TO AE TO AA 1/SD S/WELD (ORD)
- 06 AF TO AE 3/SD S/WELDS (ORD)



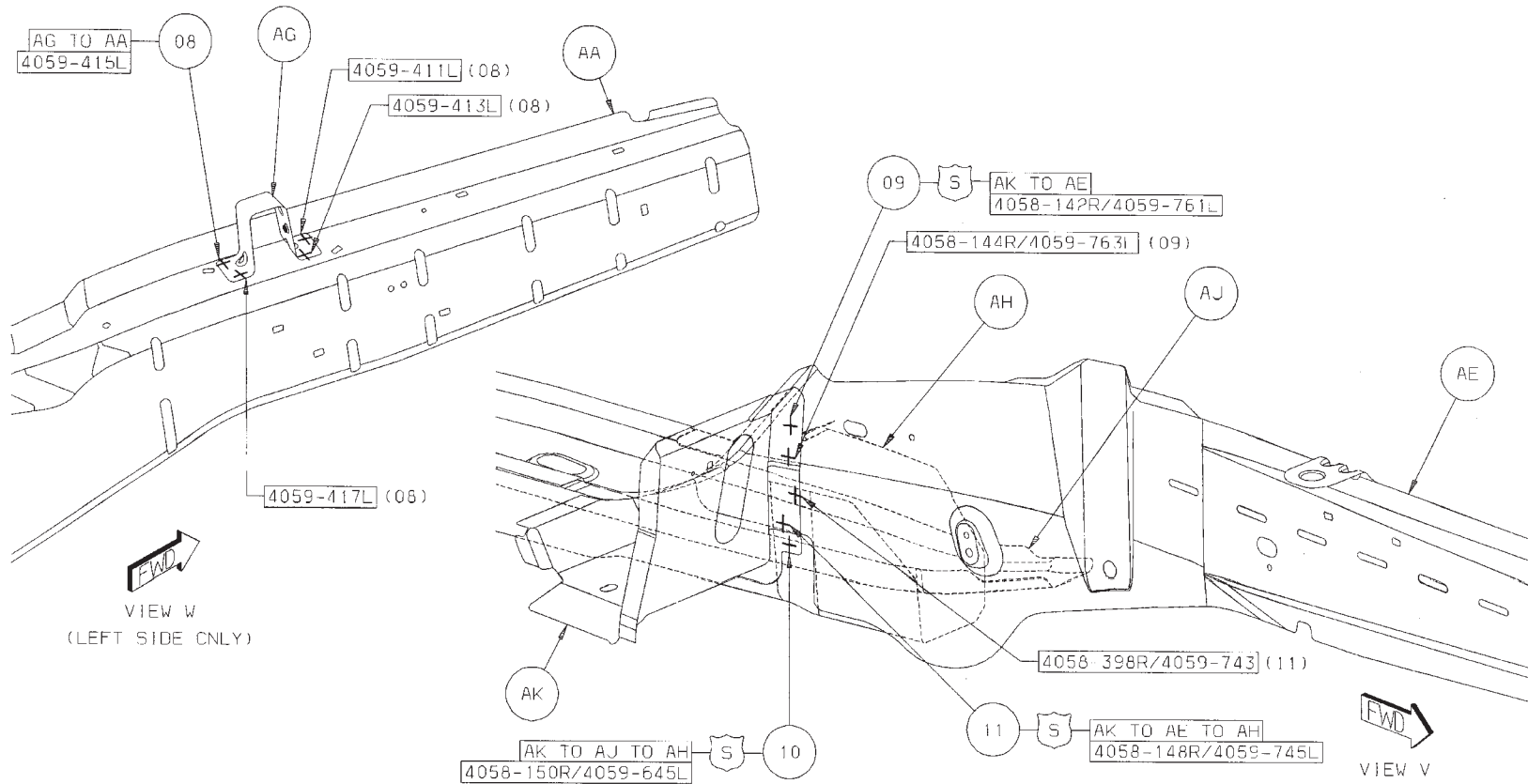
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07 AE TO AA 16/SD S/WELDS (ORD)



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- 08 AG TO AA 4L S/WELDS (ORD)
- 09 AK TO AE 2/SD S/WELDS (SAF)
- 10 AK TO AJ TO AH 1/SD S/WELD (SAF)
- 11 AK TO AE TO AH 2/SD S/WELDS (SAF)

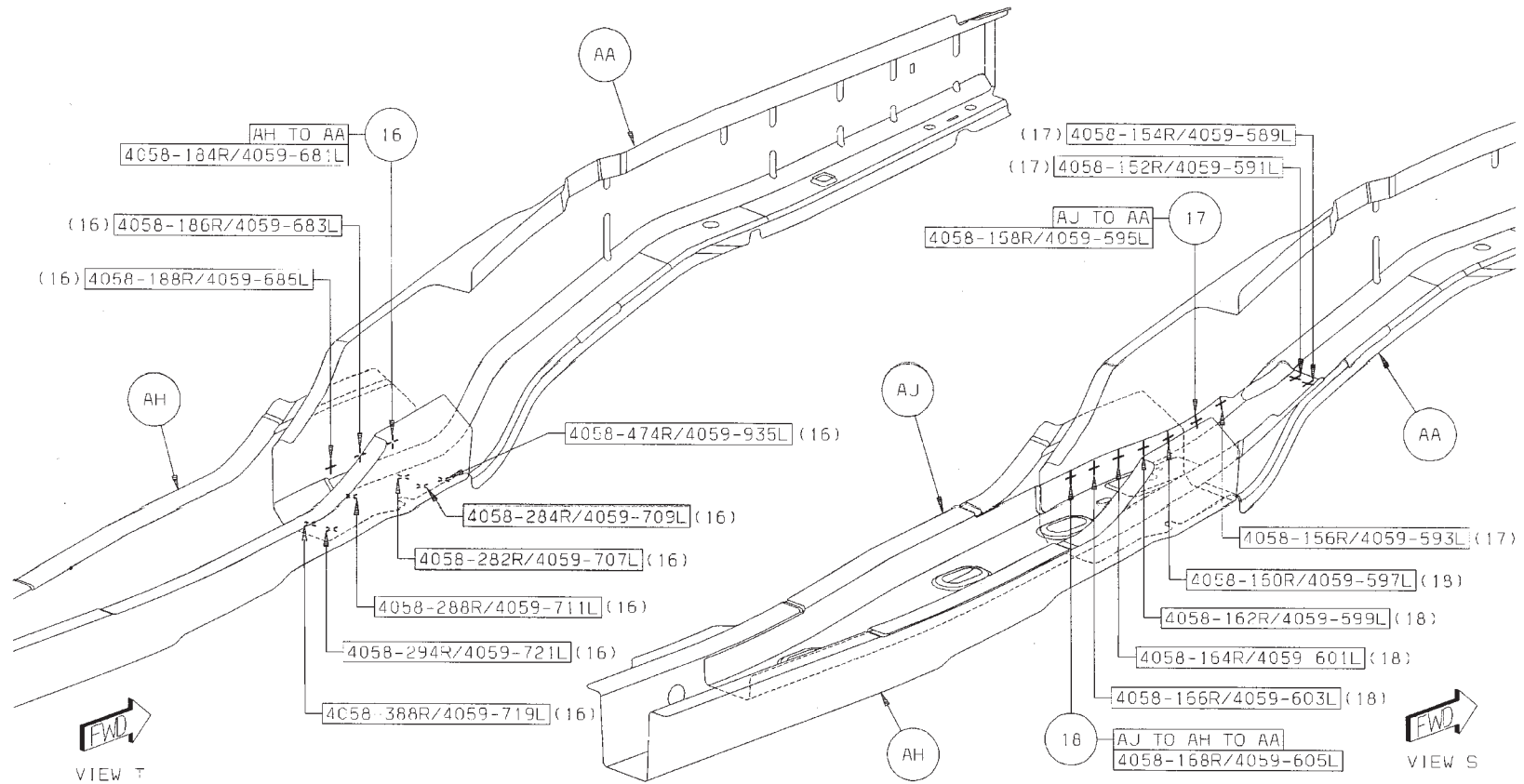


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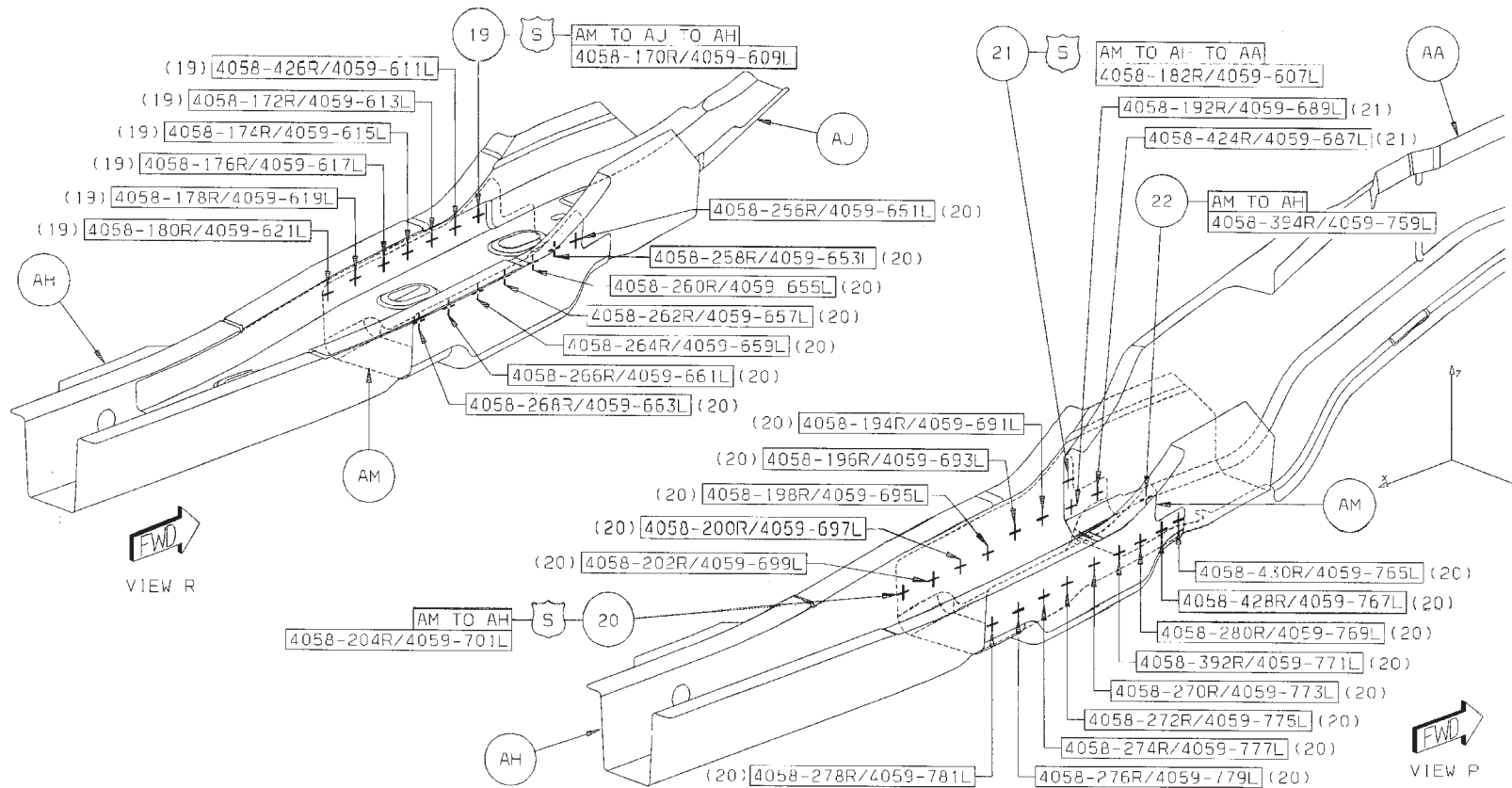
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- 16 AH TO AA 9/SD S/WELDS (ORD)
- 17 AJ TO AA 4/SD S/WELDS (ORD)
- 18 AJ TO AH TO AA 5/SD S/WELDS (ORD)



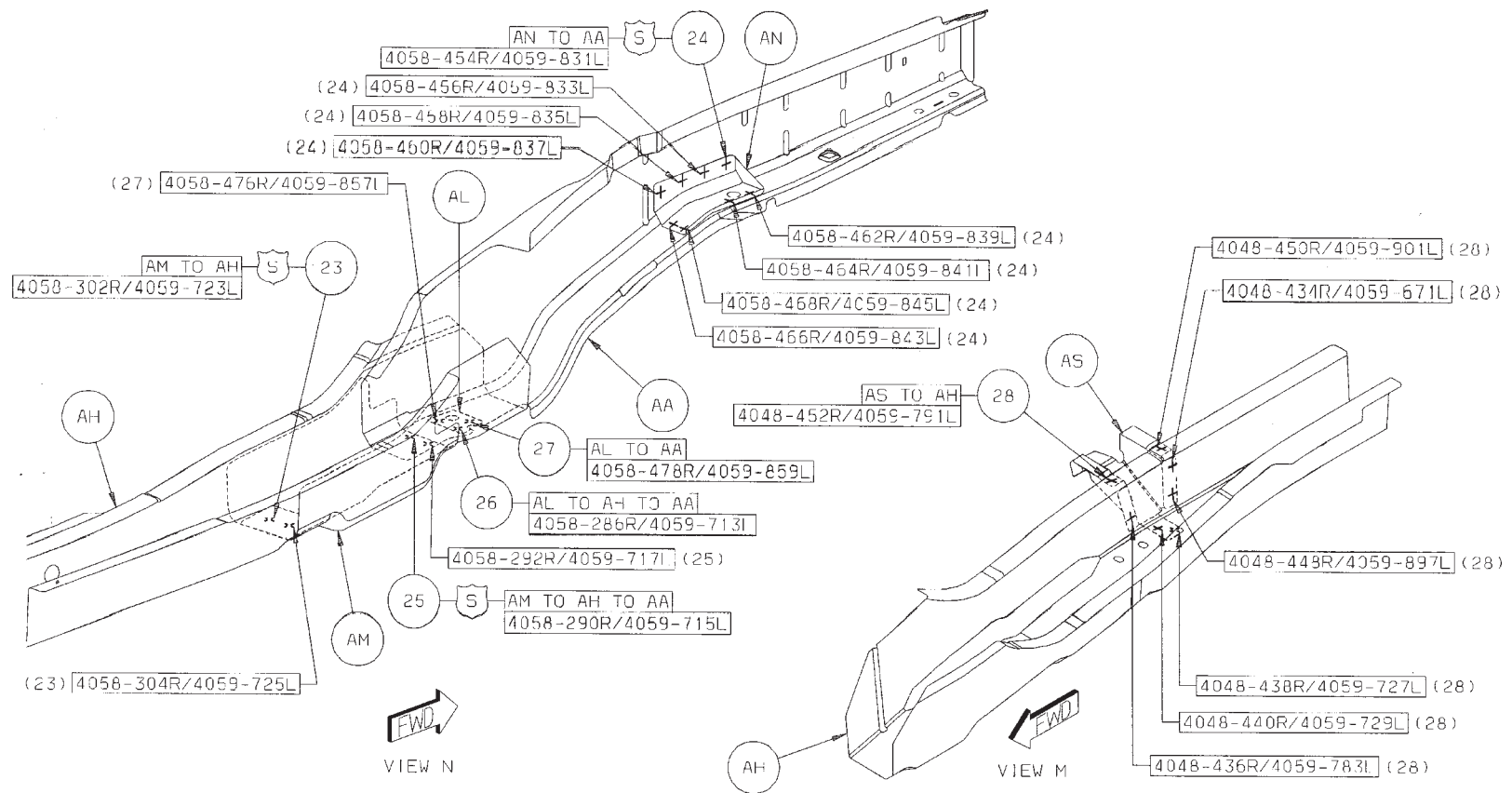
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- 19 AM TO AJ TO AH 7/SD S/WELDS (SAF)
- 20 AM TO AH 22/SD S/WELDS (SAF)
- 21 AM TO AH TO AA 3/SD S/WELDS (SAF)
- 22 AM TO AH 1 SD S/WELD (ORD)



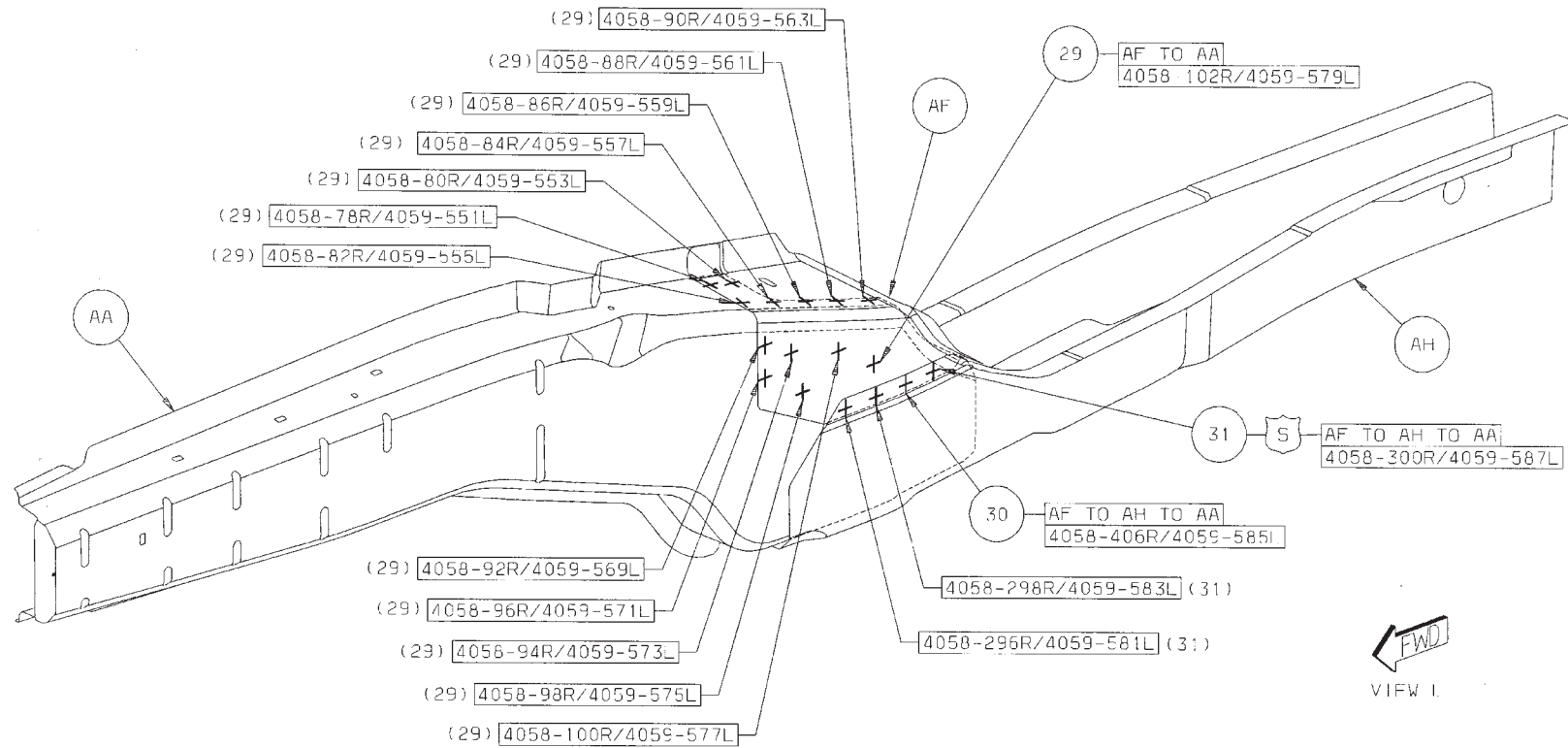
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- 23 AM TO AH 2/SD S/WELDS (SAF)
- 24 AN TO AA 8/SD S/WELDS (SAF)
- 25 AM TO AH TO AA 2/SD S/WELDS (SAF)
- 26 AL TO AH TO AA 1/SD S/WELD (ORD)
- 27 AL TO AA 2/SD S/WELDS (ORD)
- 28 AS TO AH 7/SD S/WELDS (ORD)



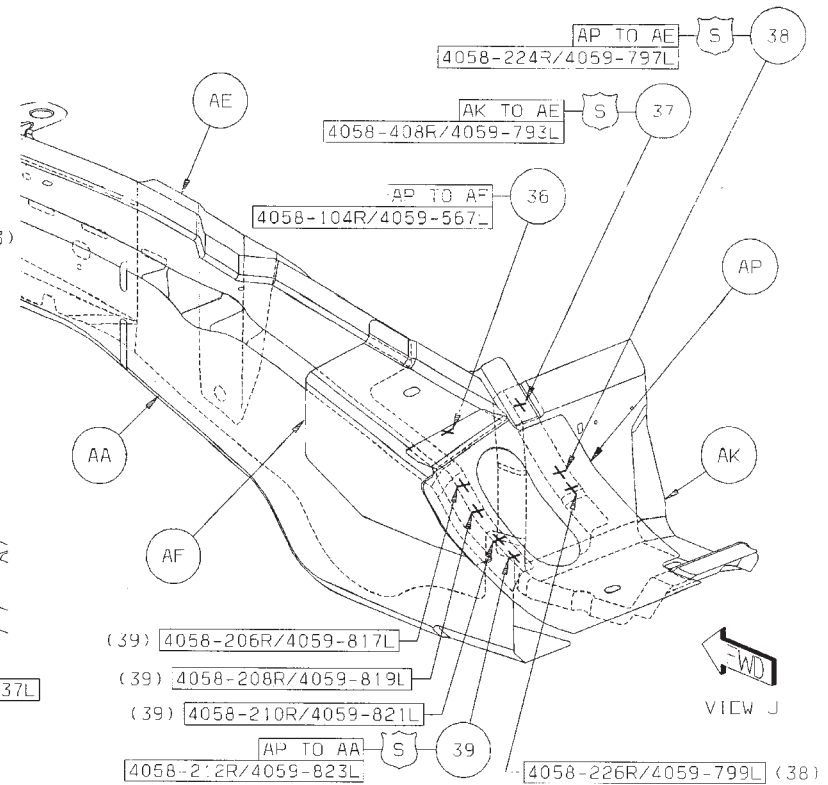
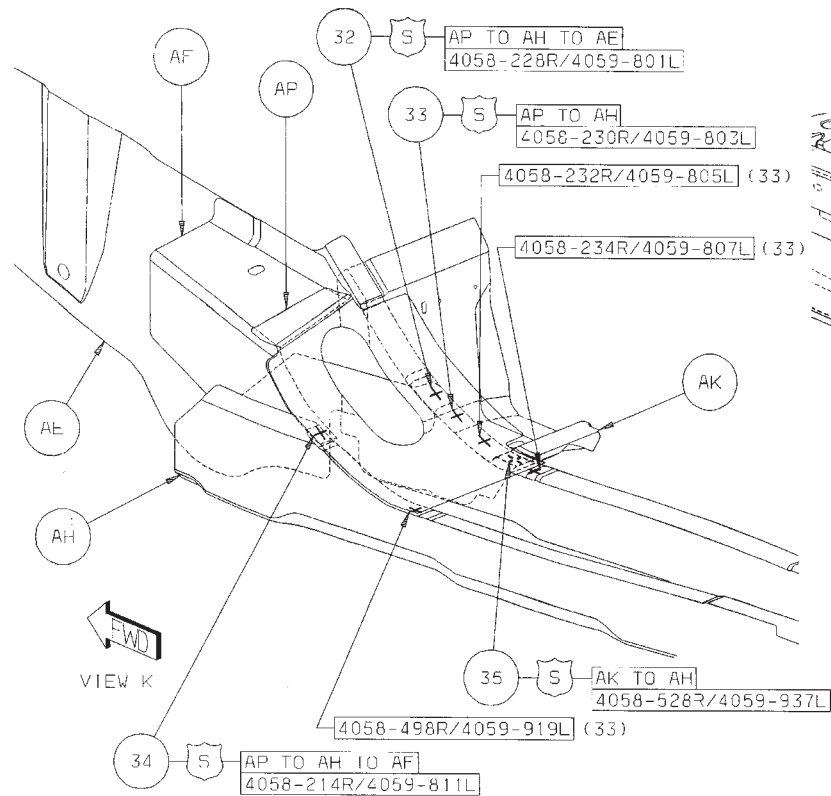
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- 29 AF TO AA 13/SD S/WELDS (ORD)
- 30 AF TO AH TO AA 1/SD S/WELD (ORD)
- 31 AF TO AH TO AA 3/SD S/WELDS (SAF)



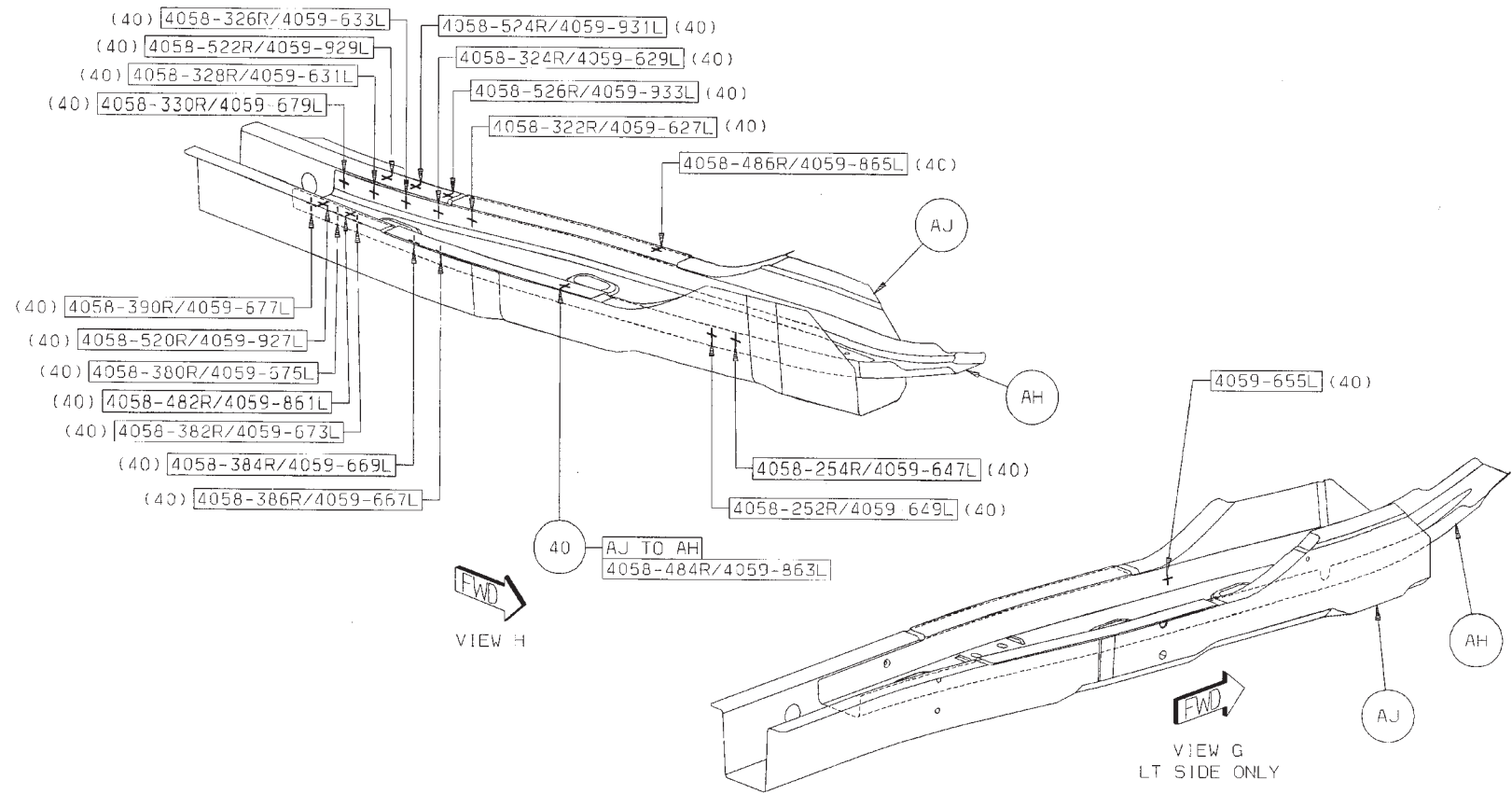
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- 32 AP TO AH TO AE 1/SD S/WELD (SAF)
- 33 AP TO AH 4/SD S/WELDS (SAF)
- 34 AP TO AH TO AF 1/SD S/WELD (SAF)
- 35 AK TO AH 1/SD S/WELD (SAF)
- 36 AP TO AF 1/SD S/WELD (ORD)
- 37 AK TO AE 1/SD S/WELD (SAF)
- 38 AP TO AE 2/SD S/WELD (SAF)
- 39 AP TO AA 4/SD S/WELDS (SAF)



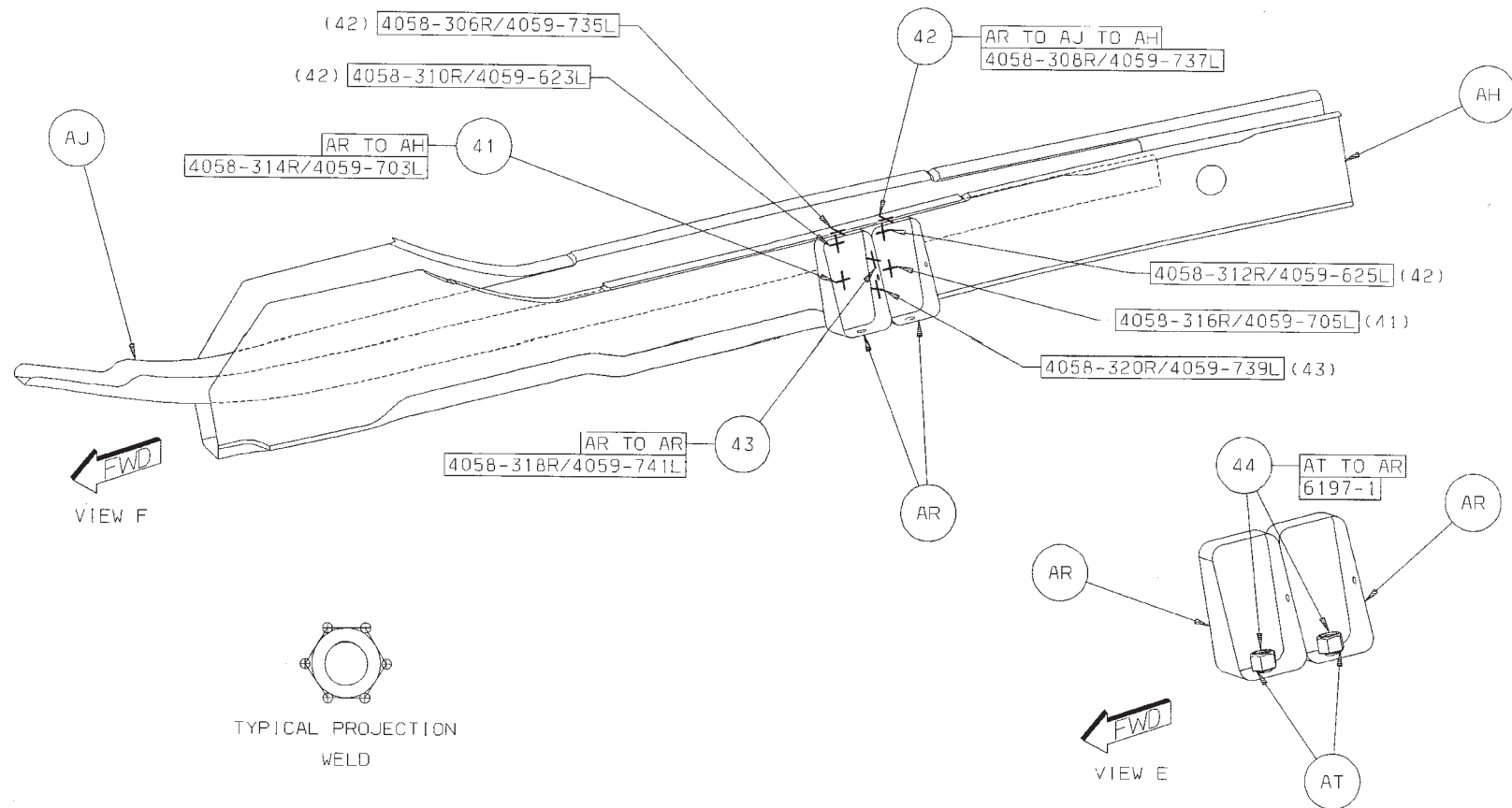
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40 AJ TO AH 20/SD S/WELDS (ORD)



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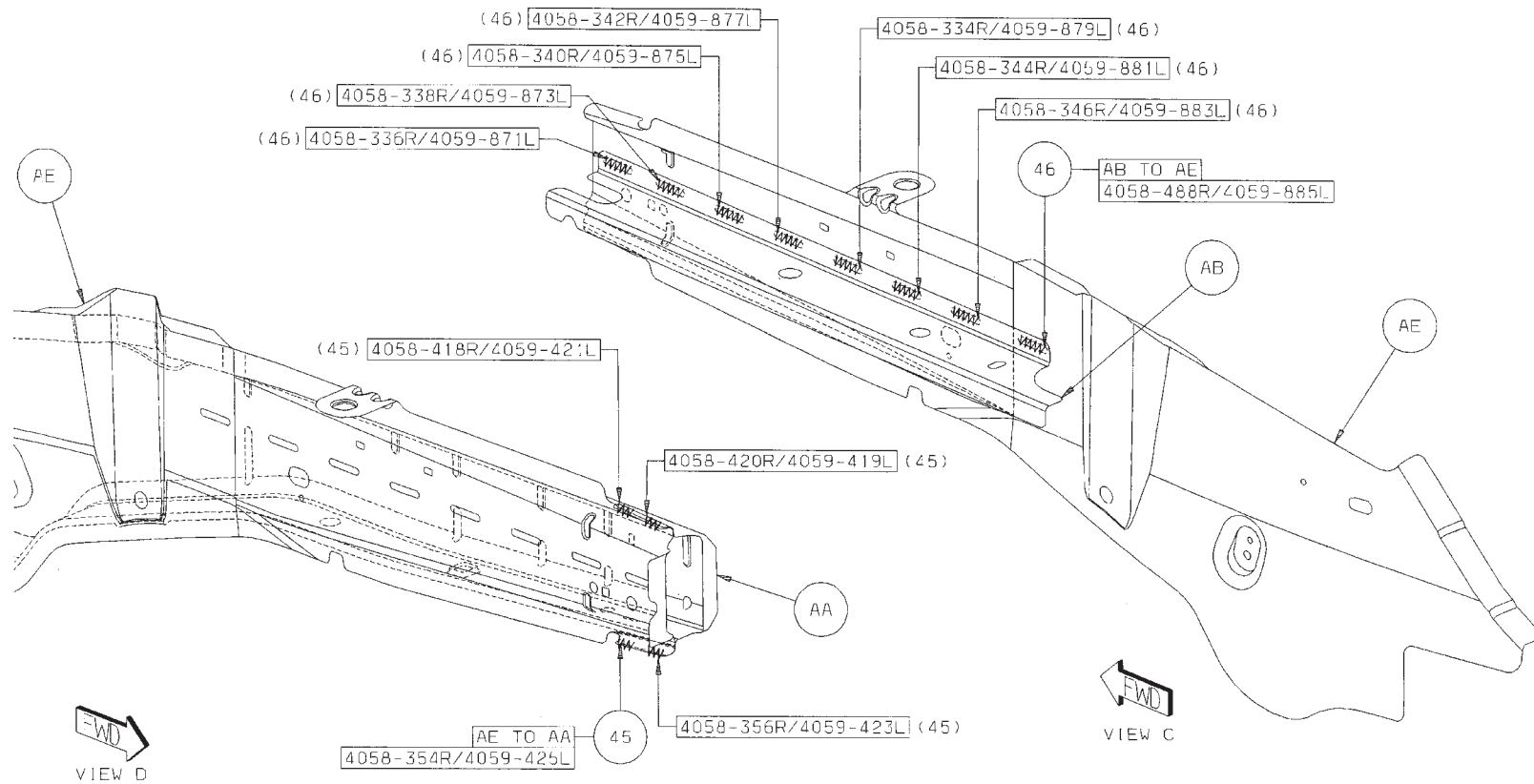
- 41 AR TO AH 2/SD S/WELDS (ORD)
- 42 AR TO AJ TO AH 4/SD S/WELDS (ORD)
- 43 AR TO AR 2/SD S/WELDS (ORD)
- 44 AT TO AR 2 SD PROJ WELDS



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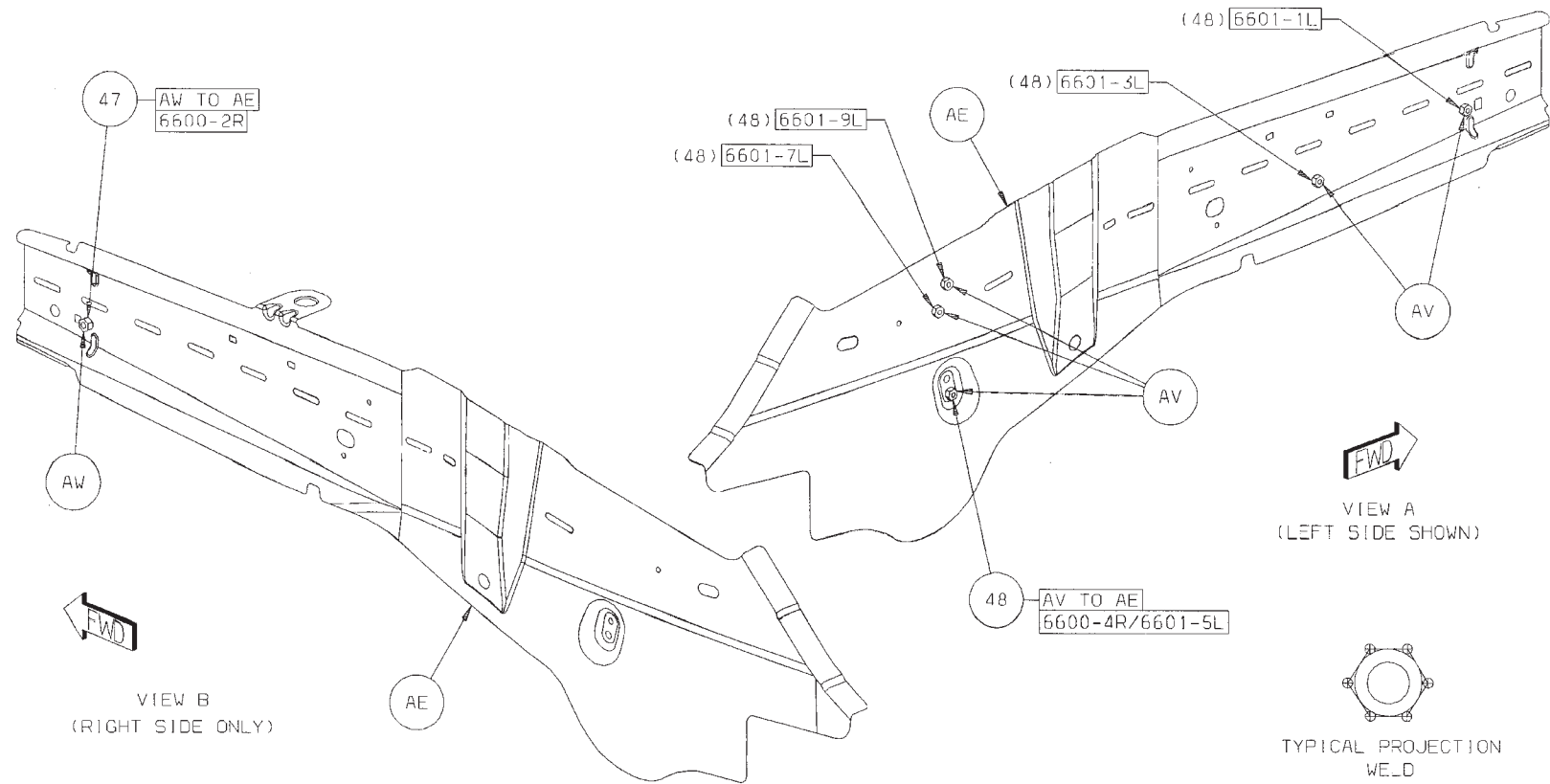
45 AE TO AA 4/SD FCAW (ORD)

46 AB TO AE 8/SD FCAW (ORD)



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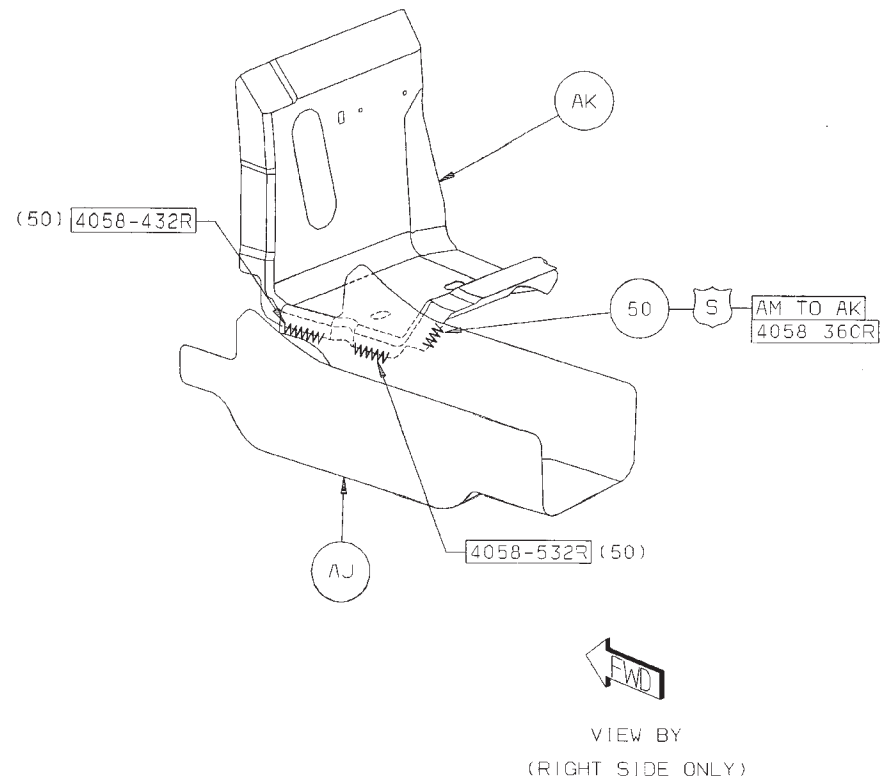
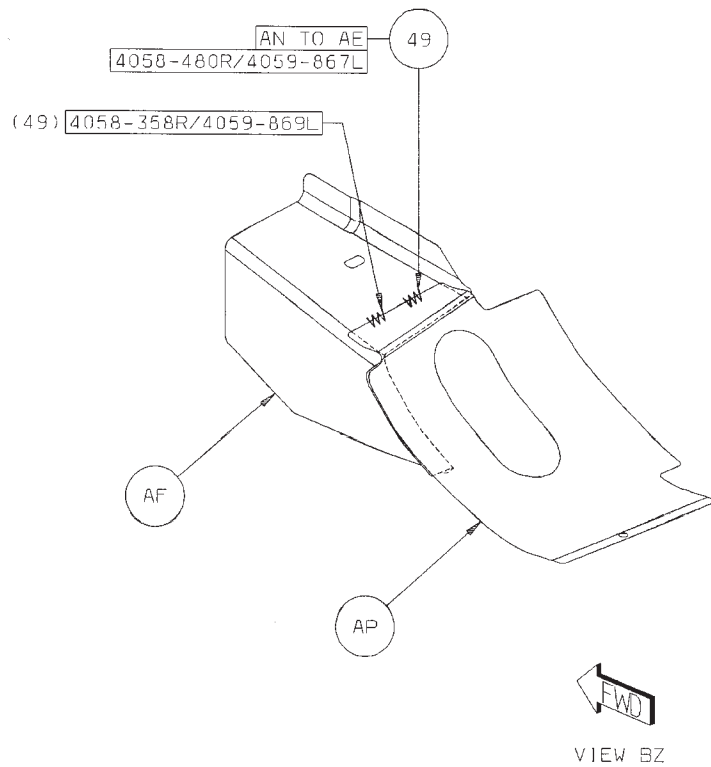
- 47 AW TO AE 1R PROJ WELD
48 AV TO AE 1R/5L PROJ WELDS



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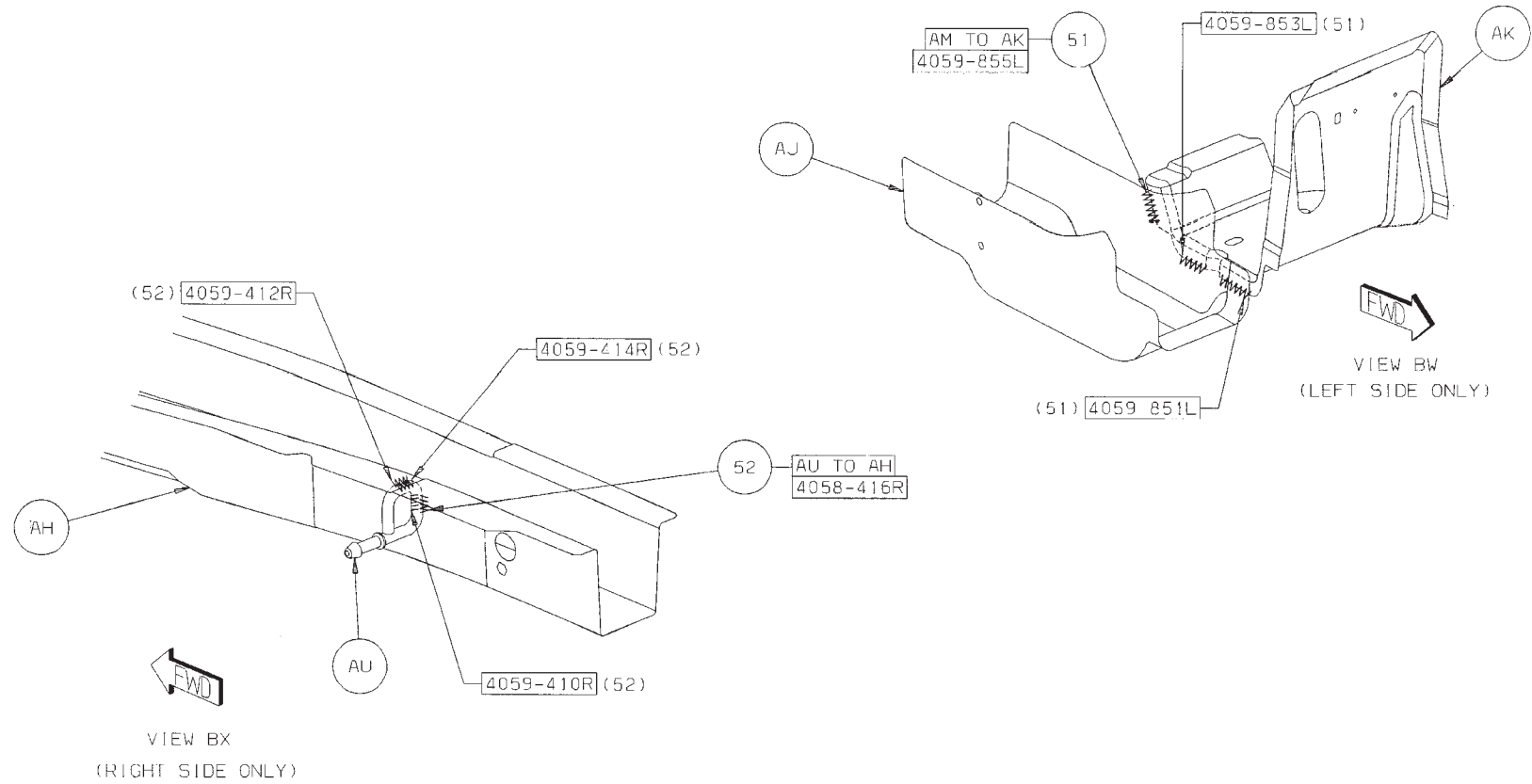
49 AN TO AE 2/SD FCAW (ORD)

50 AM TO AK 3R FCAW (SAF)



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- 51 AM TO AK 3L FCAW (ORD)
- 52 AU TO AH 4R FCAW (ORD)

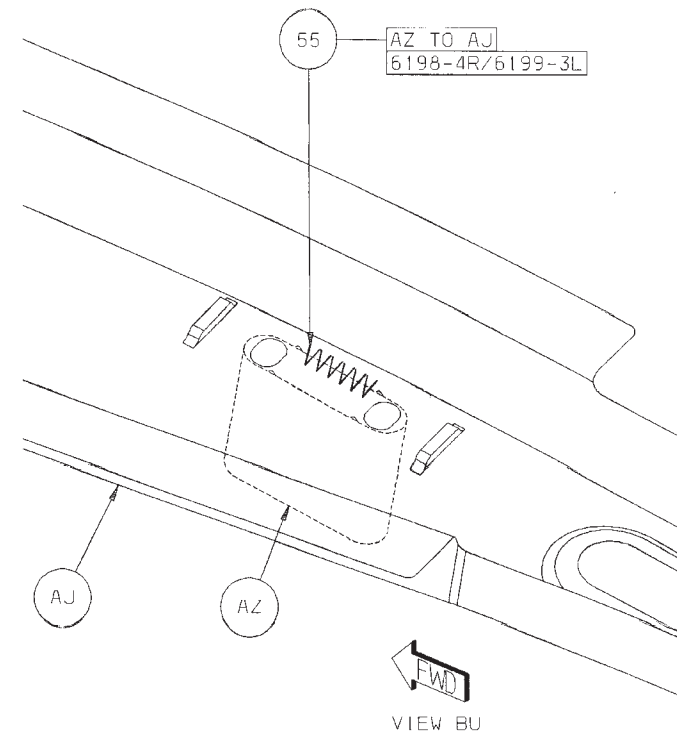
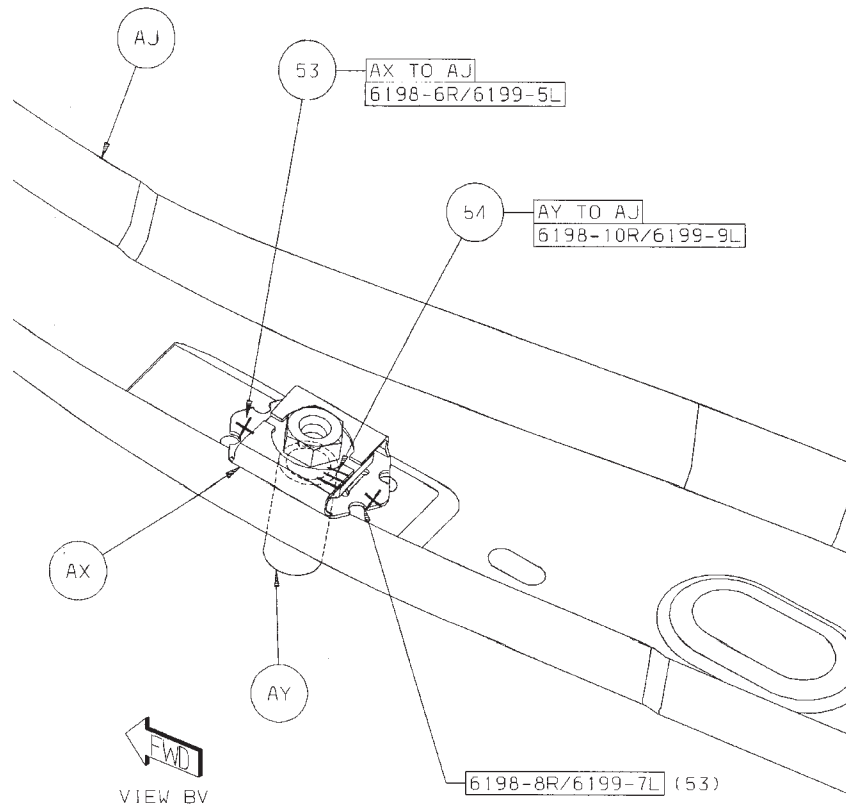


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53 AX TO AJ 2/SD SWELDS (ORD)

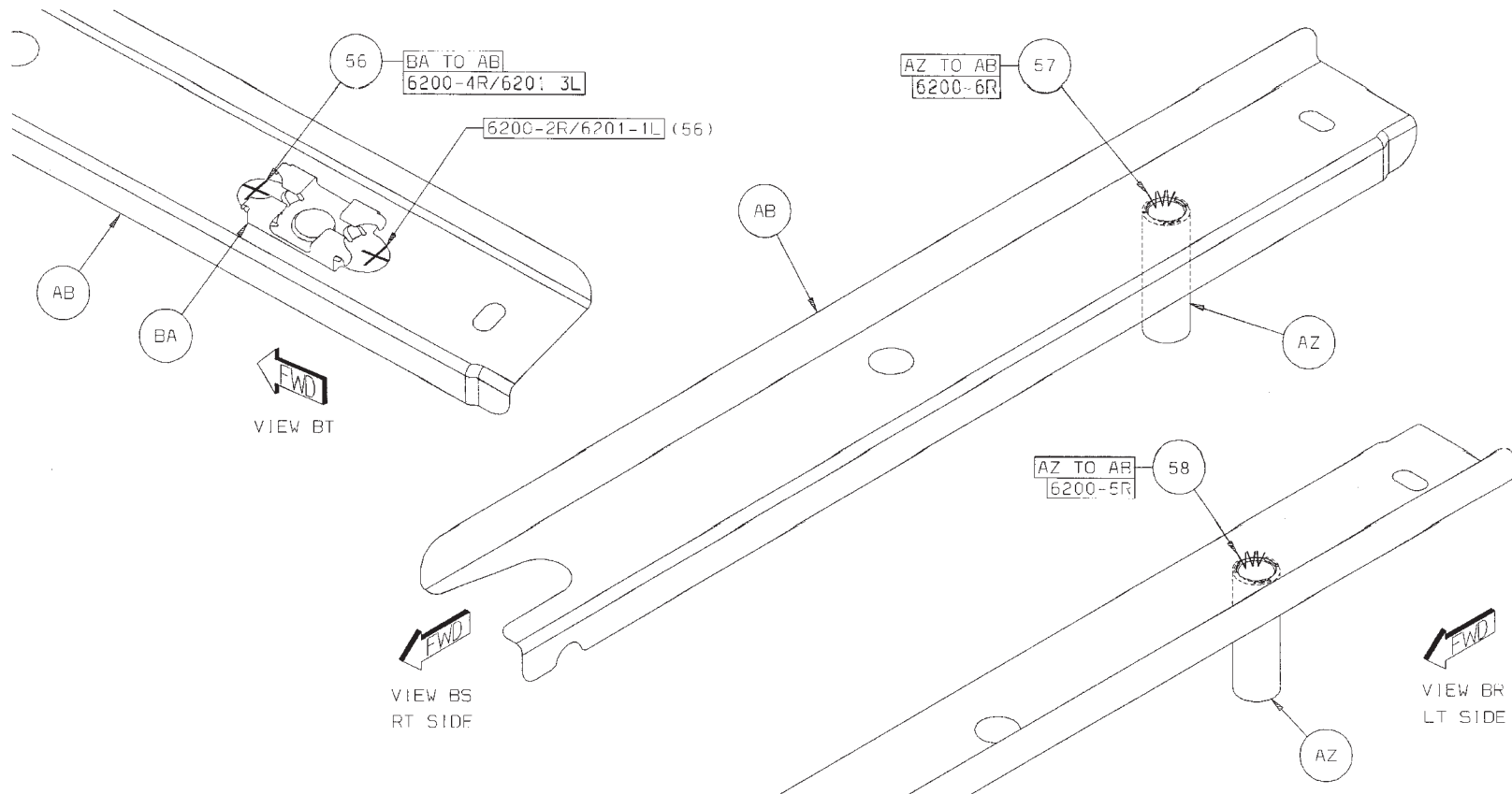
54 AY TO AJ 1/SD FCAW (ORD)

55 AZ TO AJ 1/SD FCAW (ORD)



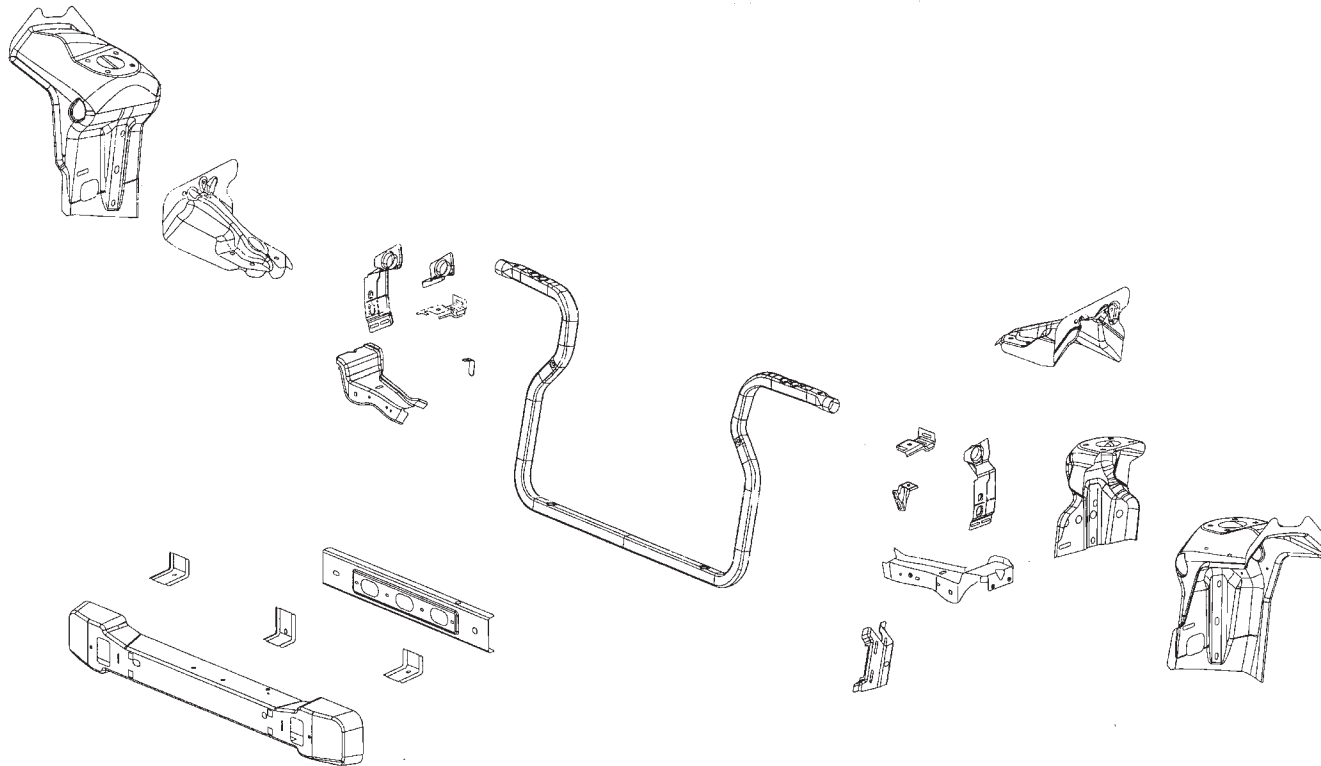
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- 56 BA TO AB 2/SD S/WELDS (ORD)
- 57 AZ TO AB 1R FCAW (ORD)
- 58 AZ TO AB 1L FCAW (ORD)



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COMMANDER ENGINE BOX SECTION



AA CROSSMEMBER - FRT LWR FRT -
 AB CROSSMEMBER - FRT LWR RR -
 AC BRACKET - FASCIA SUPPORT -
 AD PANEL - SUSPENSION FRT RT -
 AD PANEL - SUSPENSION FRT LT -
 AE GUSSET - FRT SUSPENSION SUPPORT RT -
 AE GUSSET - FRT SUSPENSION SUPPORT LT -
 AF REINF - SHOCK RT -
 AF REINF - SHOCK ABSORBER LT -
 AG BRACKET - AIR INTAKE -
 AH NUT/WELD.HEX - THICK -

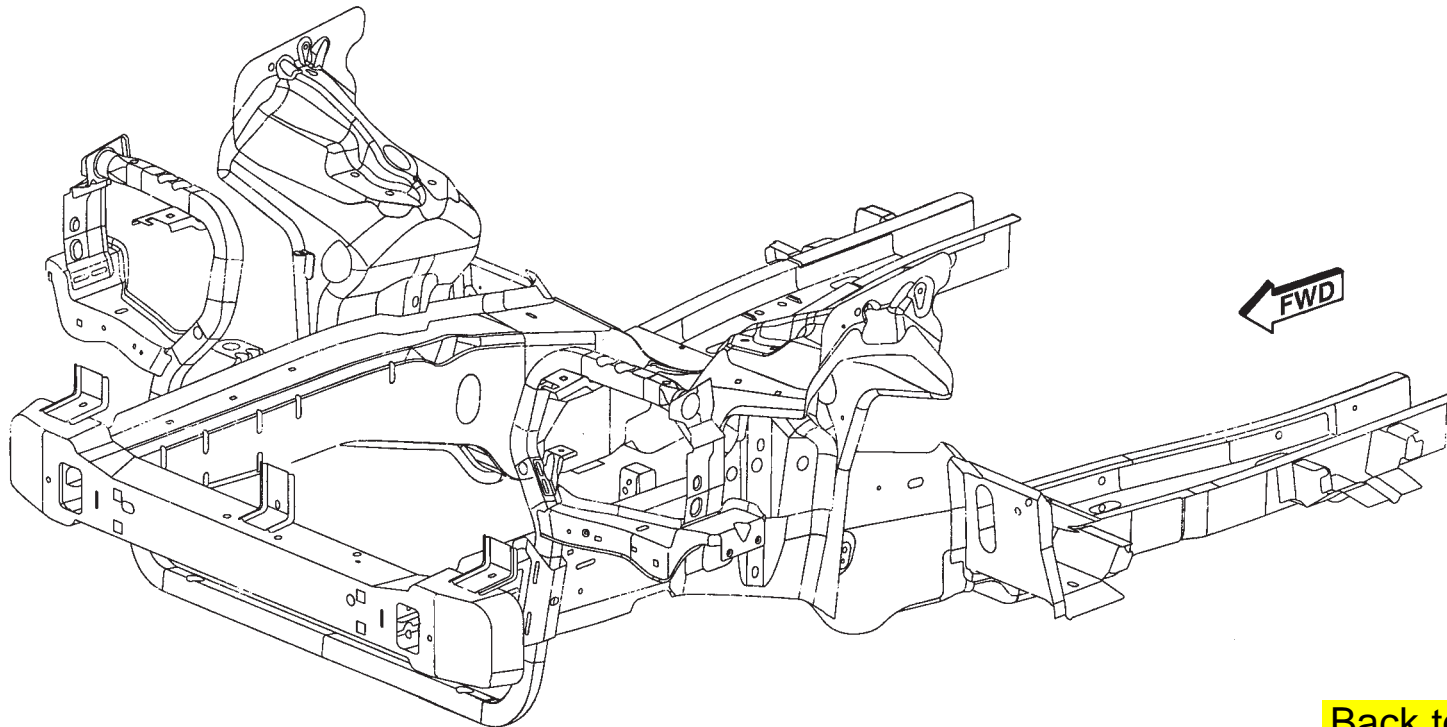
AJ STUD.WELD/EXTERNAL - SPECIAL -WIRING
 HARNESS ATTACH
 AK STUD.WELD/INTERNAL - NO.FIN.PILOT.PT -
 AL STUD.WELD/EXTERNAL - SPECIAL -
 AP BRACKET - ABS W/BACKET -
 AR NUT/WELD HEX - NO.FIN. -
 AS STUD.WELD/EXTERNAL -
 HEADER.PT.PNT.CUTTER.SPECIAL -
 ELECTRICAL BRKT ATTACH
 AT 06101888 STUD
 AU BRACKET - AIR BAG SENSOR -

AU BRACKET - AIR BAG SENSOR -
 AV BRACKET - RADIATOR SUPPORT TO RAIL -
 AW CROSSMEMBER - STRUCTURAL RADIATOR
 SUPPORT FRT SECTION -
 AX BRACKET - FENDER ATTACH RT -
 AX BRACKET - FENDER ATTACH LT -
 AY BRACKET - RADIATOR SUPPORT TO COWL -
 AZ BRACKET - HEADLAMP RT -
 BA 06505700 WELD NUT
 BB BRACKET - BATTERY SUPPORT -
 BC STUD.WELD/INTERNAL - HEADER.PT NO.
 FIN.ROUND

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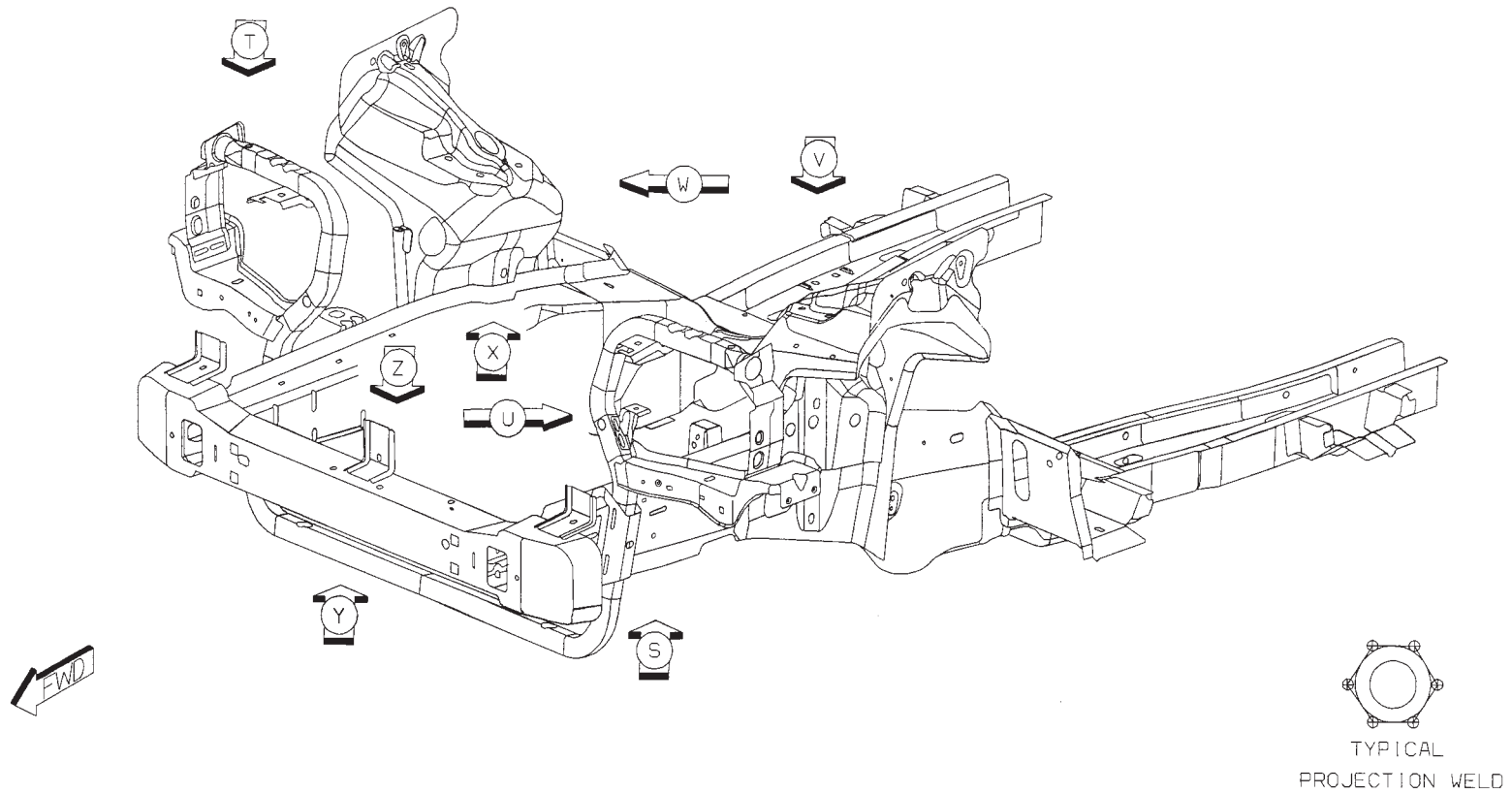
PARTS IDENTIFICATION LEGEND, OVERVIEW 3

AA CROSSMEMBER – FRT LWR FRT –	AJ STUD.WELD/EXTERNAL – SPECIAL –WIRING	AU BRACKET – AIR BAG SENSOR –
AB CROSSMEMBER – FRT LWR RR –	HARNESS ATTACH	AV BRACKET – RADIATOR SUPPORT TO RAIL –
AC BRACKET – FASCIA SUPPORT –	AK STUD.WELD/INTERNAL – NO.FIN.PILOT.PT –	AW CROSSMEMBER – STRUCTURAL RADIATOR
AD PANEL – SUSPENSION FRT RT –	AL STUD.WELD/EXTERNAL – SPECIAL –	SUPPORT FRT SECTION –
AD PANEL – SUSPENSION FRT LT –	AP BRACKET – ABS W/BRACKET –	AX BRACKET – FENDER ATTACH RT –
AE GUSSET – FRT SUSPENSION SUPPORT RT –	AR NUT/WELD HEX – NO.FIN. –	AX BRACKET – FENDER ATTACH LT –
AE GUSSET – FRT SUSPENSION SUPPORT LT –	AS STUD.WELD/EXTERNAL –	AY BRACKET – RADIATOR SUPPORT TO COWL –
AF REINF – SHOCK RT –	HEADER.PT.PNT.CUTTER.SPECIAL –	AZ BRACKET – HEADLAMP RT –
AF REINF – SHOCK ABSORBER LT –	ELECTRICAL BRKT ATTACH	BA 06505700 WELD NUT
AG BRACKET – AIR INTAKE –	AT 06101888 STUD	BB BRACKET – BATTERY SUPPORT –
AH NUT/WELD.HEX – THICK –	AU BRACKET – AIR BAG SENSOR –	BC STUD.WELD/INTERNAL – HEADER.PT NO.
		FIN.ROUND



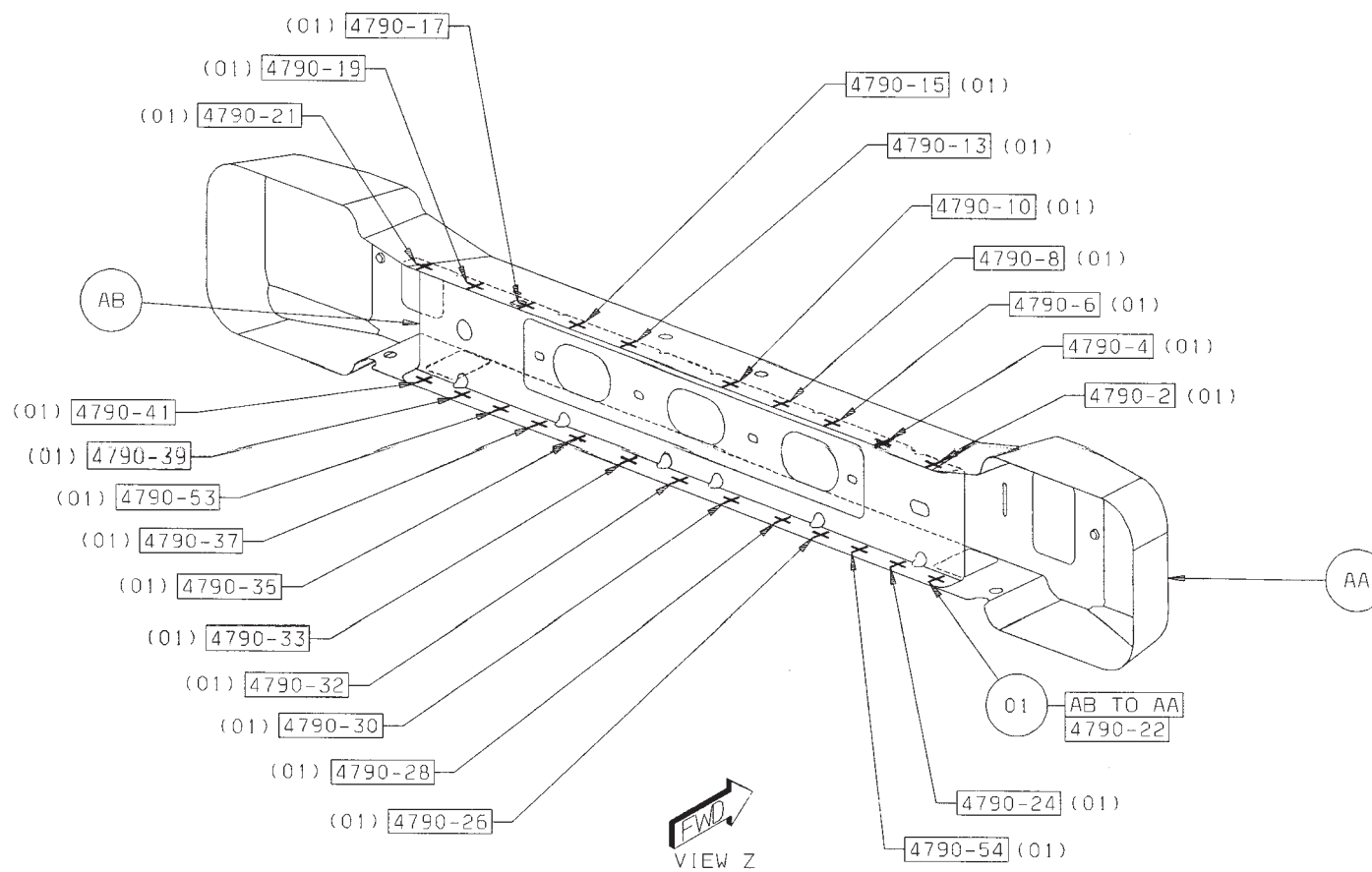
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WELD LAYOUT LOCATION GUIDE



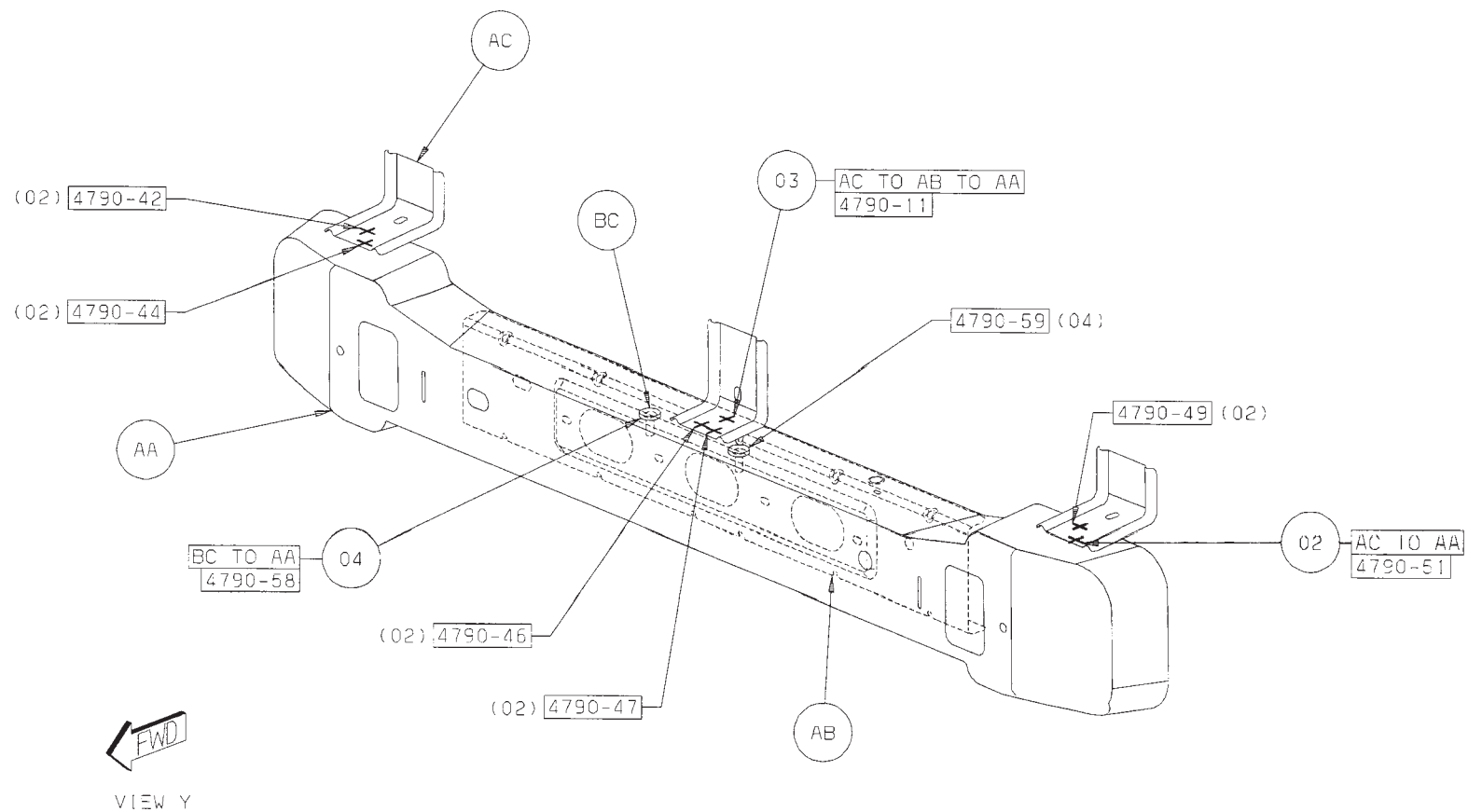
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01 AB TO AA 23 S/WELDS (ORD)



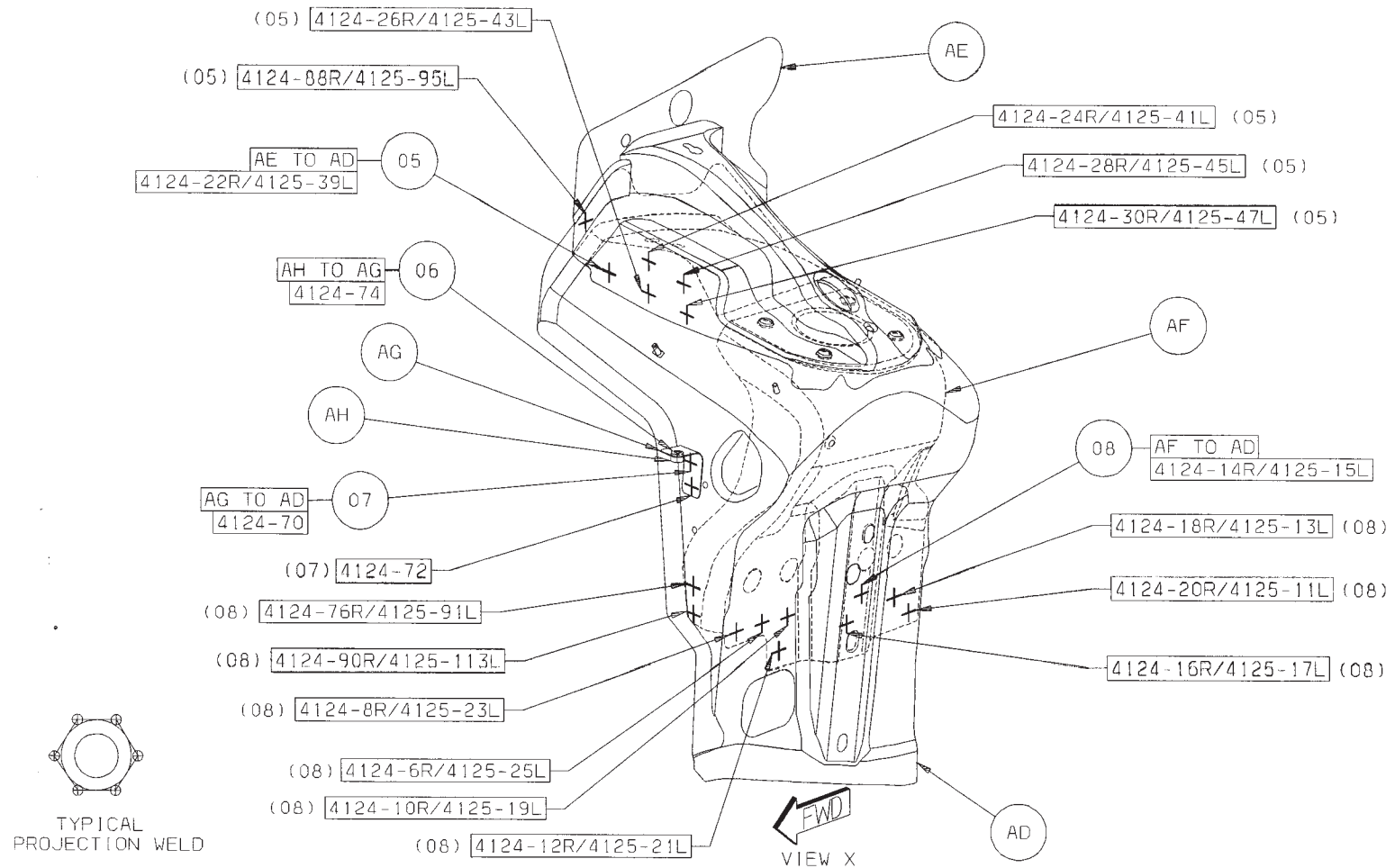
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- 02 AC TO AA 6 S/WELDS (ORD)
- 03 AC TO AB TO AA 1 S/WELDS (ORD)
- 04 BC TO AA 2 PROJECT WELDS



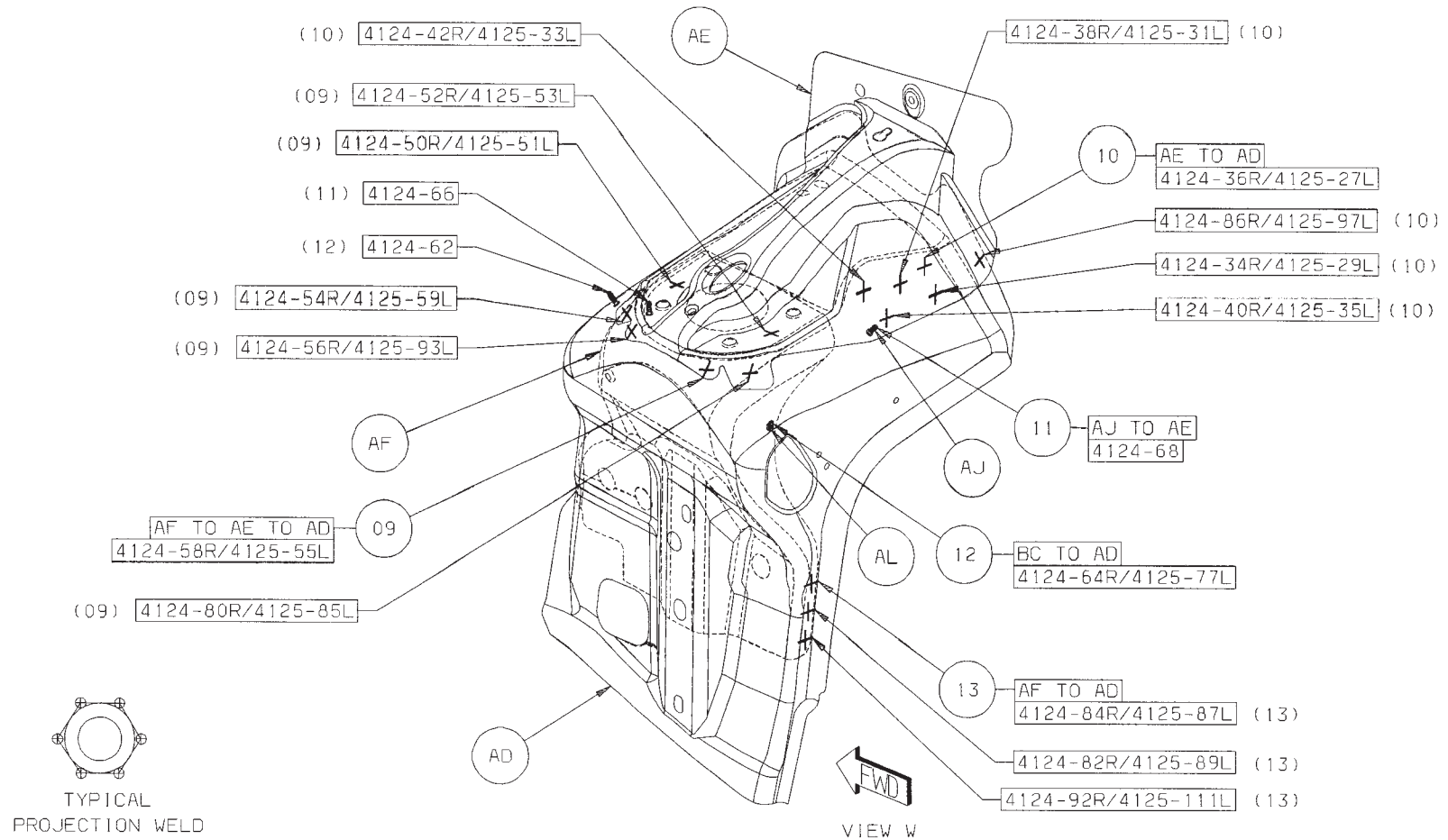
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- 05 AE TO AD 6/SD S/WELDS (ORD)
- 06 AH TO AG 1 PROJ WELD
- 07 AG TO AD 2 S/WELDS
- 08 AF TO AD 10 S/WELDS (ORD)



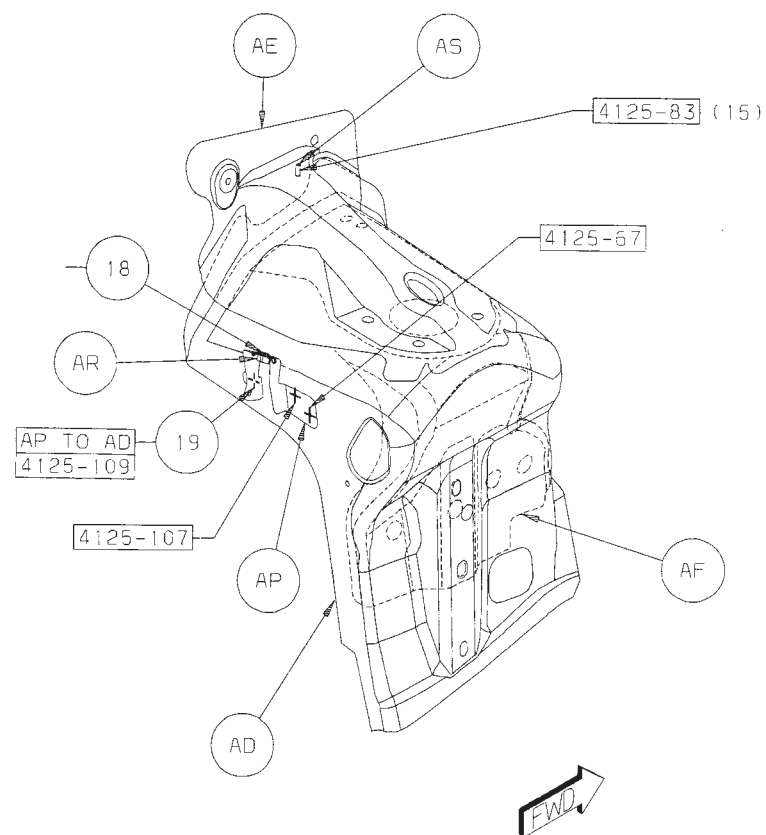
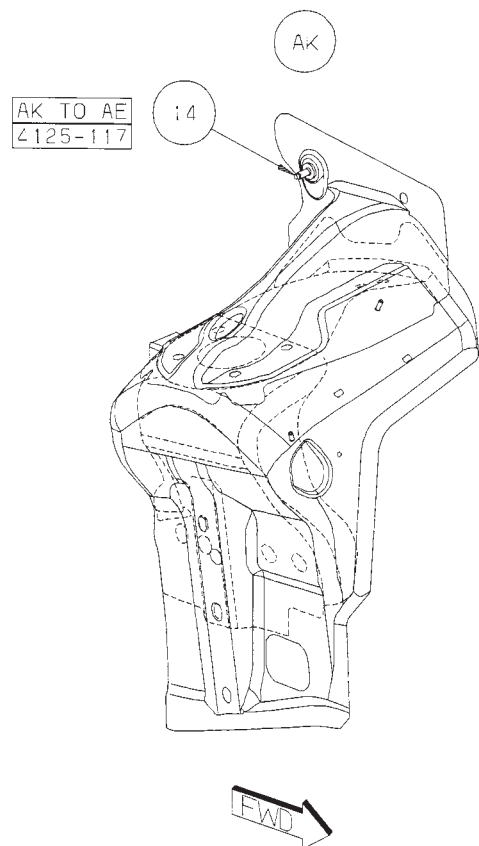
[Back to Index](#)

- 09 AF TO AE TO AD 6 S/WELDS (ORD)
- 10 AE TO AD 6 S/WELDS (ORD)
- 11 BC TO AE 2 PROJ WELDS
- 12 AJ TO AD 2 PROJ WELDS
- 13 AF TO AD 3/SD S/WELDS (ORD)



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- 14 AK TO AE 1 PROJ WELD
- 15 AL TO AE 3 PROJ WELDS
- 16 AL TO AF 2 PROJ WELDS
- 17 AL TO AD 1 PROJ WELD
- 18 AR TO AP 1 PROJ WELD
- 19 AP TO AD 3 S/WELDS (ORD)



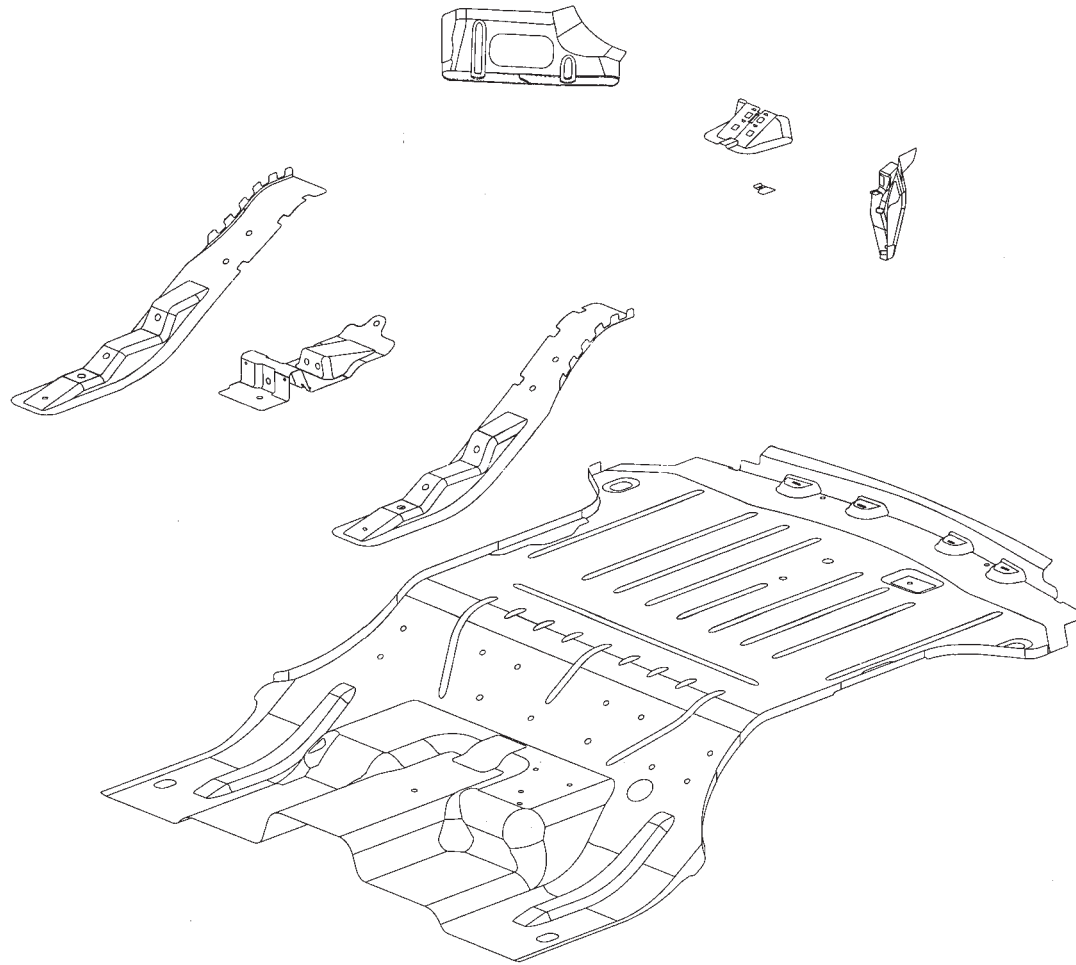
(LEFT SIDE SHOWN)

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- 26 AW TO AV 2 ARC WELDS
27 AY TO AX 2 ARC WELDS
28 AY TO AW 2 ARC WELDS
29 AZ TO AW 1 ARC WELDS
30 BB TO BA 1 PROJ WELD



COMMANDER REAR FLOOR SECTION



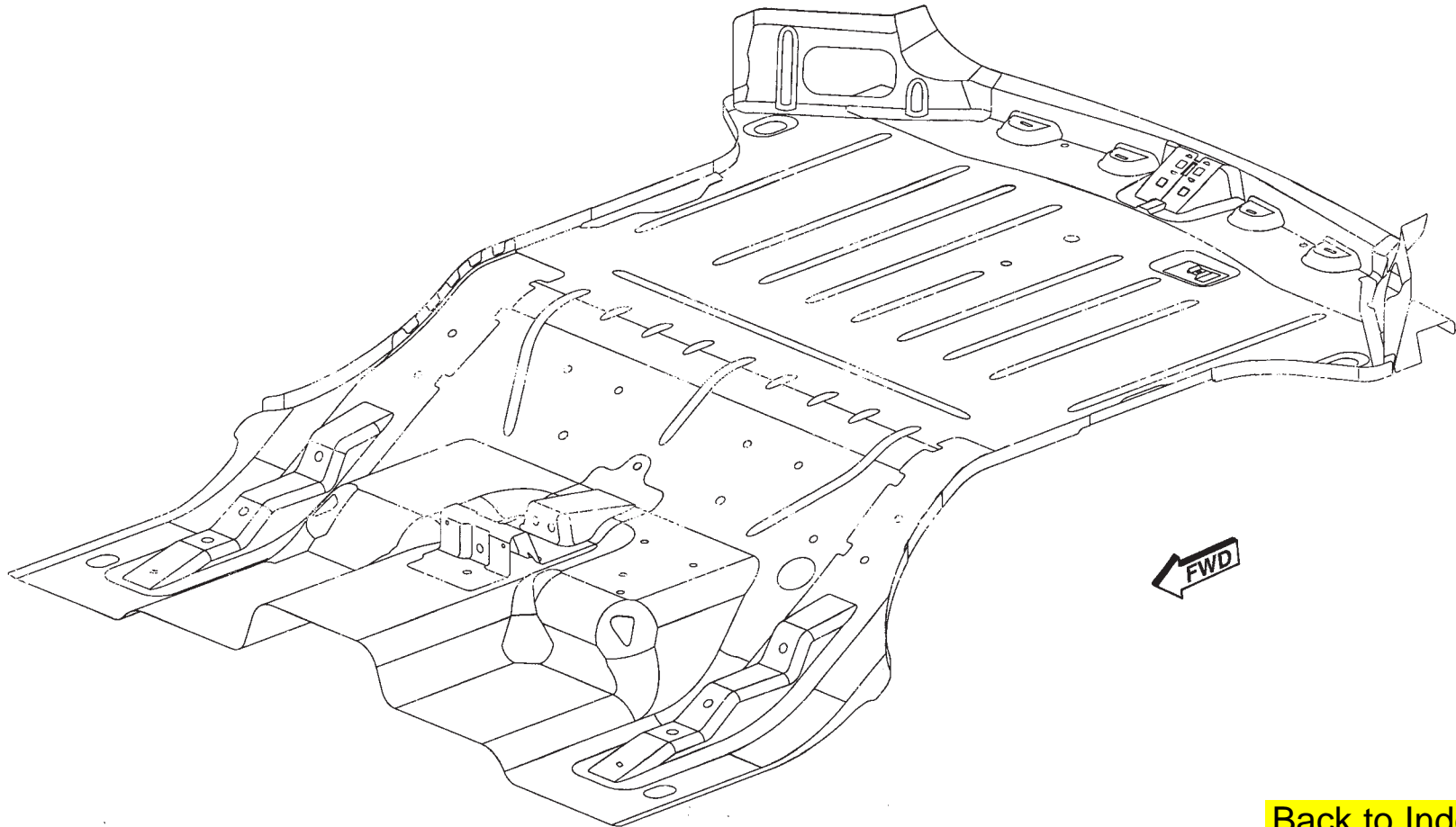
AA PAN - FLOOR RR -
 AB 55394832AB - REINF LIFTGATE STRIKER
 AC PLATE - 3RD ROW SEAT TUB FRT -
 AD 55396817AA - BRACKET - HOLD DOWN
 AE REINF - FLOOR COMPRESSION PLATE RT -
 AE REINF - FLOOR COMPRESSION PLATE LT -

AF SPECIALITY - HEADER.PT.LOCK.FEAT.SPECIAL -
 ELECTRICAL GROUND
 AG STUD.WELD/EXTERNAL -
 AH NUT/WELD.RD - ROUND - SEAT ATTACH
 AJ REINF - PARKING BRAKE

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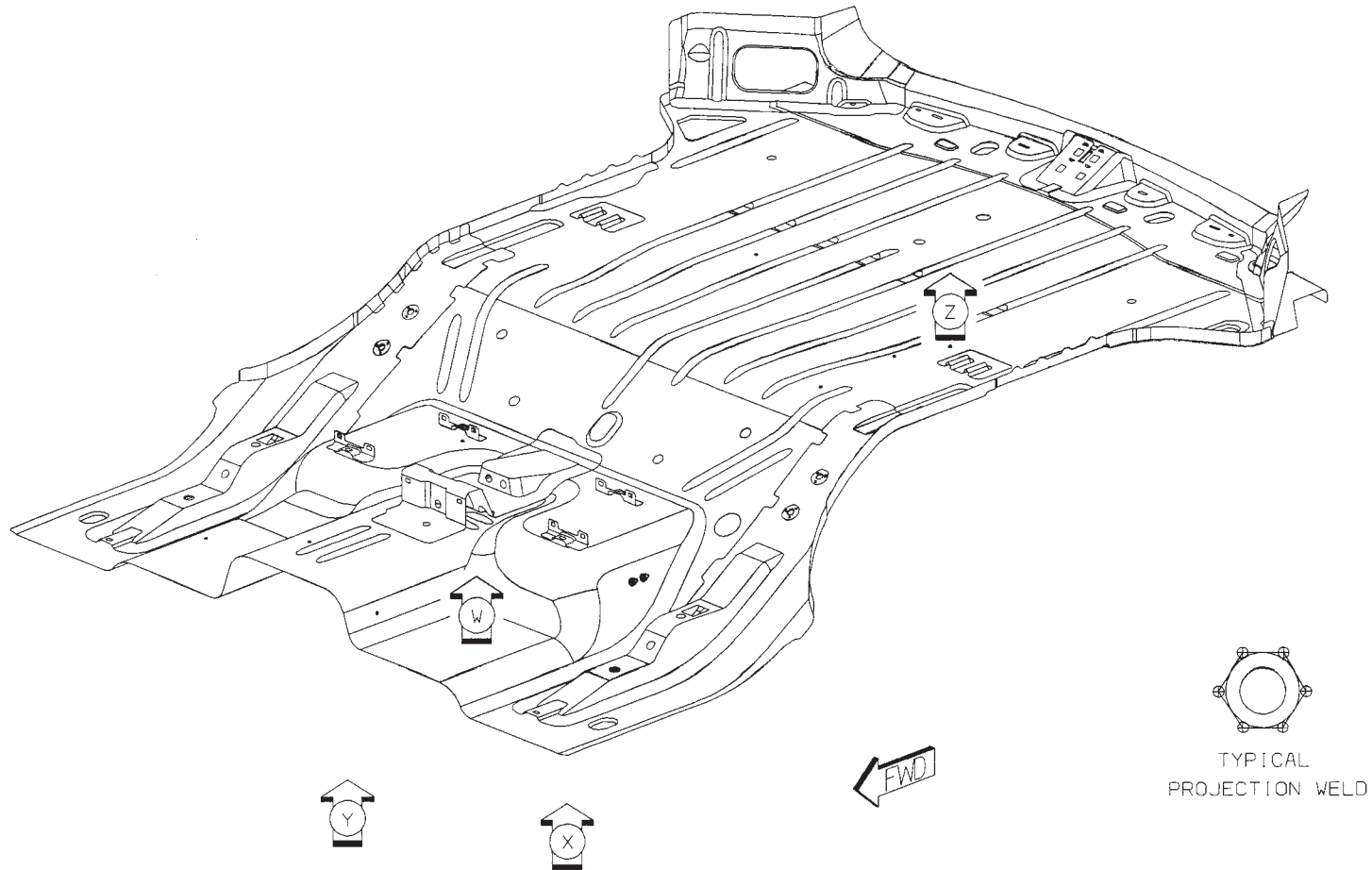
PARTS IDENTIFICATION LEGEND, OVERVIEW 4

- | | | | |
|----|--------------------------------------|----|--|
| AA | PAN - FLOOR RR - | AF | SPECIALITY - HEADER.PT.LOCK.FEAT.SPECIAL - |
| AB | 55394832AB - REINF LIFTGATE STRIKER | | ELECTRICAL GROUND |
| AC | PLATE - 3RD ROW SEAT TUB FRT - | AG | STUD.WELD/EXTERNAL - |
| AD | 55396817AA - BRACKET - HOLD DOWN | AH | NUT/WELD.RD - ROUND - SEAT ATTACH |
| AE | REINF - FLOOR COMPRESSION PLATE RT - | AJ | REINF - PARKING BRAKE |
| AE | REINF - FLOOR COMPRESSION PLATE LT - | | |



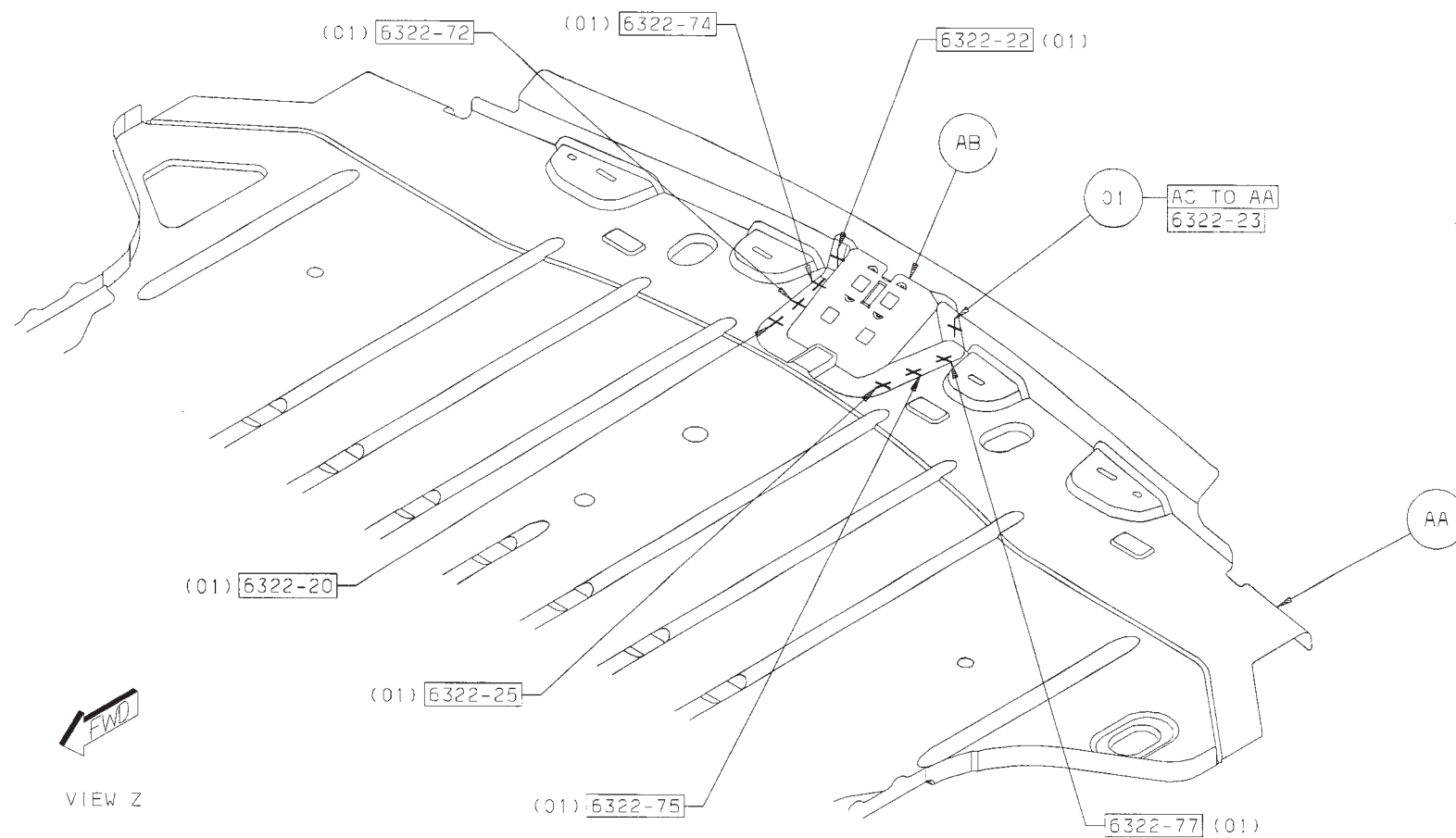
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WELD LAYOUT LOCATION GUIDE



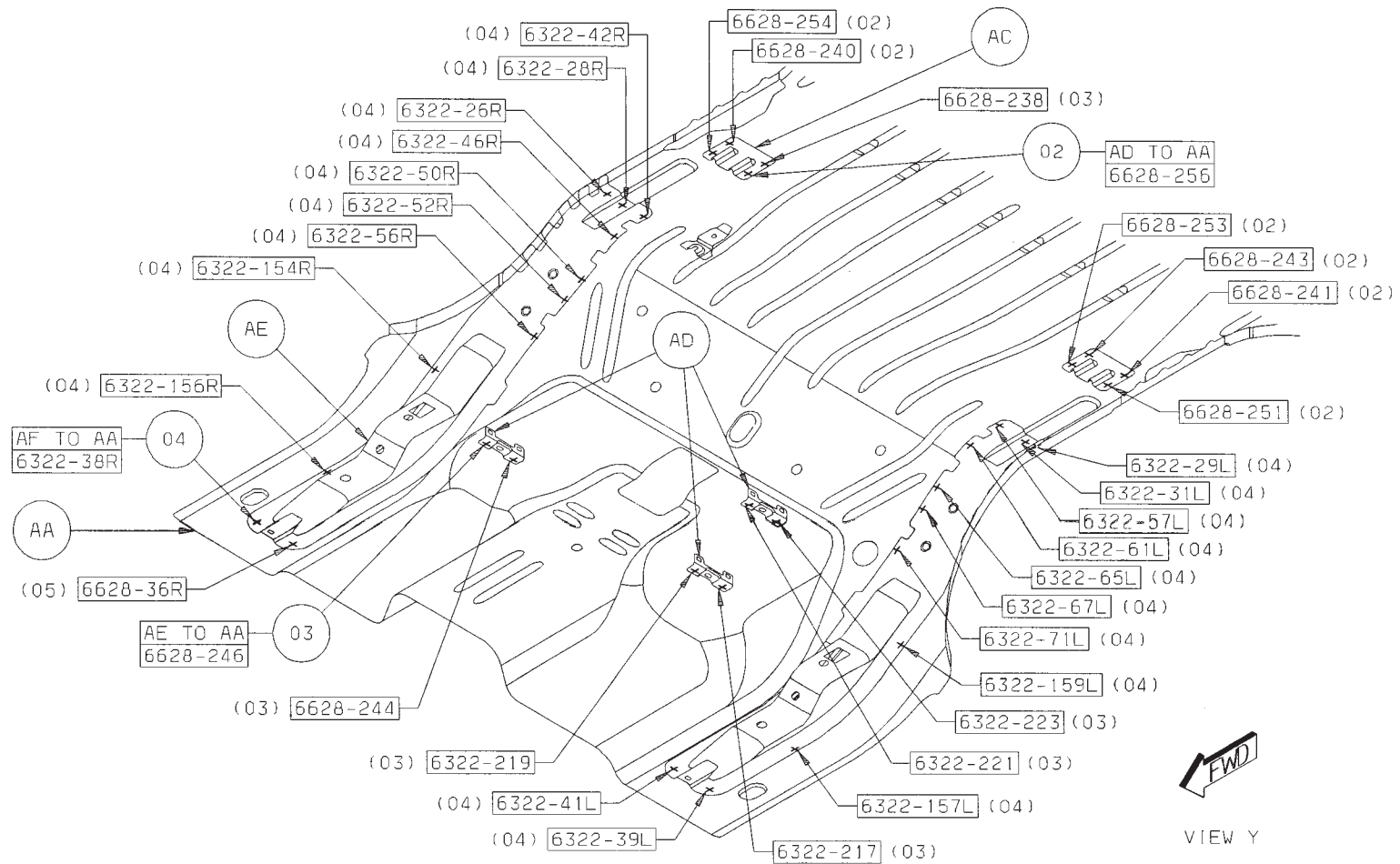
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01 AC TO AA 8 SWELDS (ORD)



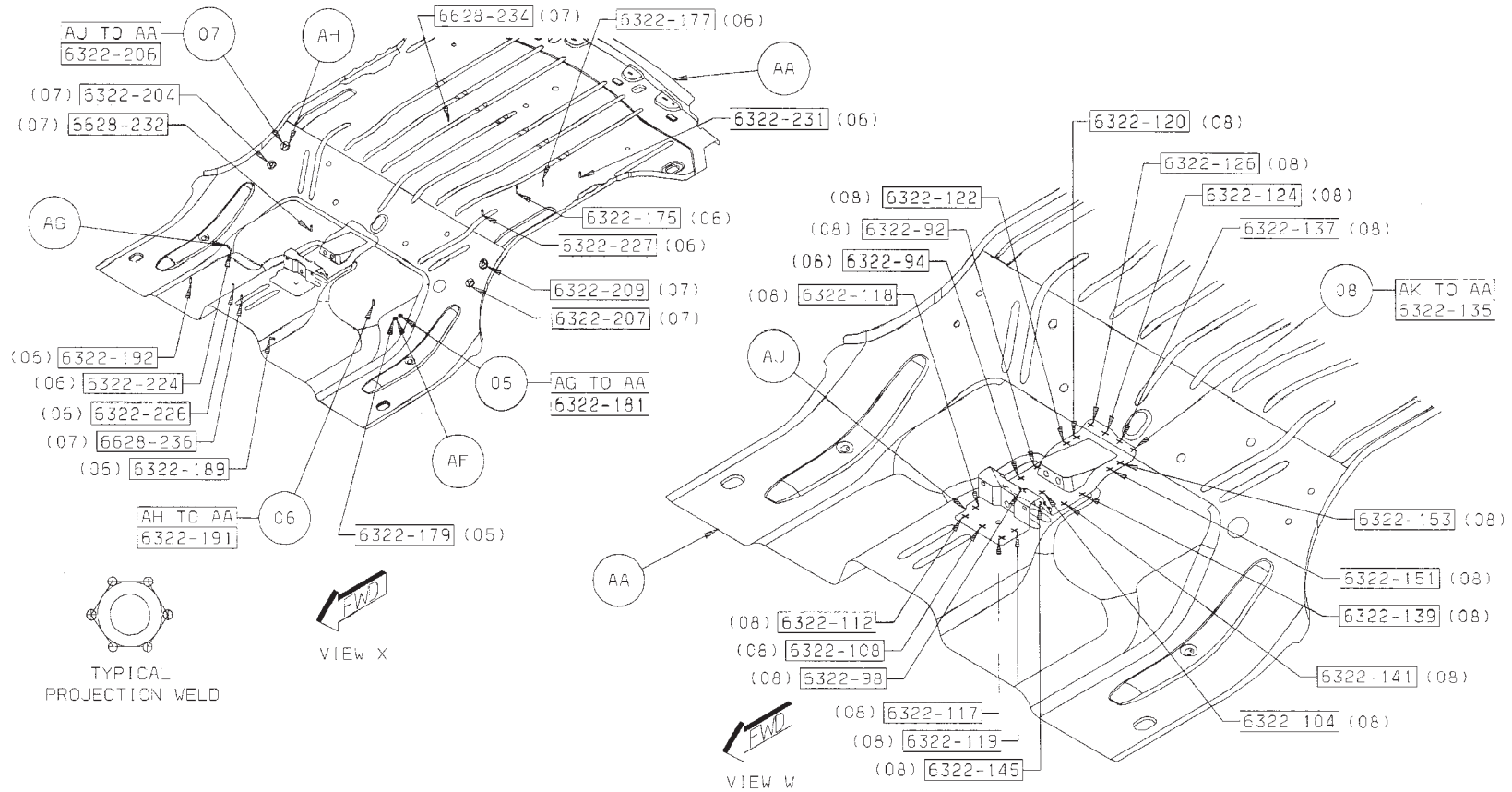
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- 02 AD TO AA 8 S/WELDS (ORD)
- 03 AE TO AA 8 S/WELDS (ORD)
- 04 AF TO AA 11/SD S/WELDS (ORD)



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- 05 AG TO AA 2 PROJ WELDS (ORD)
- 06 AH TO AA 12 PROJ WELDS (ORD)
- 07 AJ TO AA 4 PROJ WELDS (ORD)
- 08 AK TO AA 20 S/WELDS (ORD)



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Superb Technology

"They helped us reduce our cycle time by

30%

...And I thought, 'Wow, they don't want to just sell me paint.'"

—Brad Shelton, Shop Owner—Shelton Collision, Derby, Kansas

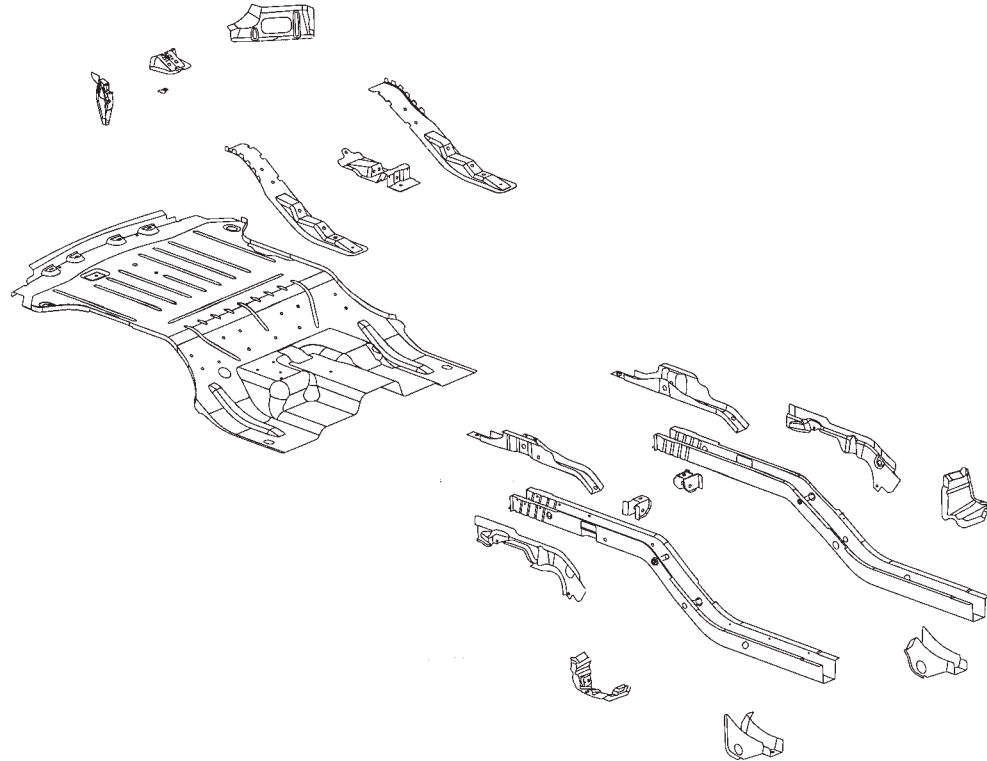
Constantly searching for ways to do things better and faster without sacrificing quality is what sets Sikkens and Akzo Nobel apart. From the formulation of the paint to breakthrough management methods, you can see Sikkens technology at work in many of today's successful bodyshops.

But don't take our word for it. Our customers say it best. Find out about the results that can be gained when Sikkens is used. Go to www.akzonobelcarrefinishes.net, or call 1-800-2Sikkens and request your FREE copy of the Sikkens Success Story, or schedule a visit from an Akzo Nobel representative.



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COMMANDER REAR FLOOR AND LADDER SECTION



AA PAN - FLOOR RR -
 AB REINF - FLOOR COMPRESSION PLATE RT -
 AB REINF - FLOOR COMPRESSION PLATE LT -
 AC RAIL - RR RT-
 AC RAIL - RR LT-
 AD TORQUE BOX - RR RT -
 AD TORQUE BOX - RR LT -
 AE CROSSMEMBER - MID FLOOR -
 AF BRACKET - CONTROL ARM MOUNTING RR UPR RT -
 AF BRACKET - CONTROL ARM MOUNTING RR UPR LT -
 AG REINF - RR RAIL OUTBOARD RT -

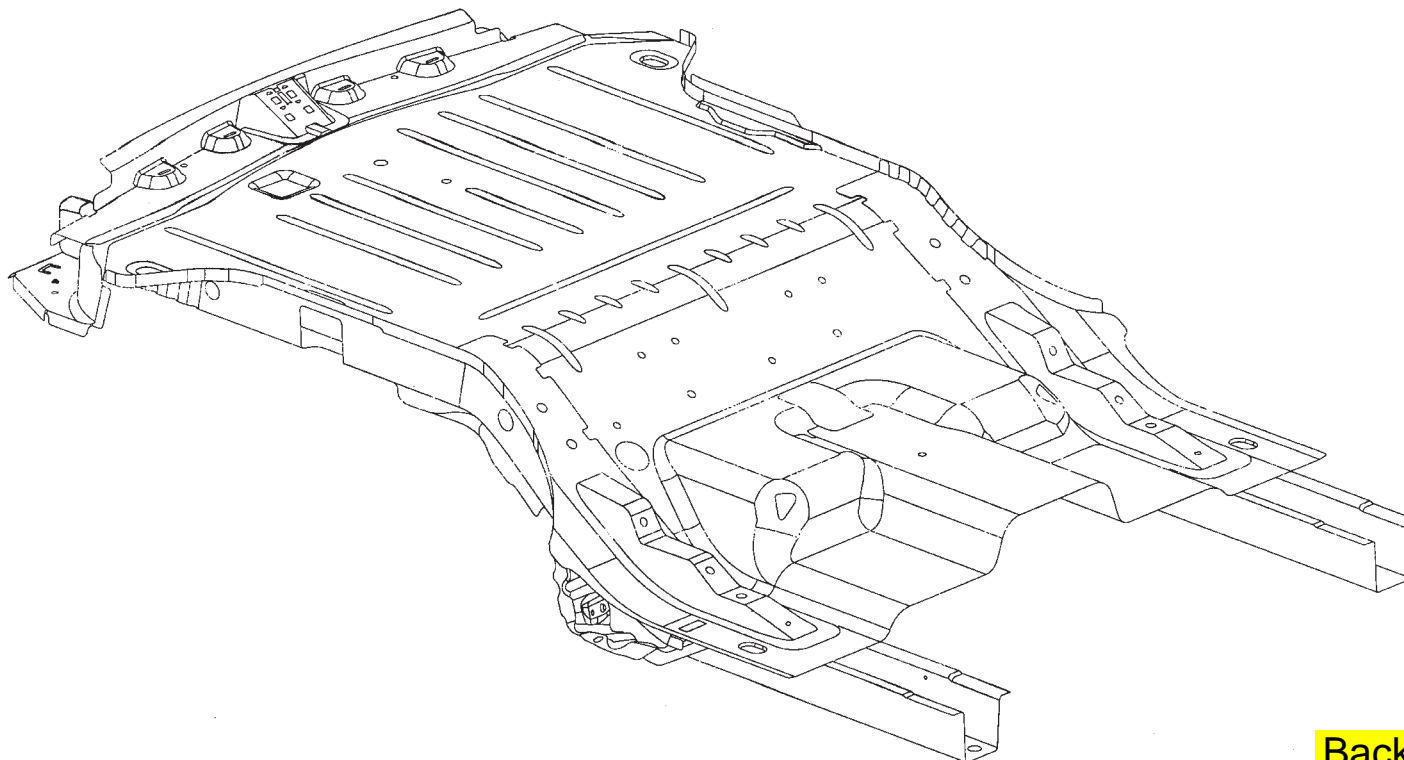
AG REINF - RR RAIL OUTBOARD LT -
 AH BULKHEAD ASSY - LT -
 AH SLEEVE - SWAY ELIMINATOR TO RAIL -
 AJ REINF - RR SHOCK INR RT -
 AJ REINF - RR SHOCK INR LT -
 AK REINF - COMPRESSION PLATE CTR -
 AL PLATE - 3RD ROW SEAT TUB FRT -
 AN CROSSMEMBER - SPARE TIRE -
 AP CROSSMEMBER - RR INR -
 AR BULKHEAD - RT -
 AR BULKHEAD - LT -

AS 55394832AB - REINF - LIFTGATE STRIKER
 AT REINF - TAPPING PLATE - WINCH ASSY
 ATTACH
 AU NUT/WELD.HEX - NO.FIN.THICK -
 TRAILER TOW ATTACH
 AV STUD.WELD/EXTERNAL - SPECIAL -
 AW REINF - PARKING BRAKE -
 AX 55394440/1AD - GUSSET - D-PILAR LWR
 TO FLOOR RT/LT

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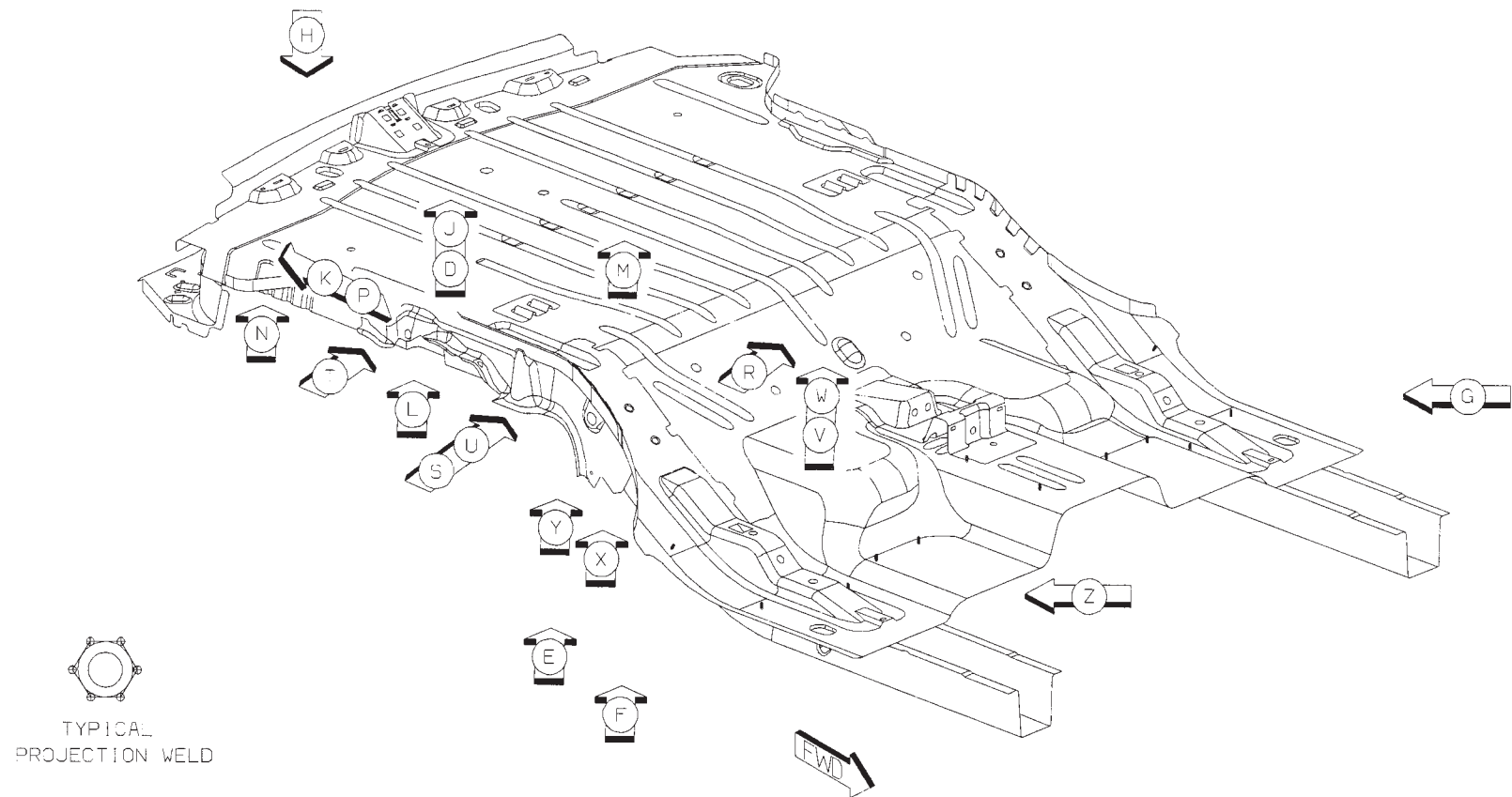
PARTS IDENTIFICATION LEGEND, OVERVIEW 5

AA PAN - FLOOR RR -	AG REINF - RR RAIL OUTBOARD LT -	AS 55394832AB - REINF - LIFTGATE STRIKER
AB REINF - FLOOR COMPRESSION PLATE RT -	AH BULKHEAD ASSY - LT -	AT REINF - TAPPING PLATE - WINCH ASSY ATTACH
AB REINF - FLOOR COMPRESSION PLATE LT -	AH SLEEVE - SWAY ELIMINATOR TO RAIL -	AU NUT/WELD.HEX - NO.FIN.THICK - TRAILER TOW ATTACH
AC RAIL - RR RT-	AJ REINF - RR SHOCK INR RT -	AV STUD.WELD/EXTERNAL - SPECIAL -
AC RAIL - RR LT-	AJ REINF - RR SHOCK INR LT -	AW REINF - PARKING BRAKE -
AD TORQUE BOX - RR RT -	AK REINF - COMPRESSION PLATE CTR -	AX 55394440/1AD - GUSSET - D-PILAR LWR TO FLOOR RT/LT
AD TORQUE BOX - RR LT -	AL PLATE - 3RD ROW SEAT TUB FRT -	
AE CROSSMEMBER - MID FLOOR -	AN CROSSMEMBER - SPARE TIRE -	
AF BRACKET - CONTROL ARM MOUNTING RR UPR RT -	AP CROSSMEMBER - RR INR -	
AF BRACKET - CONTROL ARM MOUNTING RR UPR LT -	AR BULKHEAD - RT -	
AG REINF - RR RAIL OUTBOARD RT -	AR BULKHEAD - LT -	



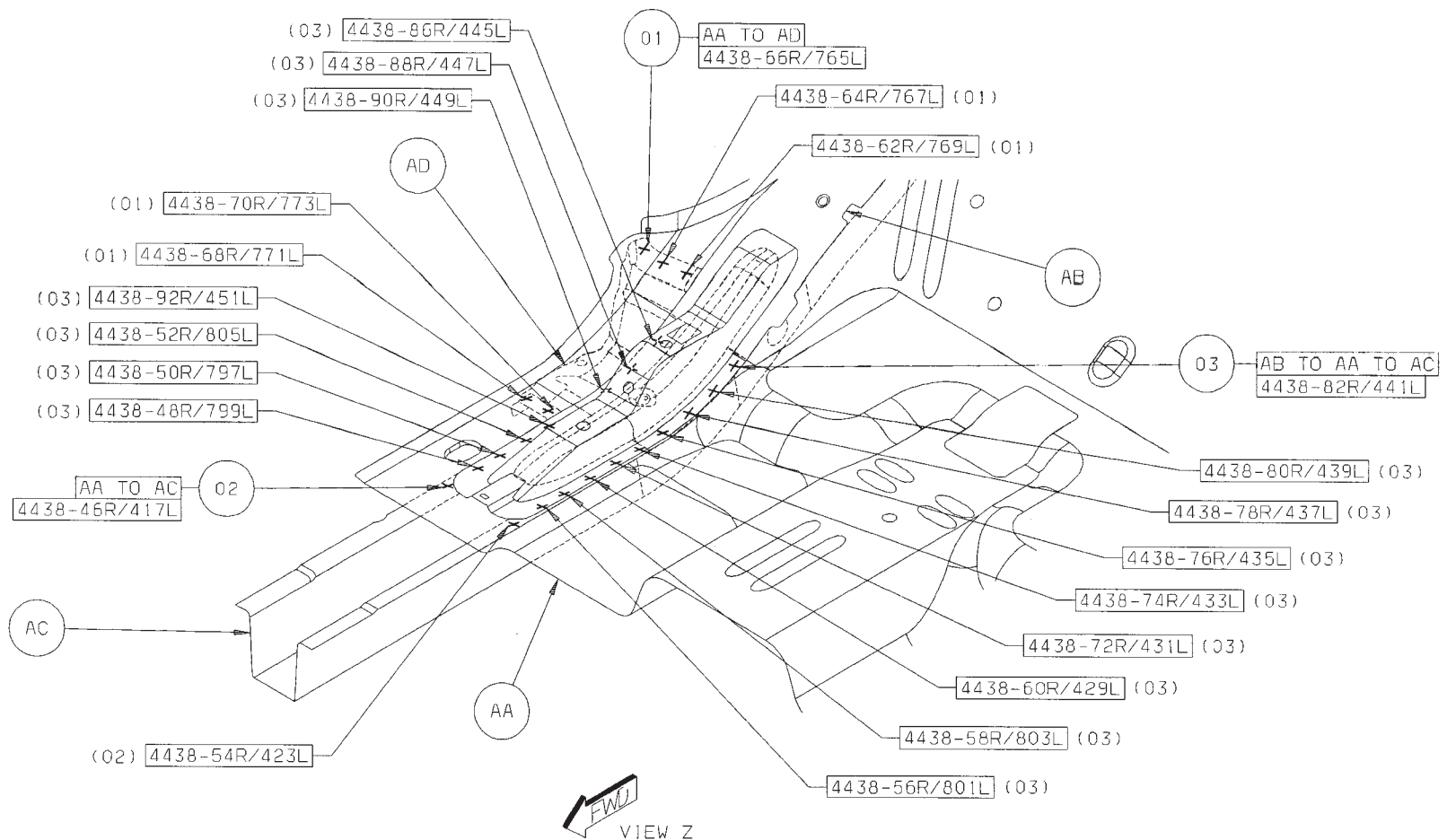
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WELD LAYOUT LOCATION GUIDE



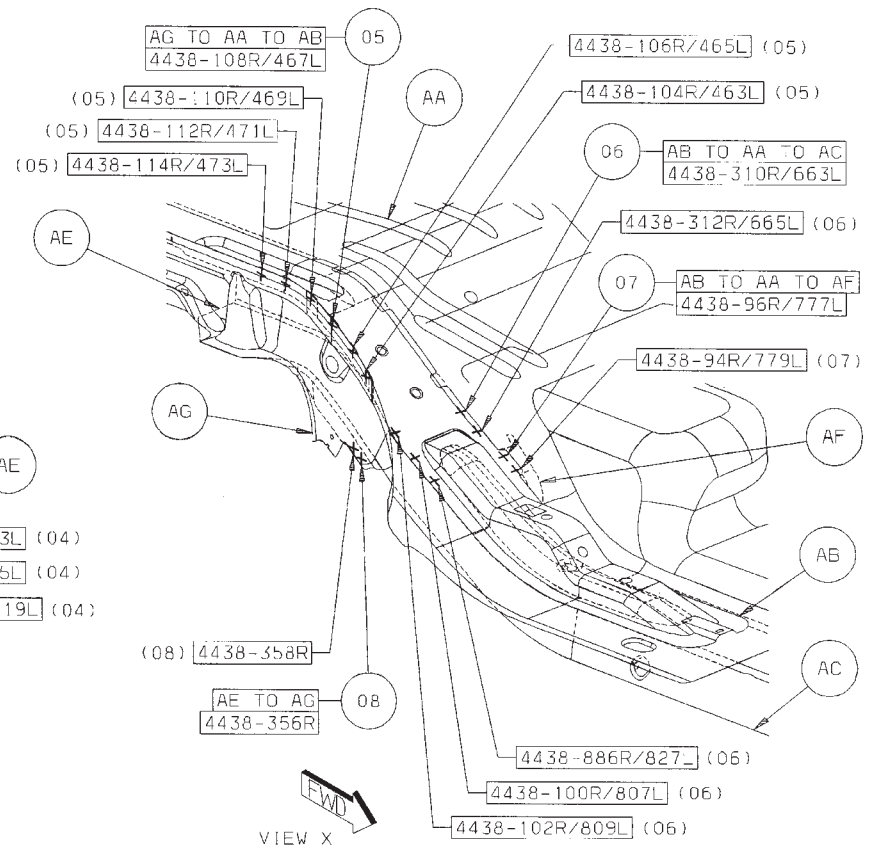
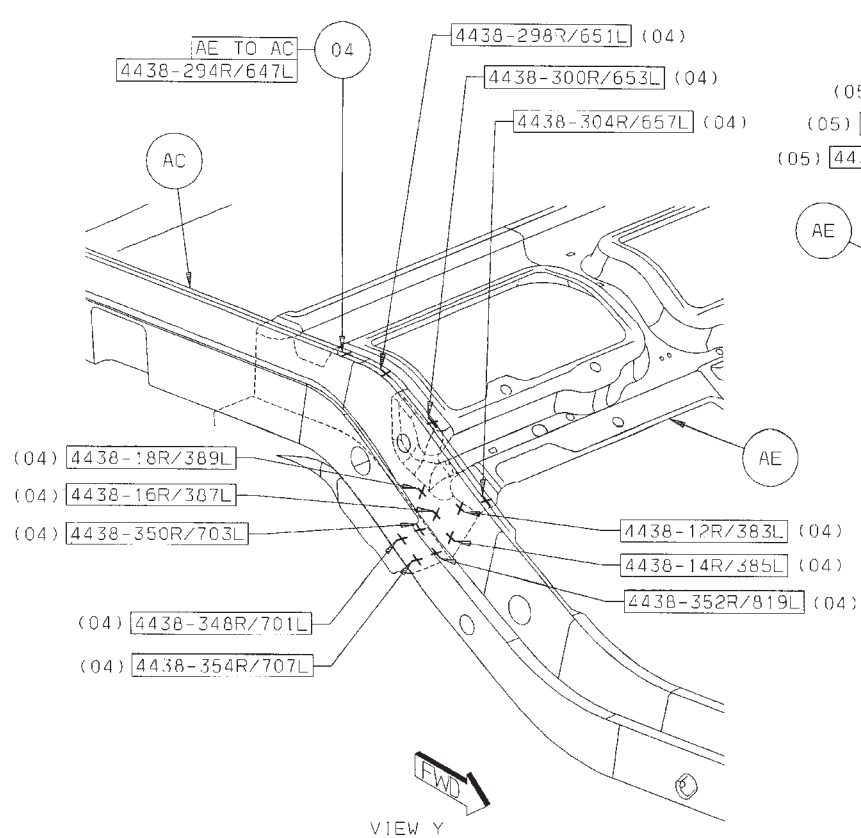
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- 01 AA TO AD 5/SD S/WELDS (ORD)
- 02 AA TO AC 2/SD S/WELDS (ORD)
- 03 AB TO AA TO AC 16/SD S/WELDS (ORD)



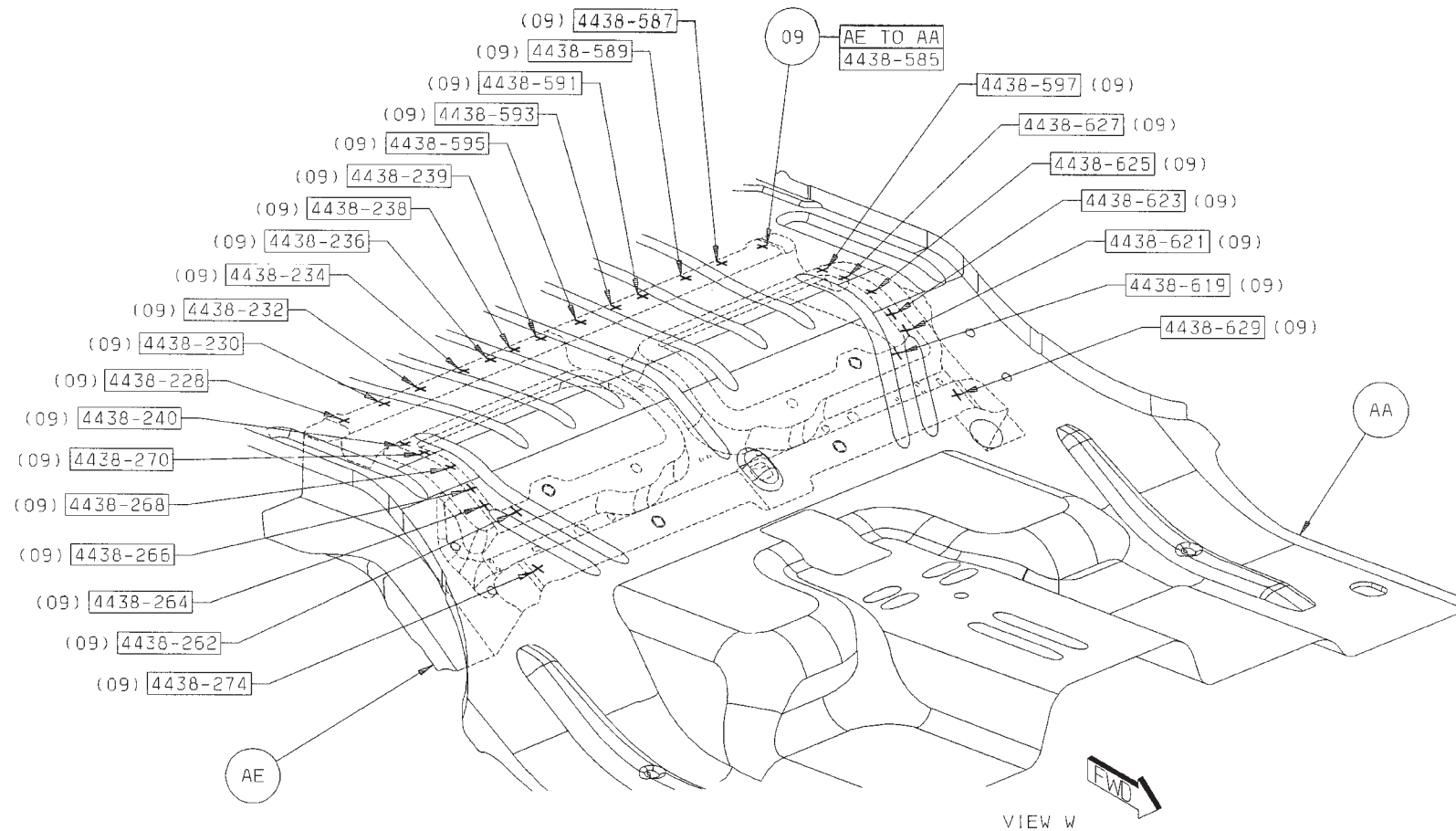
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- 04 AE TO AC 12/SD S/WELDS (ORD)
- 05 AG TO AA TO AB 6/SD S/WELDS (ORD)
- 06 AB TO AA TO AC 5/SD S/WELDS (ORD)
- 07 AB TO AA TO AF 2/SD S/WELDS (ORD)
- 08 AE TO AG 2R S/WELDS (ORD)



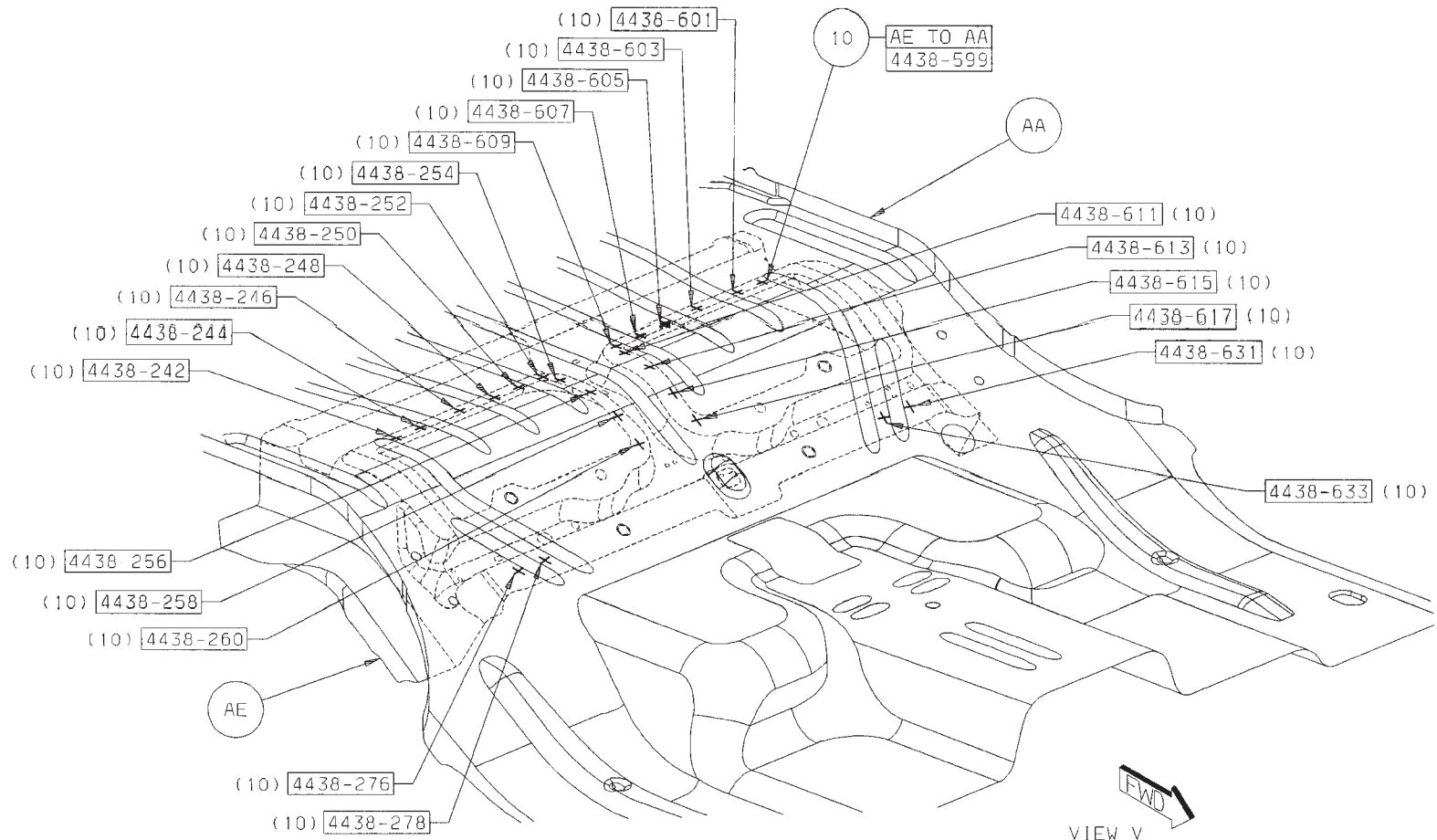
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09 AE TO AA 27 S/WELDS (ORD)



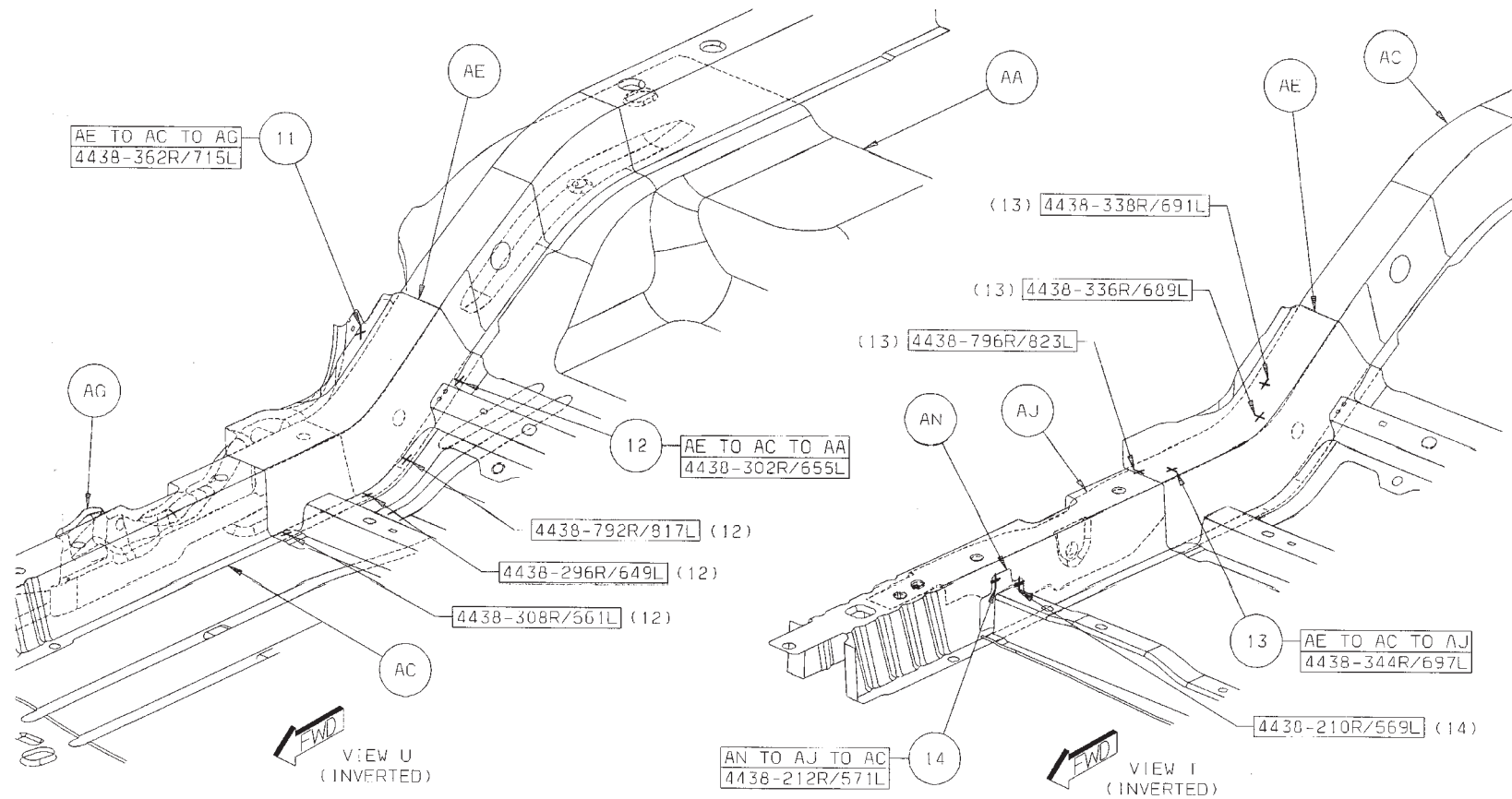
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10 AE TO AA 24 S/WELDS (ORD)



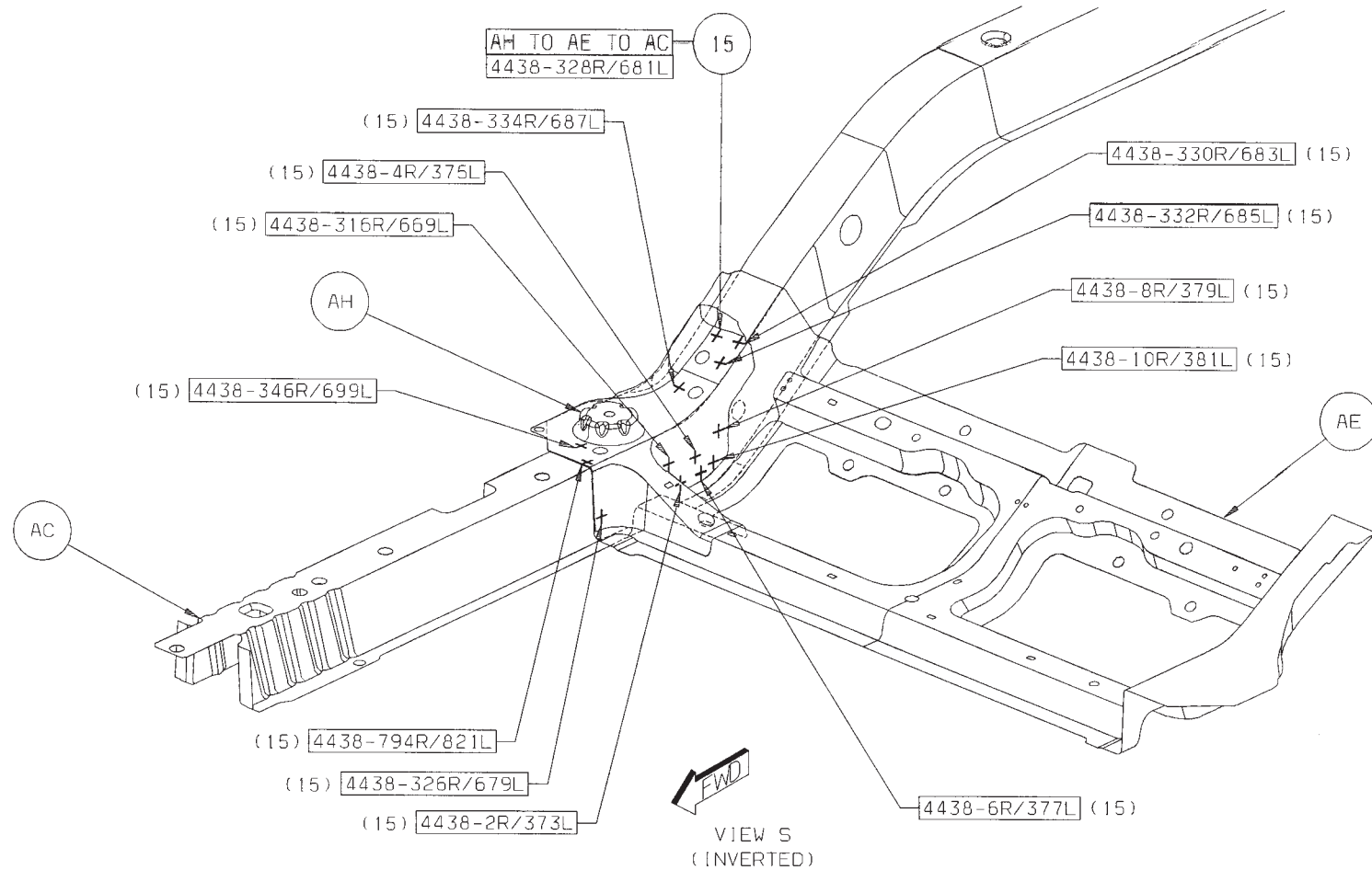
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- 11 AE TO AC TO AG 1/SD S/WELDS (ORD)
- 12 AE TO AC TO AA 4/SD S/WELDS (ORD)
- 13 AE TO AC TO AJ 4/SD S/WELDS (ORD)
- 14 AN TO AJ TO AC 2/SD S/WELDS (ORD)



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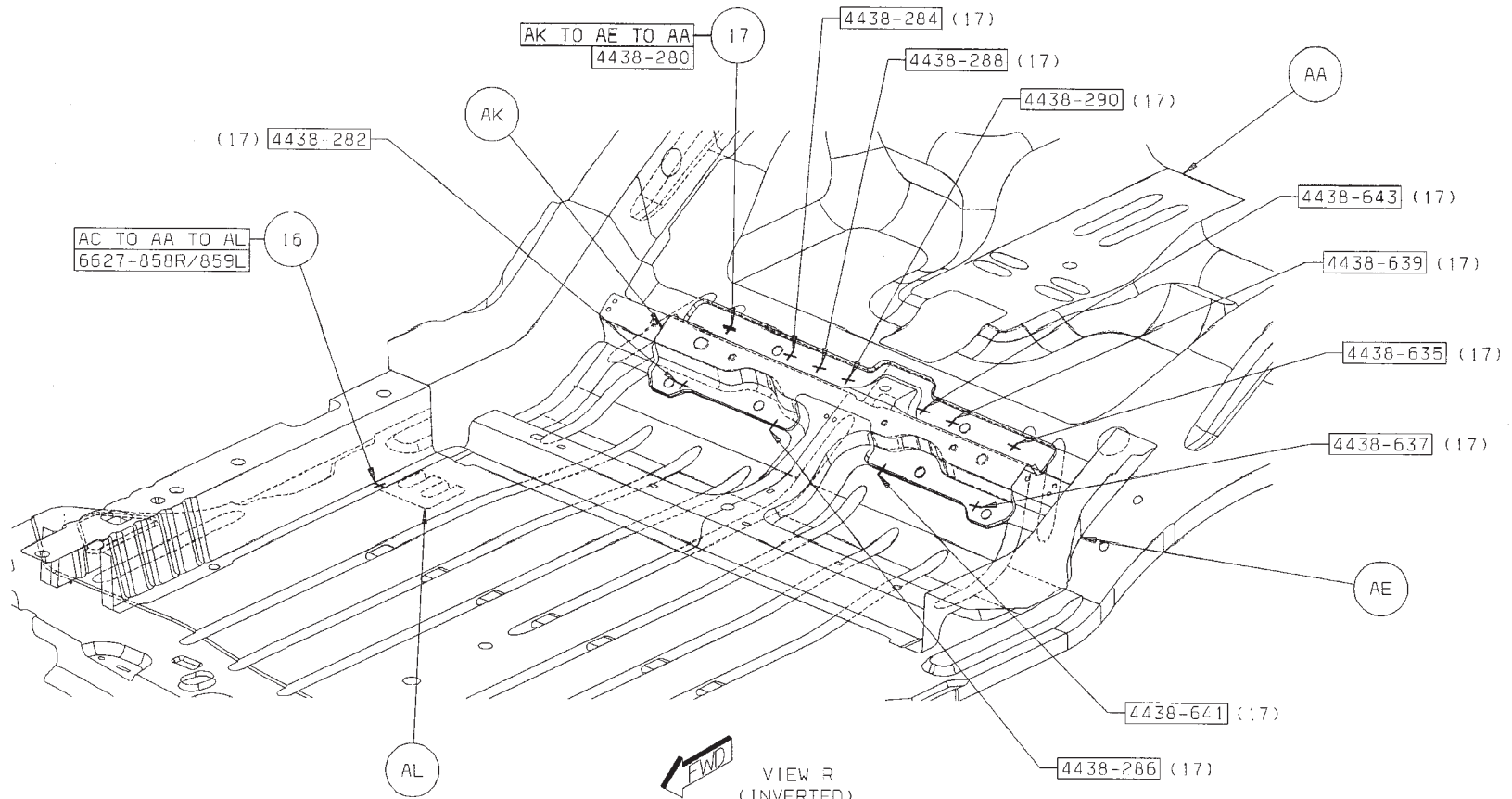
15 AH TO AE TO AC 13/SD S/WELDS (ORD)



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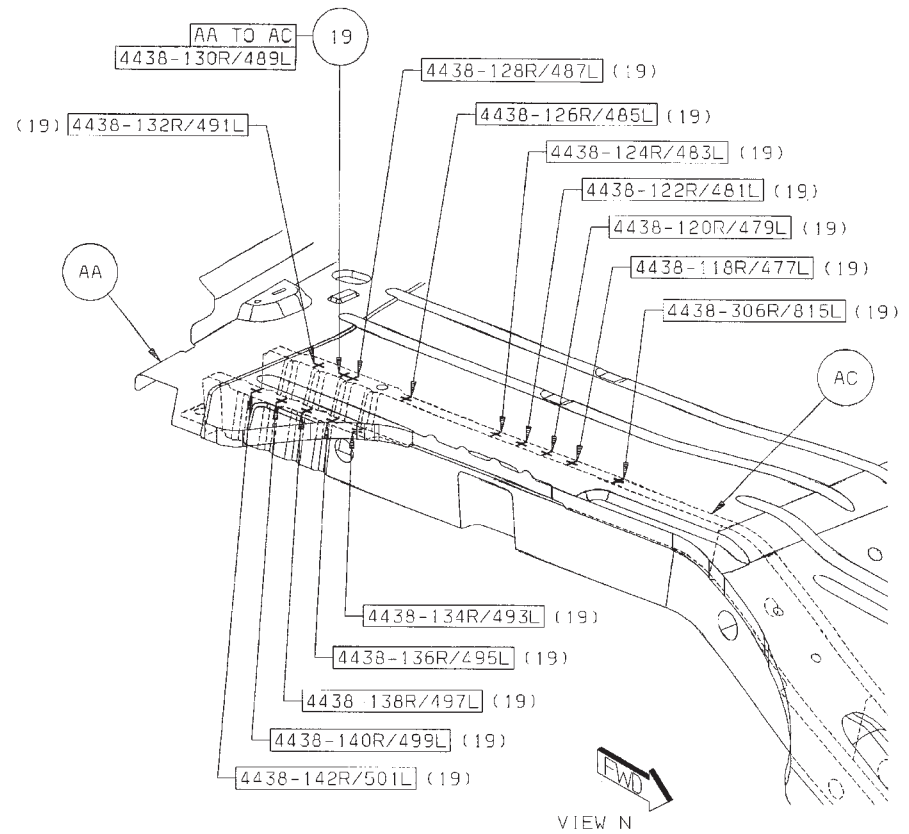
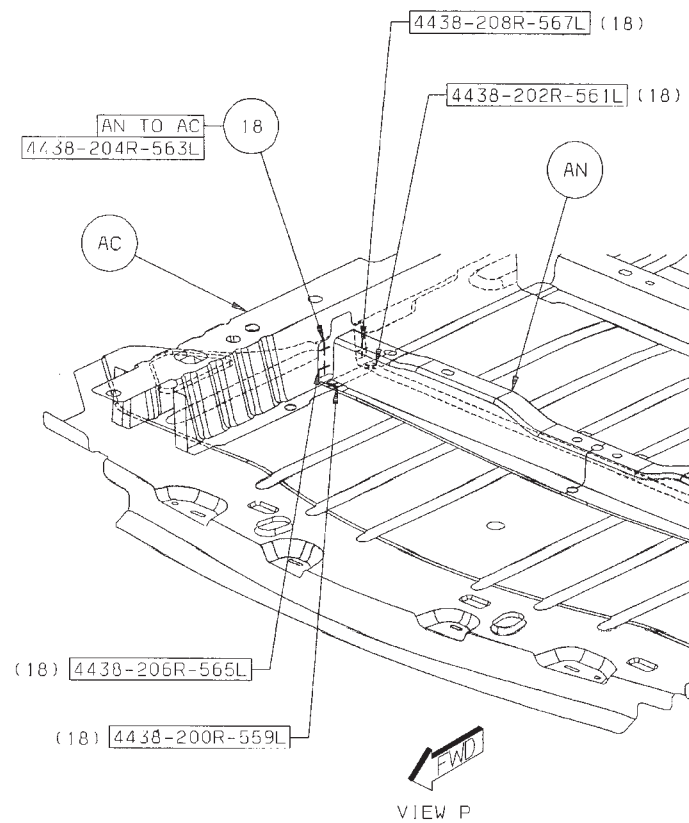
16 AC TO AA TO AL 1/SD S/WELDS (ORD)

17 AK TO AE TO AA 11 S/WELDS (ORD)



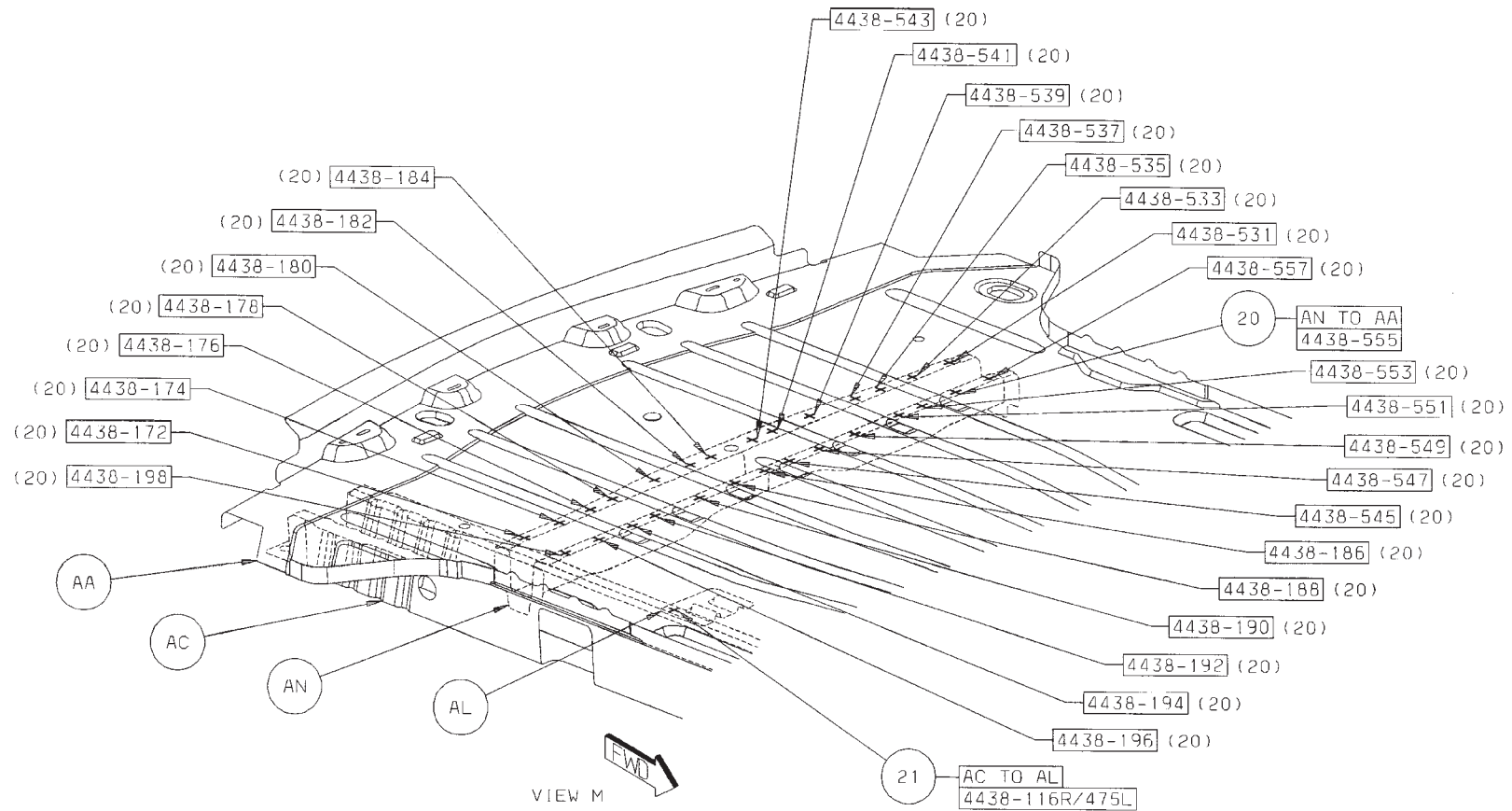
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- 18 AN TO AC 5/SD S/WELDS (ORD)
 19 AA TO AC 14/SD S/WELDS (ORD)



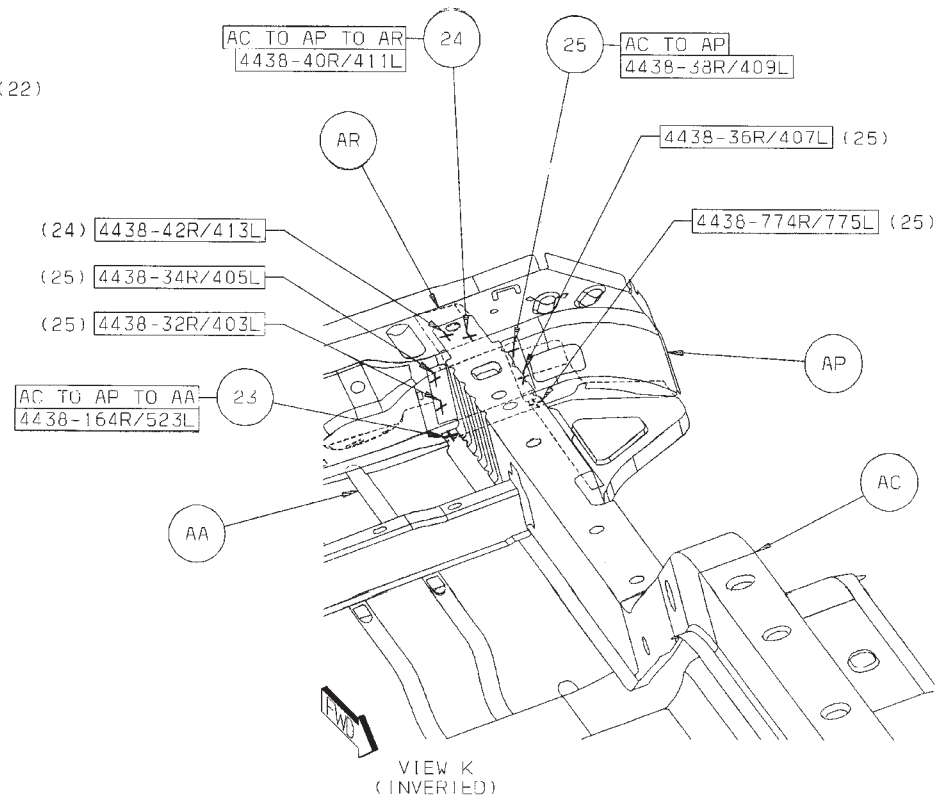
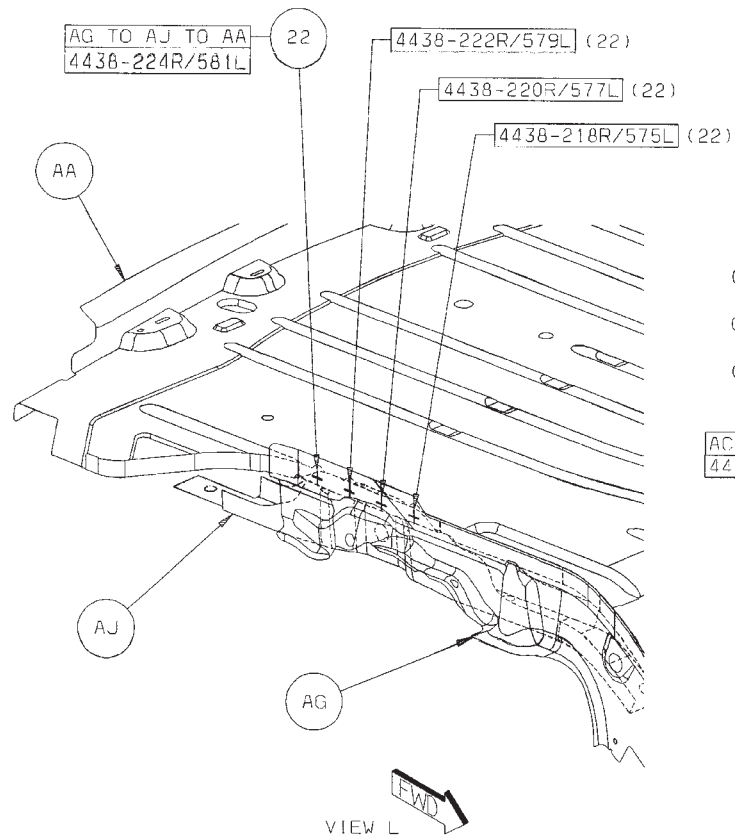
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- 20 AN TO AA 28 S/WELDS (ORD)
 21 AC TO AL 1/SD S/WELDS (ORD)



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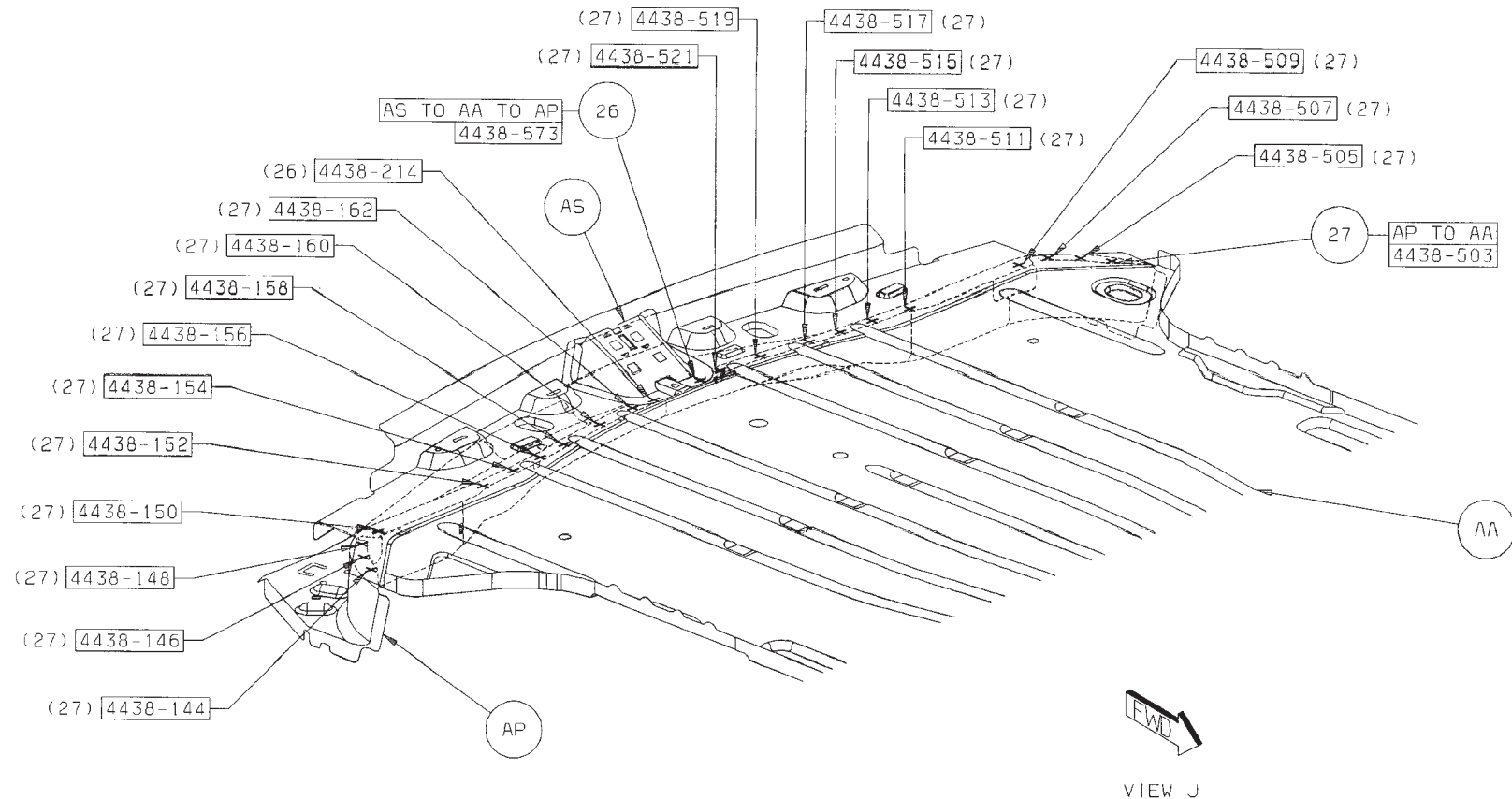
- 22 AG TO AJ TO AA 4/SD S/WELDS (ORD)
- 23 AC TO AP TO AA 1/SD S/WELDS (ORD)
- 24 AC TO AP T AR 2/SD S/WELDS (ORD)
- 25 AC TO AP 5/SD S/WELDS (ORD)



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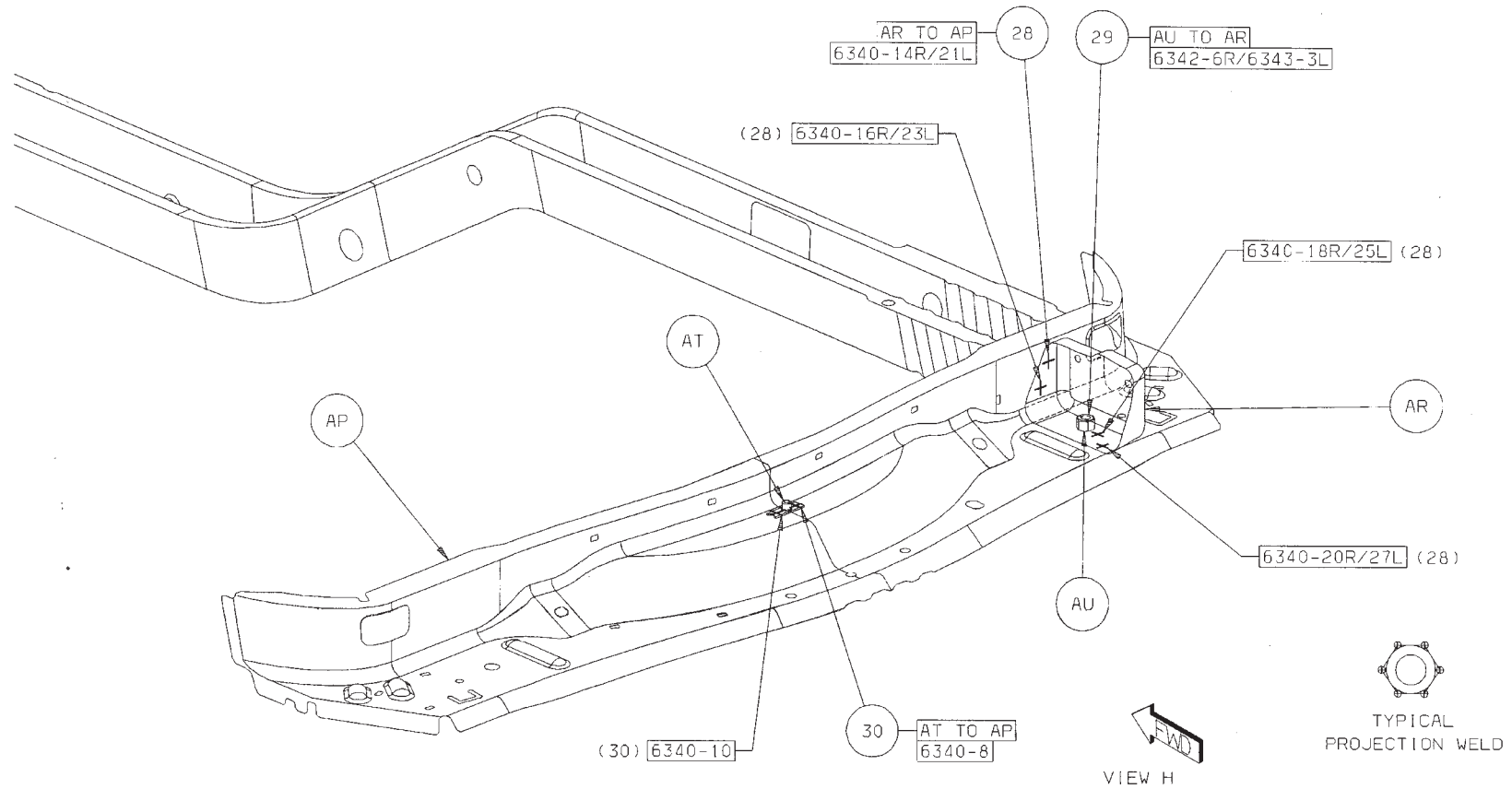
26 AS TO AA TO AP 2 S/WELDS (ORD)

27 AP TO AA 20 S/WELDS (ORD)



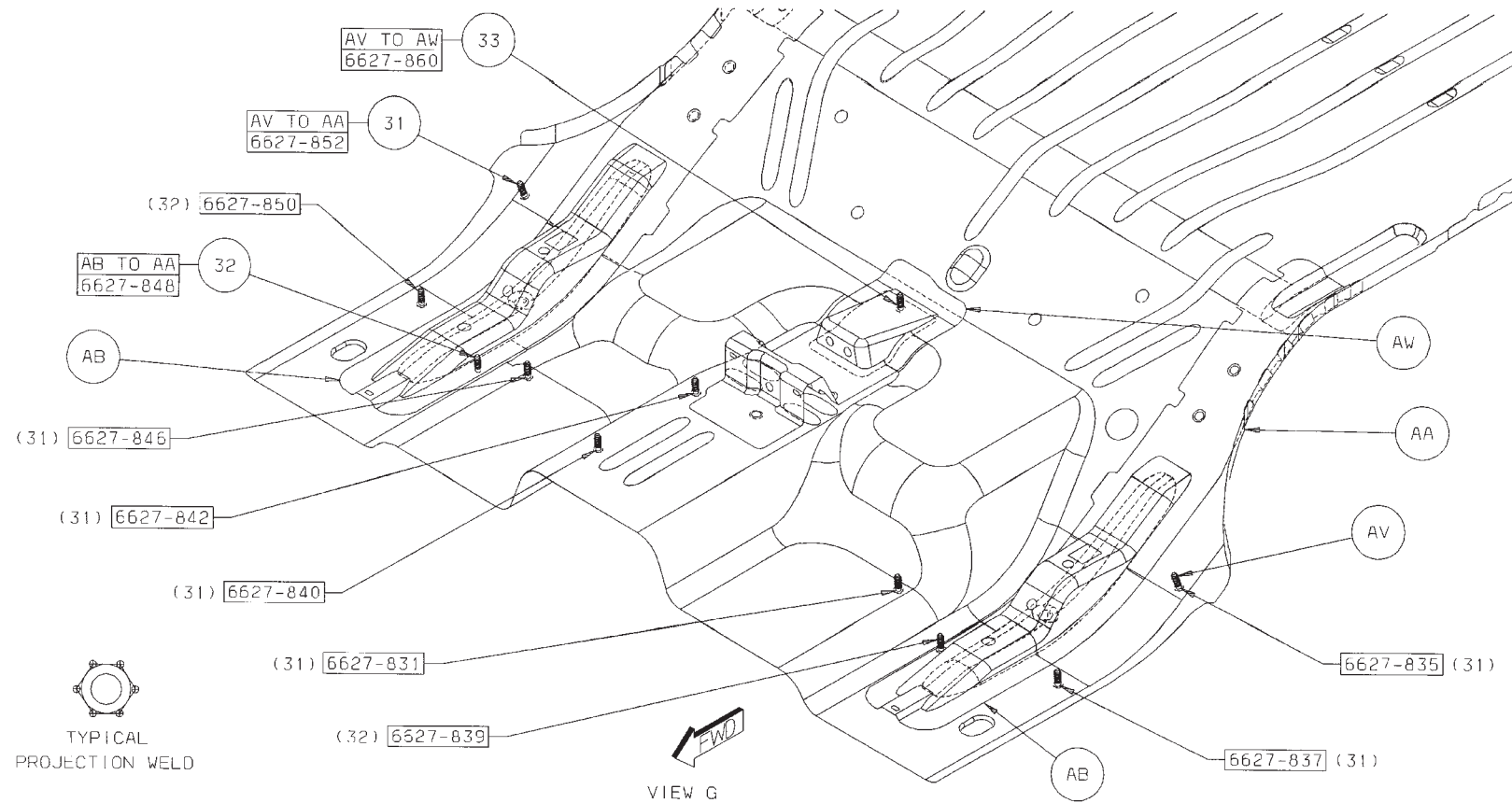
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- 28 AR TO AP 4/S/D S/WELDS (ORD)
- 29 AU TO AR 1/SD PROJ WELDS (ORD)
- 30 AT TO AP 2 S/WELDS (ORD)



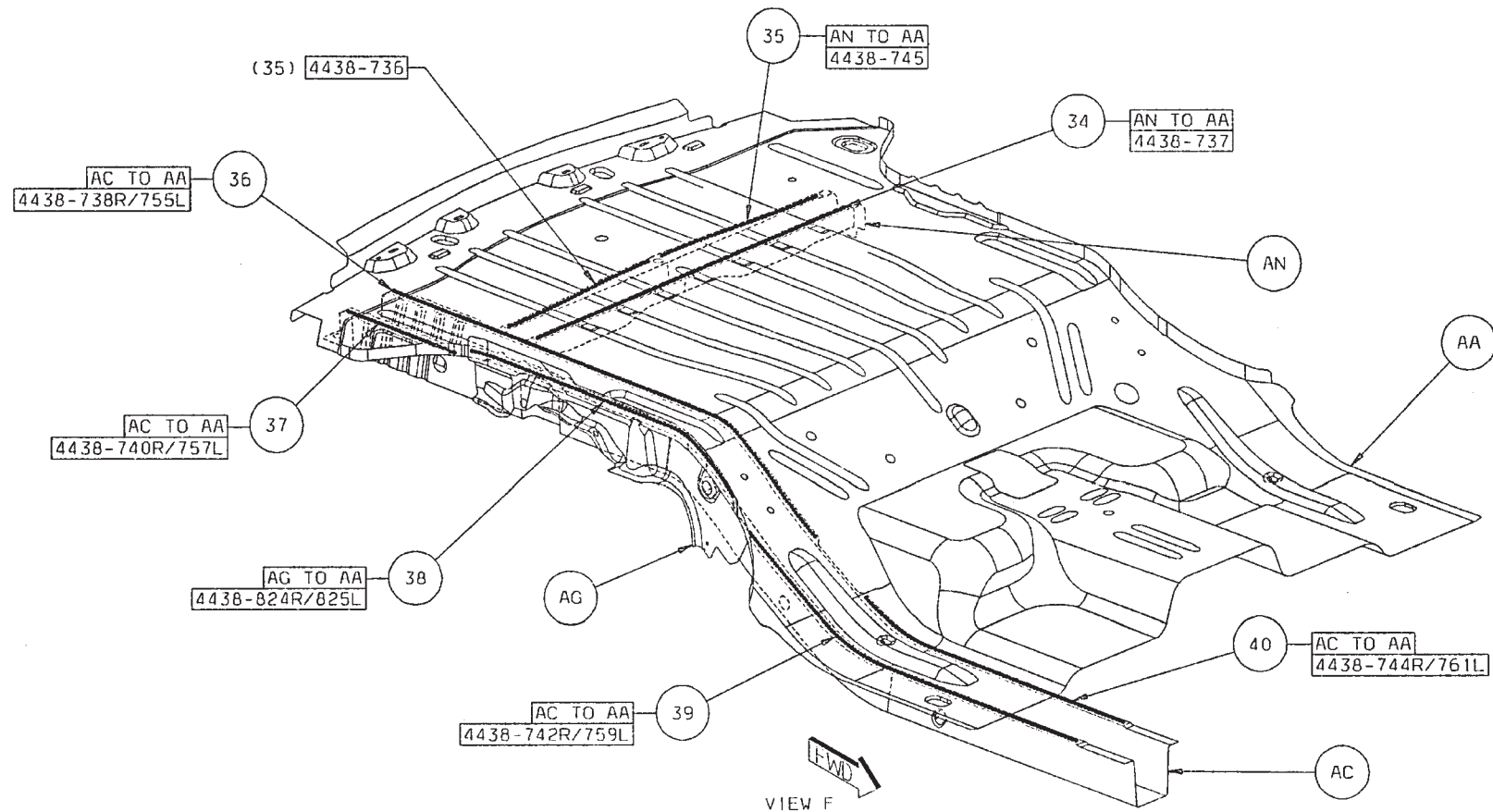
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- 31 AV TO AA 8 PROJ WELDS (ORD)
- 32 AB TO AA 2 PROJ WELDS (ORD)
- 33 AV TO AW 1 PROJ WELDS (ORD)



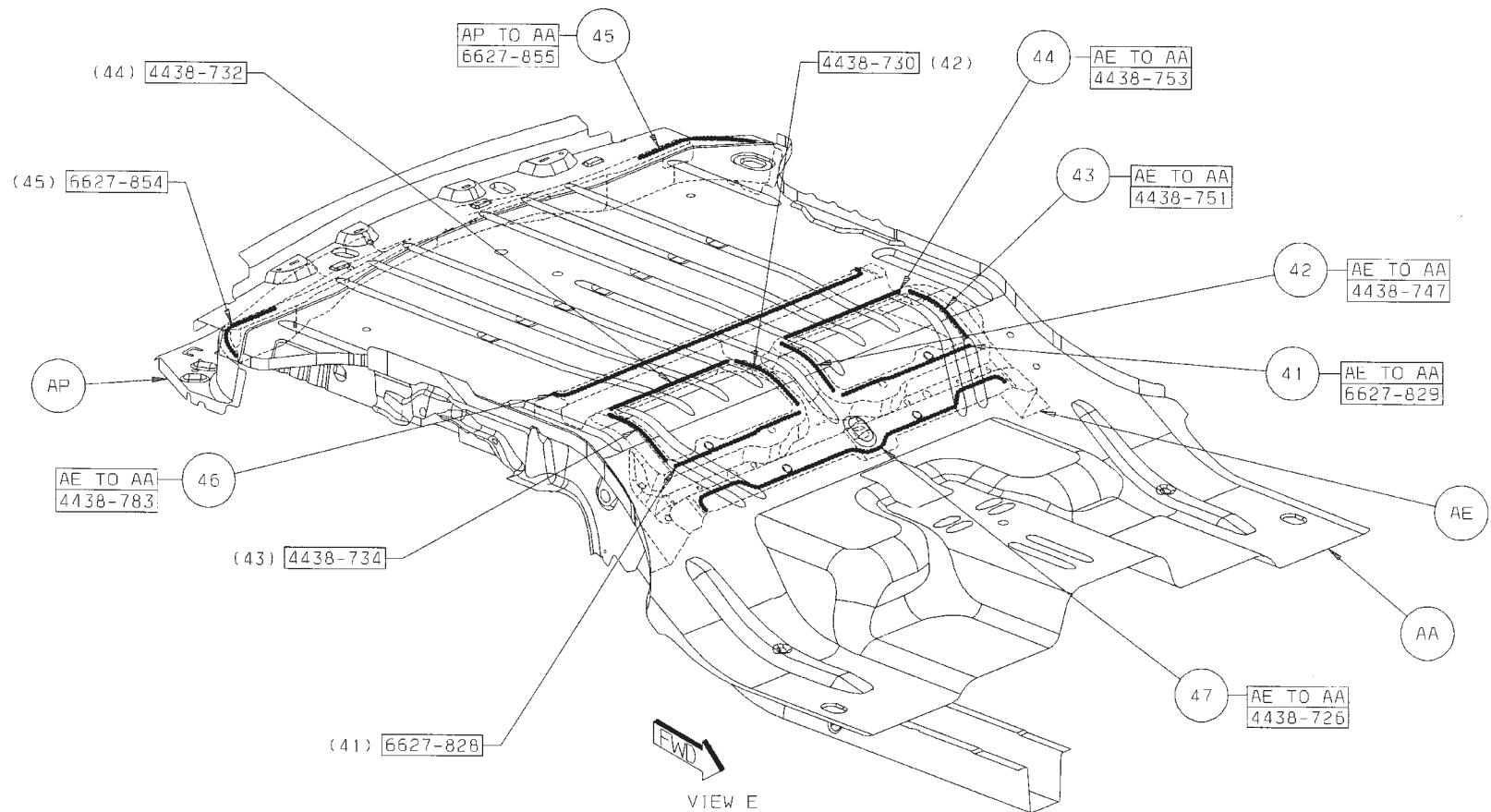
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- 34 AN TO AA 1 STRUC ADH
- 35 AN TO AA 2 STRUC ADH
- 36 AC TO AA 1/SD STRUC ADH
- 37 AC TO AA 1/SD STRUC ADH
- 38 AG TO AA 1/SD STRUC ADH
- 39 AC TO AA 1/SD STRUC ADH
- 40 AC TO AA 1/SD STRUC ADH



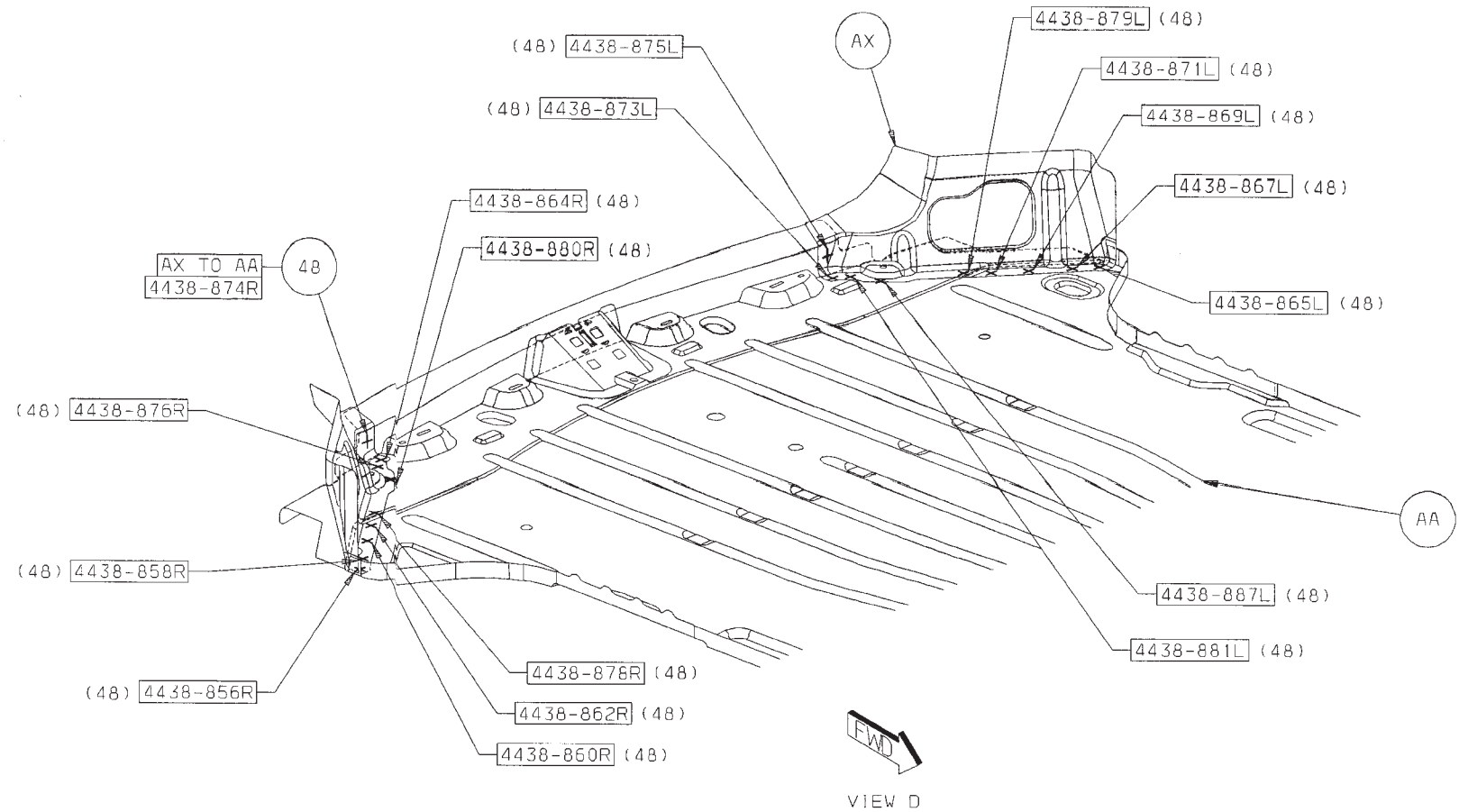
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- 41 AE TO AA 2 STRUC ADH
- 42 AE TO AA 2 STRUC ADH
- 43 AE TO AA 2 STRUC ADH
- 44 AE TO AA 2 STRUC ADH
- 45 AP TO AA 2 STRUC ADH
- 46 AE TO AA 1 STRUC ADH
- 47 AE TO AA 1 STRUC ADH



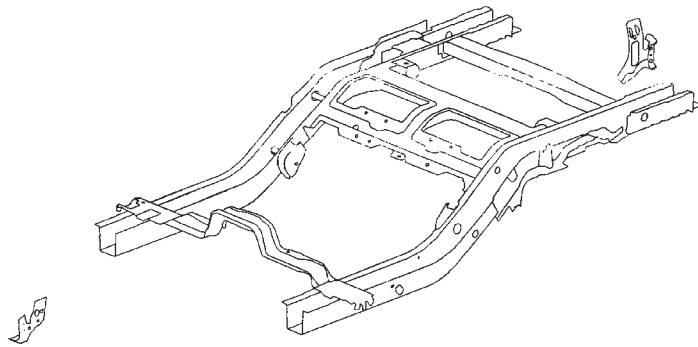
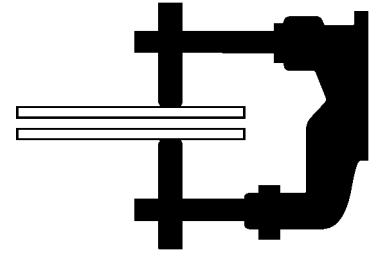
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48 AX TO AA 9/SD S/WELDS (ORD)

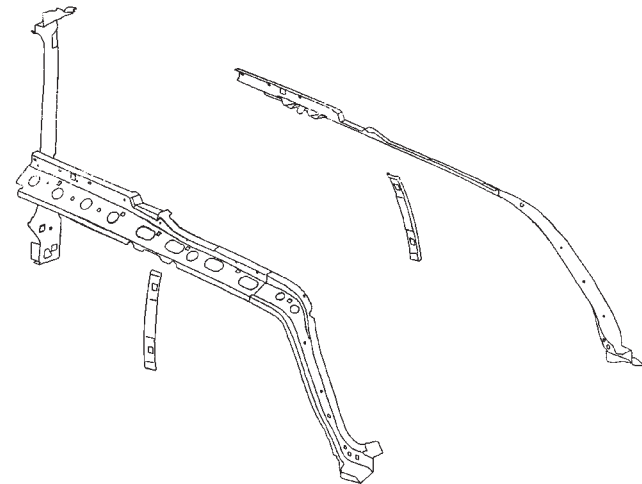


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WELD LOCATION OVERVIEW ZONES



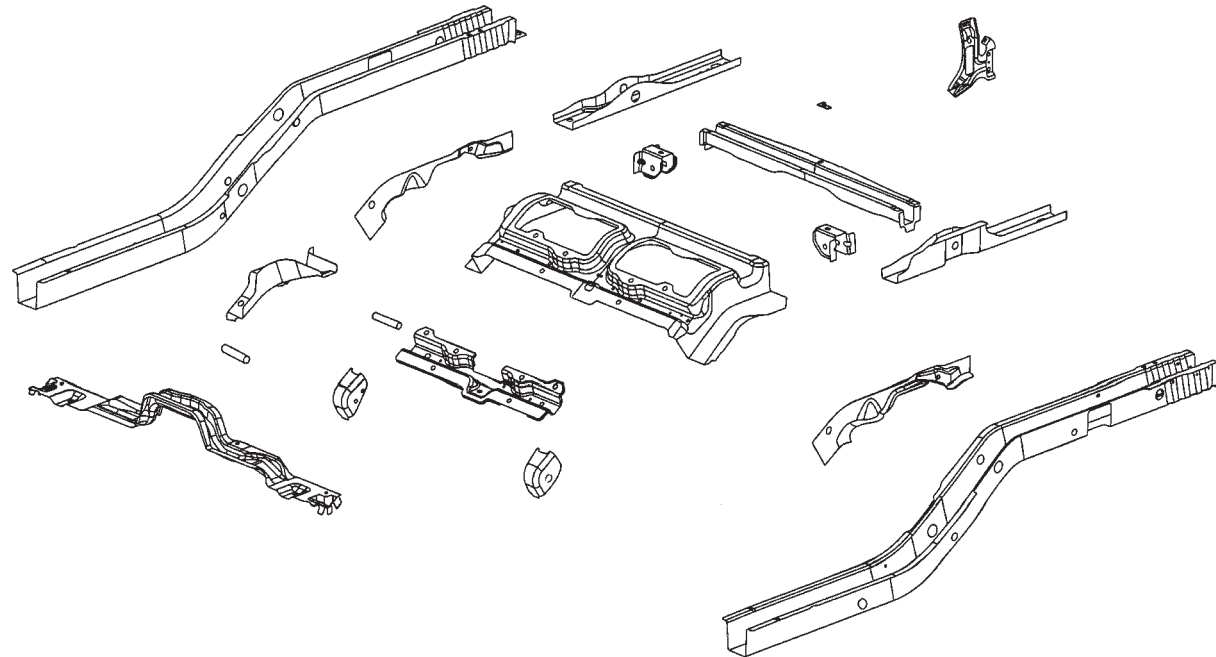
OVERVIEW 6



OVERVIEW 7

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COMMANDER MISCELLANEOUS UNDERBODY SECTION



AA RAIL - RR RT -
 AA RAIL - RR LT -
 AB CROSSMEMBER - SPARE TIRE -
 AD REINF - TAPPING PLATE - WINCH ASSY ATTACH
 AE REINF - RR RAIL OUTBOARD RT-
 AE REINF - RR RAIL OUTBOARD LT-
 AF SLEEVE - SWAY ELIMINATOR TO RAIL-
 AG 06504222 NUT
 AH BRACKET - CONTROL ARM MOUNTING RR UPR RT -
 AH BRACKET - CONTROL ARM MOUNTING RR UPR LT -
 AJ SLEEVE - RR UPR CONTROL ARM MTG -
 AK STUD.WELD/INTERNAL - NO.FIN.PILOT.PT.
 AL REINF - RR SHOCK INR RT -

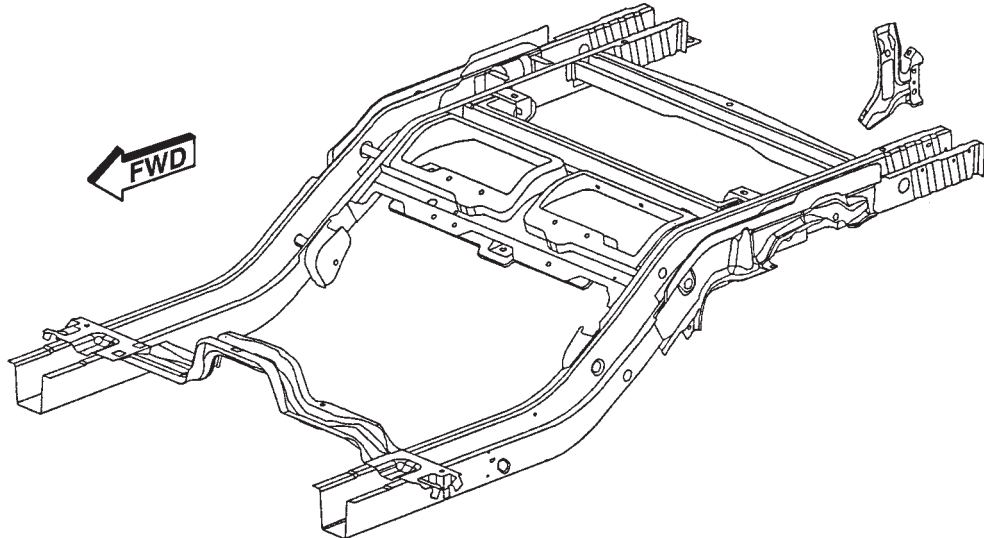
AL REINF - RR SHOCK INR LT -
 AM NUT/WELD.HEX - NO.FIN.THICK -
 AN 55396849AA BULKHEAD - REINF -
 AP NUT/WELD.HEX - NO.FIN. -
 AR NUT/WELD.RD - ROUND.SPECIAL - SEAT TO
 C/MEMBER
 AS REINF - FRT SEAT RR MOUNTING -
 AT NUT/WELD.HEX - NO.FIN.THICK -
 AU NUT/WELD.RD - ROUND -
 AV REINF - COMPRESSION PLATE CTR -
 AW STUD.WELD/INTERNAL - NO.FIN.PILOT.PT.
 ROUND.SPECIAL - SEAT ATTACHMENT
 AX BRACKET - WHEELHOUSE -
 AY NUT/WELD.HEX - NO.FIN. -

AZ BRACKET - BATTERY TRAY SUPPORT LT -
 BA GUIDE - COIL SPRING -
 BB CROSSMEMBER - MID FLOOR -
 BC NUT/WELD.HEX - NO.FIN - JOUNCE
 BUMPER CUP ATTACH
 BC NUT/WELD.HEX - NO.FIN - JOUNCE
 BUMPER CUP ATTACH
 BD STUD.WELD - EXTERNAL -
 BE REINF - TRACK BAR BRACKET RT -
 BE REINF - TRACK BAR BRACKET LT -
 BF NUT/WELD.HEX - NO.FIN.THICK - TRACK
 BAR BRACE ATTACH
 BG 55396860AA REINF - SPRING GUIDE -

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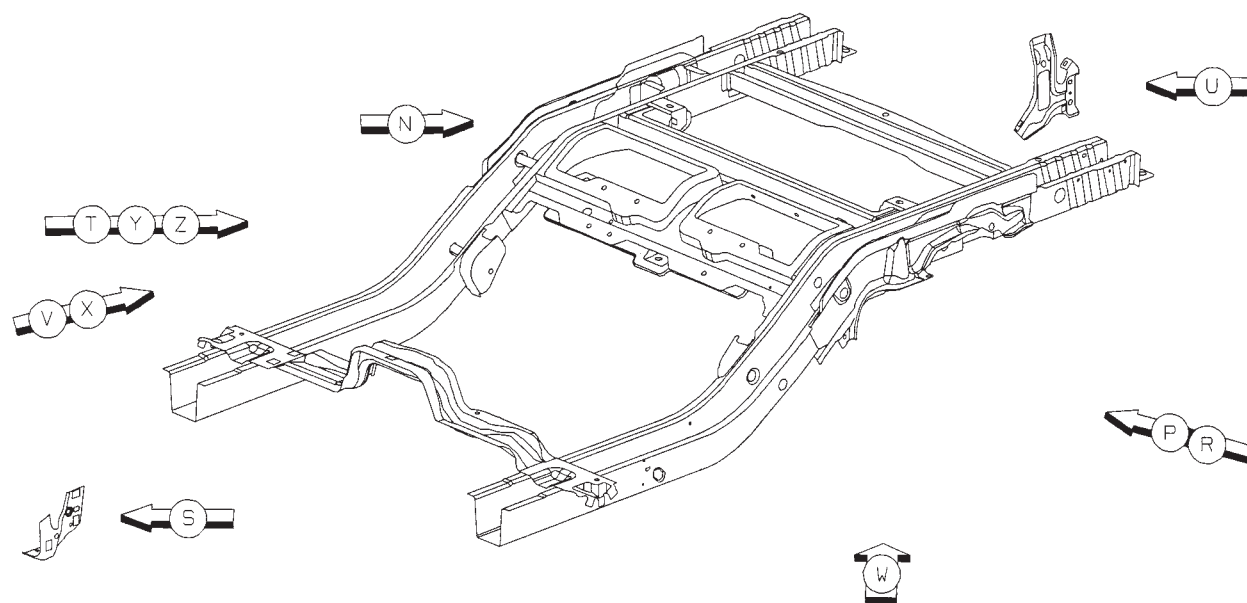
PARTS IDENTIFICATION LEGEND, OVERVIEW 6

AA RAIL - RR RT -	AL REINF - RR SHOCK INR LT -	AZ BRACKET - BATTERY TRAY SUPPORT LT -
AA RAIL - RR LT -	AM NUT/WELD.HEX - NO.FIN.THICK -	BA GUIDE - COIL SPRING -
AB CROSSMEMBER - SPARE TIRE -	AN 55396849AA BULKHEAD - REINF -	BB CROSSMEMBER - MID FLOOR -
AD REINF - TAPPING PLATE - WINCH ASSY ATTACH	AP NUT/WELD.HEX - NO.FIN. -	BC NUT/WELD.HEX - NO.FIN - JOUNCE
AE REINF - RR RAIL OUTBOARD RT-	AR NUT/WELD.RD - ROUND.SPECIAL - SEAT TO	BUMPER CUP ATTACH
AE REINF - RR RAIL OUTBOARD LT-	C/MEMBER	BC NUT/WELD.HEX - NO.FIN - JOUNCE
AF SLEEVE - SWAY ELIMINATOR TO RAIL-	AS REINF - FRT SEAT RR MOUNTING -	BUMPER CUP ATTACH
AG 06504222 NUT	AT NUT/WELD.HEX - NO.FIN.THICK -	BD STUD.WELD - EXTERNAL -
AH BRACKET - CONTROL ARM MOUNTING RR UPR RT -	AU NUT/WELD.RD - ROUND -	BE REINF - TRACK BAR BRACKET RT -
AH BRACKET - CONTROL ARM MOUNTING RR UPR LT -	AV REINF - COMPRESSION PLATE CTR -	BE REINF - TRACK BAR BRACKET LT -
AJ SLEEVE - RR UPR CONTROL ARM MTG -	AW STUD.WELD/INTERNAL - NO.FIN.PILOT.PT.	BF NUT/WELD.HEX - NO.FIN.THICK - TRACK
AK STUD.WELD/INTERNAL - NO.FIN.PILOT.PT.	ROUND.SPECIAL - SEAT ATTACHMENT	BAR BRACE ATTACH
AL REINF - RR SHOCK INR RT -	AX BRACKET - WHEELHOUSE -	BG 55396860AA REINF - SPRING GUIDE -
	AY NUT/WELD.HEX - NO.FIN. -	



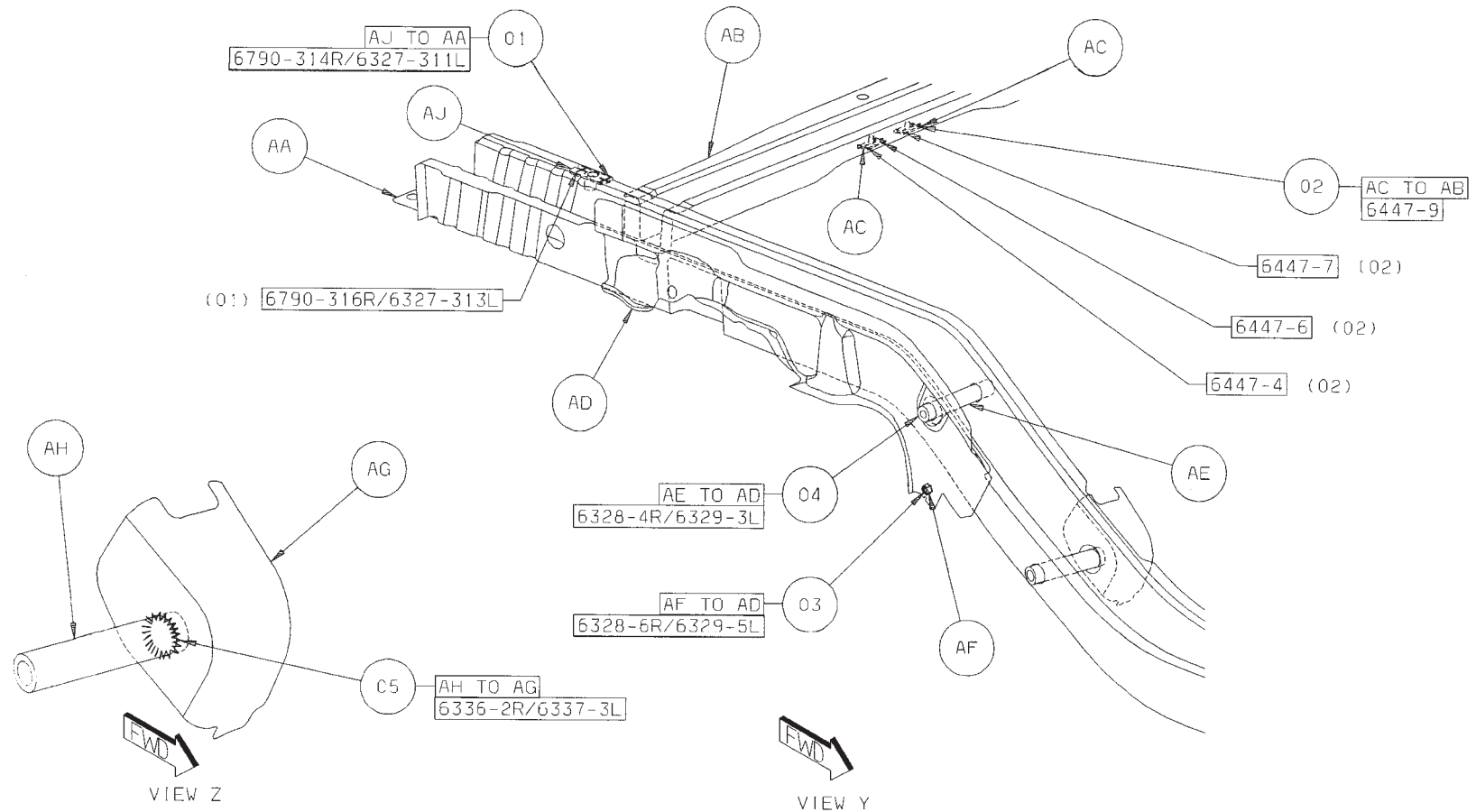
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WELD LAYOUT LOCATION GUIDE



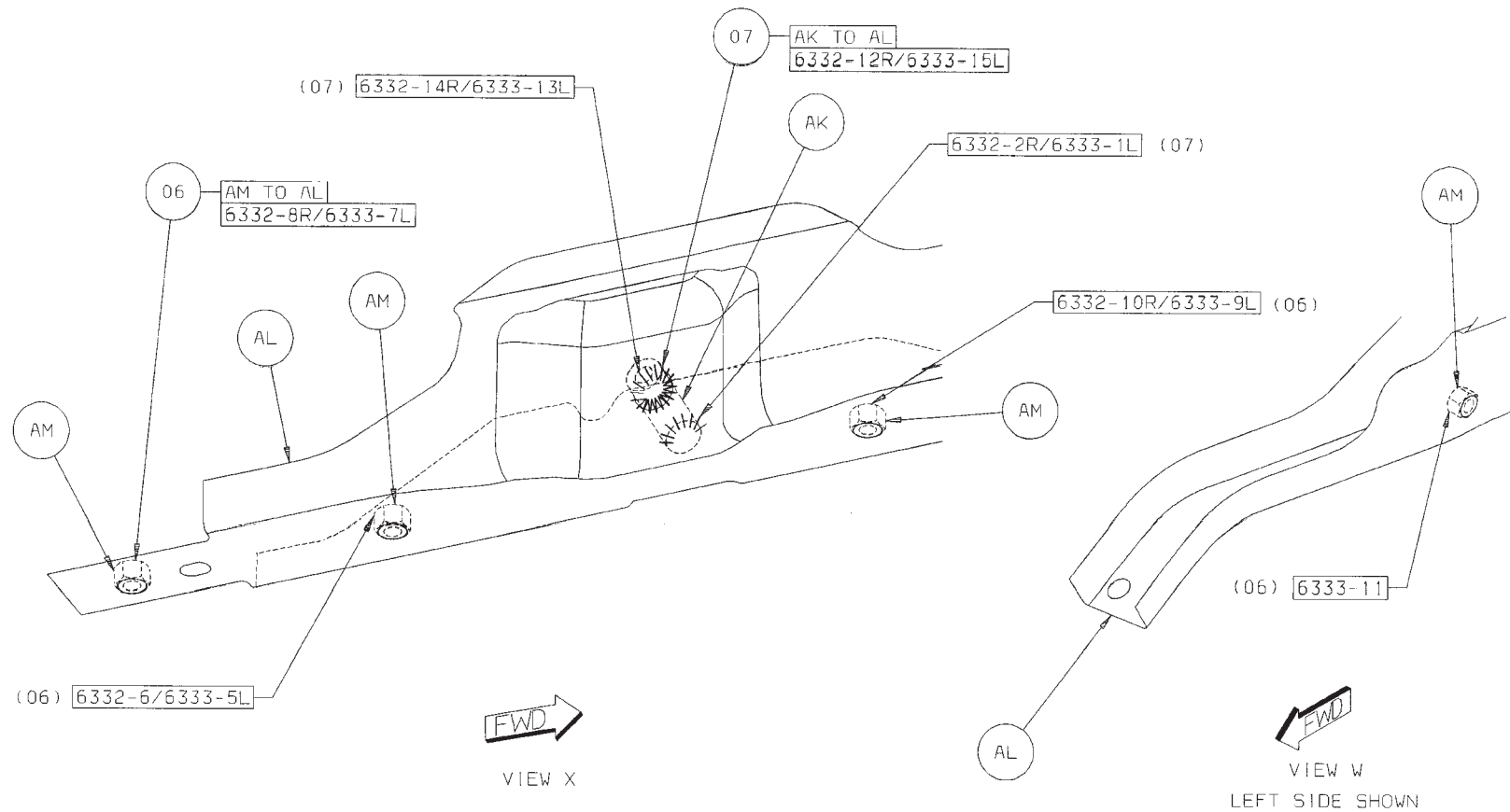
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- 01 AJ TO AA 2/SD PROJ WELDS (ORD)
- 02 AC TO AB 4/SD S/WELDS (ORD)
- 03 AF TO AD 1/SD PROJ WELD (ORD)
- 04 AE TO AD 1/SD PROJ WELD (ORD)
- 05 AH TO AG 1/SD ARC WELD (MIG BRZ)



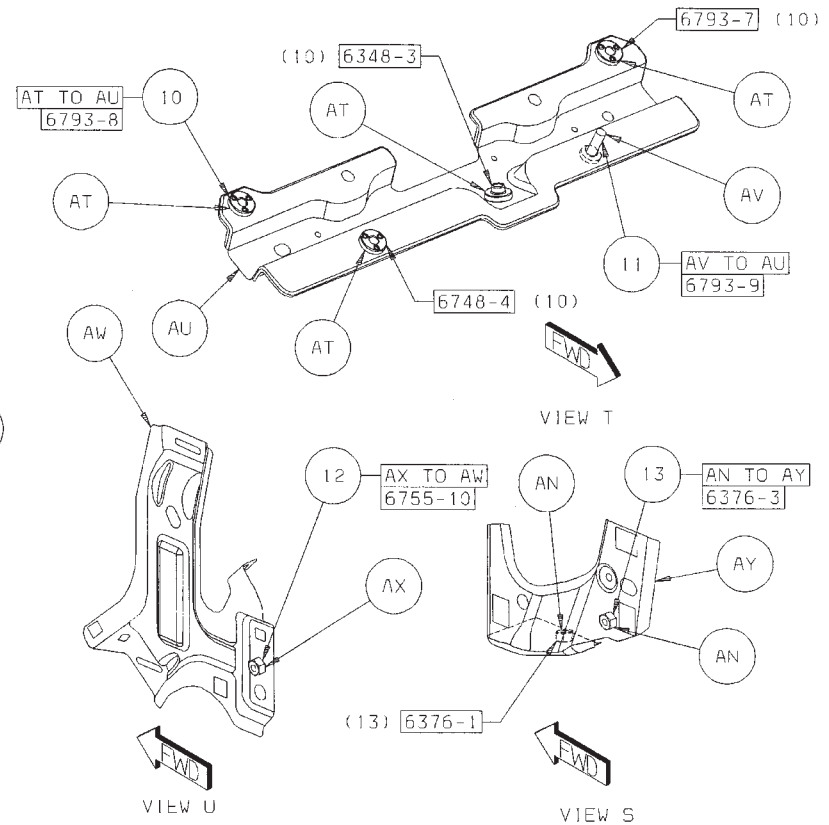
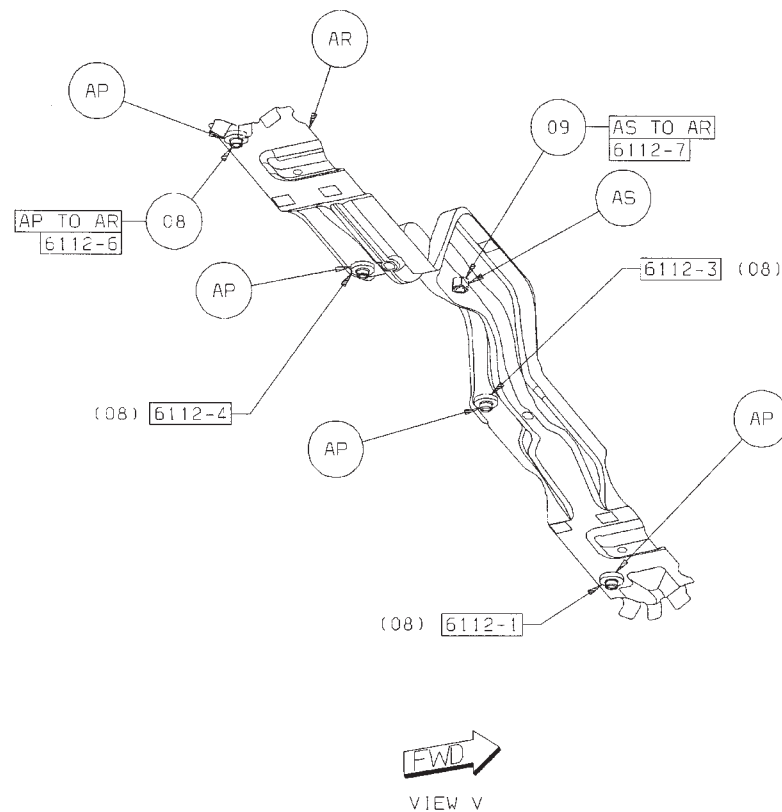
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- 06 AM TO AL 4/SD PROJ WELDS (ORD)
07 AK TO AL 3/SD ARC WELDS (MIG BRZ)



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- 08 AP TO AR 4/SD PROJ WELDS (ORD)
- 09 AS TO AR 1/SD PROJ WELD (ORD)
- 10 AT TO AU 4/SD PROJ WELDS (ORD)
- 11 AV TO AU 1/SD PROJ WELD (ORD)
- 12 AX TO AW 1/SD PROJ WELD (ORD)
- 13 AN TO AY 1/SD PROJ WELD (ORD)



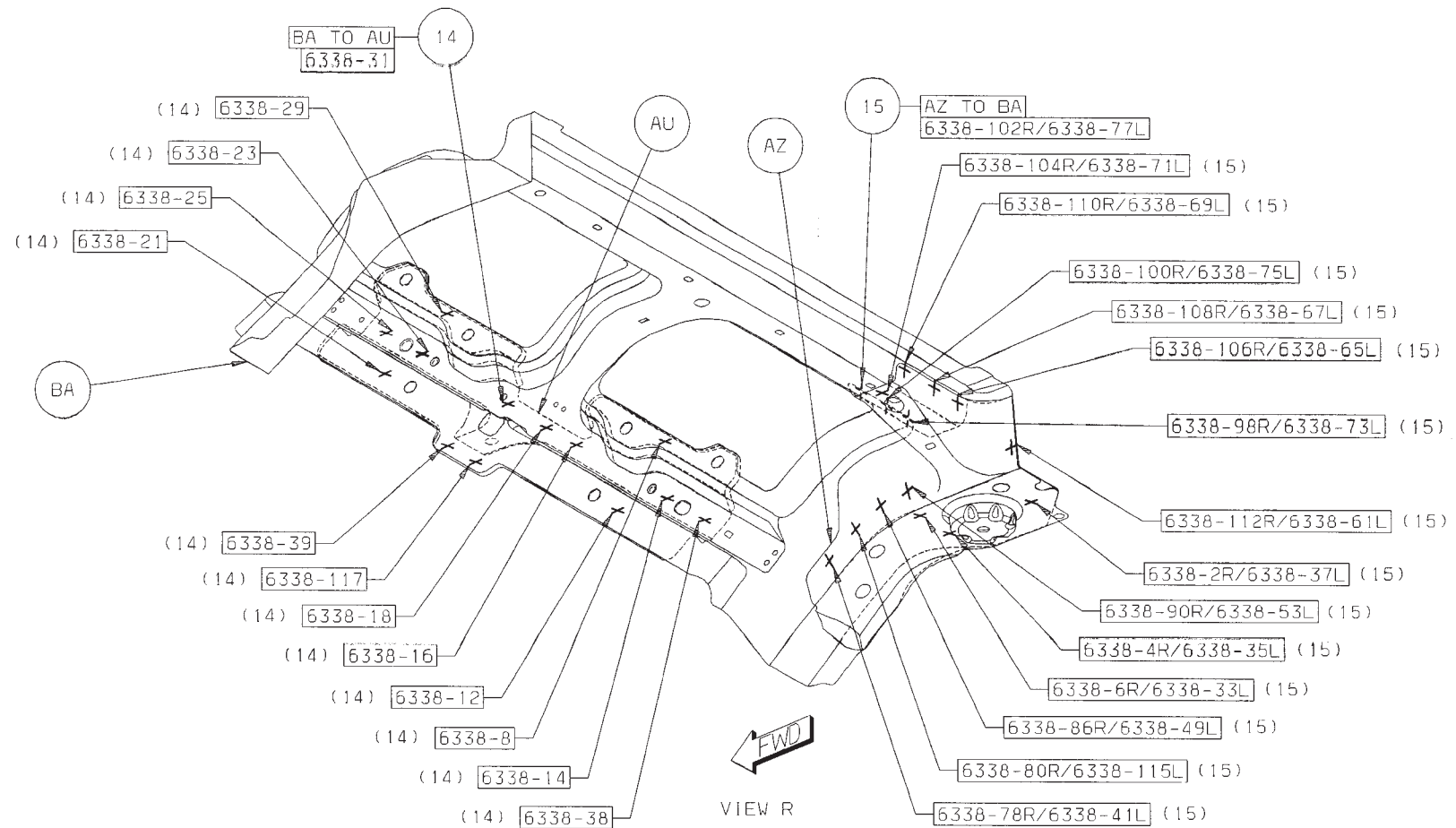
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14 BA TO AU 13/SD SWELDS (ORD)

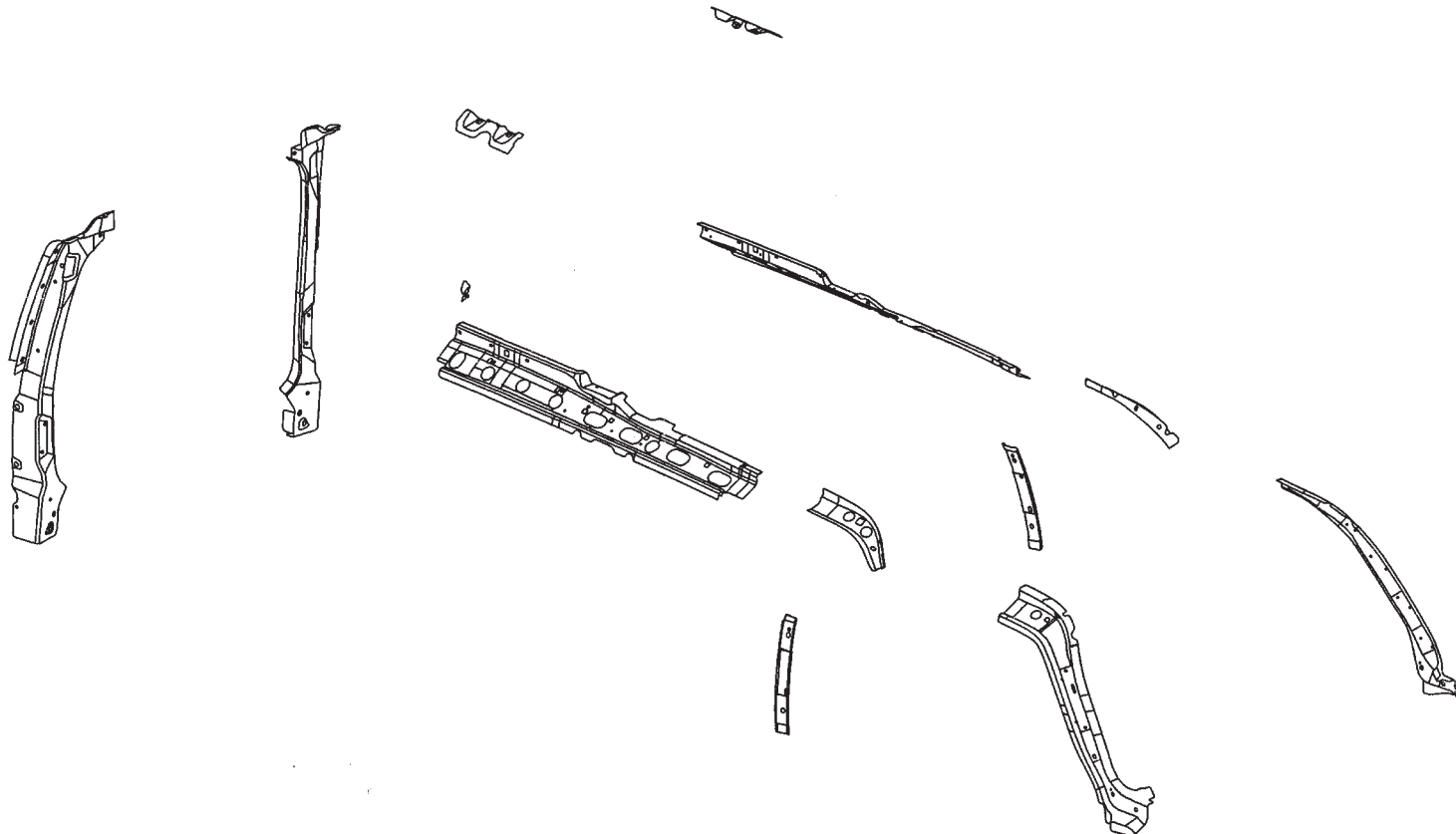
15 AZ TO BA 15/SD SWELDS (ORD)



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- [illegible]

COMMANDER MISCELLANEOUS BODY SECTION



AA TROUGH - LIFTGATE OPENING RT -
 AA TROUGH - LIFTGATE OPENING LT -
 AB REINF - LIFTGATE GAS PROP CYLINDER MOUNTING -
 AC REINF - A-PILLAR UPR RR RT -
 AC REINF - A-PILLAR UPR RR LT -
 AD REINF - GRAB HANDLE RR RT -
 AD REINF - GRAB HANDLE RR LT -
 AE REINF - A-PILLAR UPR RT-

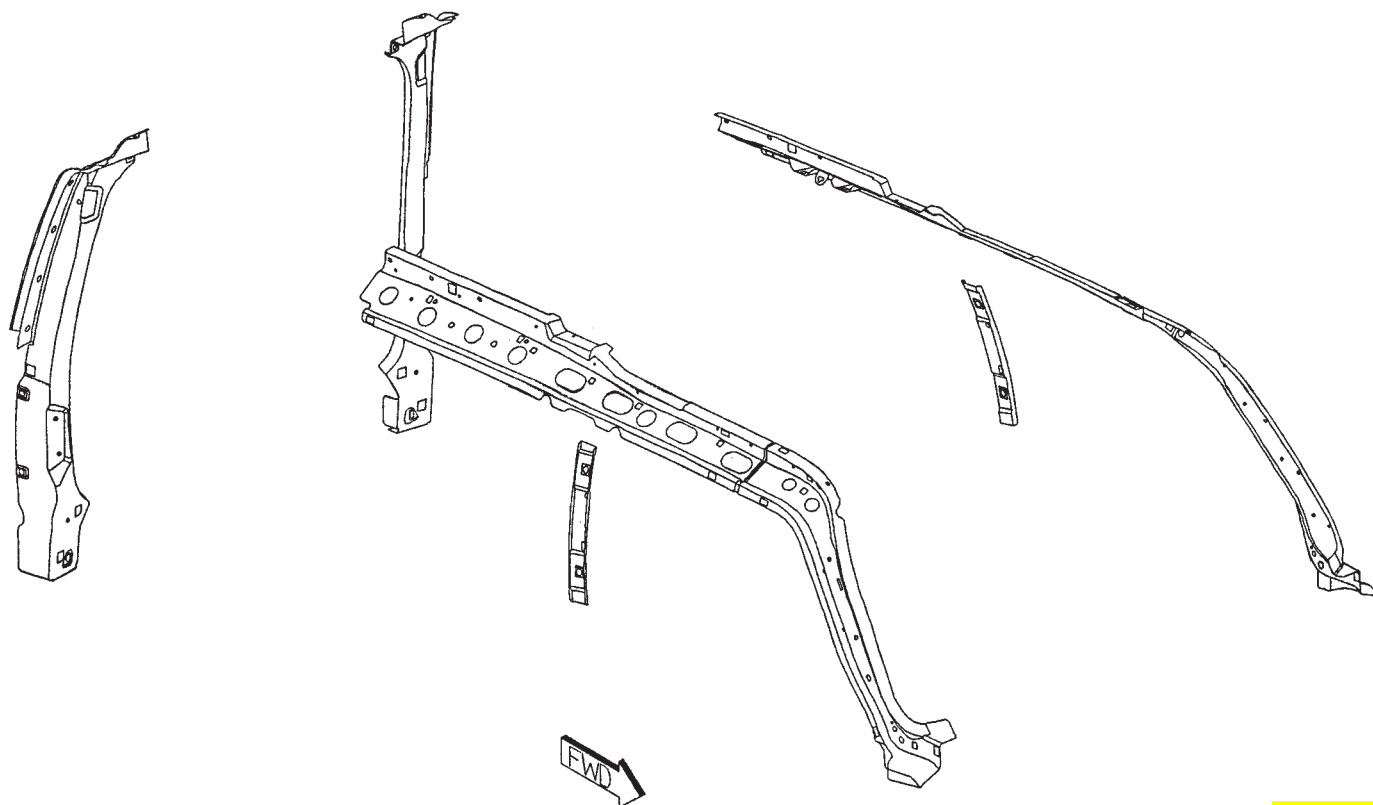
AE REINF - A-PILLAR UPR LT -
 AF DOUBLER - A-PILLAR UPR RT -
 AF DOUBLER - A-PILLAR UPR LT -
 AG REINF - SHOULDER BELT MTG FRT SEAT RT -
 AG REINF - SHOULDER BELT MTG FRT SEAT LT -
 AH 06104986AA - NUT/WELD.HEX - NIBS.NO.FIN.PILOT

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PARTS IDENTIFICATION LEGEND, OVERVIEW 7

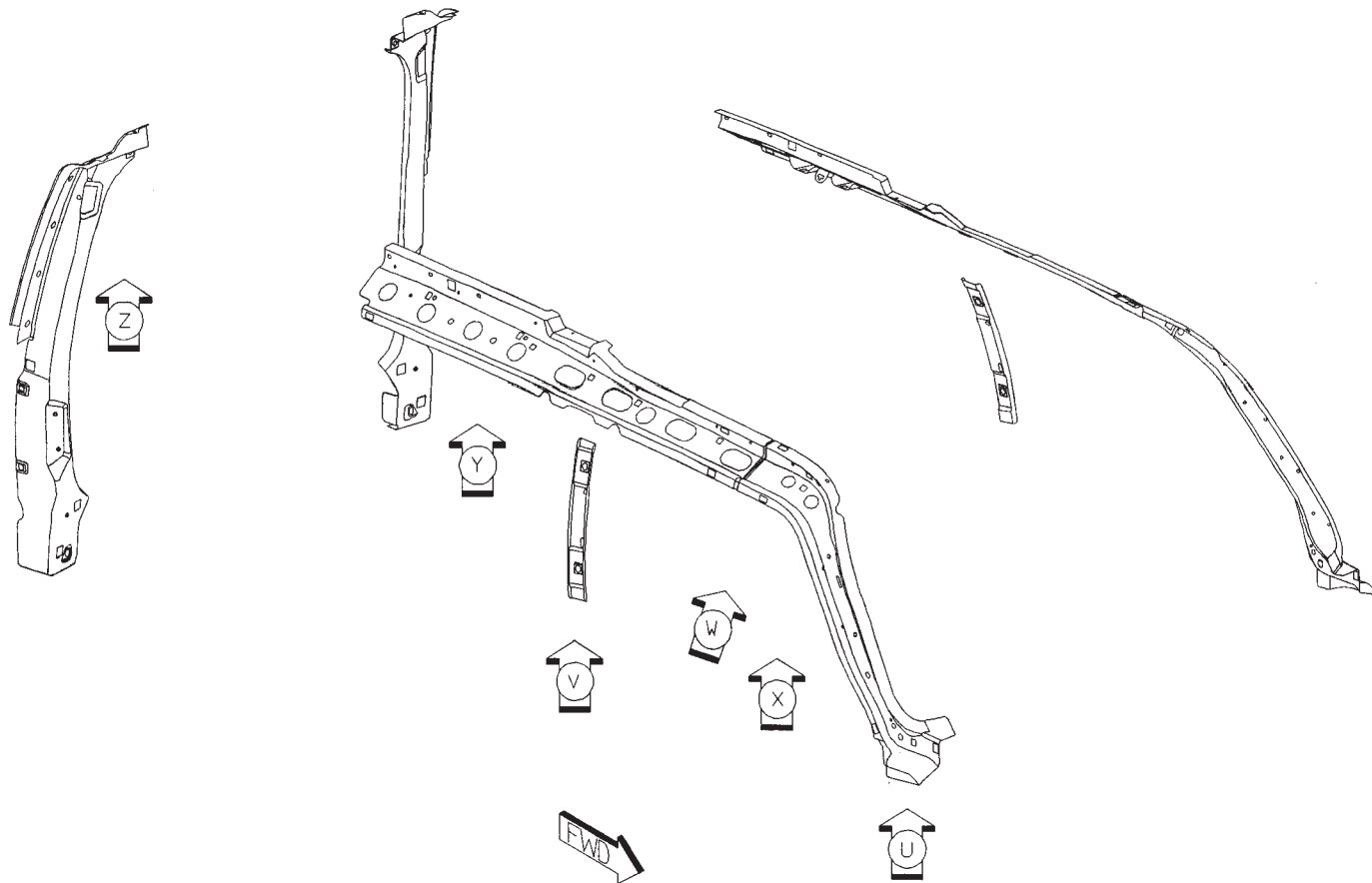
AA TROUGH – LIFTGATE OPENING RT –
 AA TROUGH – LIFTGATE OPENING LT –
 AB REINF – LIFTGATE GAS PROP CYLINDER MOUNTING –
 AC REINF – A-PILLAR UPR RR RT –
 AC REINF – A-PILLAR UPR RR LT –
 AD REINF – GRAB HANDLE RR RT –
 AD REINF – GRAB HANDLE RR LT –
 AE REINF – A-PILLAR UPR RT–

AE REINF – A-PILLAR UPR LT –
 AF DOUBLER – A-PILLAR UPR RT –
 AF DOUBLER – A-PILLAR UPR LT –
 AG REINF – SHOULDER BELT MTG FRT SEAT RT –
 AG REINF – SHOULDER BELT MTG FRT SEAT LT –
 AH 06104986AA – NUT/WELD.HEX – NIBS.NO.FIN.PILOT



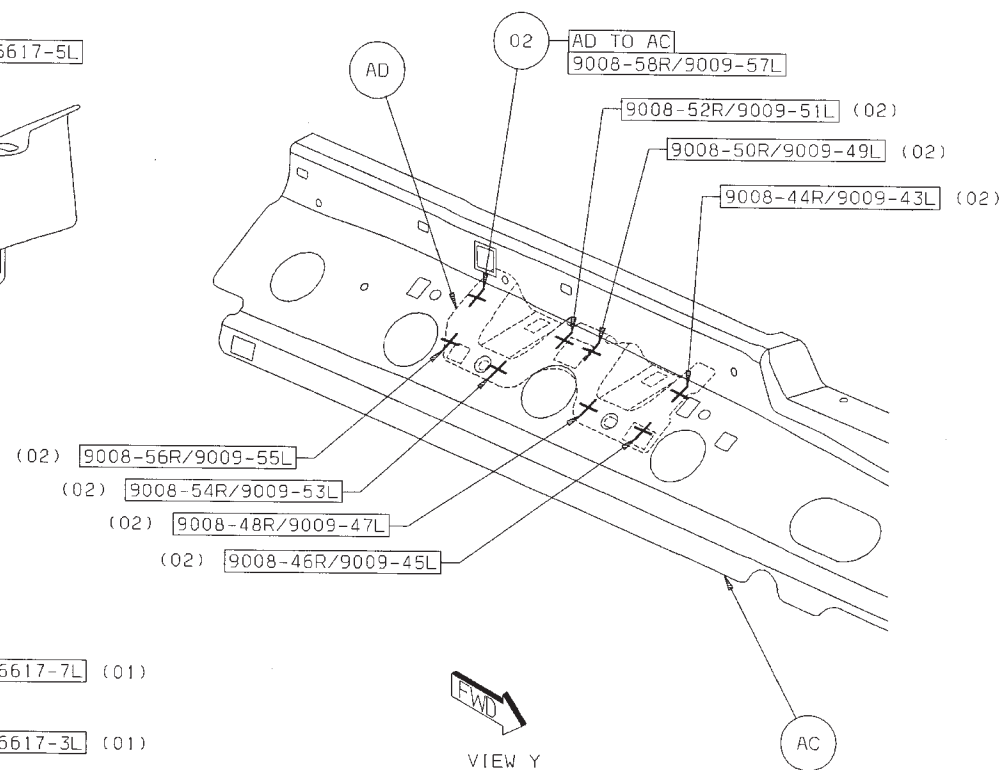
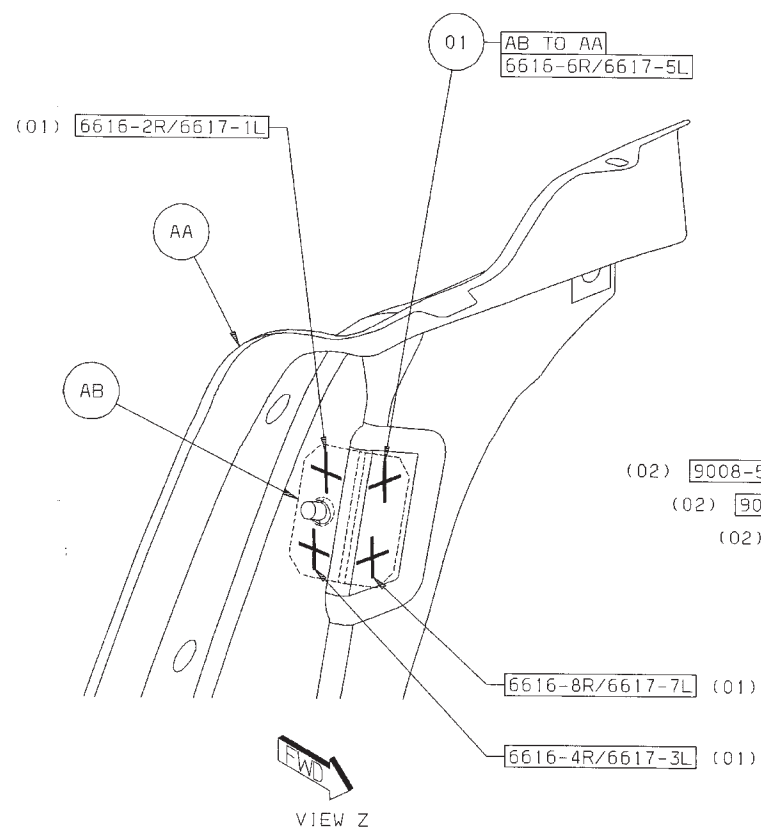
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WELD LAYOUT LOCATION GUIDE



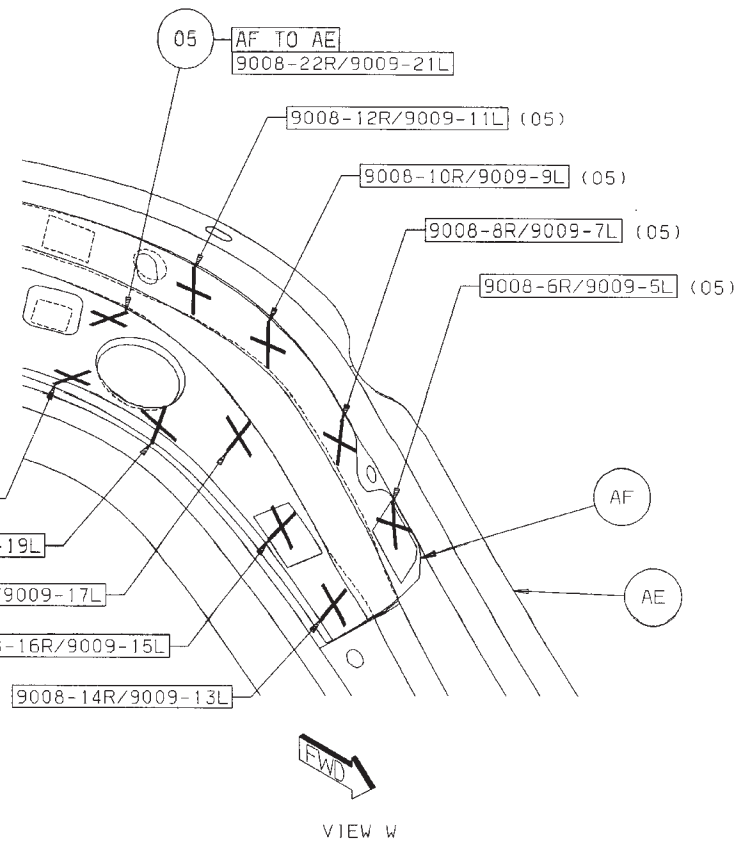
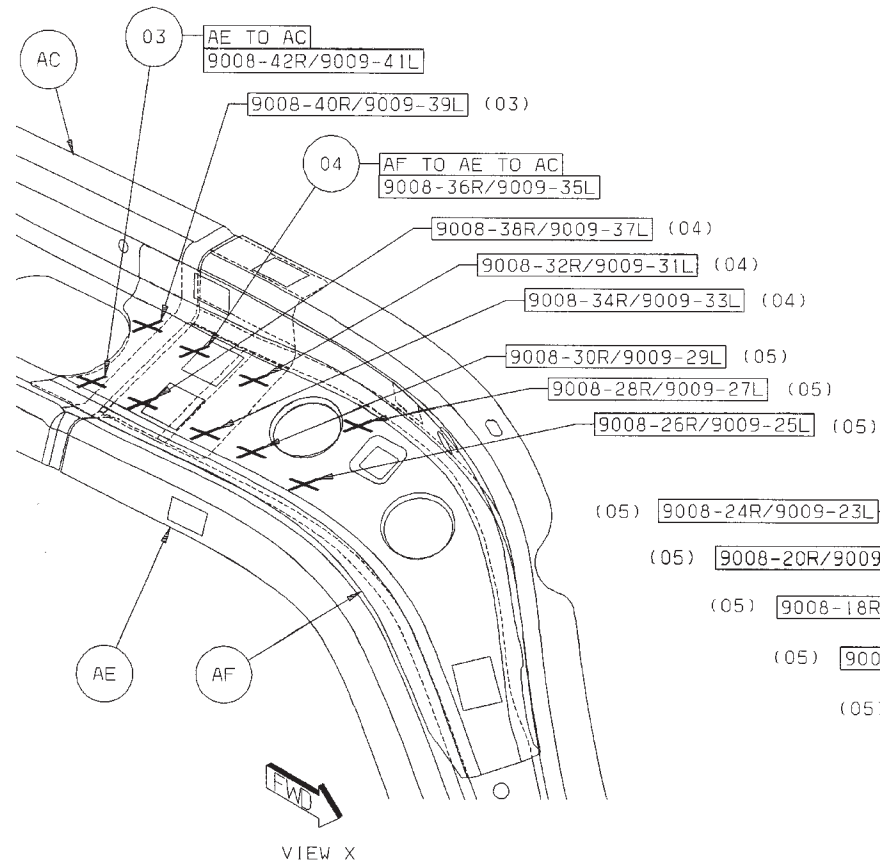
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- 01 AB TO AA 4/SD S/WELDS (ORD)
- 02 AD TO AC 8/SD S/WELDS (ORD)



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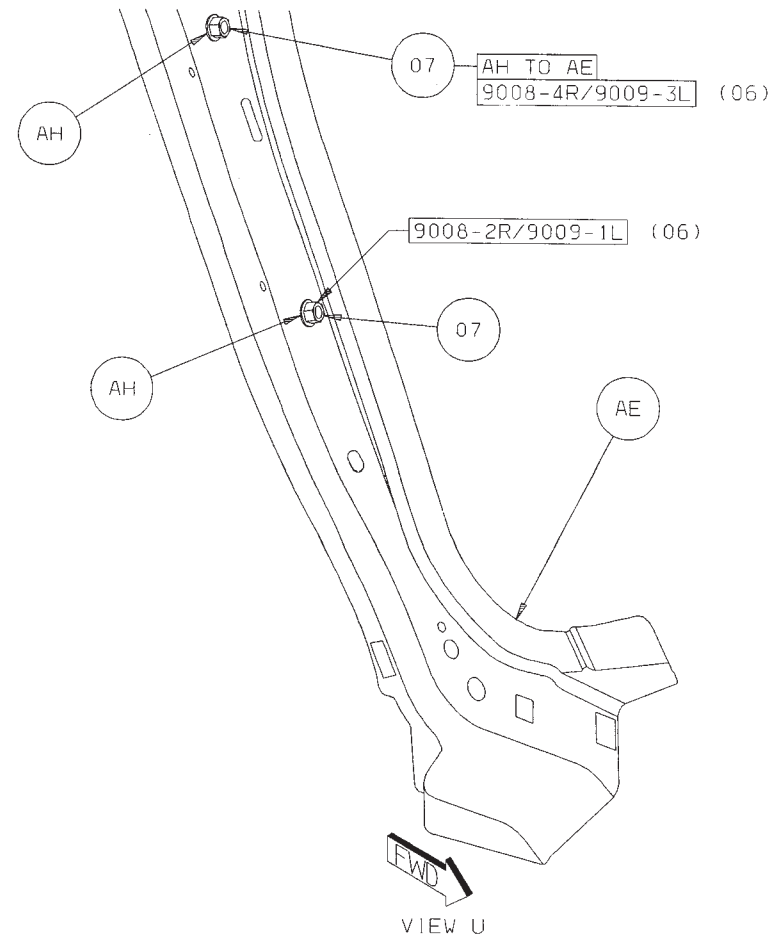
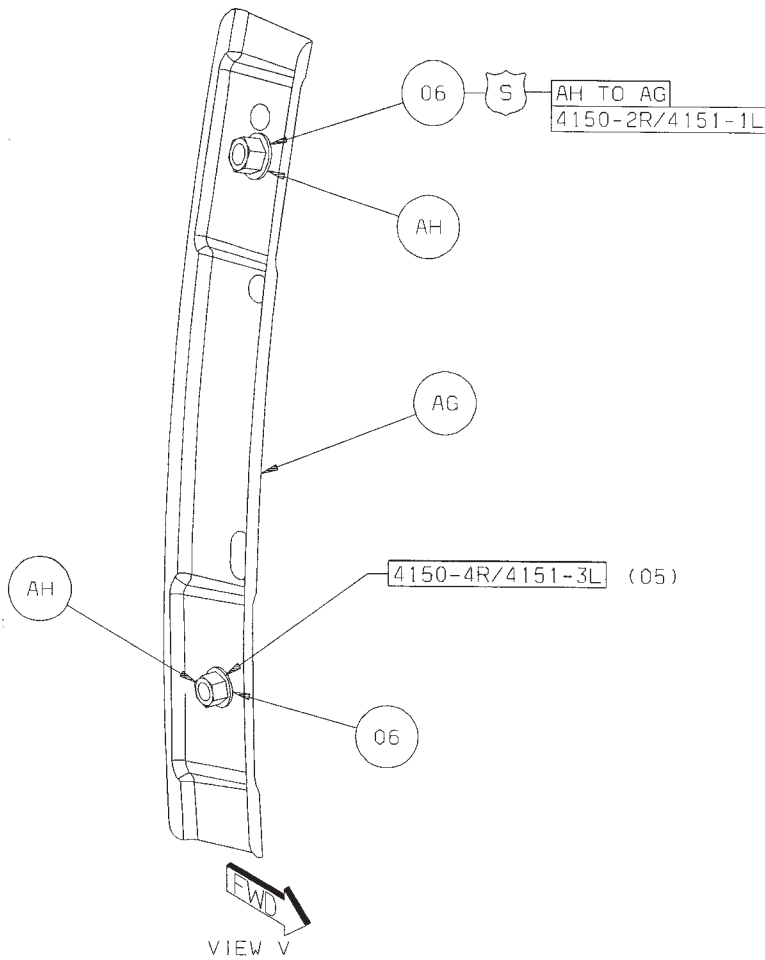
- 03 AF TO AE TO AC 2/SD S/WELDS (ORD)
- 04 AF TO AE TO AC 4/SD S/WELDS (ORD)
- 05 AF TO AE 13/SD S/WELDS (ORD)



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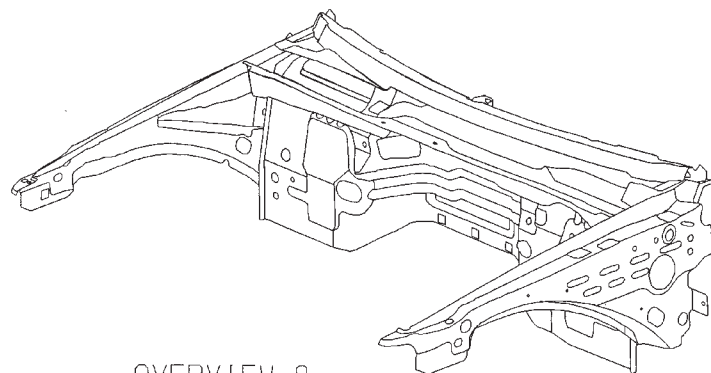
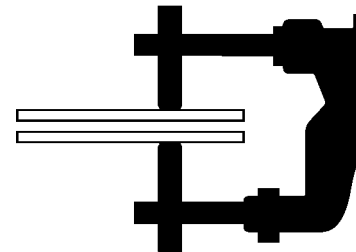
06 AH TO AG 2/SD S/WELDS (SAF)

07 AH TO AE 2/SD S/WELDS (ORD)

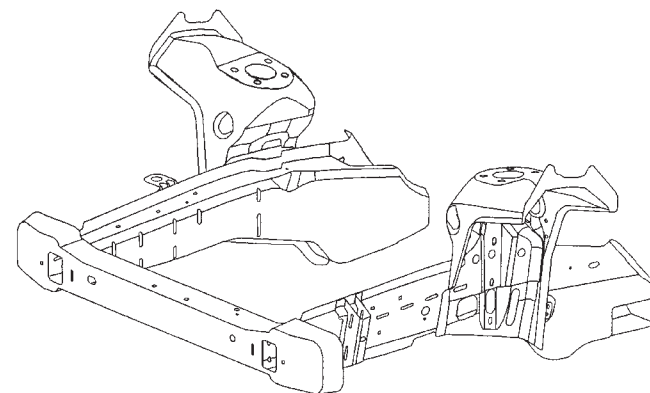


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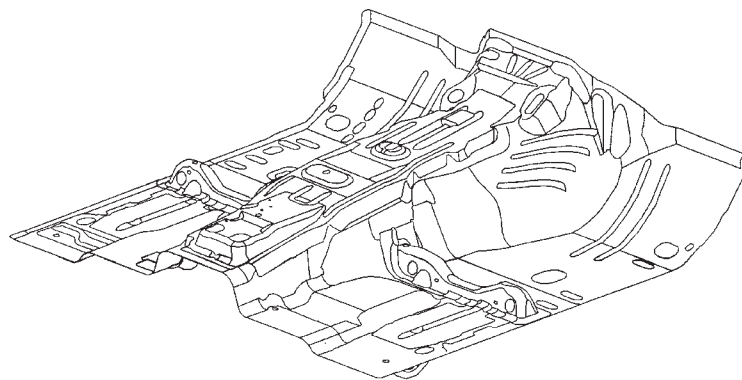
WELD LOCATION OVERVIEW ZONES



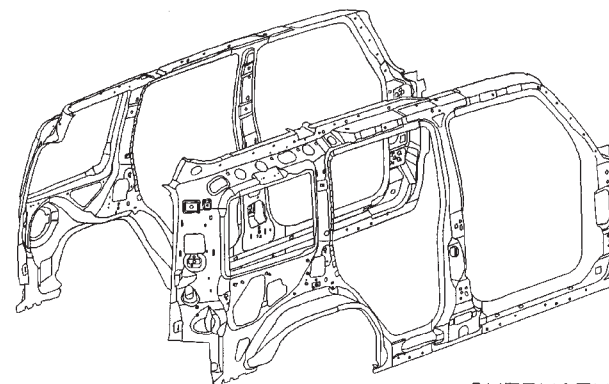
OVERVIEW 9



OVERVIEW 10



OVERVIEW 11



OVERVIEW 12

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Superb Technology

"They helped us reduce our cycle time by

30%

...And I thought, 'Wow, they don't want to just sell me paint.'"

—Brad Shelton, Shop Owner—Shelton Collision, Derby, Kansas

Constantly searching for ways to do things better and faster without sacrificing quality is what sets Sikkens and Akzo Nobel apart. From the formulation of the paint to breakthrough management methods, you can see Sikkens technology at work in many of today's successful bodyshops.

But don't take our word for it. Our customers say it best. Find out about the results that can be gained when Sikkens is used. Go to www.akzonobelcarrefinishes.net, or call 1-800-2Sikkens and request your FREE copy of the Sikkens Success Story, or schedule a visit from an Akzo Nobel representative.



TECHNOLOGY

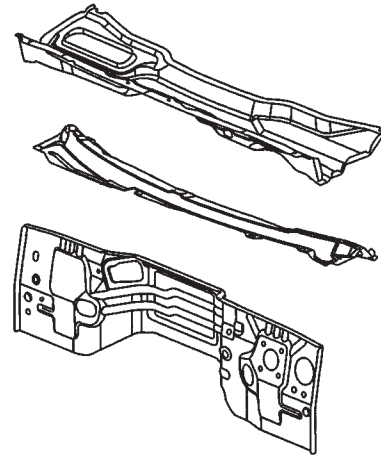
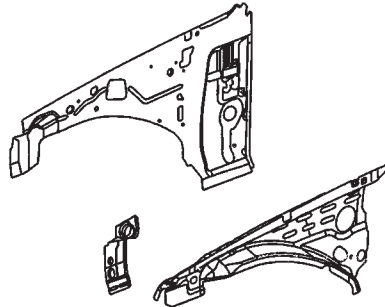
PROFIT

PASSION

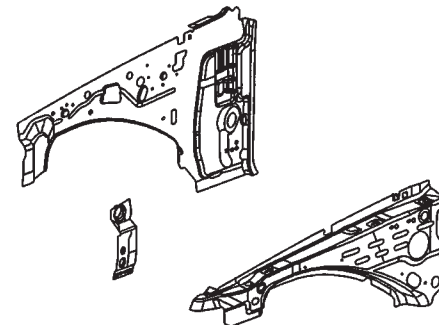
ART

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COMMANDER DASH/COWL/PLENUM SECTION



AA REINF - COWL SIDE UPR LT -
 AB EXTENSION - COWL SIDE UPR LT -
 AC REINF - COWL SIDE UPR RT -
 AD NUT/WELD.RD - NO.FIN.SPECIAL -
 AE PANEL - DASH -
 AF REINF - BRAKE MASTER CYLINDER -
 AG REINF - ACCELERATOR PEDAL -
 AH PANEL - PLENUM LWR -
 AJ BRACKET - WIPER MTG I/B -
 AK REINF - COWL TOP -
 AL BRACKET - WIPER MTG O/B -
 AM BRACKET - PLENUM TO CROSS CAR BEAM -
 AN STUD.WELD/EXTERNAL - SPECIAL -



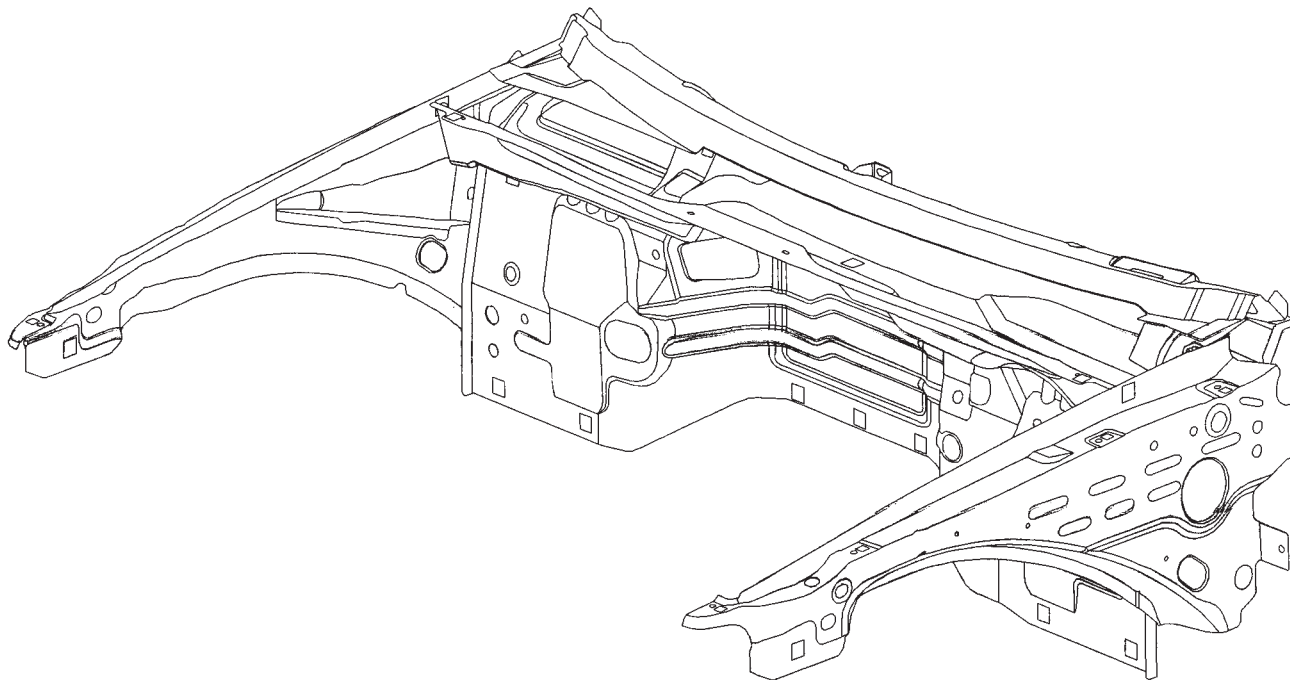
AP STUD.WELD/EXTERNAL - HEADER.PT.PNT.
 CUTTER.SPECIAL - ELECTRICAL BRKT ATTACH
 AR PANEL - COWL TOP -
 AS BRACKET - GAS PROP MOUNTING -
 AT STUD.WELD/INTERNAL - PILOT.PT -
 AU BRACKET - I/P LOCATOR -

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PARTS IDENTIFICATION LEGEND, OVERVIEW 9

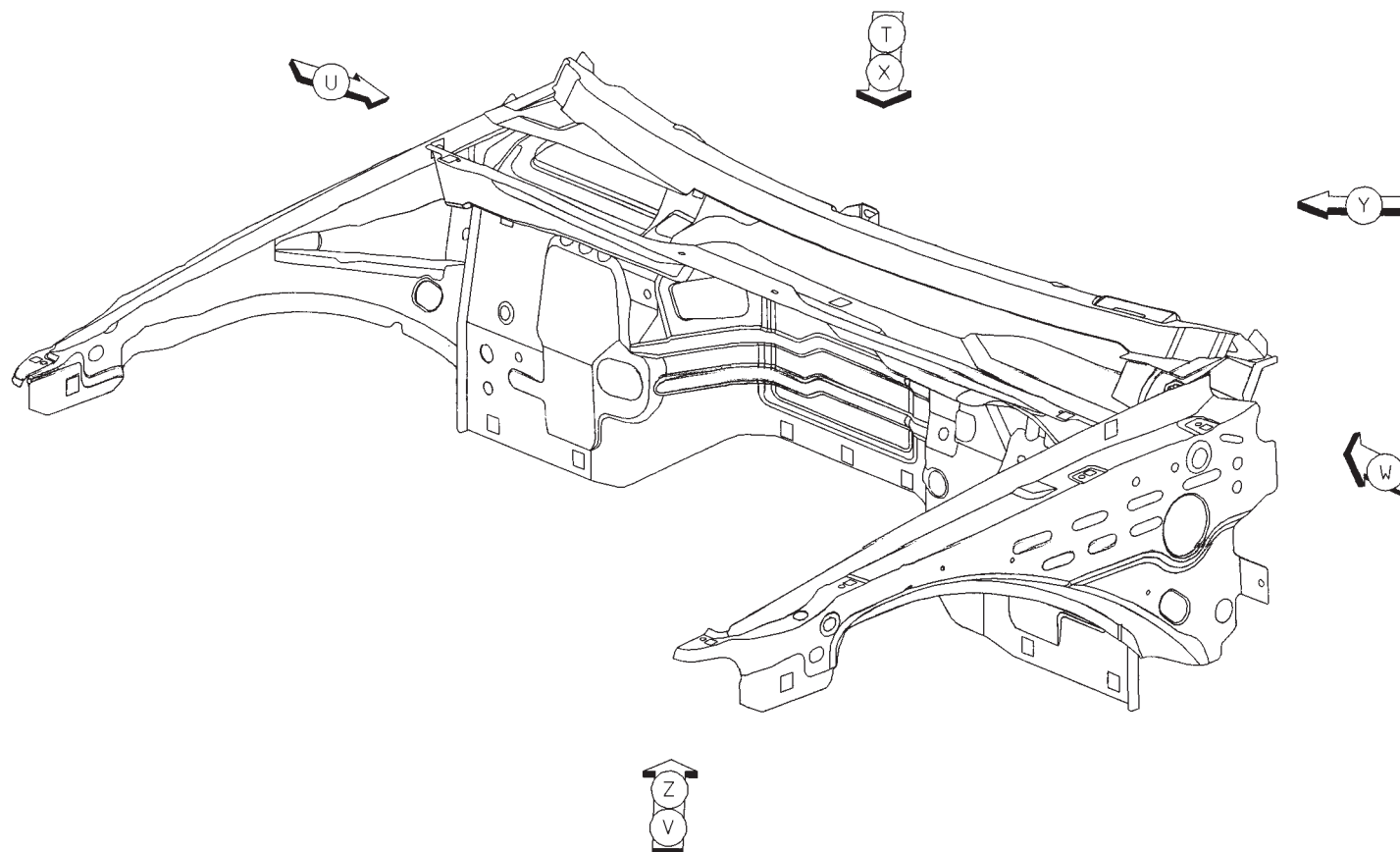
AA REINF - COWL SIDE UPR LT -
AB EXTENSION - COWL SIDE UPR LT -
AC REINF - COWL SIDE UPR RT -
AD NUT/WELD.RD - NO.FIN.SPECIAL -
AE PANEL - DASH -
AF REINF - BRAKE MASTER CYLINDER -
AG REINF - ACCELERATOR PEDAL -
AH PANEL - PLENUM LWR -
AJ BRACKET - WIPER MTG I/B -
AK REINF - COWL TOP -

AL BRACKET - WIPER MTG O/B -
AM BRACKET - PLENUM TO CROSS CAR BEAM -
AN STUD.WELD/EXTERNAL - SPECIAL -
AP STUD.WELD/EXTERNAL - HEADER.PT.PNT.
CUTTER.SPECIAL - ELECTRICAL BRKT ATTACH
AR PANEL - COWL TOP -
AS BRACKET - GAS PROP MOUNTING -
AT STUD.WELD/INTERNAL - PILOT.PT -
AU BRACKET - I/P LOCATOR -



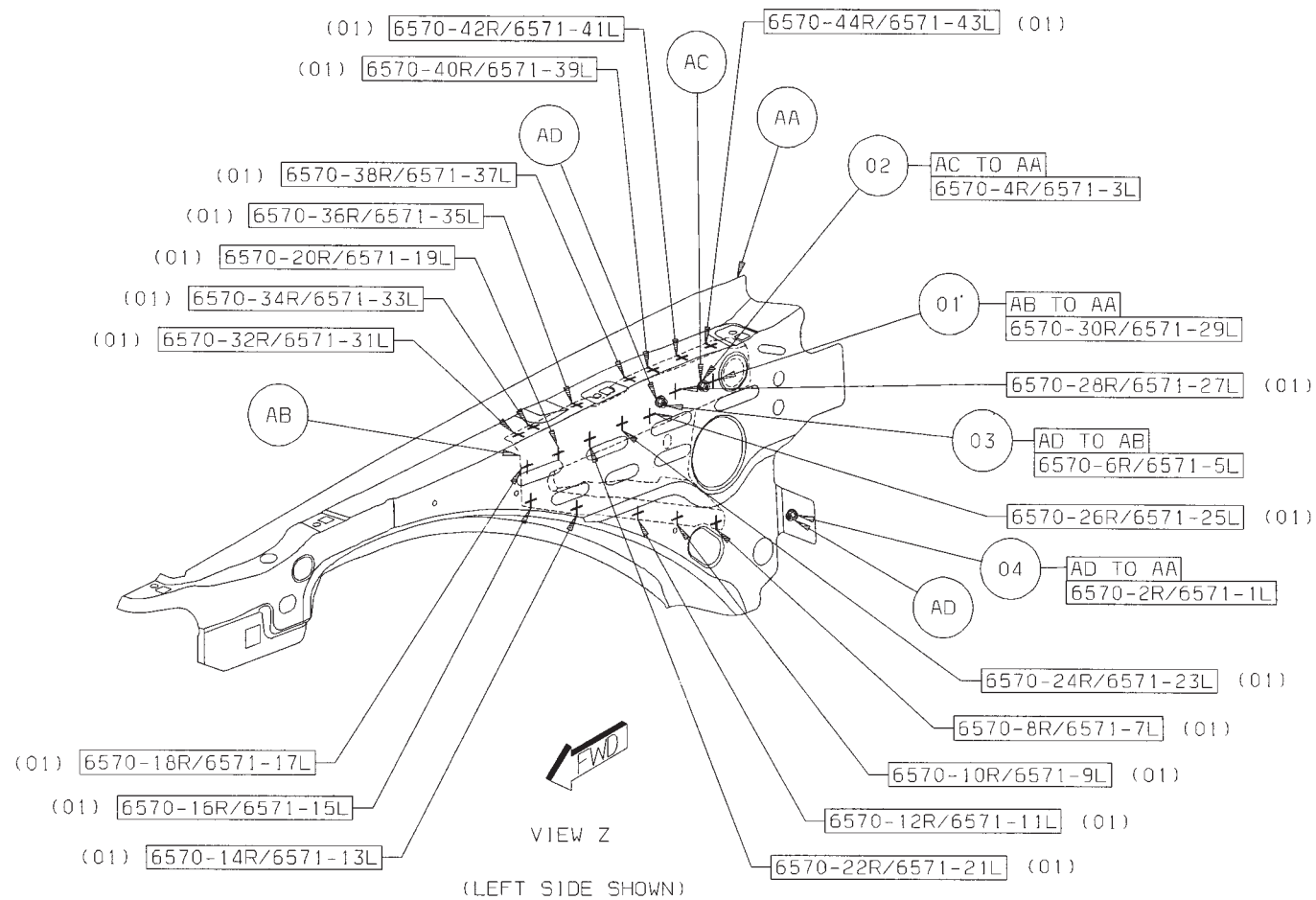
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WELD LAYOUT LOCATION GUIDE



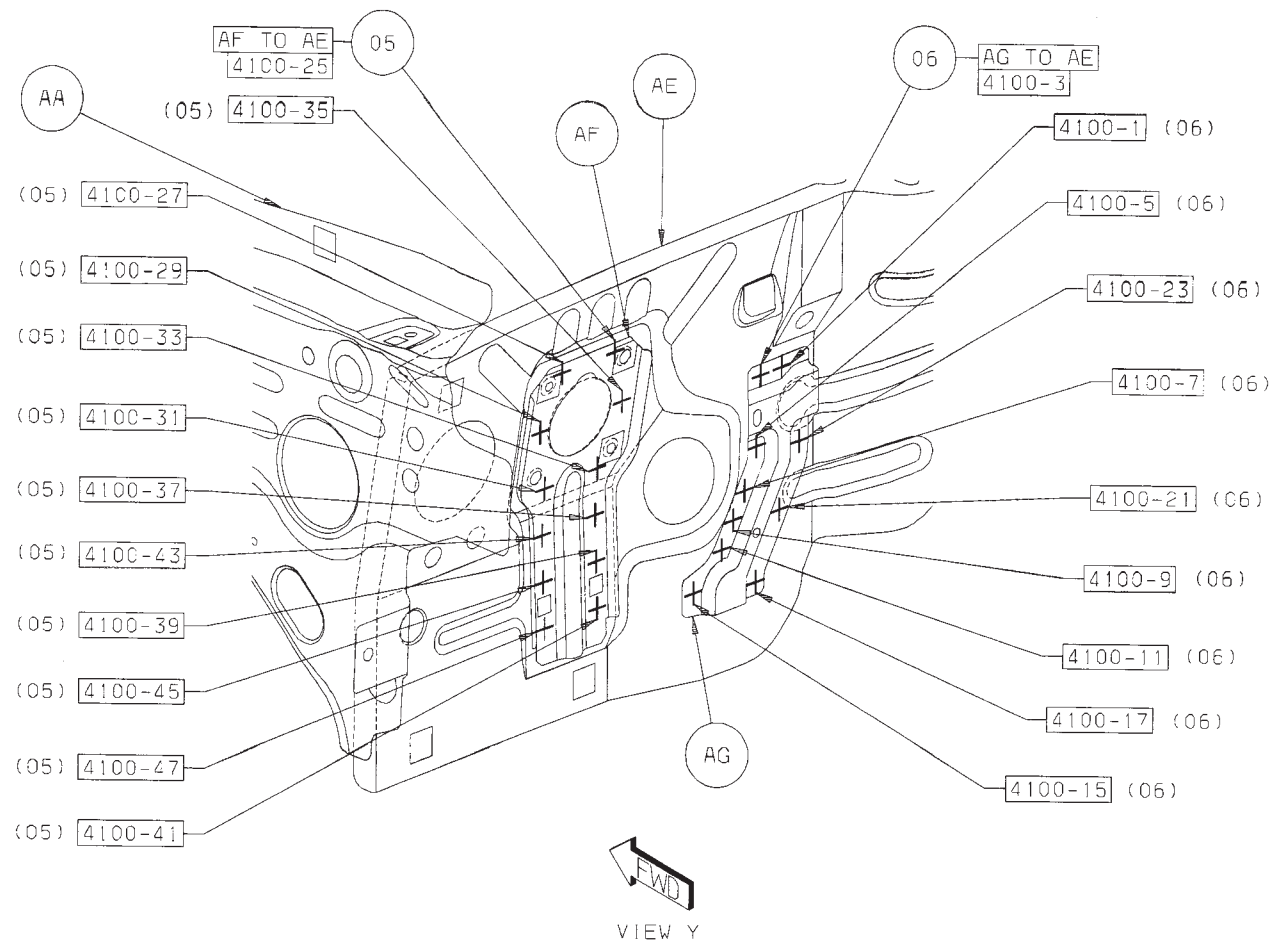
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- 01 AB TO AA 19/SD S/WELDS (ORD)
- 02 AC TO AA 1/SD S/WELDS (ORD)
- 03 AD TO AB 1/SD S/WELDS (ORD)
- 04 AD TO AA 1/SD S/WELDS (ORD)



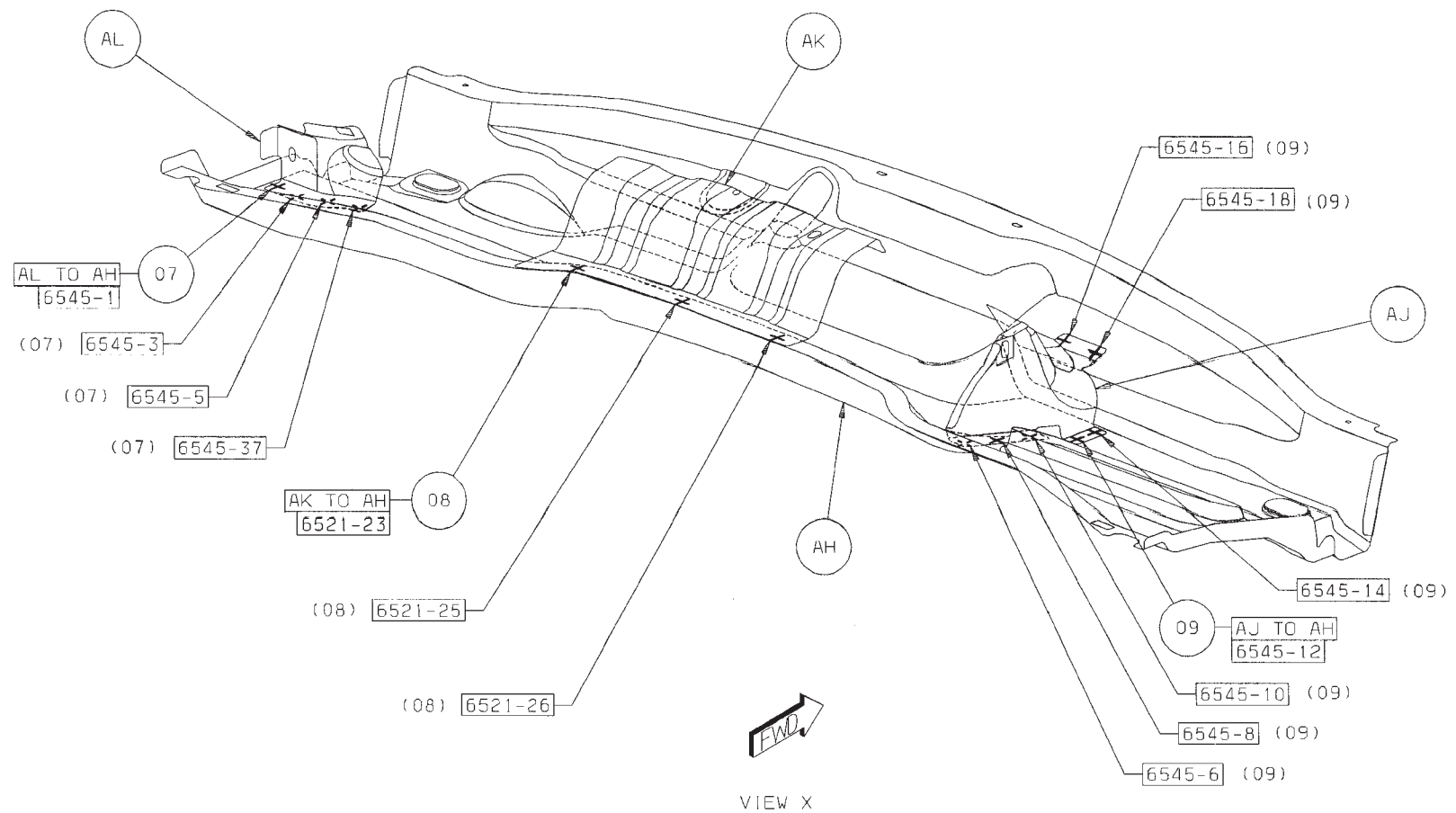
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- 05 AF TO AE 12/S S/WELDS (ORD)
 06 AG TO AE 10/S S/WELDS (ORD)



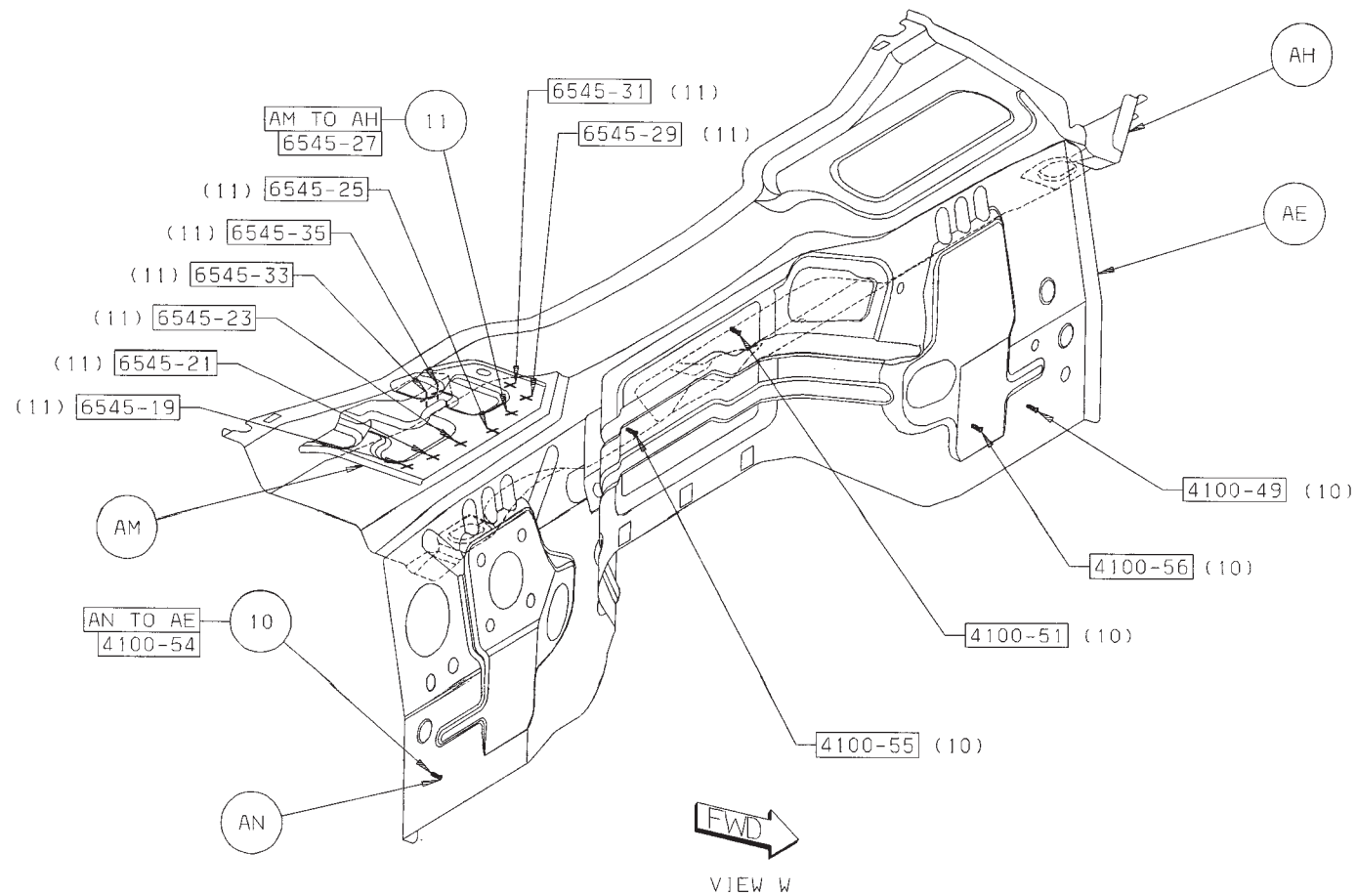
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- 07 AL TO AH 4/S S/WELDS (ORD)
- 08 AK TO AH 3/S S/WELDS (ORD)
- 09 AJ TO AH 7/S S/WELDS (ORD)



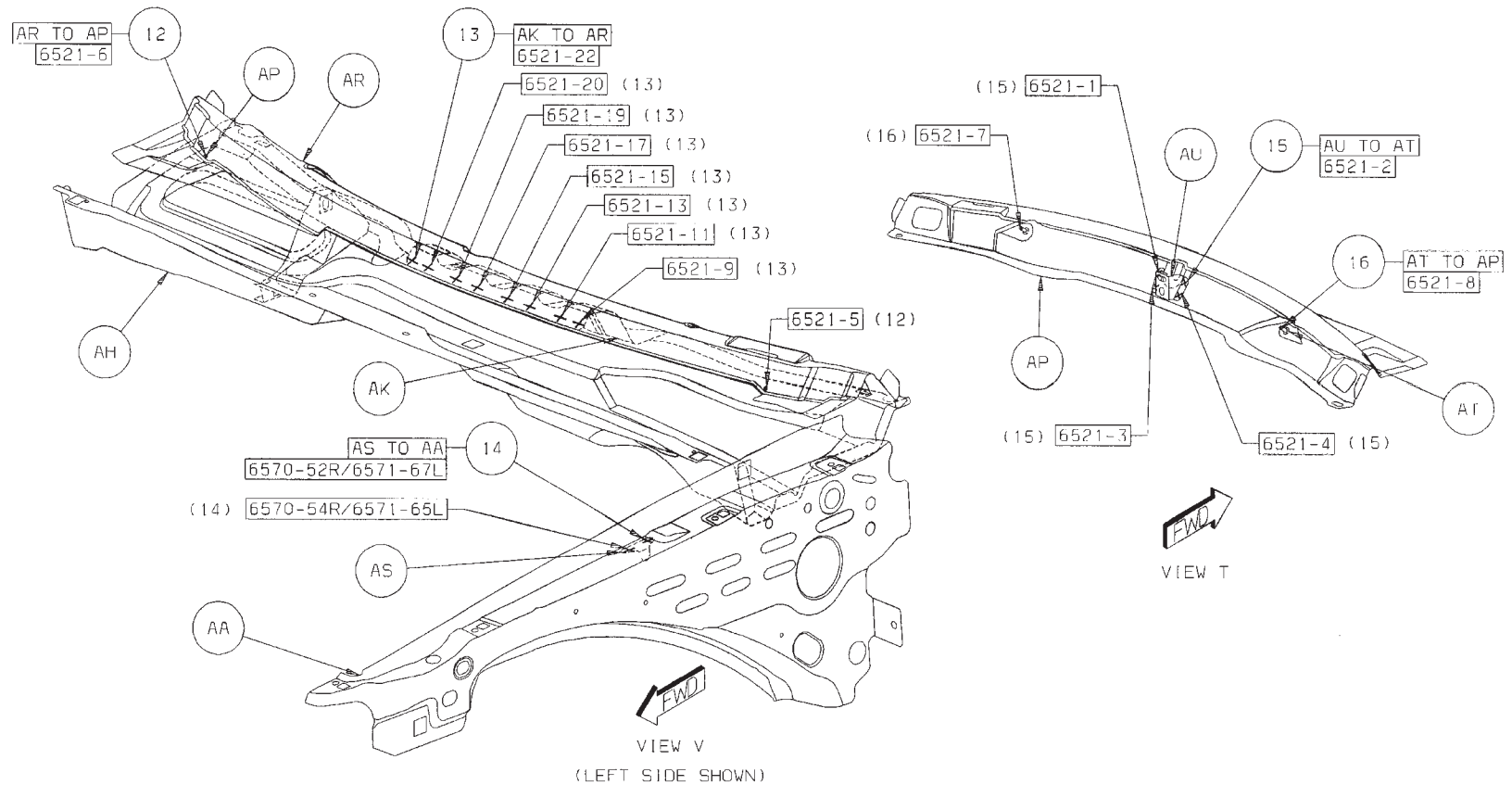
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- 10 AN TO AE 5/S S/WELDS (ORD)
11 AM TO AH 9/S S/WELDS (ORD)



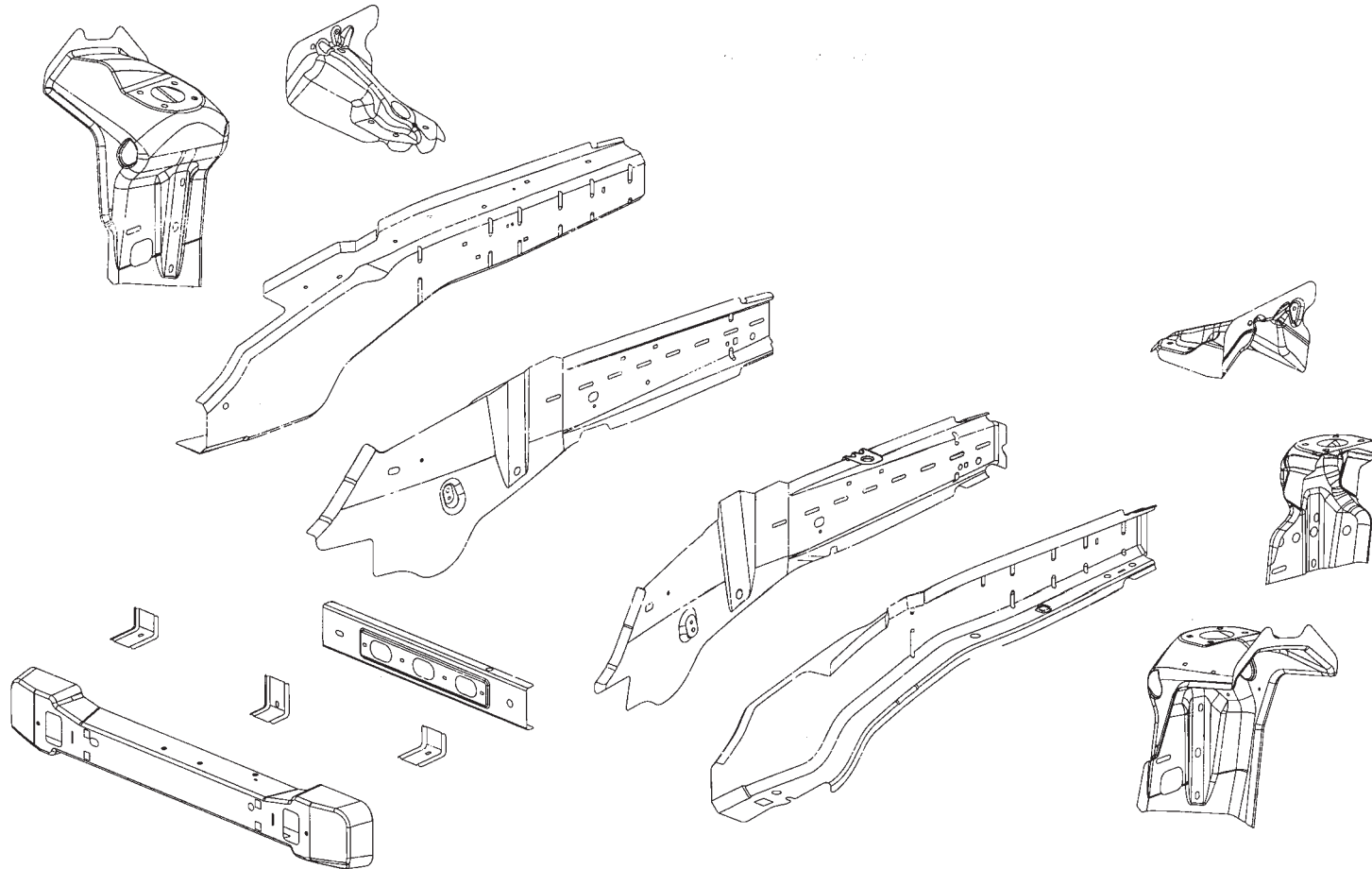
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- 12 AR TO AP 2/S S/WELDS (ORD)
- 13 AK TO AR 8/S S/WELDS (ORD)
- 14 AS TO AA 2/S S/WELDS (ORD)
- 15 AU TO AT 4/S S/WELDS (ORD)
- 16 AT TO AP 2/S S/WELDS (ORD)



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COMMANDER ENGINE BOX COMPLETE SECTION



AA PANEL - SUSPENSION FRT RT -
 AA PANEL - SUSPENSION FRT LT -
 AB RAIL - FRT INR RT -
 AC SILL - FRT OTR RT -
 AC SILL - FRT OTR LT -
 AD BRACKET - RADIATOR SUPPORT TO RAIL -
 AD BRACKET - RADIATOR SUPPORT TO RAIL -

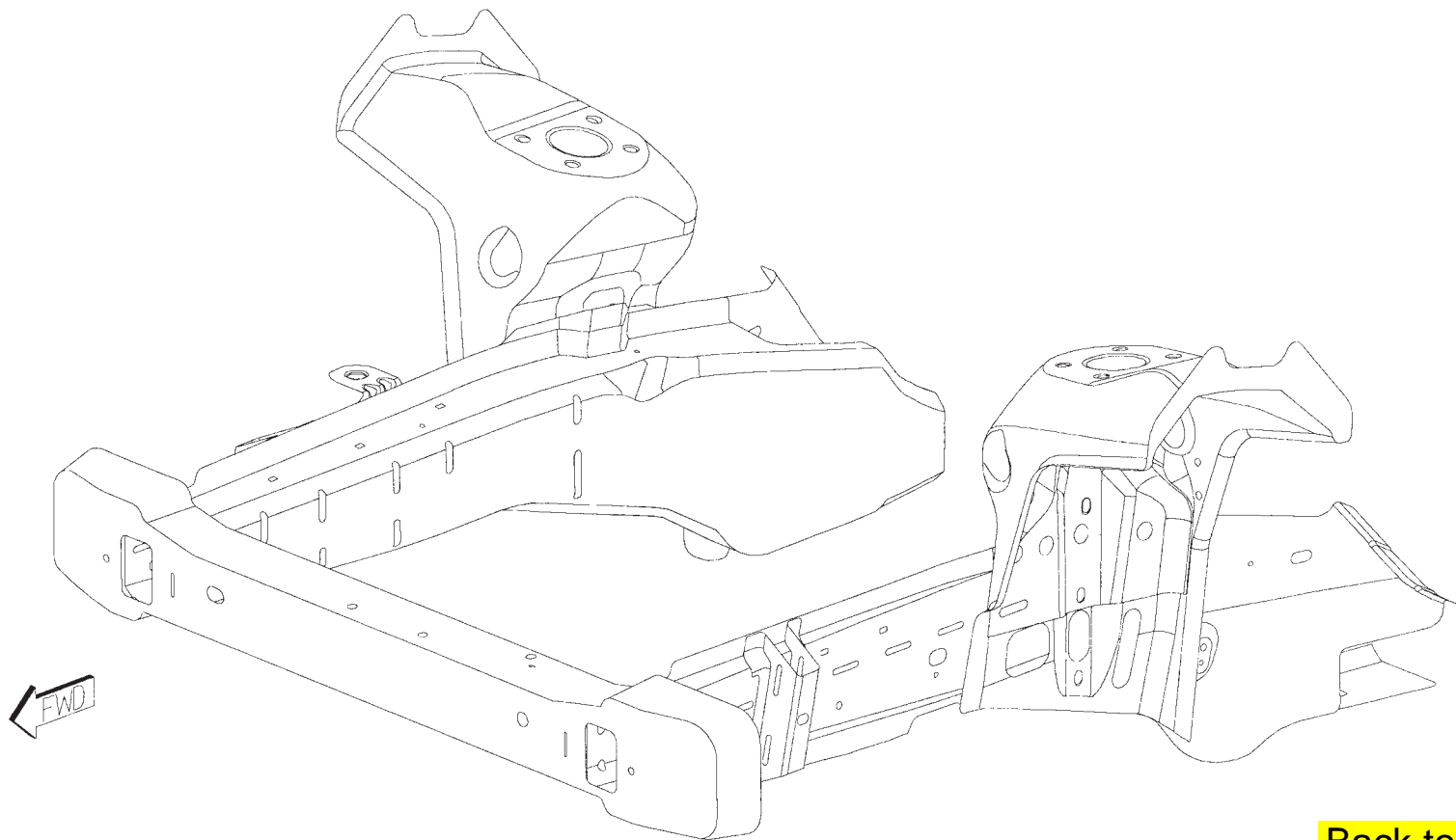
AE CROSSMEMBER - FRT LWR FRT -
 AF CROSSMEMBER - FRT LWR RR -
 AG BRACKET ASSY - FRT CROSSMEMBER -
 AG BRACKET ASSY - FRT CROSSMEMBER -
 AH REINF - SHOCK RT -
 AH REINF - SHOCK ABSORBER LT -

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PARTS IDENTIFICATION LEGEND, OVERVIEW 10

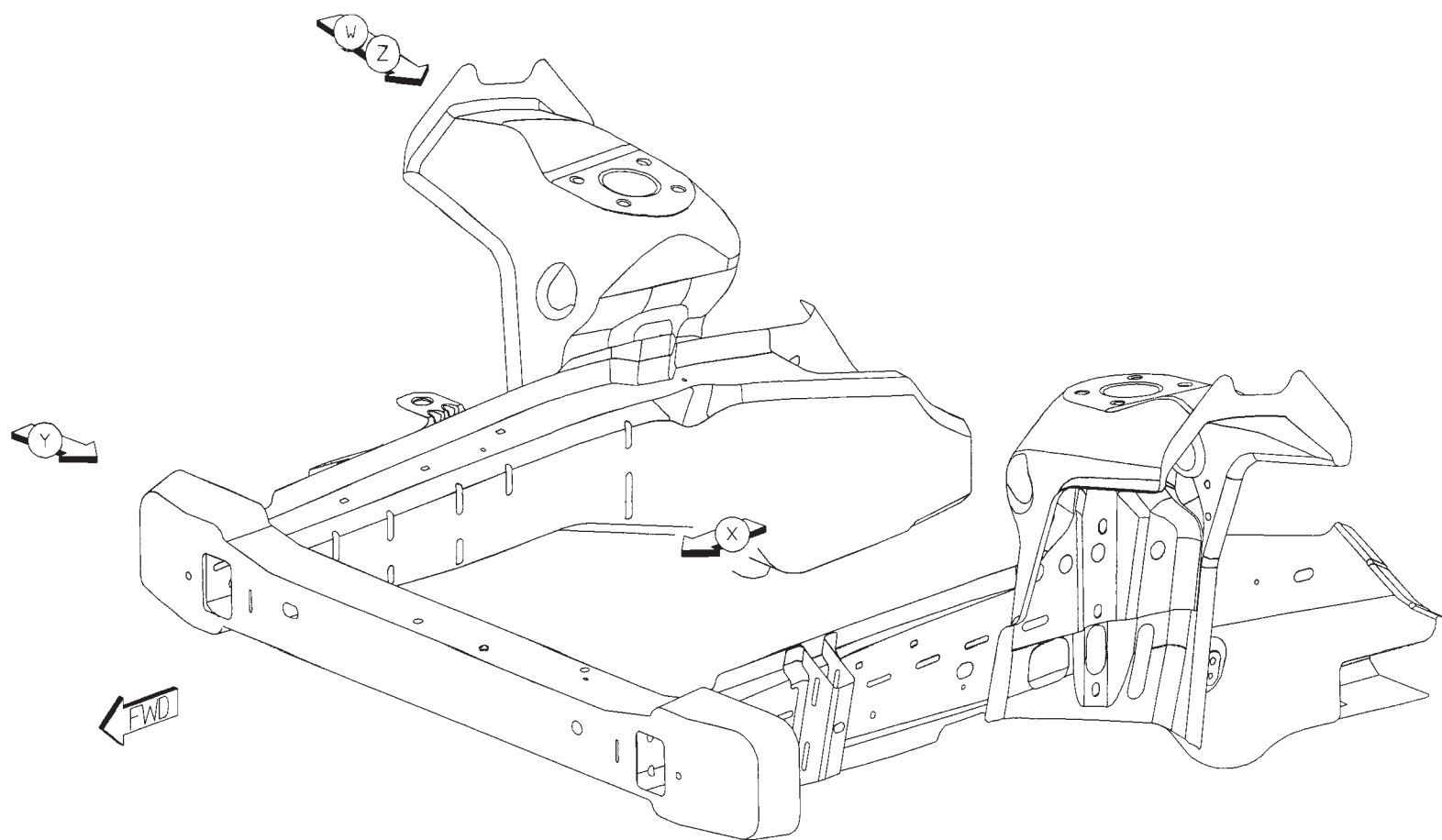
AA PANEL - SUSPENSION FRT RT -
AA PANEL - SUSPENSION FRT LT -
AB RAIL - FRT INR RT -
AC SILL - FRT OTR RT -
AC SILL - FRT OTR LT -
AD BRACKET - RADIATOR SUPPORT TO RAIL -
AD BRACKET - RADIATOR SUPPORT TO RAIL -

AE CROSSMEMBER - FRT LWR FRT -
AF CROSSMEMBER - FRT LWR RR -
AG BRACKET ASSY - FRT CROSSMEMBER -
AG BRACKET ASSY - FRT CROSSMEMBER -
AH REINF - SHOCK RT -
AH REINF - SHOCK ABSORBER LT -



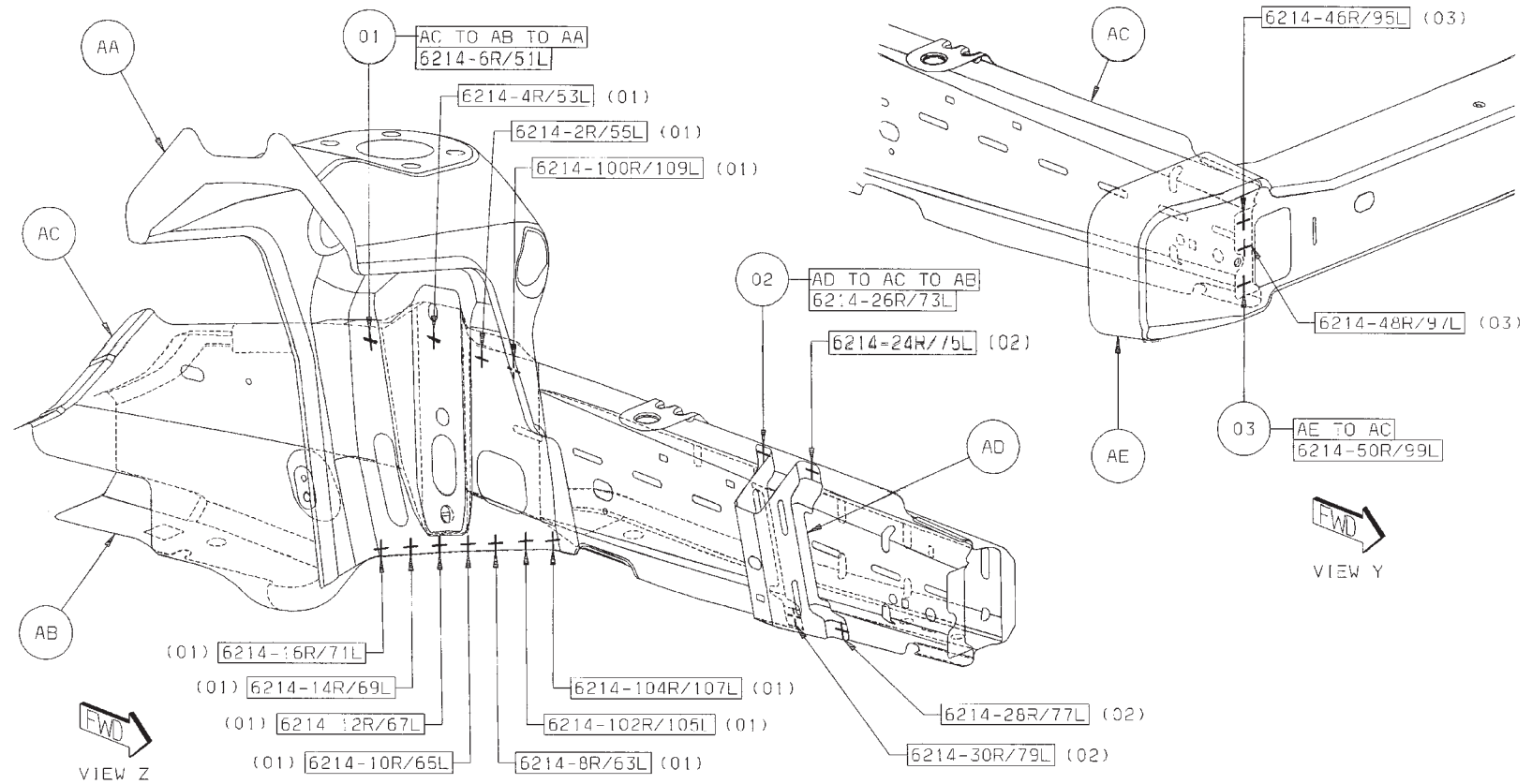
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WELD LAYOUT LOCATION GUIDE



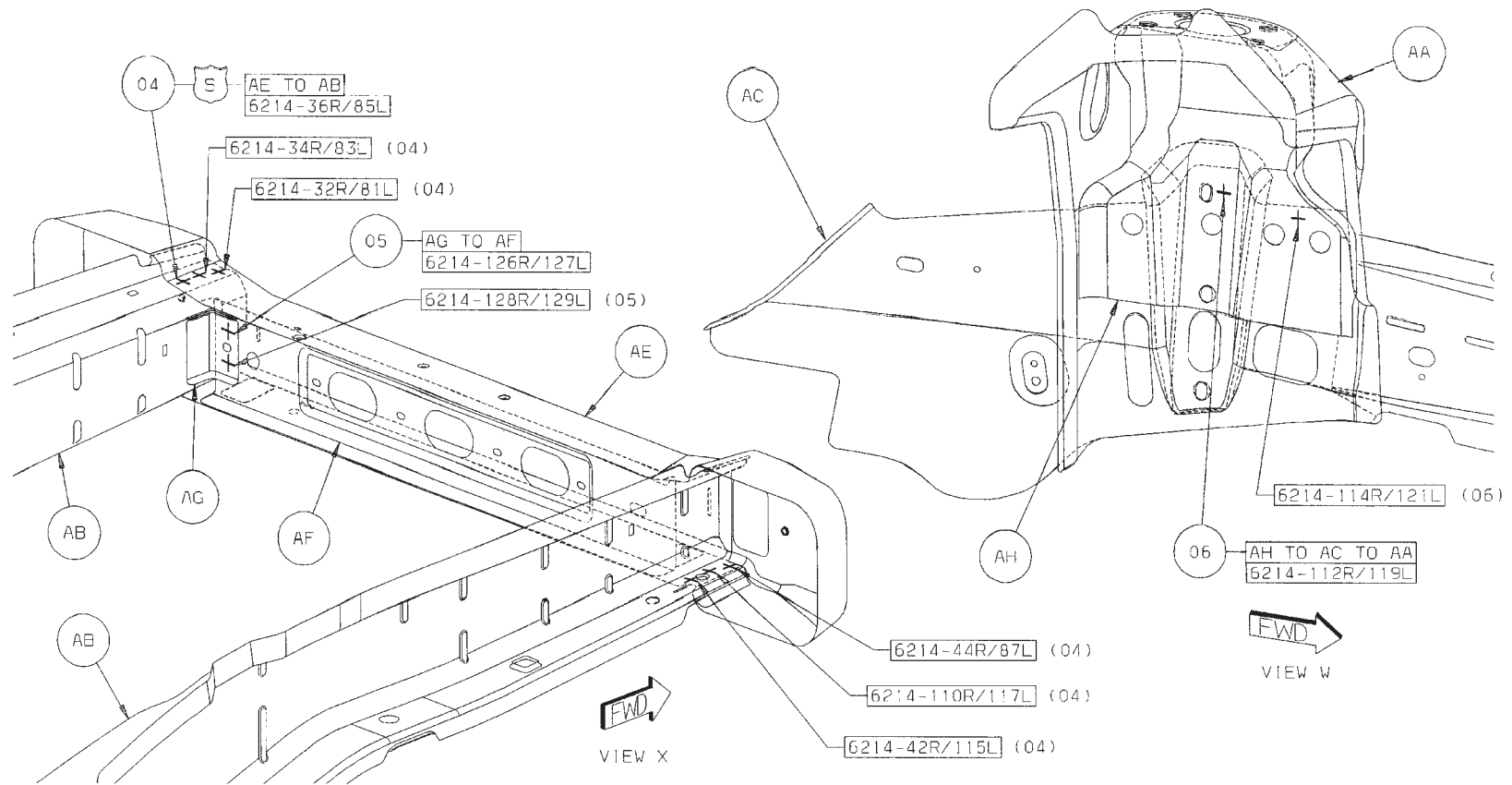
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- 01 AC TO AB TO AA 11/SD S/WELDS (ORD)
- 02 AD TO AC TO AB 4/SD S/WELDS (ORD)
- 03 AE TO AC 3/SD S/WELDS (ORD)



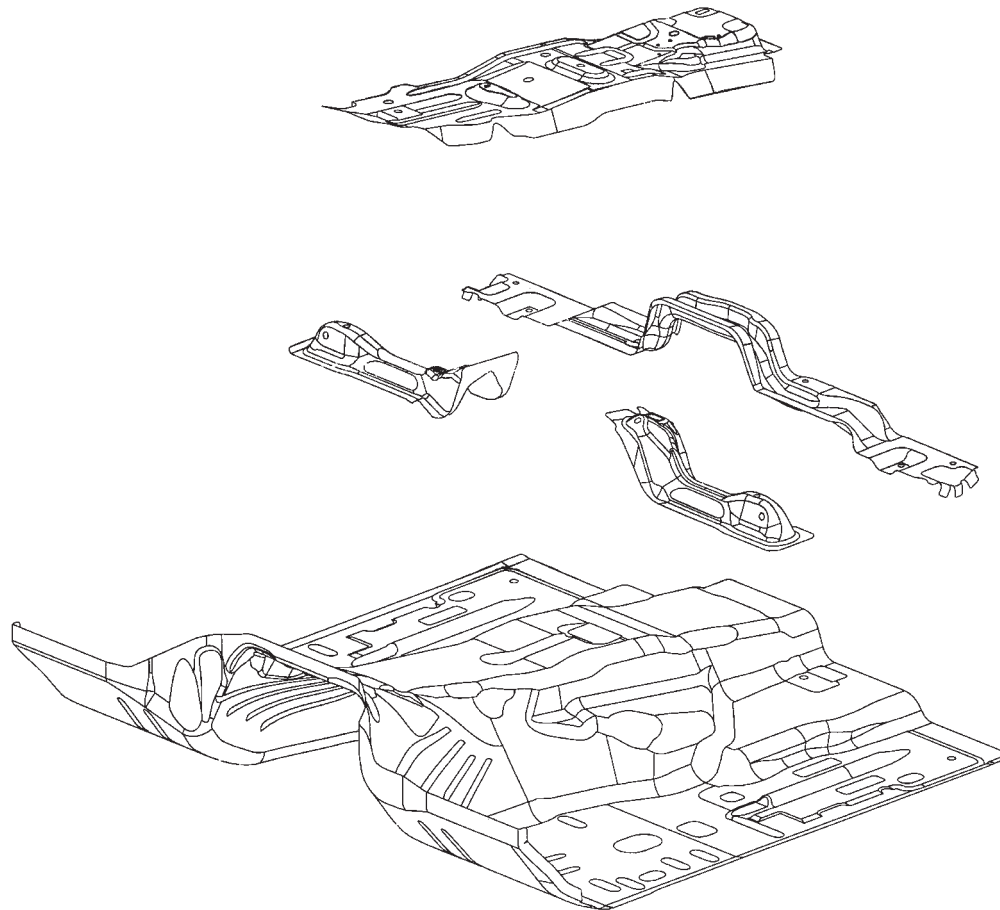
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- 04 AE TO AB 6/SD S/WELDS (SAF)
- 05 AG TO AF 2/SD S/WELDS (ORD)
- 06 AH TO AC TO AA 2/SD S/WELDS (ORD)



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COMMANDER FRONT FLOOR SECTION



AA 55394419 PAN FLOOR FRT
AB 55396120 REINF - TUNNEL -
AC REINF - FRT SEAT RR MOUNTING -
AD 55394422 - REINF FRT SEAT MTG -
AE REINF - MID FLOOR COMPRESSION PLATE -

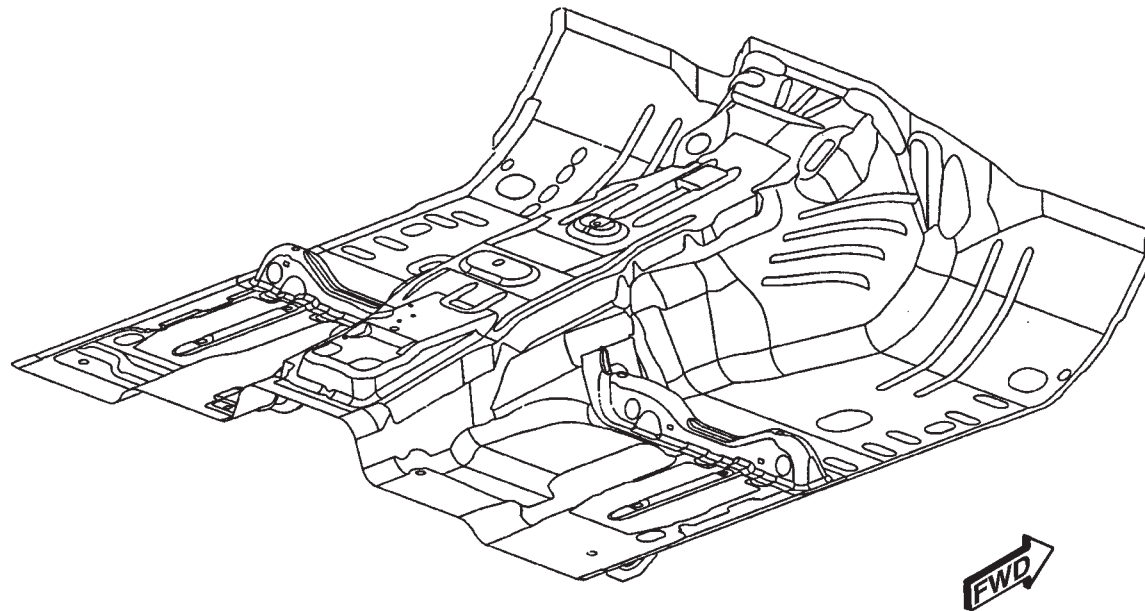
AF REINF - FRT SEAT RR SUPPORT LT -
AG 06104996AA - STUD.WELD/EXTERNAL - SPECIAL QTY#21
AH NUT/WELD.RD - ROUND.SPECIAL - SEAT TO C/MEMBR
AH NUT/WELD.RD - ROUND.SPECIAL - SEAT TO C/MEMBR

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PARTS IDENTIFICATION LEGEND, OVERVIEW 11

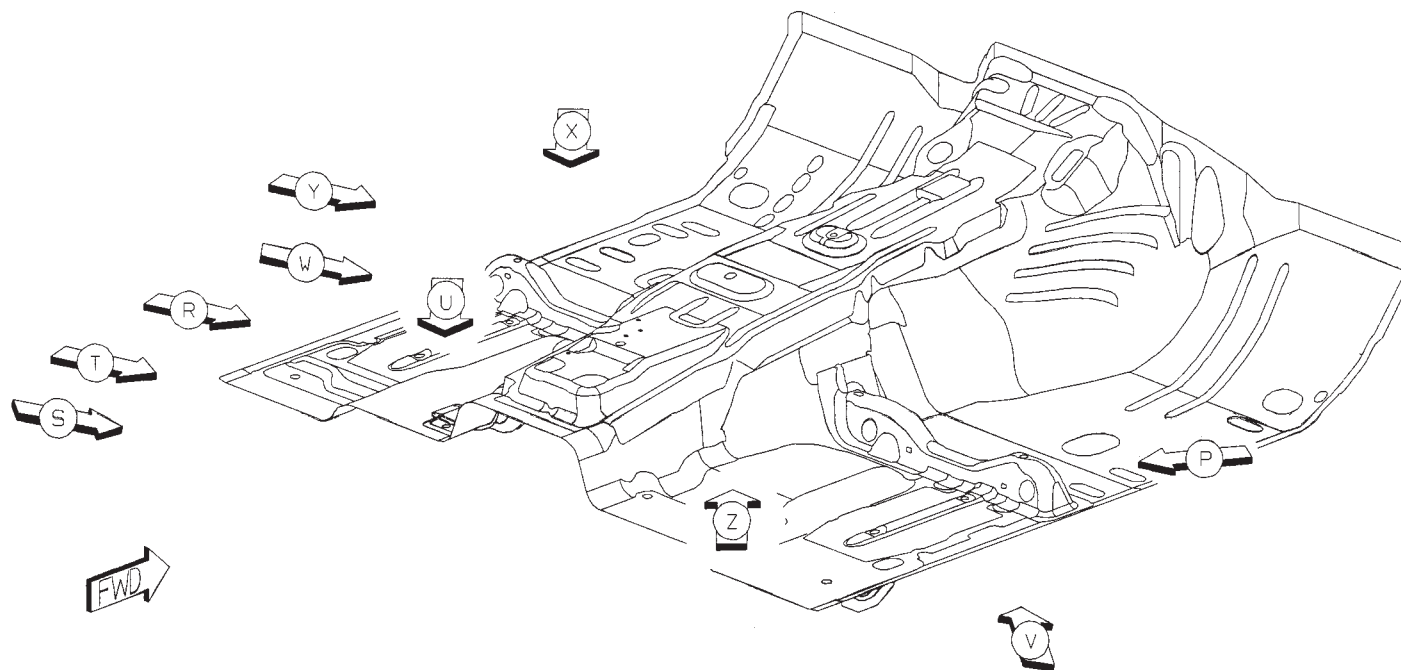
AA 55394419 PAN FLOOR FRT
AB 55396120 REINF - TUNNEL -
AC REINF - FRT SEAT RR MOUNTING -
AD 55394422 - REINF FRT SEAT MTG -
AE REINF - MID FLOOR COMPRESSION PLATE -

AF REINF - FRT SEAT RR SUPPORT LT -
AG 06104996AA - STUD.WELD/EXTERNAL - SPECIAL QTY#21
AH NUT/WELD.RD - ROUND.SPECIAL - SEAT TO C/MEMBR
AH NUT/WELD.RD - ROUND.SPECIAL - SEAT TO C/MEMBR



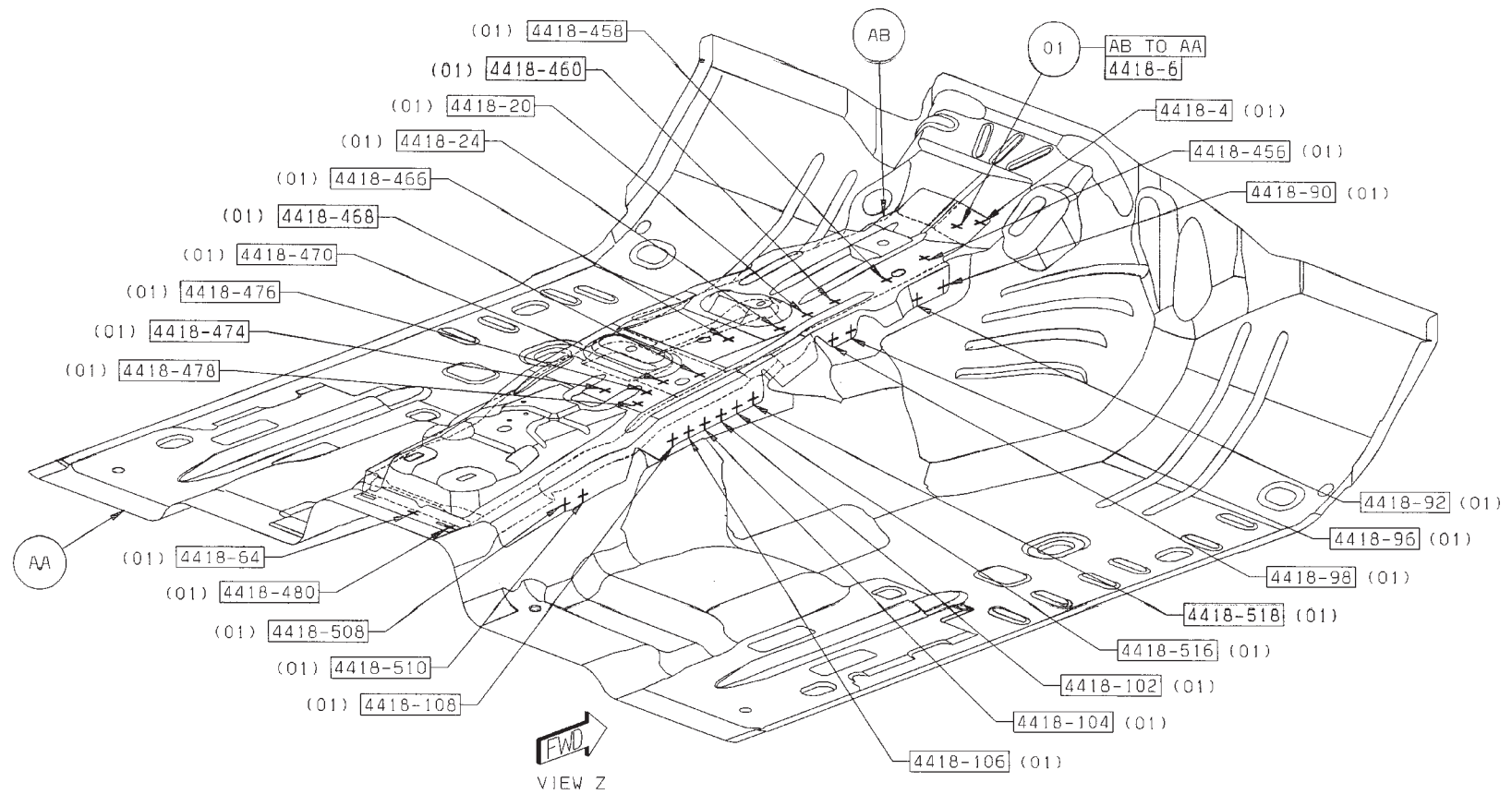
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WELD LAYOUT LOCATION GUIDE



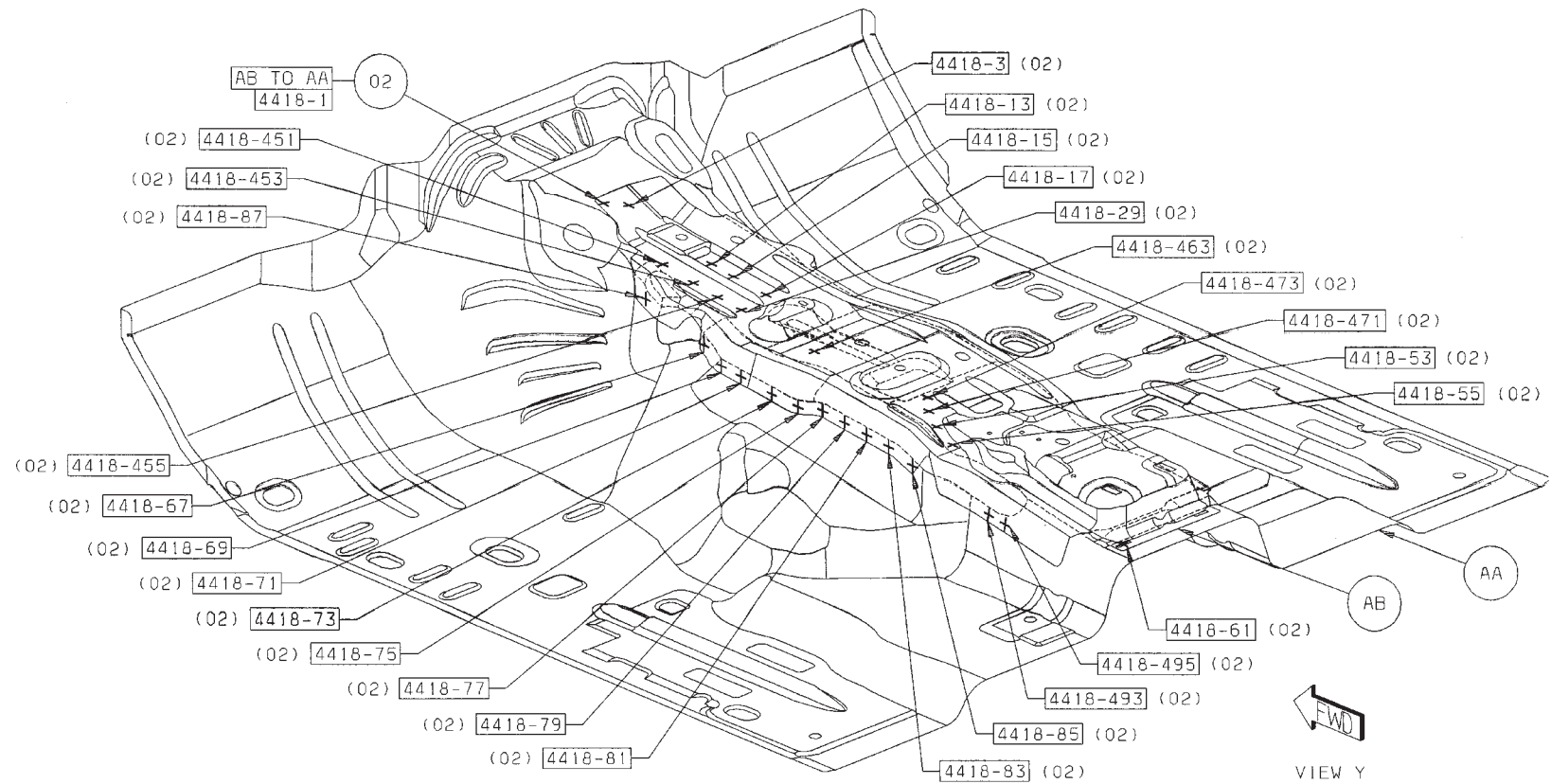
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01 AB TO AA 27 S/WELDS (ORD)



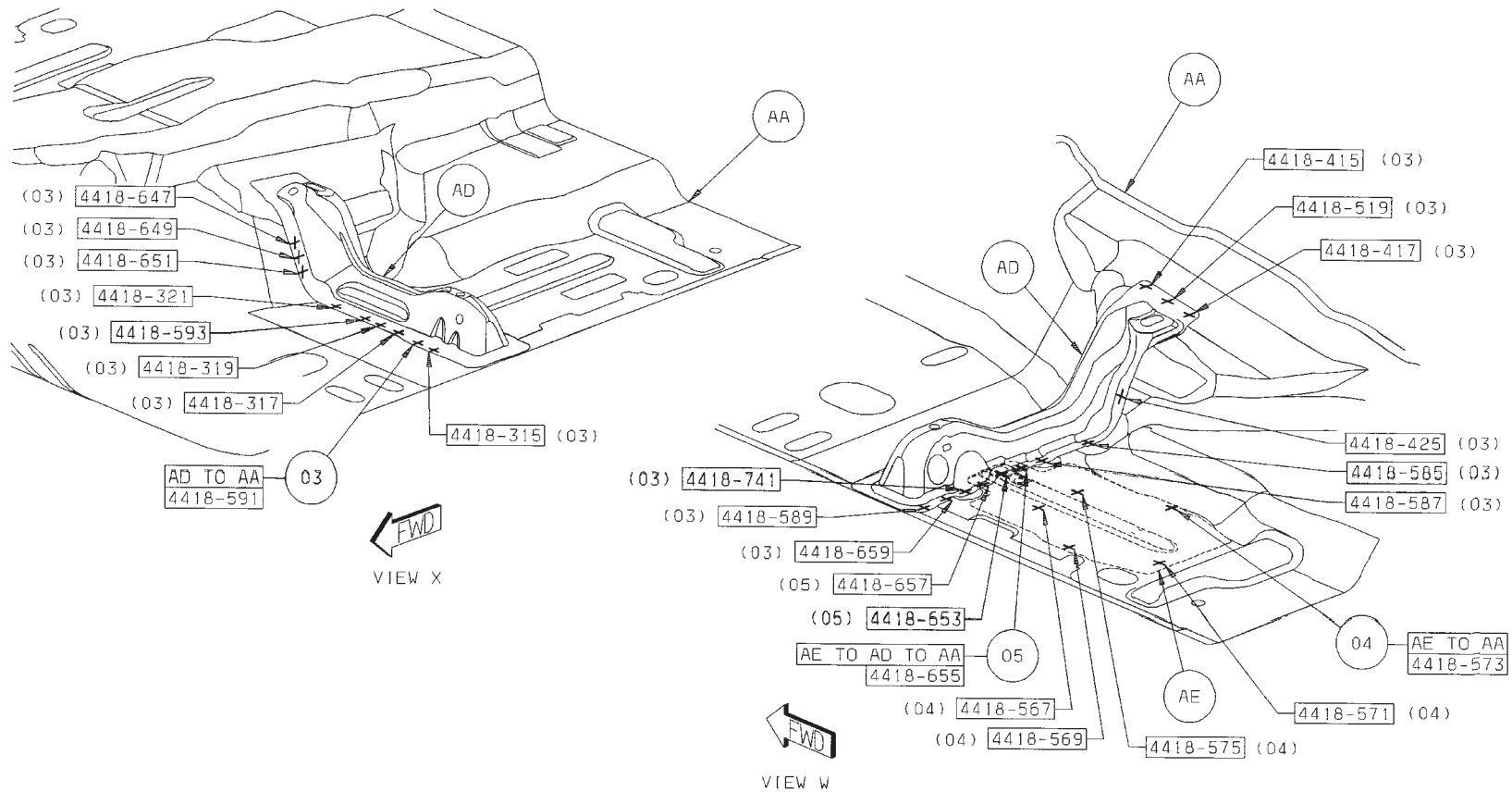
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02 AB TO AA 28 S/WELDS (ORD)



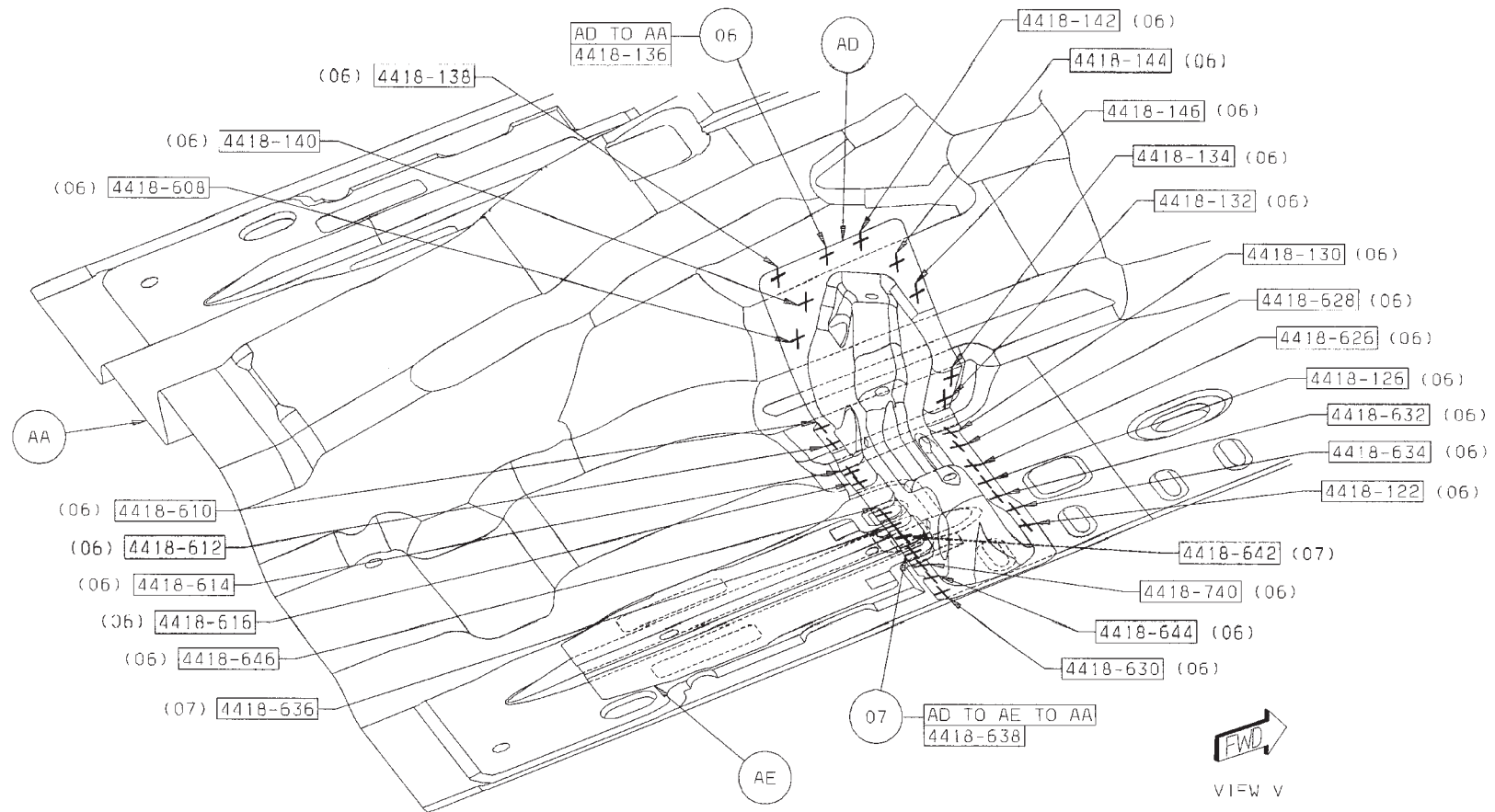
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- 03 AD TO AA 18 S/WELDS (ORD)
- 04 AE TO AA 5 3 S/WELDS (ORD)
- 05 AE TO AD TO AA 3 S/WELDS (ORD)



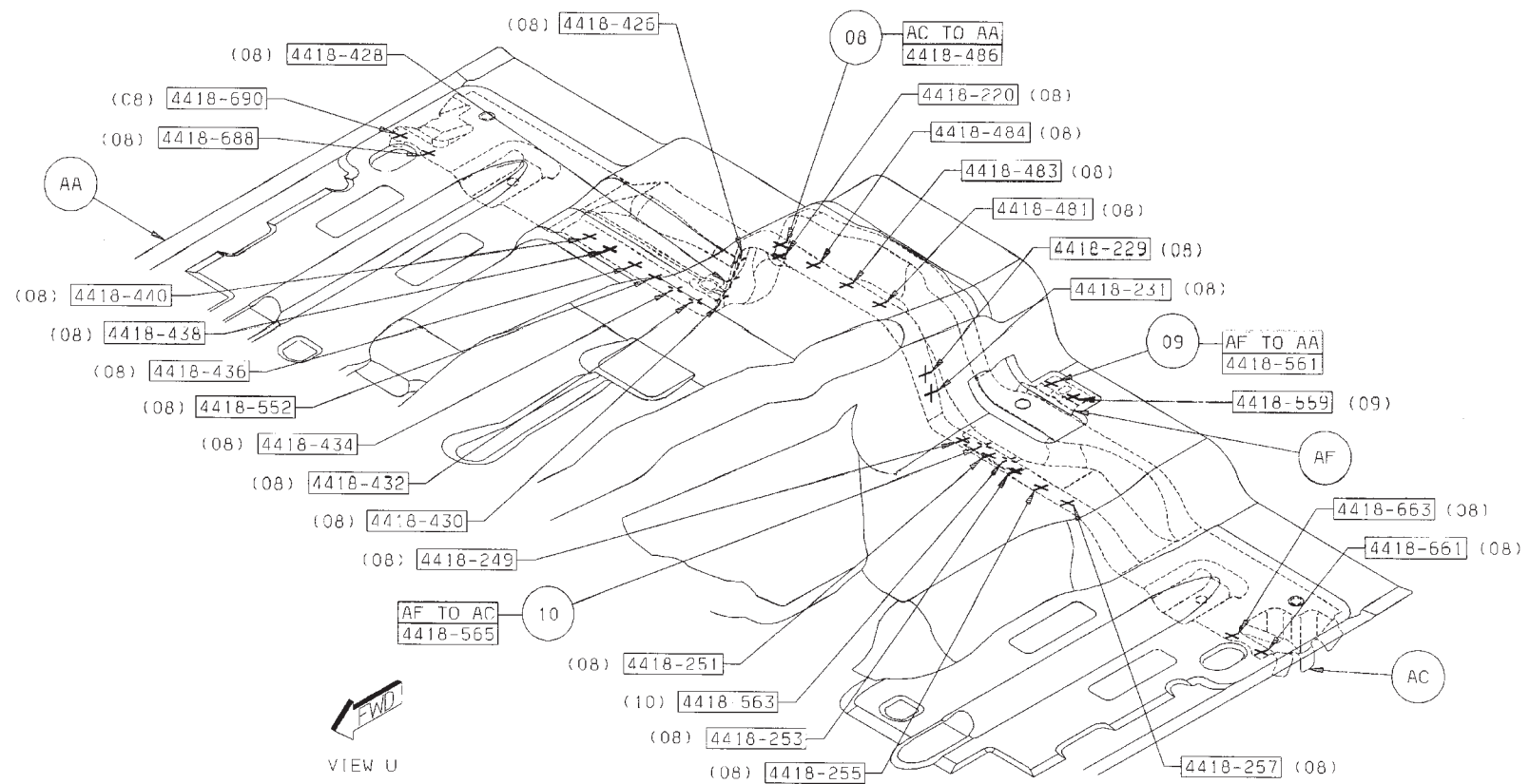
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06 AD TO AA 24 S/WELDS (ORD)
07 AD TO AE TO AA 3 S/WELDS (ORD)



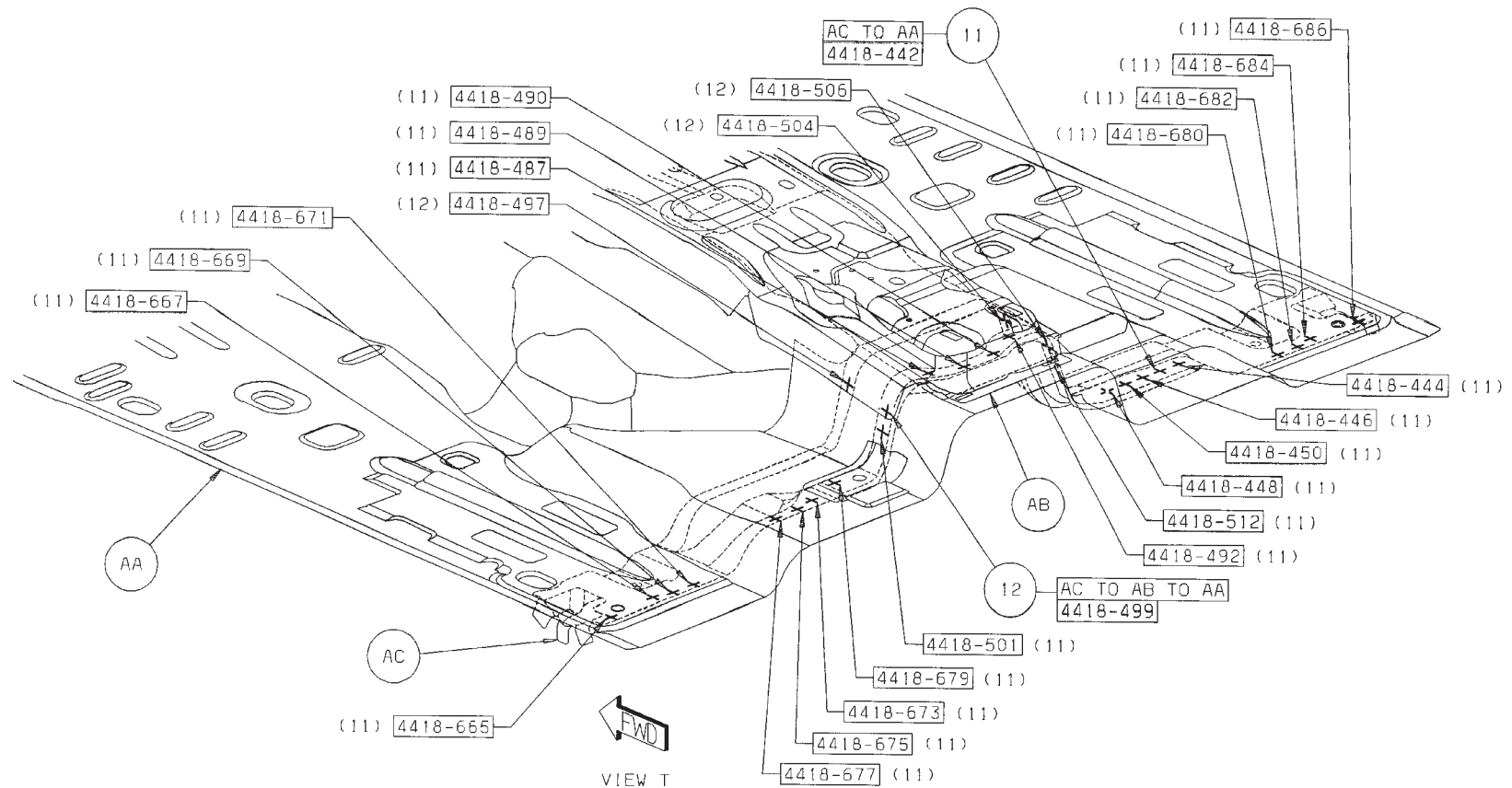
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- 08 AC TO AA 25 S/WELDS (ORD)
- 09 AF TO AA 2 S/WELDS (ORD)
- 10 AF TO AC 2 S/WELDS (ORD)



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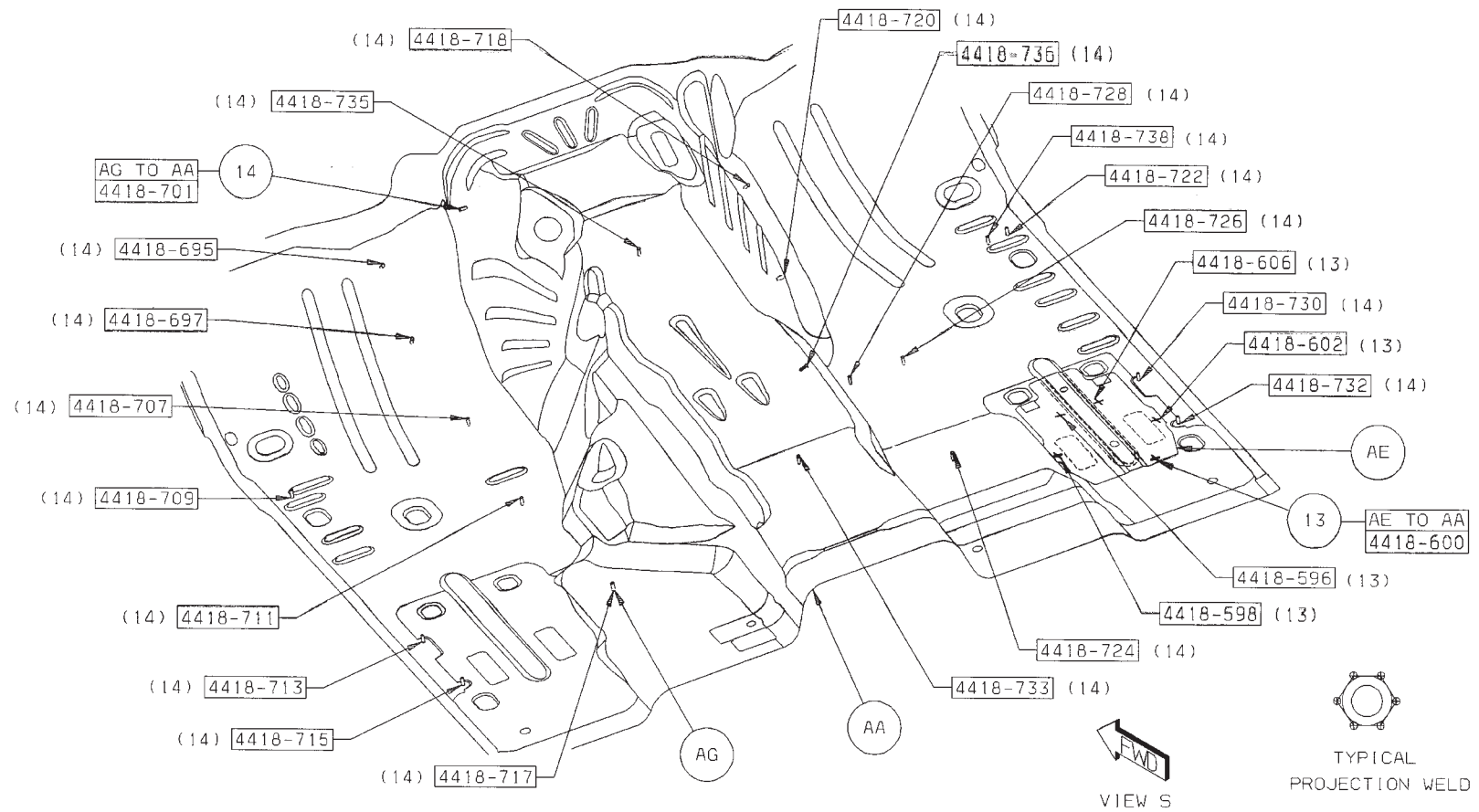
- 11 AC TO AA 23 S/WELDS (ORD)
- 12 AC TO AB TO AA 4 S/WELDS (ORD)



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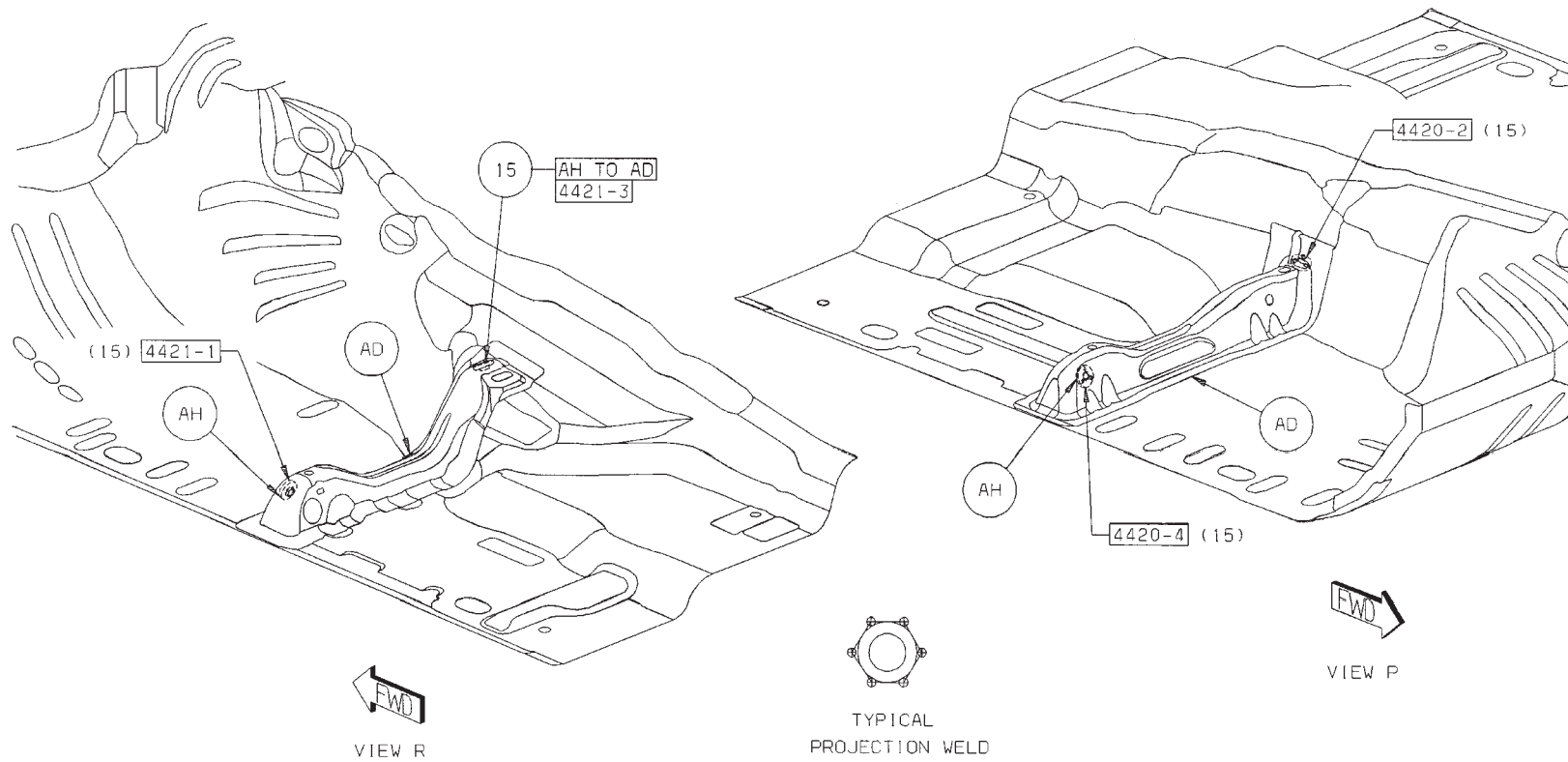
13 AE TO AA 5 SWELDS (ORD)

14 AG TO AA 21 PROJ WELDS (ORD)



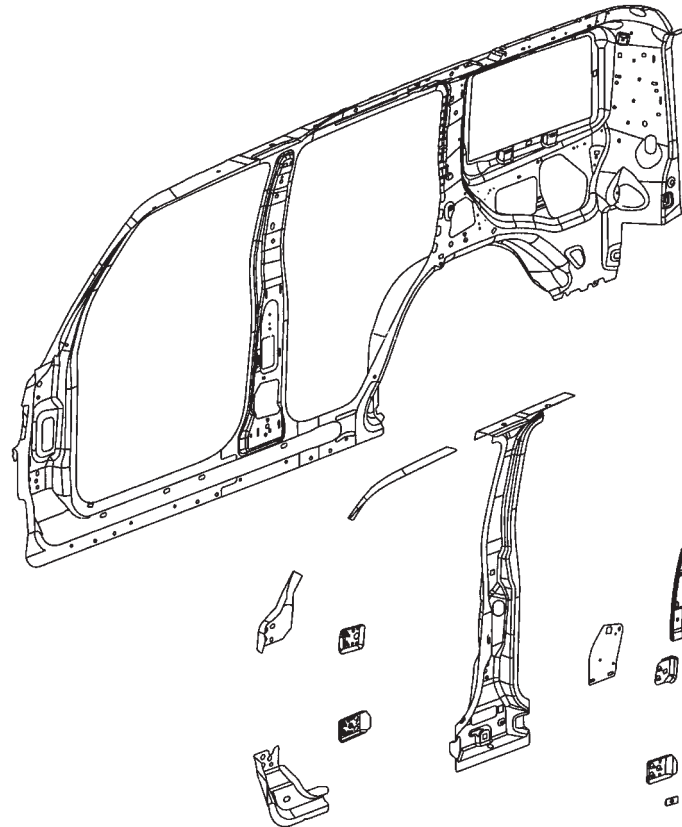
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15 AH TO AD 4 PROJ WELDS (ORD)



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COMMANDER BODY SIDE INNER SECTION



AA PANEL - BODY SIDE INNR RT -
 AA PANEL - BODY SIDE INNER LT -
 AB REINF - A-PILLAR OTR LWR RT -
 AB REINF - A-PILLAR OTR LWR LT -
 AC REINF - A-PILLAR LWR RT -
 AC REINF - A-PILLAR LWR LT -
 AD TAPPING PLATE - FRT DOOR HINGE UPR RT -
 AD TAPPING PLATE - FRT DOOR HINGE UPR LT -
 AE TAPPING PLATE - DOOR HINGE LWR -
 AE TAPPING PLATE - DOOR HINGE LWR -

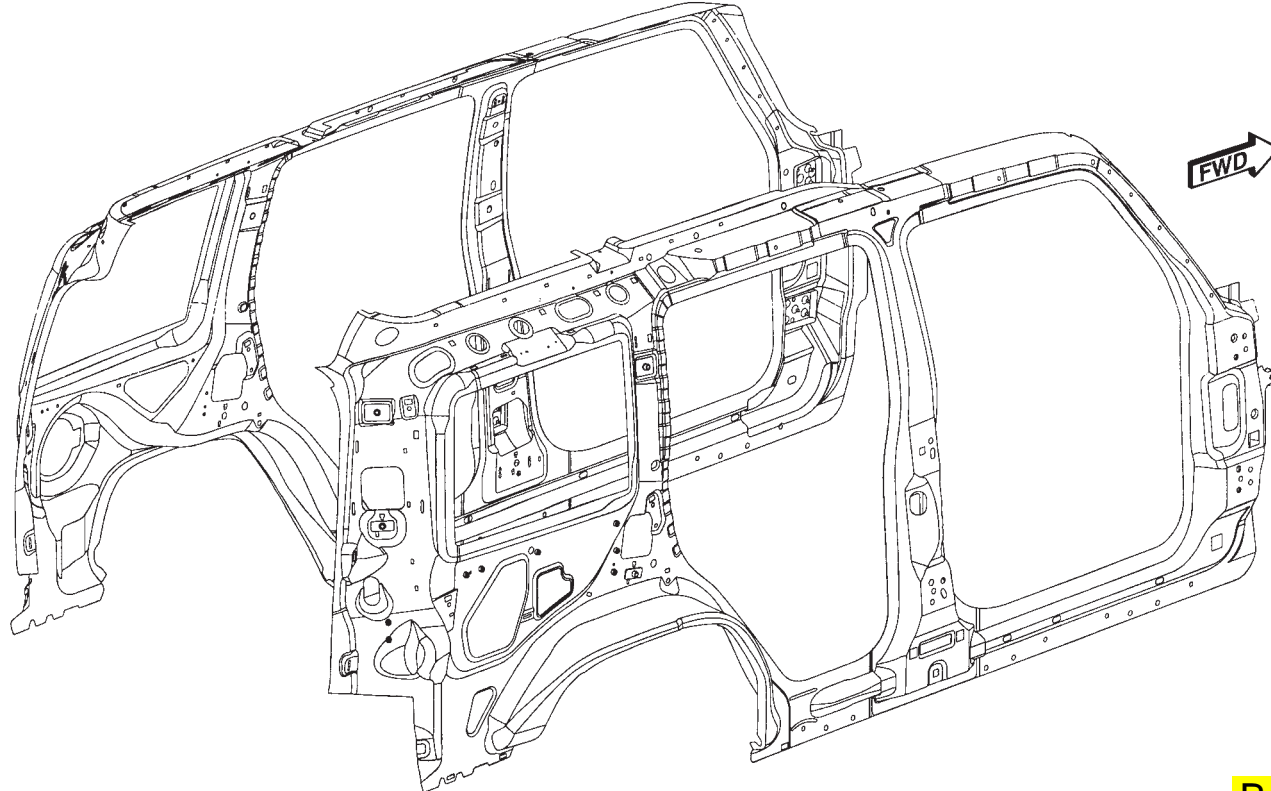
AF TAPPING PLATE - QTR INR D-PILLAR
 TURNING LOOP -
 AF TAPPING PLATE - QTR INR D-PILLAR
 TURNING LOOP -
 AG TAPPING PLATE - RETAINING ANCHOR -
 AG TAPPING PLATE - RETAINING ANCHOR -
 AH REINF - SHOULDER BELT MTG FRT SEAT RT -
 AH REINF - SHOULDER BELT MTG FRT SEAT LT -
 AJ REINF - A-PILLAR OTR UPR RT -

AJ REINF - A-PILLAR OTR UPR LT -
 AK 06506900AA - NUT/WELD QTY. 16 -
 AL REINF - B-PILLAR RT -
 AL REINF - B-PILLAR LT -
 AM TAPPING PLATE - RR DOOR HINGE UPR RT -
 AM TAPPING PLATE - RR DOOR HINGE UPR LT -
 AN TAPPING PLATE - RR DOOR HINGE LWR -
 AN TAPPING PLATE - RR DOOR HINGE LWR -

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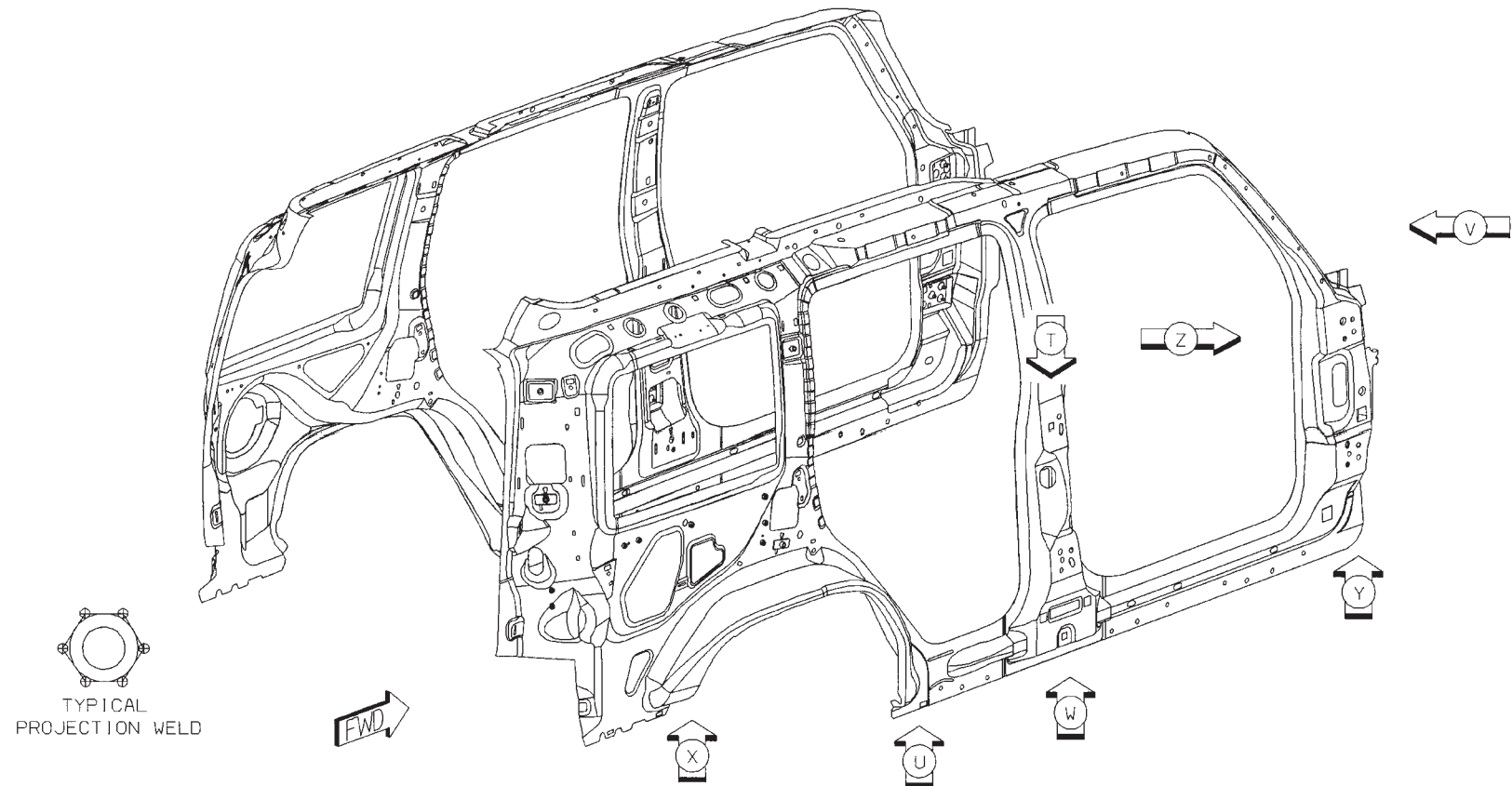
PARTS IDENTIFICATION LEGEND, OVERVIEW 12

AA PANEL – BODY SIDE INNR RT –	AE TAPPING PLATE – DOOR HINGE LWR –	AJ REINF – A-PILLAR OTR UPR RT –
AA PANEL – BODY SIDE INNER LT –	AF TAPPING PLATE – QTR INR D-PILLAR	AJ REINF – A-PILLAR OTR UPR LT –
AB REINF – A-PILLAR OTR LWR RT –	TURNING LOOP –	AK 06506900AA – NUT/WELD QTY. 16 –
AB REINF – A-PILLAR OTR LWR LT –	AF TAPPING PLATE – QTR INR D-PILLAR	AL REINF – B-PILLAR RT –
AC REINF – A-PILLAR LWR RT –	TURNING LOOP –	AL REINF – B-PILLAR LT –
AC REINF – A-PILLAR LWR LT –	AG TAPPING PLATE – RETAINING ANCHOR –	AM TAPPING PLATE – RR DOOR HINGE UPR RT –
AD TAPPING PLATE – FRT DOOR HINGE UPR RT –	AG TAPPING PLATE – RETAINING ANCHOR –	AM TAPPING PLATE – RR DOOR HINGE UPR LT –
AD TAPPING PLATE – FRT DOOR HINGE UPR RT –	AH REINF – SHOULDER BELT MTG FRT SEAT RT –	AN TAPPING PLATE – RR DOOR HINGE LWR –
AE TAPPING PLATE – DOOR HINGE LWR –	AH REINF – SHOULDER BELT MTG FRT SEAT LT –	AN TAPPING PLATE – RR DOOR HINGE LWR –



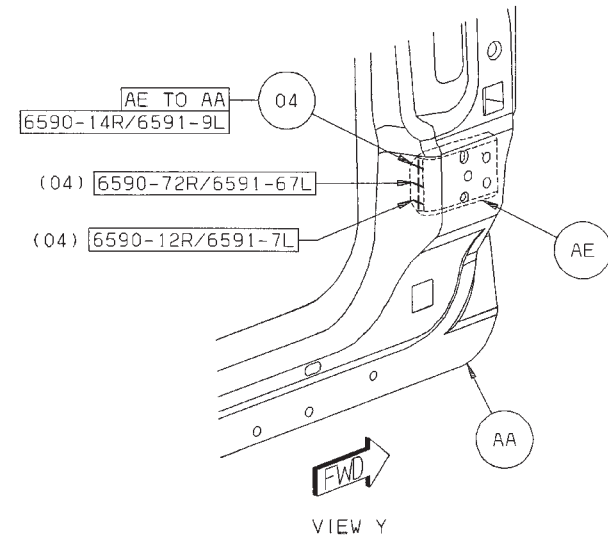
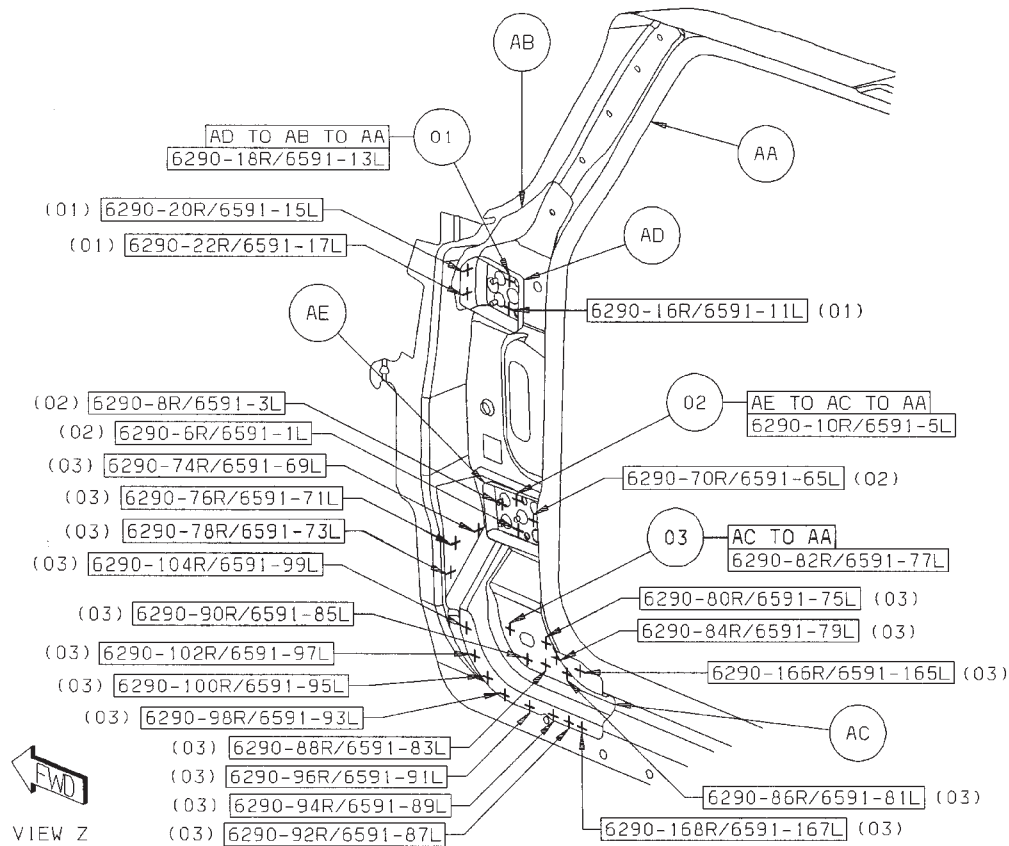
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WELD LAYOUT LOCATION GUIDE



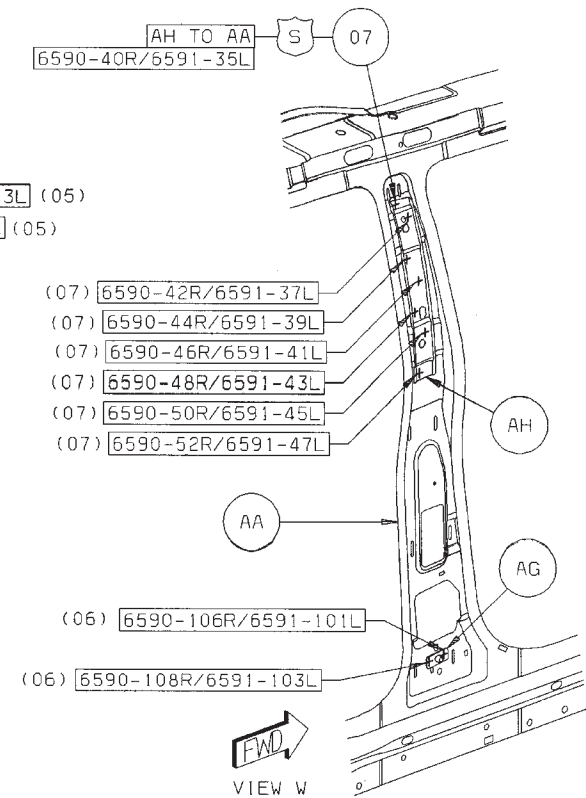
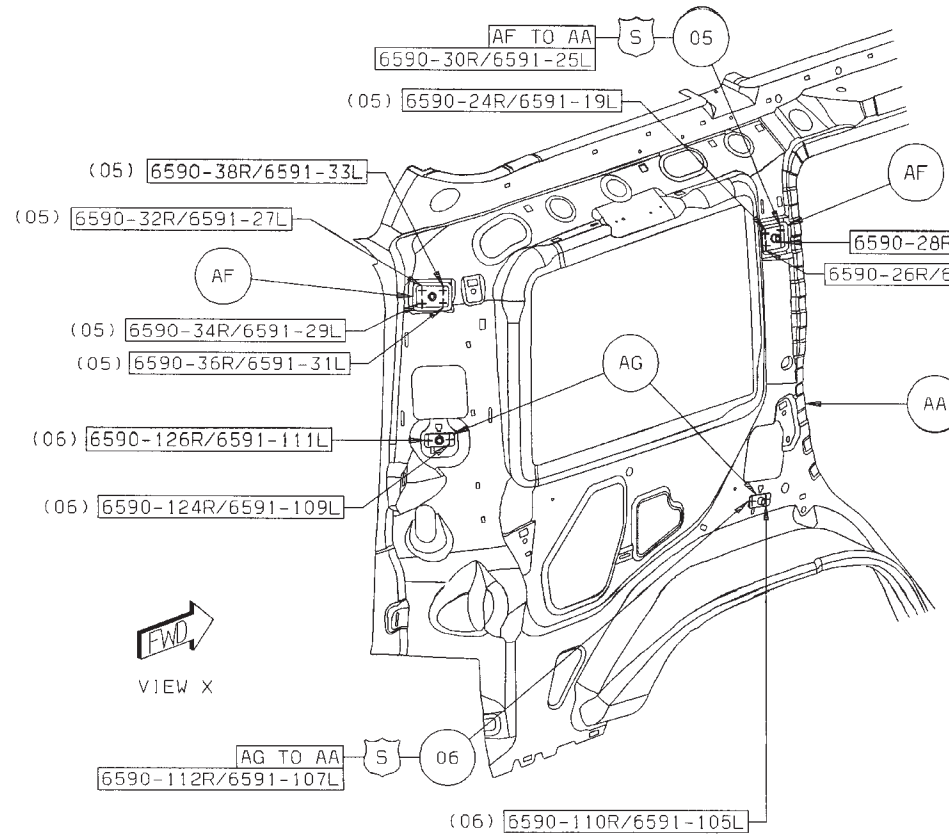
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- 01 AA TO AB TO AA 4/SD S/WELDS (ORD)
- 02 AE TO AC TO AA 4/SD S/WELDS (ORD)
- 03 AC TO AA 18/SD S/WELDS (ORD)
- 04 AE TO AA 3/SD S/WELDS (ORD)



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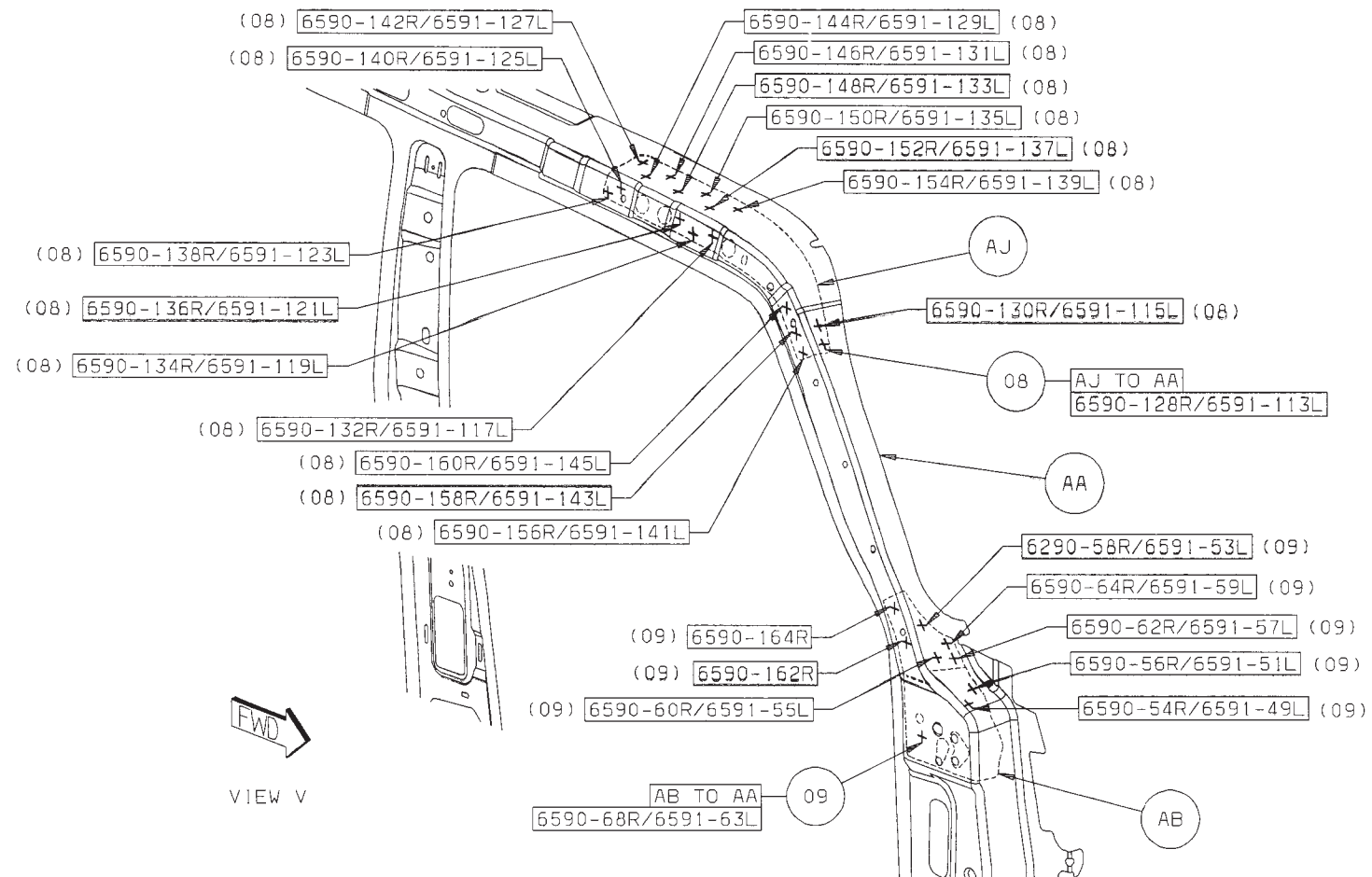
- 05 AF TO AA 8/SD S/WELDS (SAF)
- 06 AG TO AA 6/SD S/WELDS (SAF)
- 07 AH TO AA 7/SD S/WELDS (SAF)



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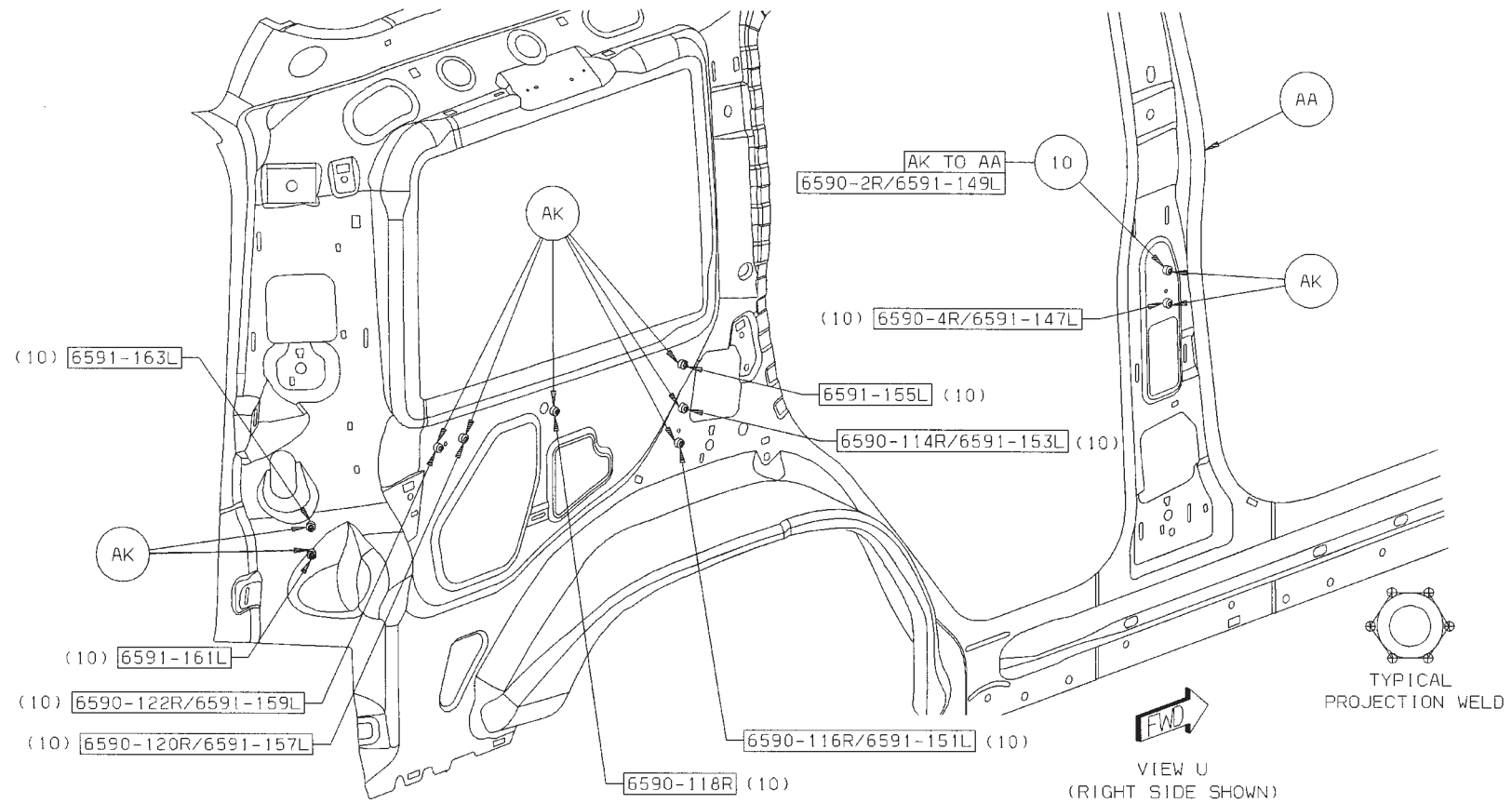
08 AJ TO AA 17/SD S/WELDS (ORD)

09 AB TO AA 9R/7L S/WELDS (ORD)



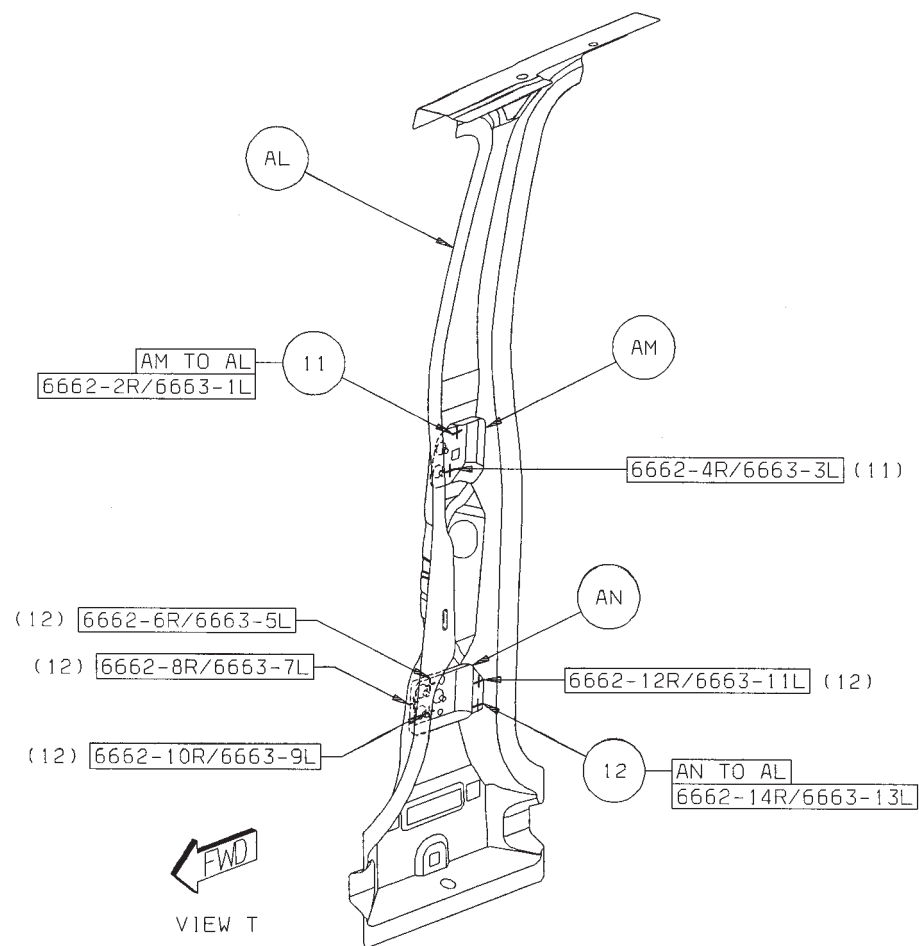
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10 AK TO AA 7R/9L PROJ WELDS (ORD)



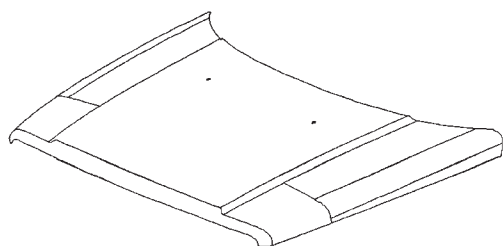
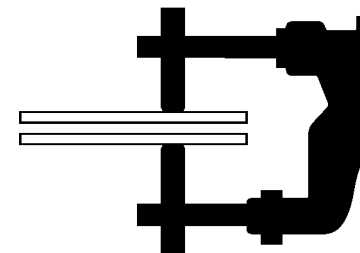
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- 11 AM TO AL 2/SD S/WELDS (ORD)
- 12 AN TO AL 5/SD S/WELDS (ORD)

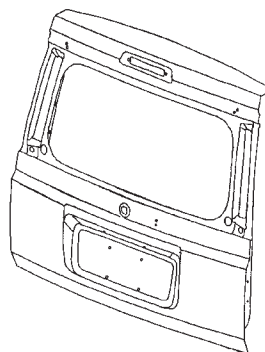


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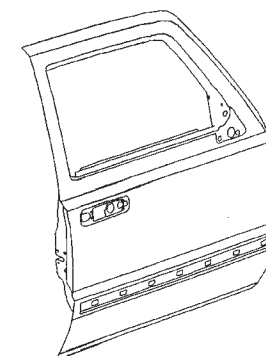
WELD LOCATION OVERVIEW ZONES



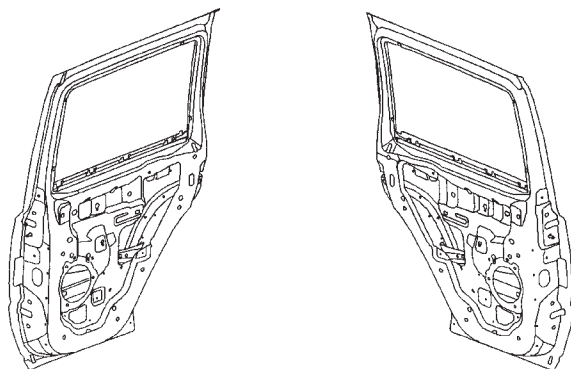
OVERVIEW 14



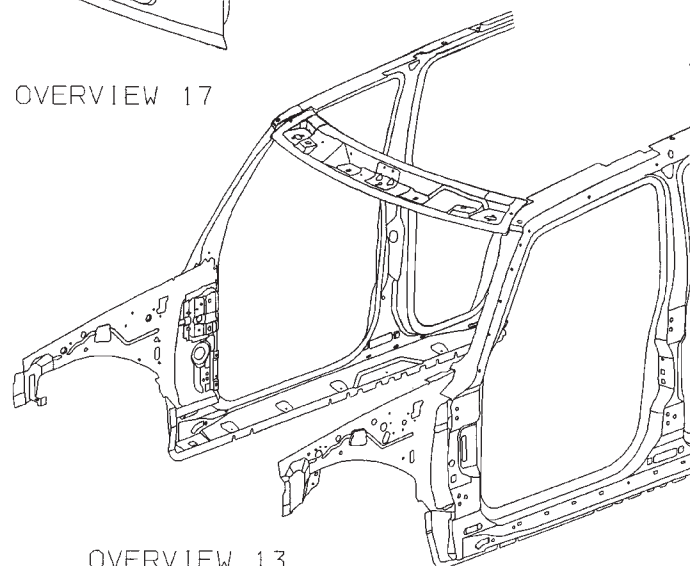
OVERVIEW 17



OVERVIEW 15



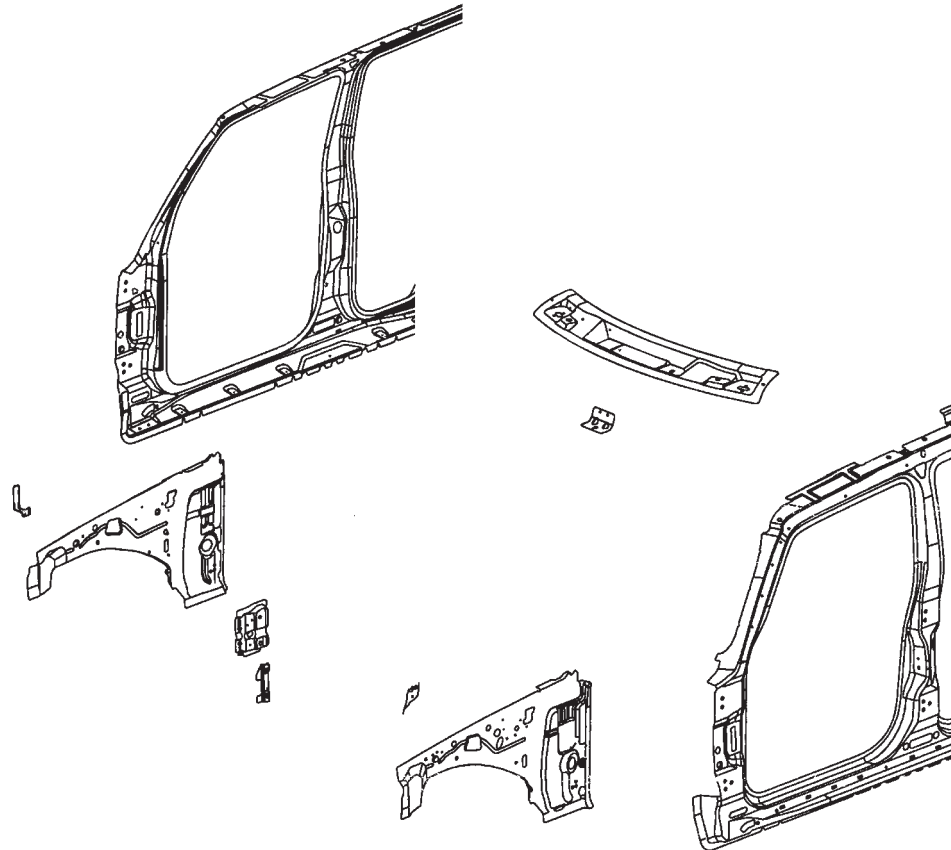
OVERVIEW 16



OVERVIEW 13

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COMMANDER MISCELLANEOUS BODY SECTION



AA HEADER - LWR FRT -
 AB REINF - MIRROR ATT -
 AC PANEL - COWL SIDE RT -
 AC PANEL - COWL SIDE LT -
 AD BRACKET - I/P MOUNTING RT -
 AD BRACKET - I/P MOUNTING LT -
 AE BRACKET - COWL SIDE TRIM RT -
 AE BRACKET - COWL SIDE TRIM LT -
 AF BRACKET - AIR CLEANER UPR -

AG BRACKET - ELECTRICAL CONNECTOR -
 AH BRACKET - BATTERY TRAY SUPPORT LT -
 AJ NUT/WELD.RD -
 NO.FIN.ROUND.SPECIAL.UNTHREADED - COWL
 SIDE PANEL RT
 AJ NUT/WELD.RD -
 NO.FIN.ROUND.SPECIAL.UNTHREADED - COWL
 SIDE PANEL LT
 AK NUT/WELD.HEX - NO.FIN -

AL STUD.WELD/EXTERNAL - SPECIAL -
 AL STUD.WELD/EXTERNAL - SPECIAL -
 COWL SIDE PANEL RT
 AM STUD.WELD/EXTERNAL -
 NO.FIN/PILOT.PT.APECAIL - MODULE ATTACH
 AN NUT/WELD.HEX -
 NO.FIN.SPECIAL.UNTHREADED -

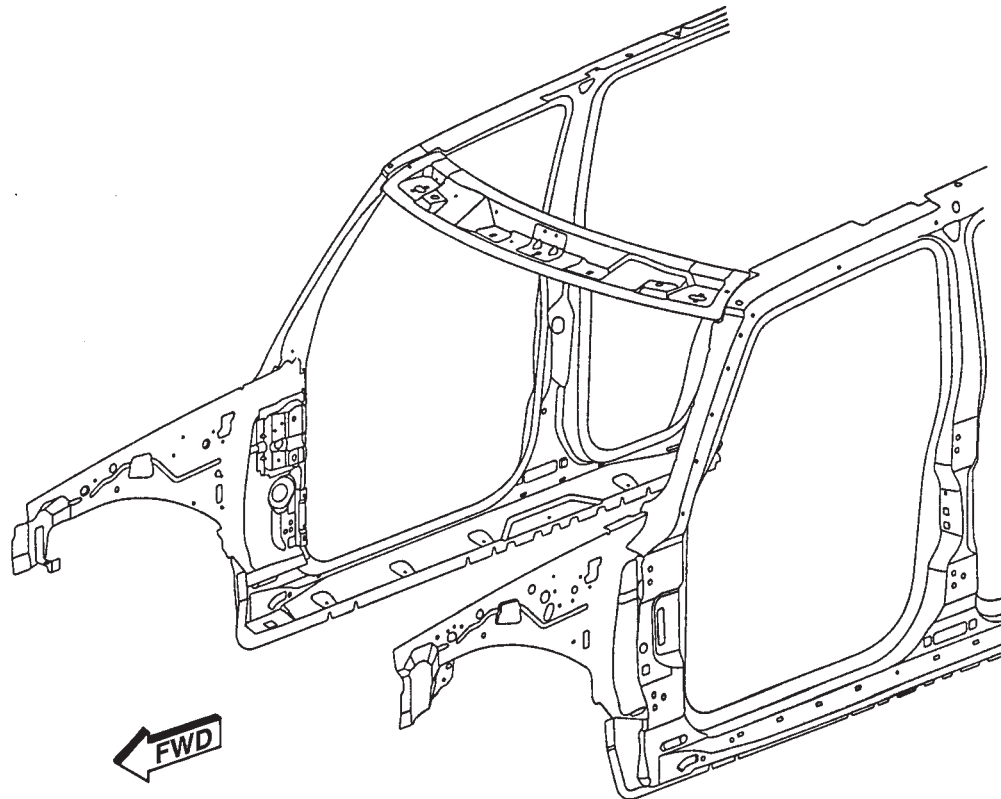
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PARTS IDENTIFICATION LEGEND, OVERVIEW 13

AA HEADER - LWR FRT -
 AB REINF - MIRROR ATT -
 AC PANEL - COWL SIDE RT -
 AC PANEL - COWL SIDE LT -
 AD BRACKET - I/P MOUNTING RT -
 AD BRACKET - I/P MOUNTING LT -
 AE BRACKET - COWL SIDE TRIM RT -
 AE BRACKET - COWL SIDE TRIM LT -
 AF BRACKET - AIR CLEANER UPR -

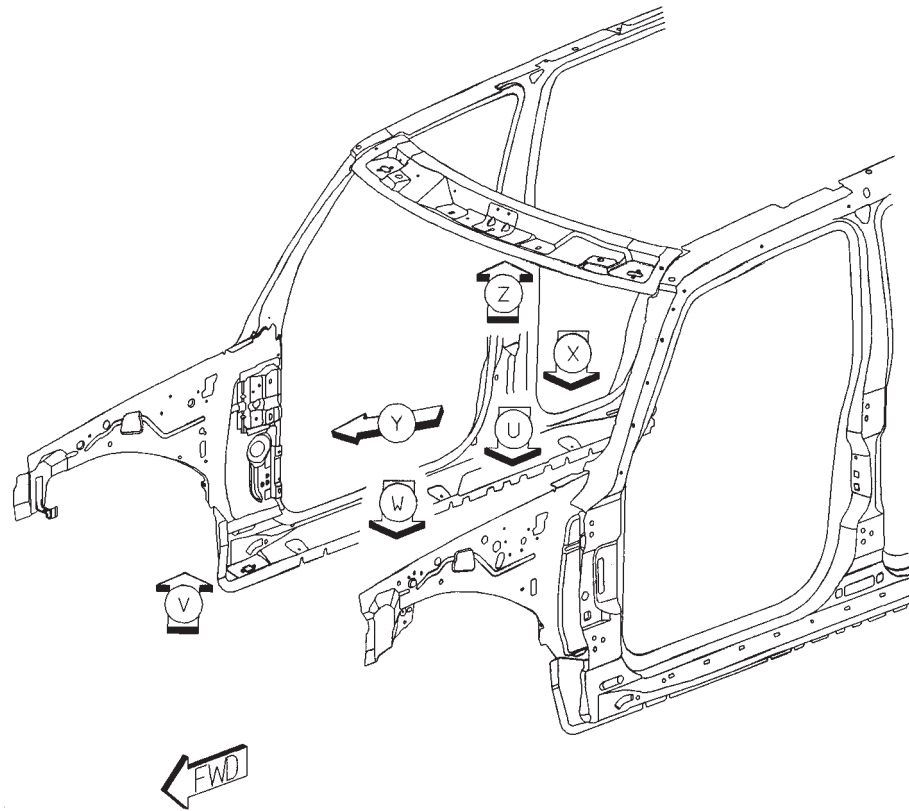
AG BRACKET - ELECTRICAL CONNECTOR -
 AH BRACKET - BATTERY TRAY SUPPORT LT -
 AJ NUT/WELD.RD -
 NO.FIN.ROUND.SPECIAL.UNTHREADED - COWL
 SIDE PANEL RT
 AJ NUT/WELD.RD -
 NO.FIN.ROUND.SPECIAL.UNTHREADED - COWL
 SIDE PANEL LT
 AK NUT/WELD.HEX - NO.FIN -

AL STUD.WELD/EXTERNAL - SPECIAL -
 AL STUD.WELD/EXTERNAL - SPECIAL -
 COWL SIDE PANEL RT
 AM STUD.WELD/EXTERNAL -
 NO.FIN/PILOT.PT.APECAIL - MODULE ATTACH
 AN NUT/WELD.HEX -
 NO.FIN.SPECIAL.UNTHREADED -



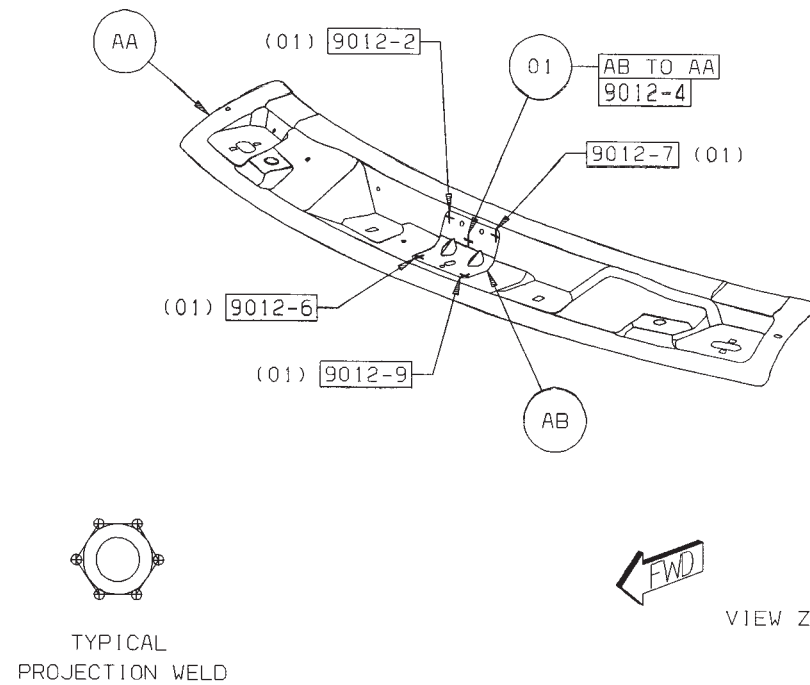
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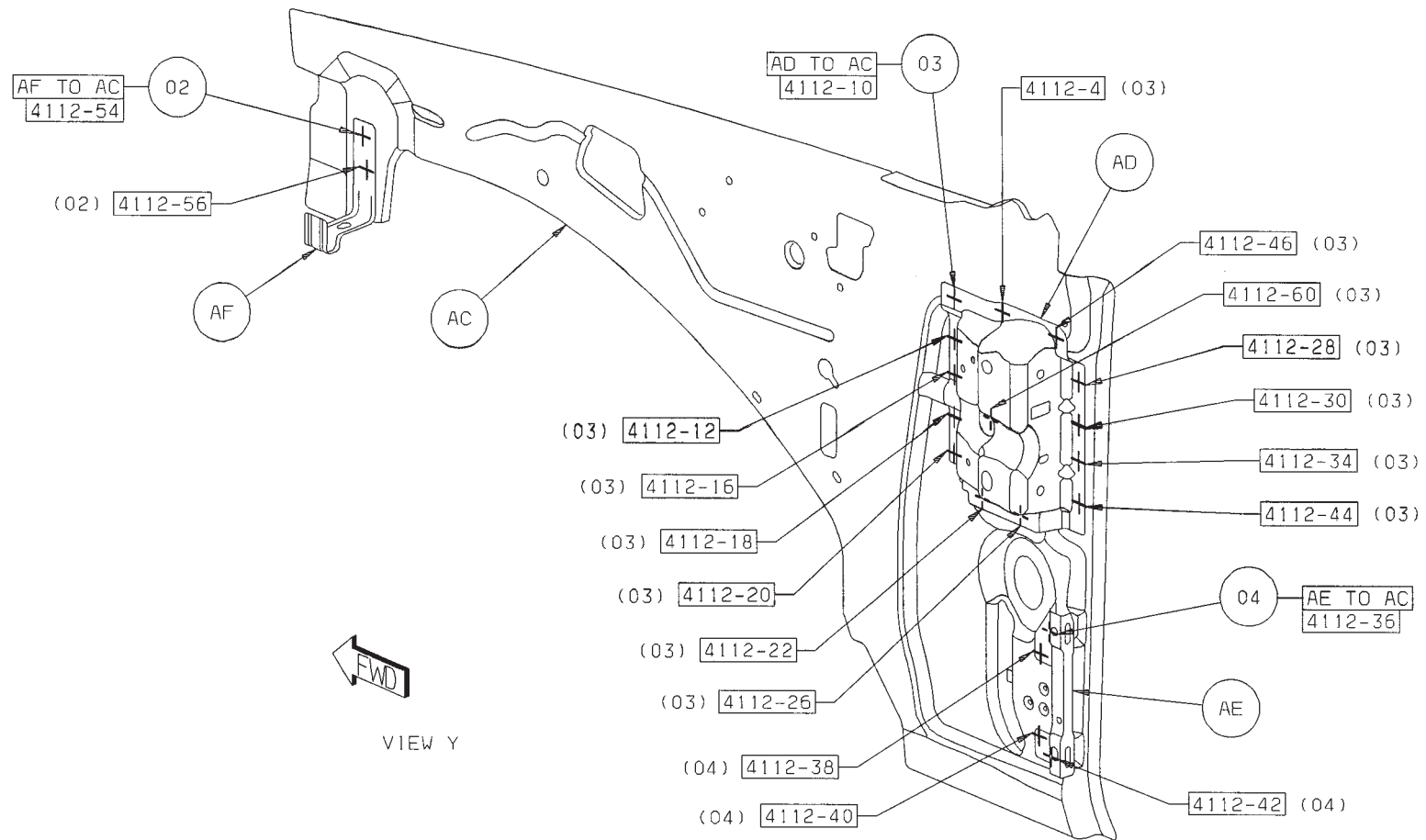
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01 AB TO AA 5 SWELDS (ORD)



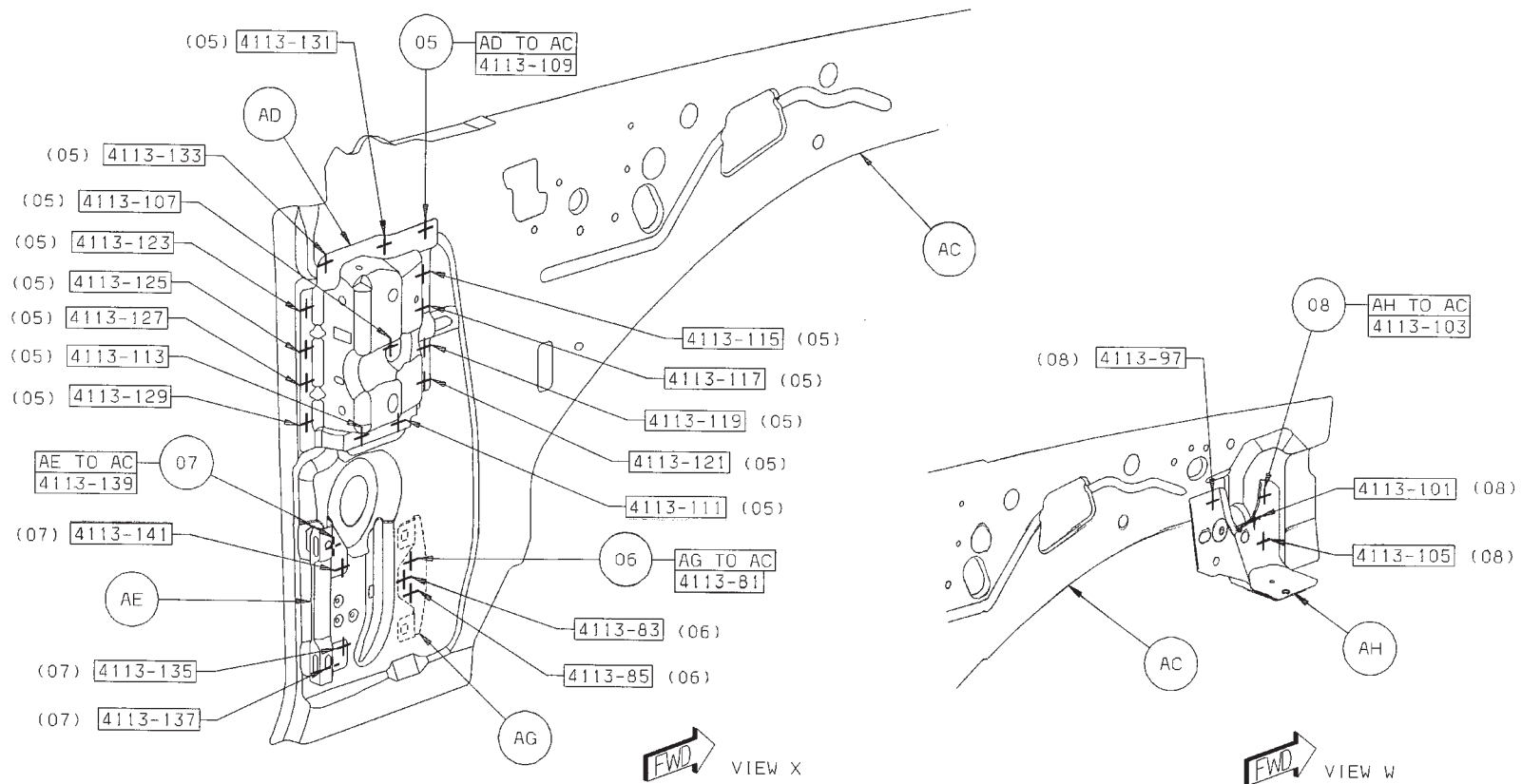
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- 02 AF TO AC 2 SWELDS (ORD)
- 03 AD TO AC 14 SWELDS (ORD)
- 04 AE TO AC 4 SWELDS (ORD)



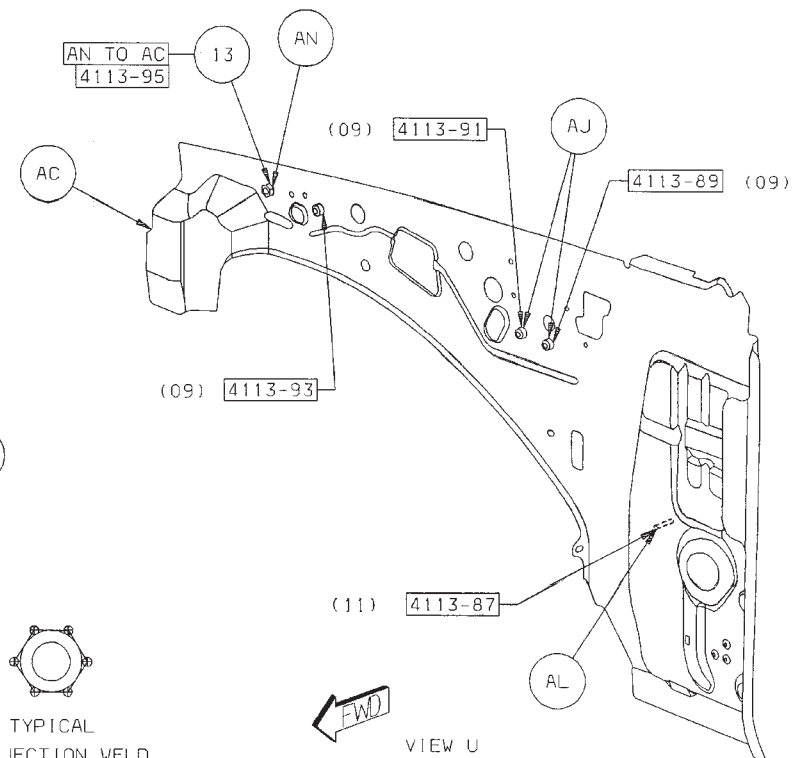
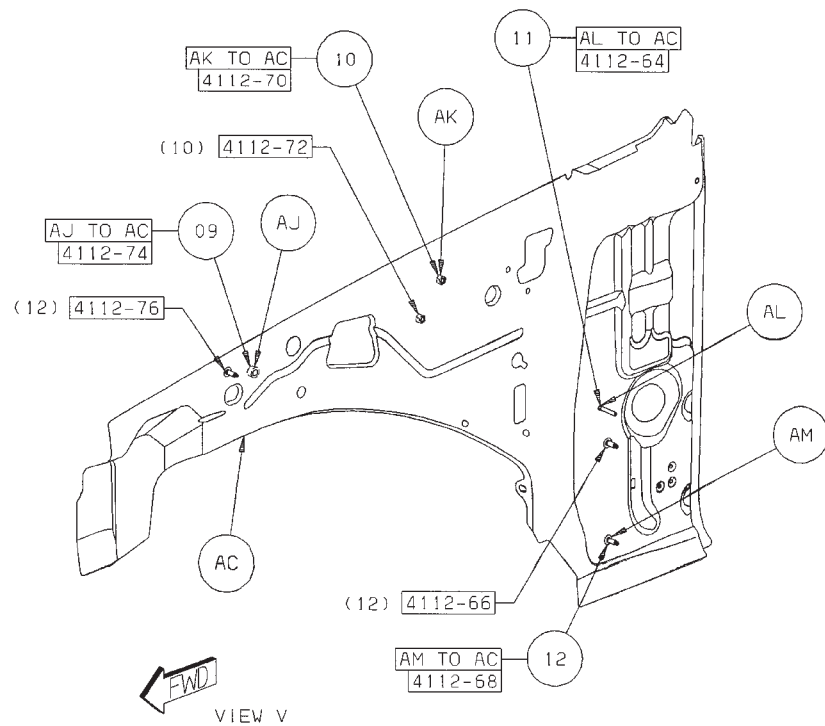
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- 05 AD TO AC 14 S/WELDS (ORD)
- 06 AG TO AC 3 S/WELDS (ORD)
- 07 AE TO AC 4 S/WELDS (ORD)
- 08 AH TO AC 4 S/WELDS (ORD)



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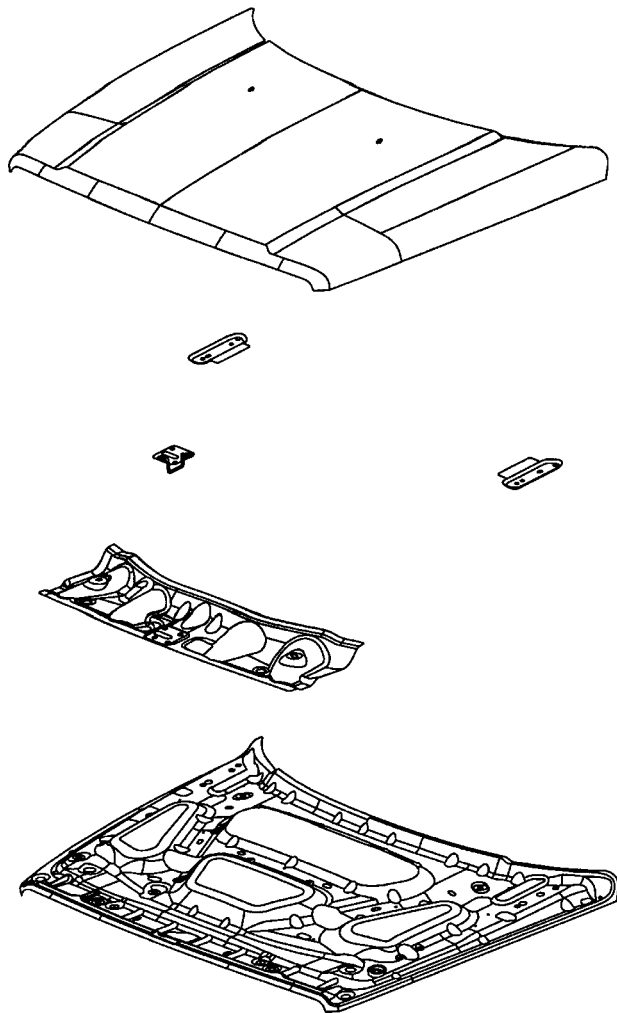
- 09 AJ TO AC 1R/3L PROJ WELDS (ORD)
- 10 AK TO AC 2 PROJ WELDS (ORD)
- 11 AL TO AC 1R/1L PROJ WELD (ORD)
- 12 AM TO AC 3 PROJ WELDS (ORD)



TYPICAL
PROJECTION WELD

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COMMANDER HOOD SECTION

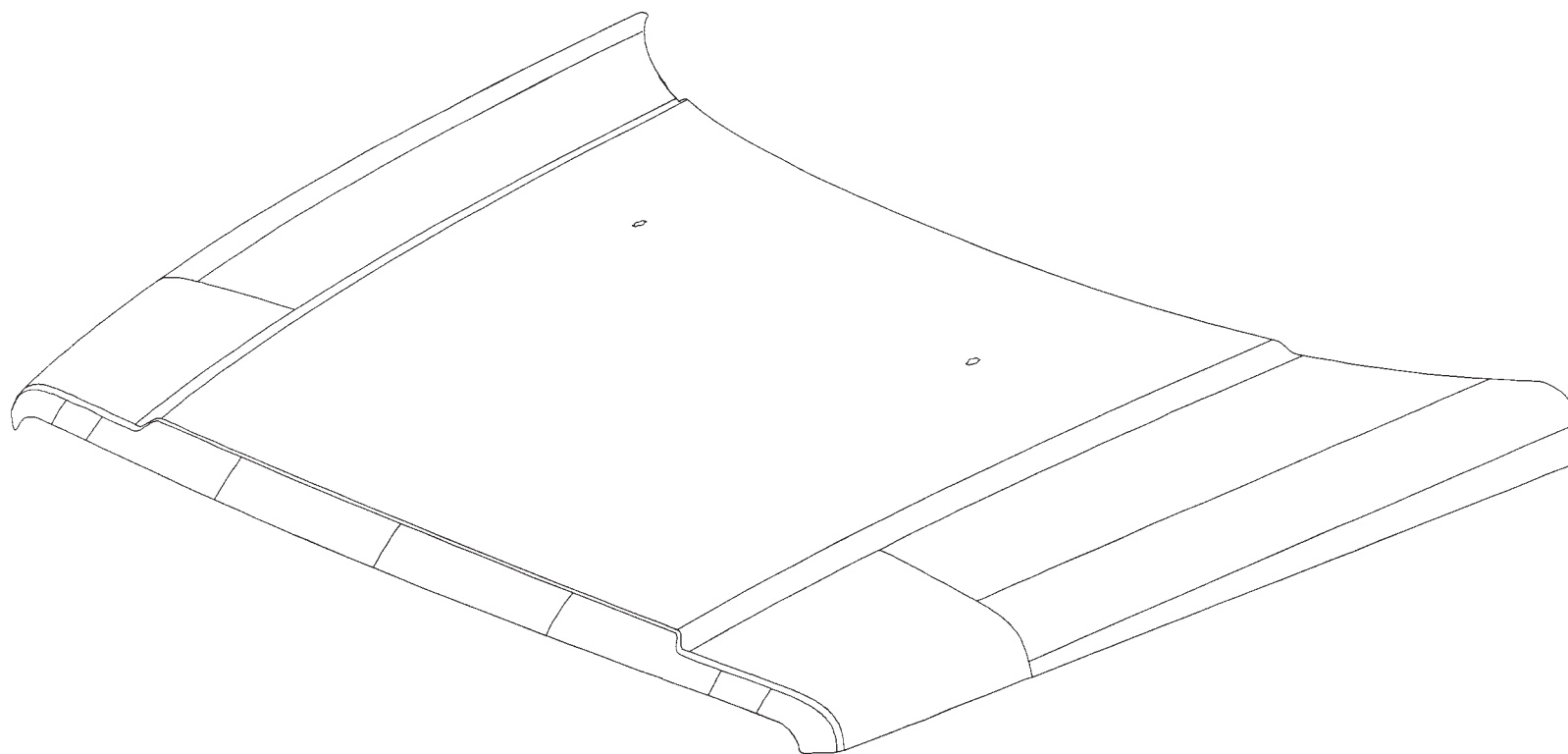


- AA PANEL - HOOD INR -
- AB REINF - HOOD INR LATCH STRIKER ATT -
- AC REINF - HOOD HINGE MTG -
- AC REINF - HOOD HINGE MTG -
- AD PANEL - HOOD OTR -

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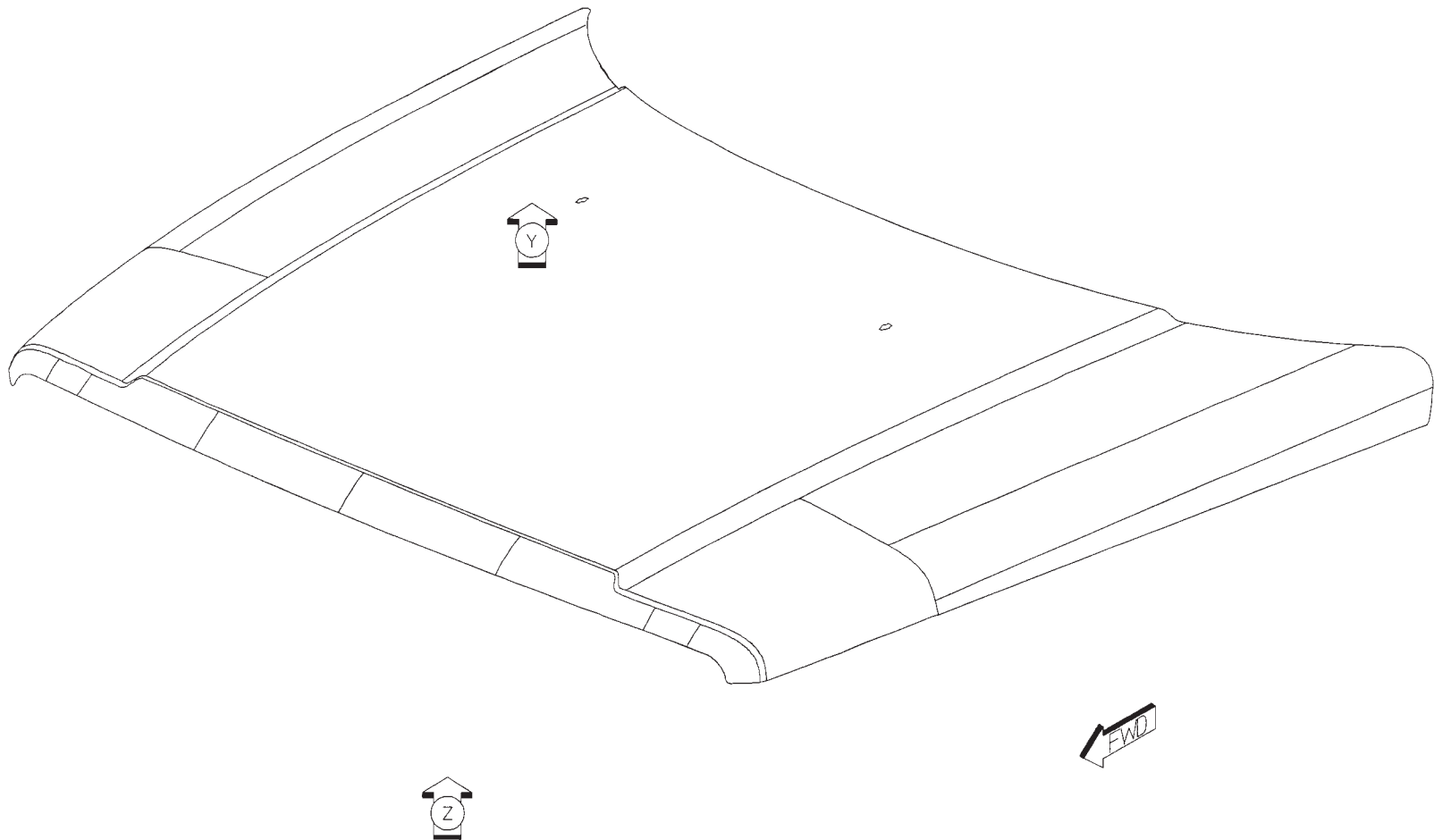
PARTS IDENTIFICATION LEGEND, OVERVIEW 14

AA PANEL - HOOD INR -
AB REINF - HOOD INR LATCH STRIKER ATT -
AC REINF - HOOD HINGE MTG -
AC REINF - HOOD HINGE MTG -
AD PANEL - HOOD OTR -



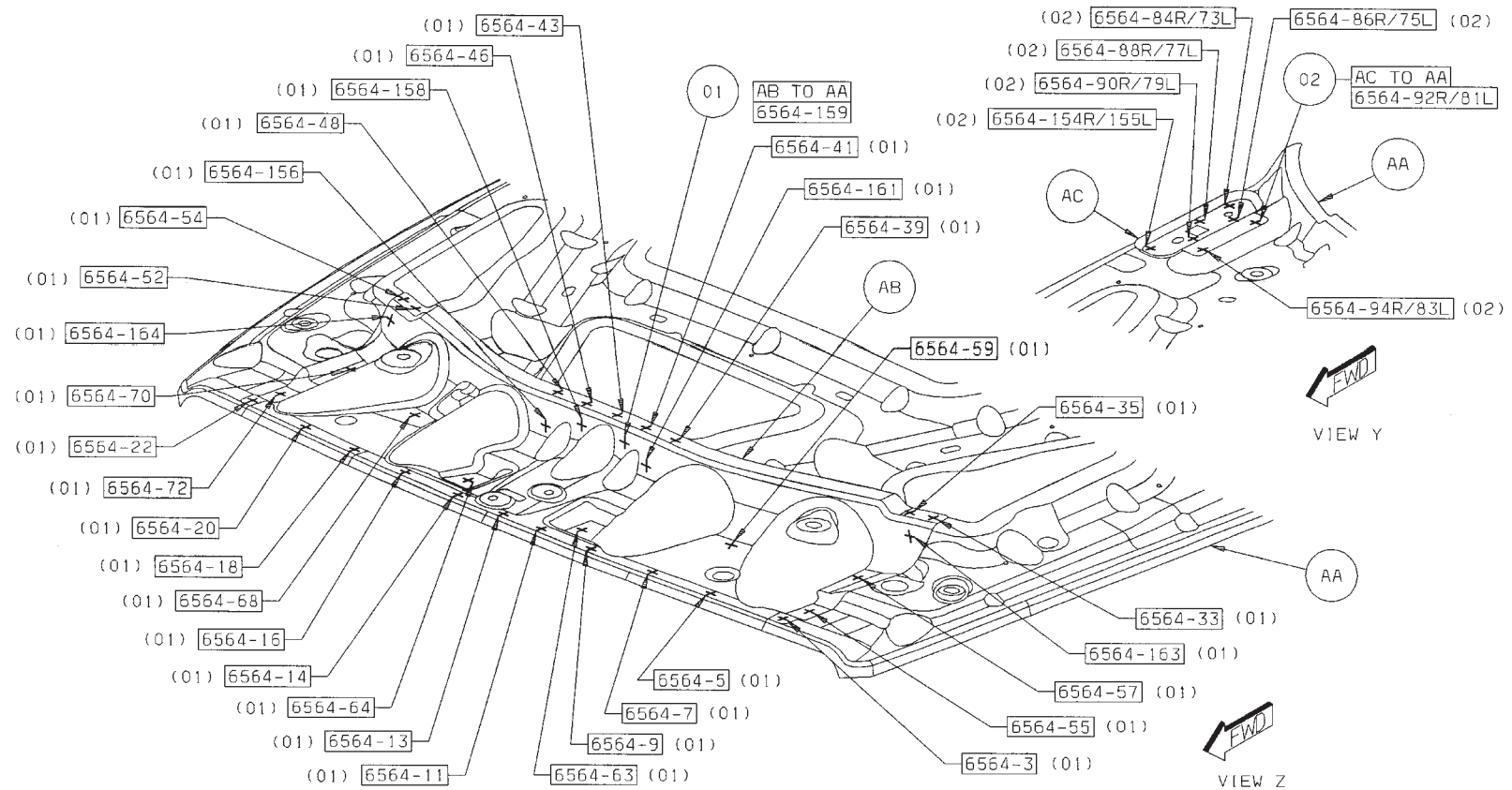
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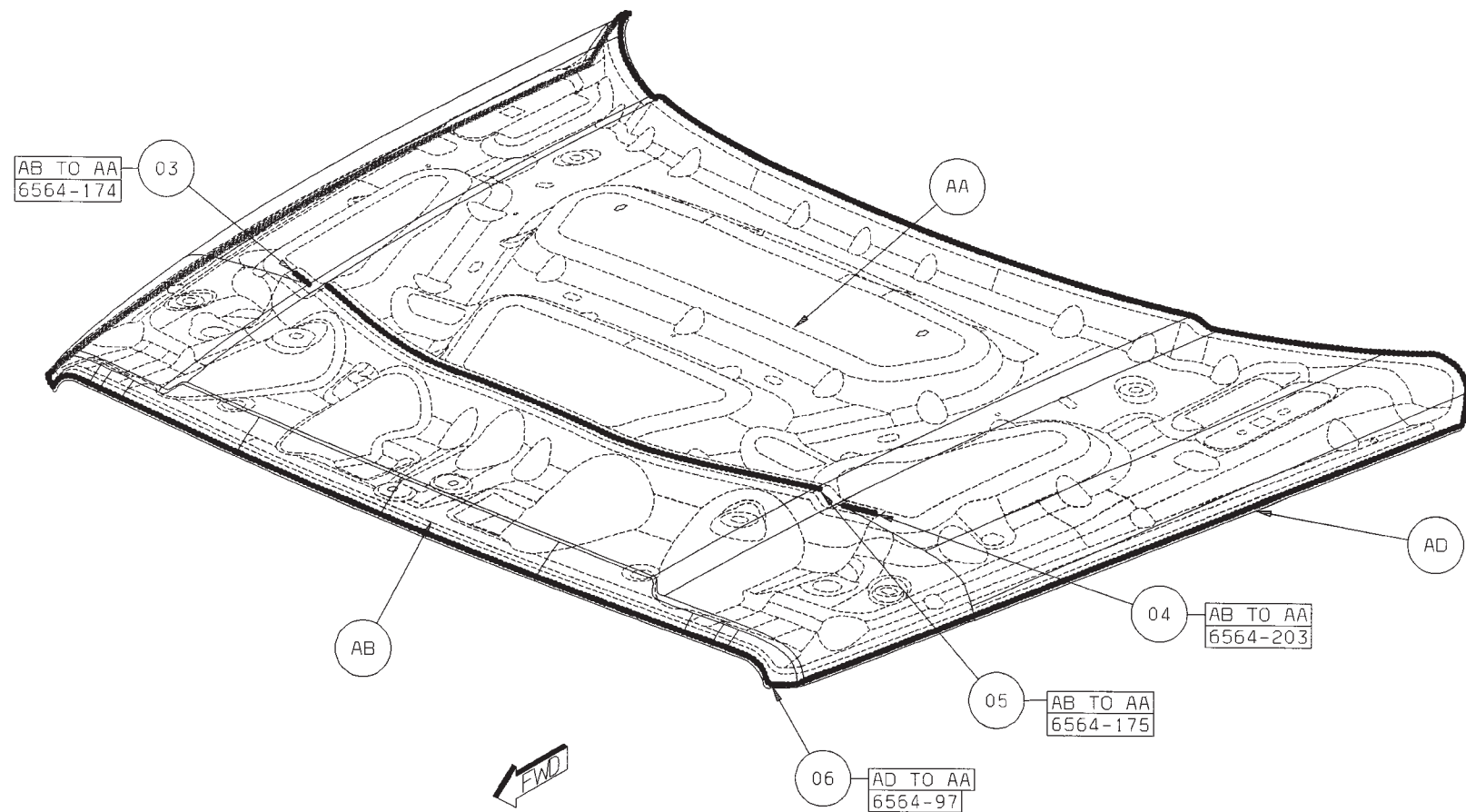
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- 01 AB TO AA 34 S/WELDS (ORD)
 02 AC TO AA 6/SD S/WELDS (ORD)



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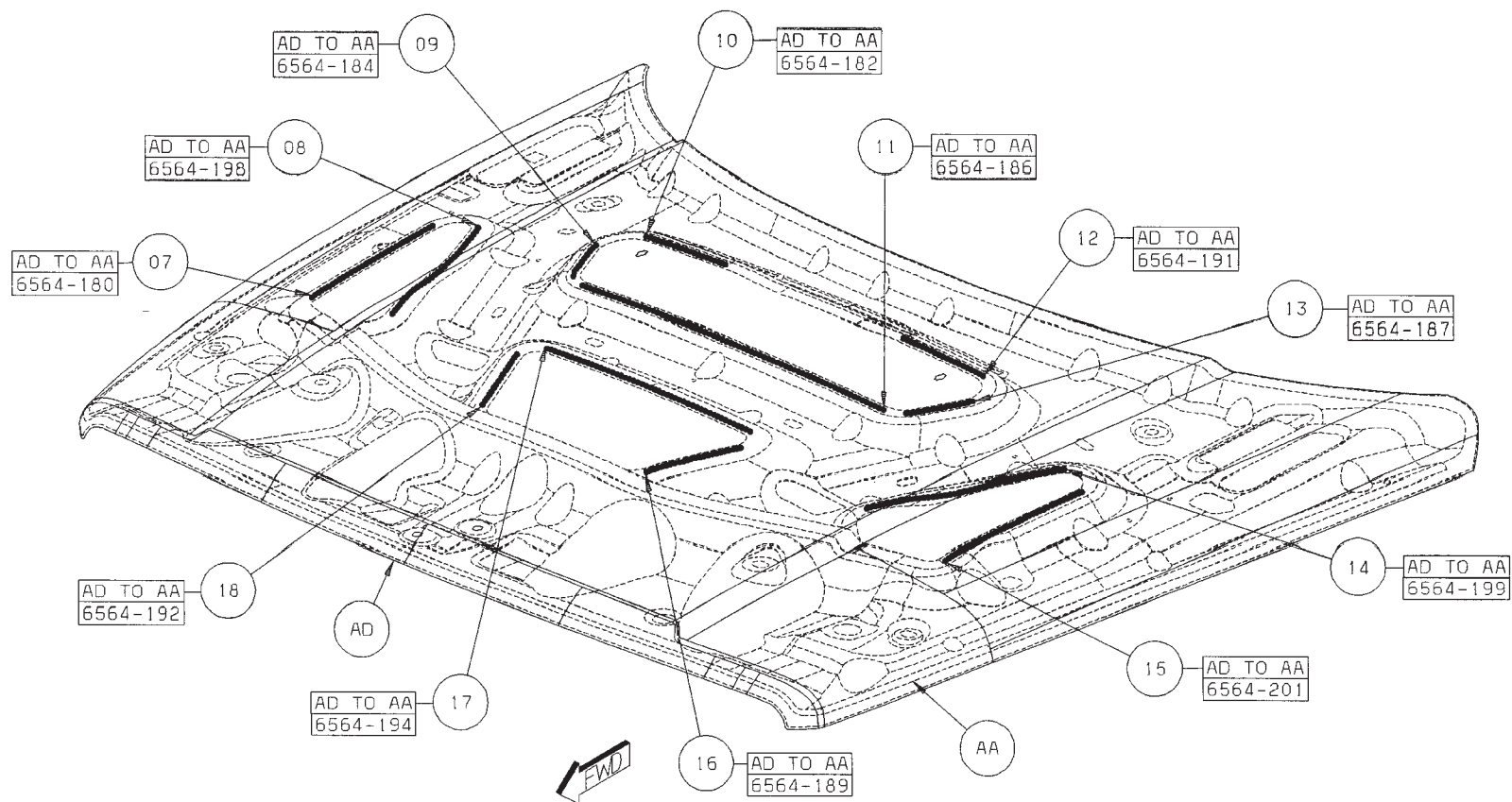
- 03 AB TO AA 1 STRUC ADH (ORD)
- 04 AB TO AA 1 STRUC ADH (ORD)
- 05 AB TO AA 1 STRUC ADH (ORD)
- 06 AD TO AA 1 STRUC ADH (ORD)



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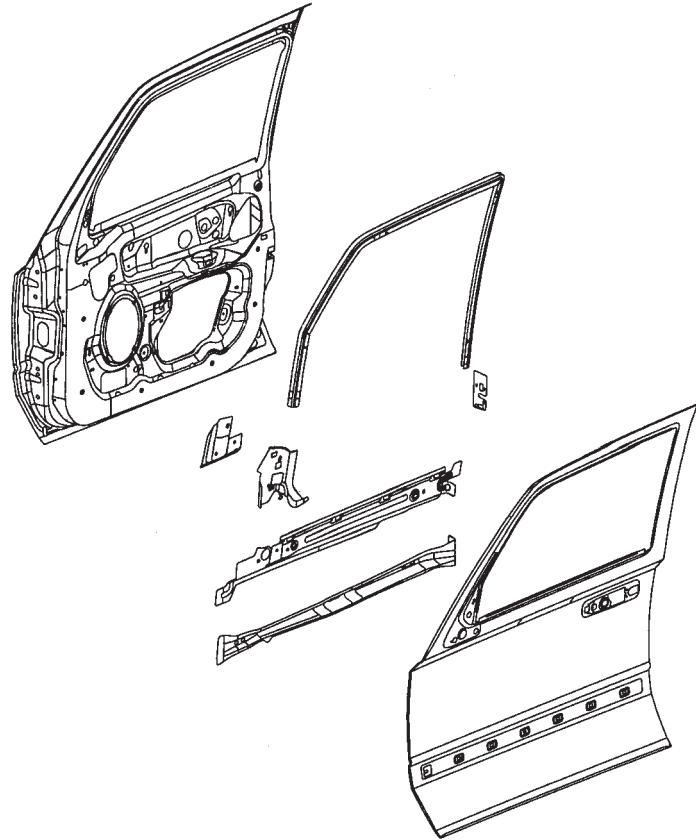
07 AD TO AA 1 STRUC ADH (ORD)
 08 AD TO AA 1 STRUC ADH (ORD)
 09 AD TO AA 1 STRUC ADH (ORD)
 10 AD TO AA 1 STRUC ADH (ORD)
 11 AD TO AA 1 STRUC ADH (ORD)
 12 AD TO AA 1 STRUC ADH (ORD)

13 AD TO AA 1 STRUC ADH (ORD)
 14 AD TO AA 1 STRUC ADH (ORD)
 15 AD TO AA 1 STRUC ADH (ORD)
 16 AD TO AA 1 STRUC ADH (ORD)
 17 AD TO AA 1 STRUC ADH (ORD)
 18 AD TO AA 1 STRUC ADH (ORD)



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COMMANDER FRONT DOOR SECTION



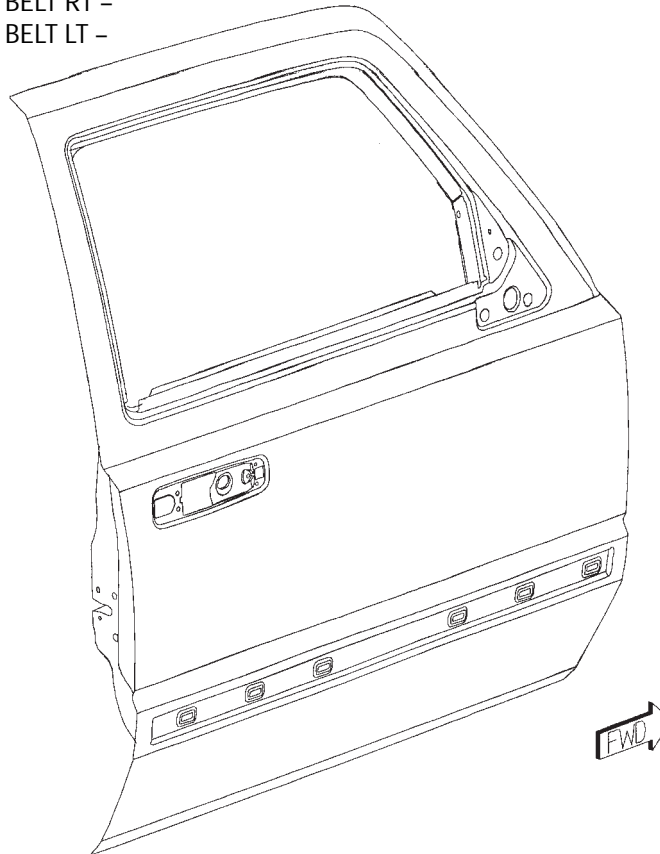
AA PANEL - FRT DOOR OTR RT -
 AA PANEL - FRT DOOR OTR LT
 AB PANEL - FRT DOOR INR RT -
 AB PANEL - FRT DOOR INR LT -
 AC CHANNEL - GLASS RUN CHANNEL FRT DOOR RT -
 AC CHANNEL - GLASS RUN CHANNEL FRT DOOR LT -
 AD BEAM - IMPACT FRT DOOR RT -
 AD BEAM - IMPACT FRT DOOR LT -
 AE REINF - FRT DOOR OTR BELT RT -
 AE REINF - FRT DOOR OTR BELT LT -

AF REINF - MIRROR FLAG RT -
 AF REINF - MIRROR FLAG LT -
 AG REINF - MIRROR BRACKET RT -
 AG REINF - MIRROR BRACKET LT -
 AH REINF - FRT DOOR LATCH RT -
 AJ 55369098AA - BRACKET - CHANNEL FRT
 AK STUD PLATE - DOOR HINGE MTG STUD -
 AL 55394382AA - 55394382AA - STUD PLATE - DOOR UPR LT -

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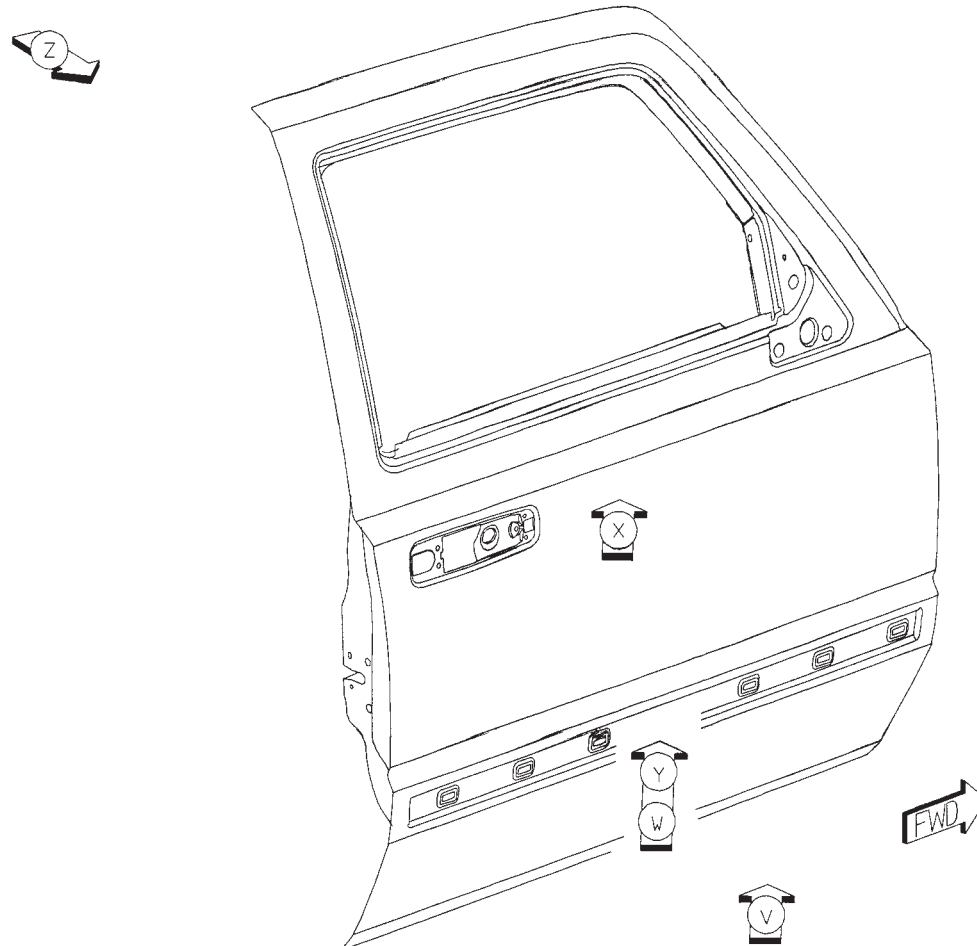
PARTS IDENTIFICATION LEGEND, OVERVIEW 15

AA	PANEL - FRT DOOR OTR RT -	AF	REINF - MIRROR FLAG RT -
AA	PANEL - FRT DOOR OTR LT	AF	REINF - MIRROR FLAG LT -
AB	PANEL - FRT DOOR INR RT -	AG	REINF - MIRROR BRACKET RT -
AB	PANEL - FRT DOOR INR LT -	AG	REINF - MIRROR BRACKET LT -
AC	CHANNEL - GLASS RUN CHANNEL FRT DOOR RT -	AH	REINF - FRT DOOR LATCH RT -
AC	CHANNEL - GLASS RUN CHANNEL FRT DOOR LT -	AJ	55369098AA - BRACKET - CHANNEL FRT
AD	BEAM - IMPACT FRT DOOR RT -	AK	STUD PLATE - DOOR HINGE MTG STUD -
AD	BEAM - IMPACT FRT DOOR LT -	AL	55394382AA - 55394382AA - STUD PLATE - DOOR UPR LT -
AE	REINF - FRT DOOR OTR BELT RT -		
AE	REINF - FRT DOOR OTR BELT LT -		



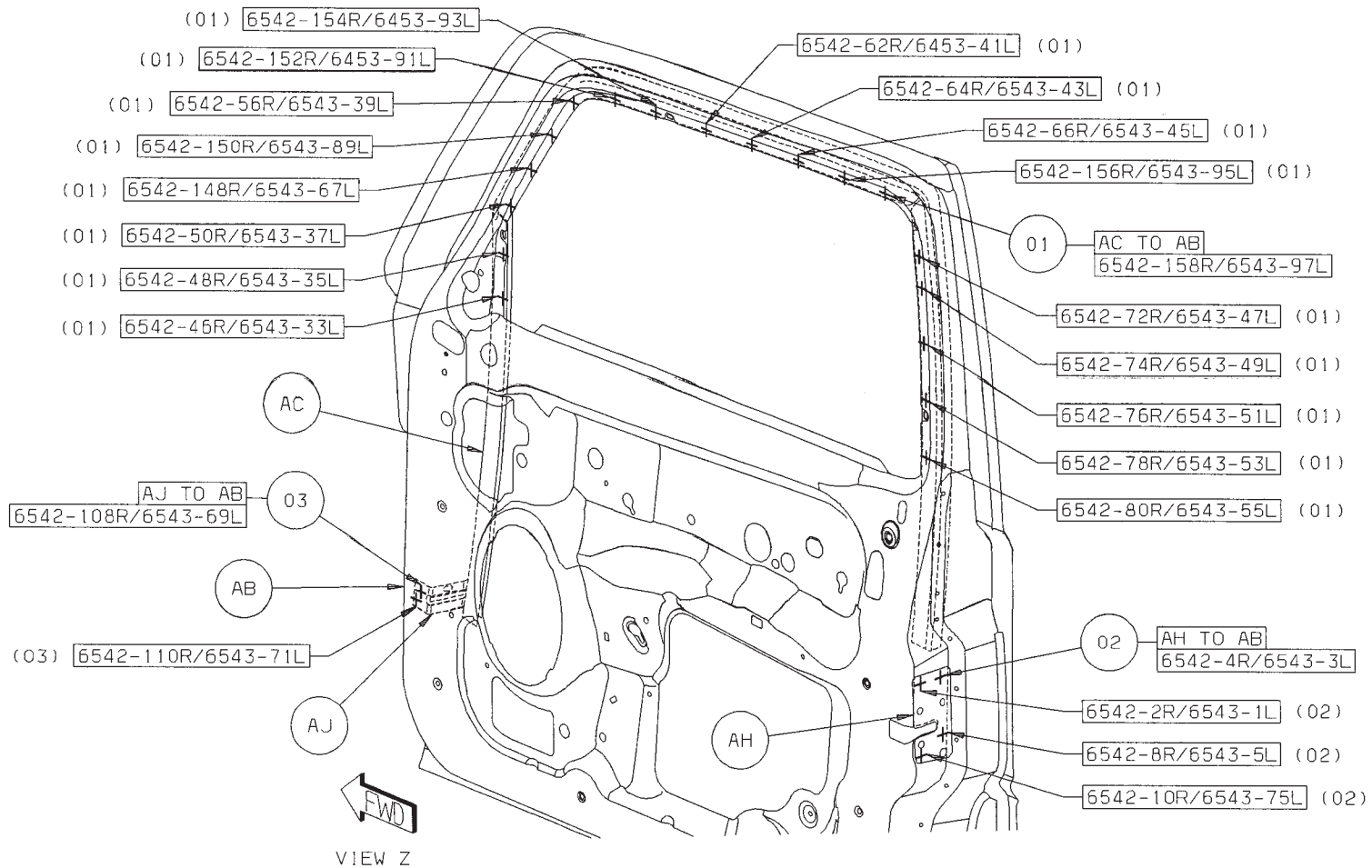
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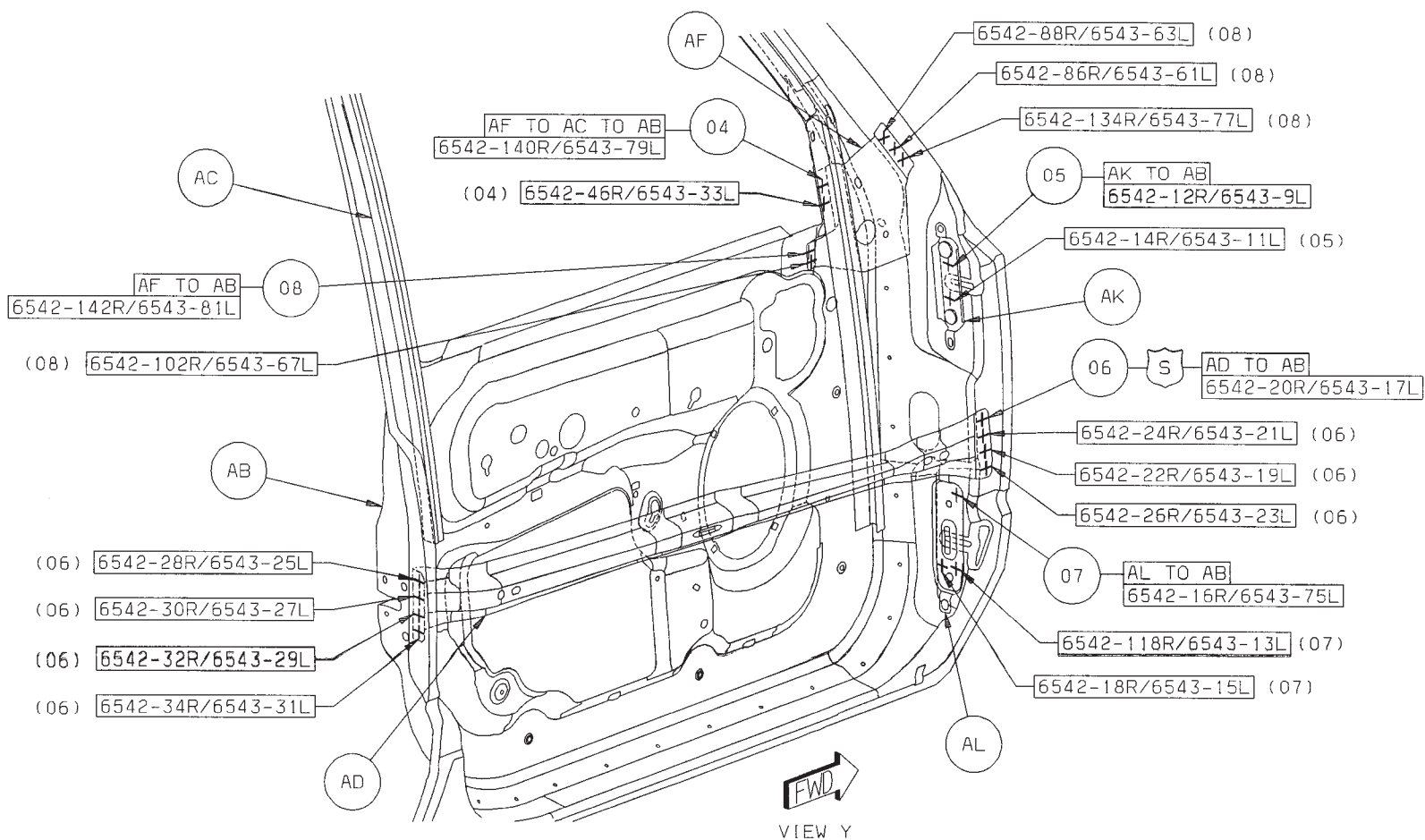
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- 01 AC TO AB 18/SD S/WELD (ORD)
- 02 AH TO AB 4/SD S/WELD (ORD)
- 03 AJ TO AB 2/SD S/WELD (ORD)



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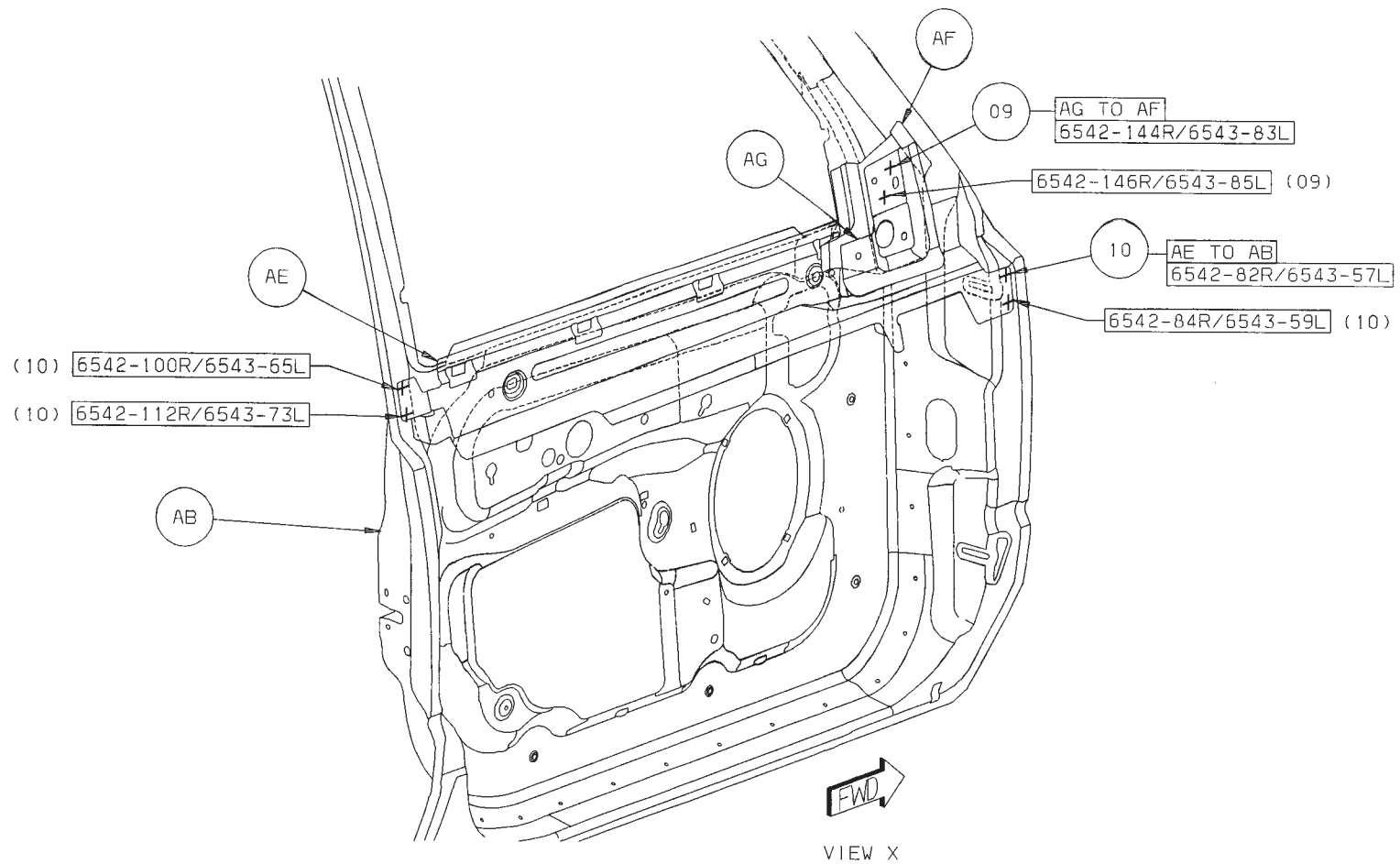
- 04 AF TO AC TO AB 2/SD S/WELD (ORD)
- 05 AK TO AB 2/SD S/WELD (ORD)
- 06 AD TO AB 8/SD S/WELD (SAF)
- 07 AL TO AB 3/SD S/WELD (ORD)
- 08 AF TO AB 5/SD S/WELD (ORD)



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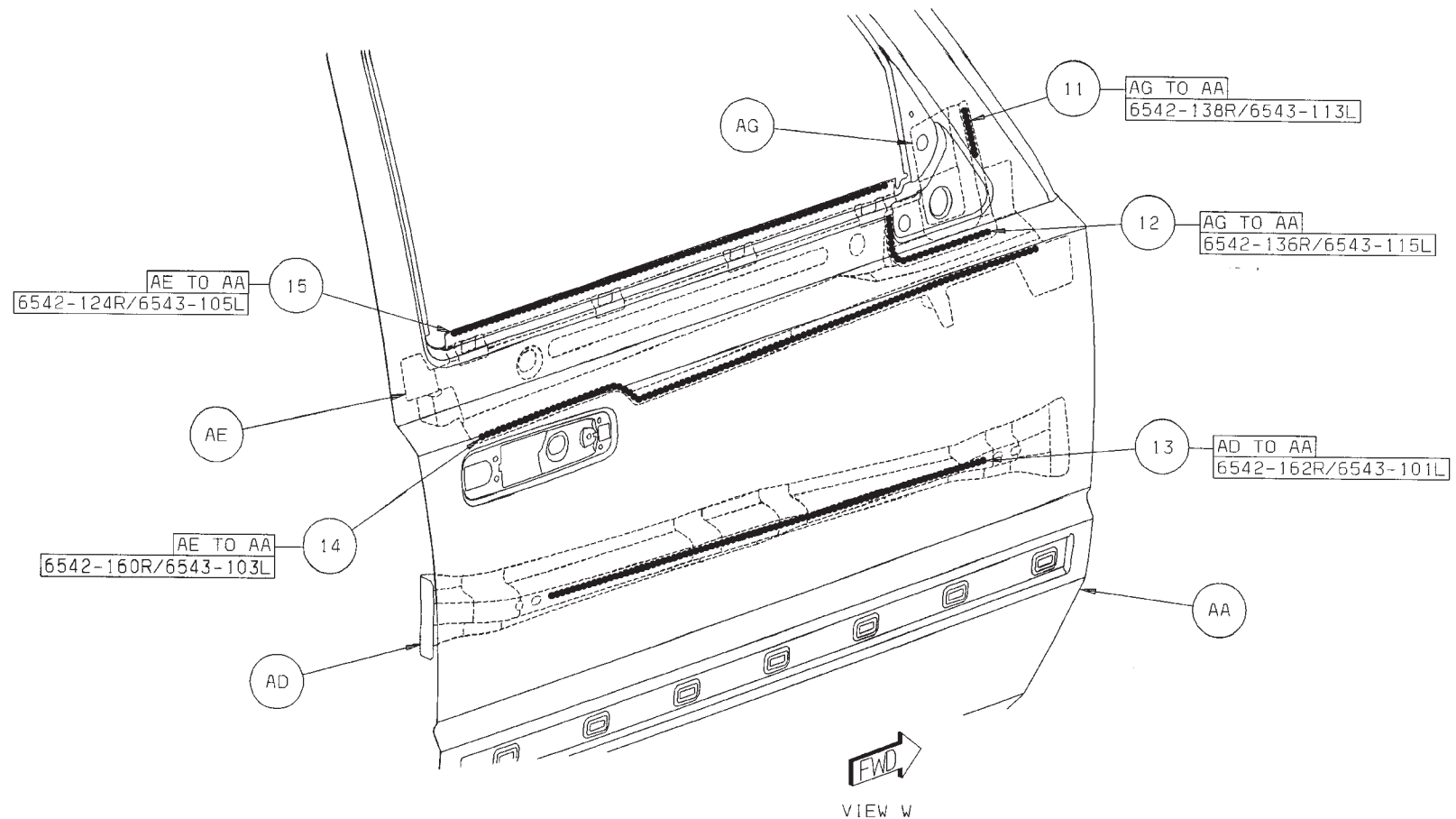
09 AG TO AF 2/SD S/WELD (ORD)

10 AE TO AB 4/SD S/WELD (ORD)



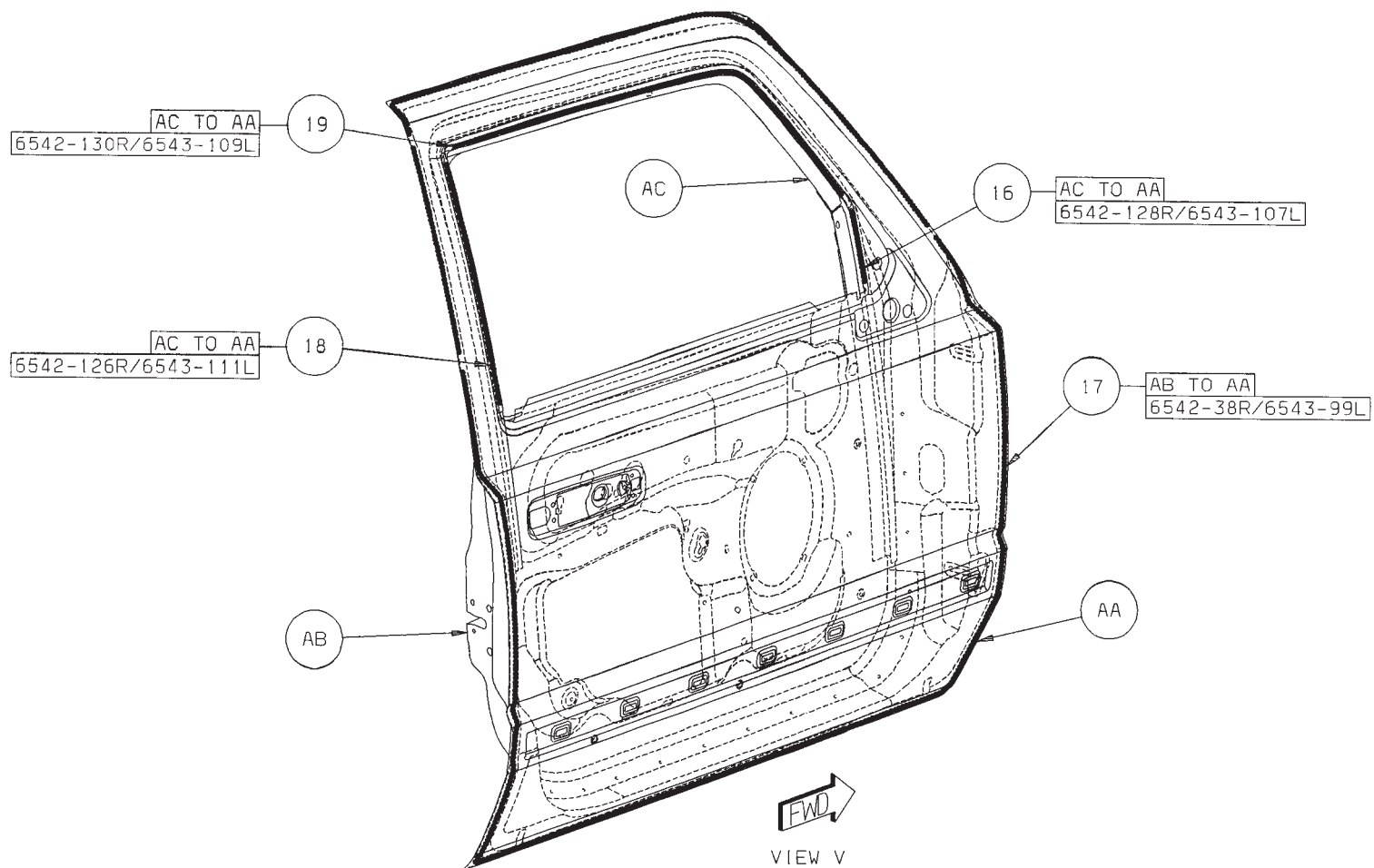
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- 11 AG TO AA 1/SD ADH BEAD (ORD)
- 12 AG TO AA 1/SD ADH BEAD (ORD)
- 13 AD TO AA 1/SD ADH BEAD (ORD)
- 14 AE TO AA 1/SD ADH BEAD (ORD)
- 15 AE TO AA 1/SD ADH BEAD (ORD)



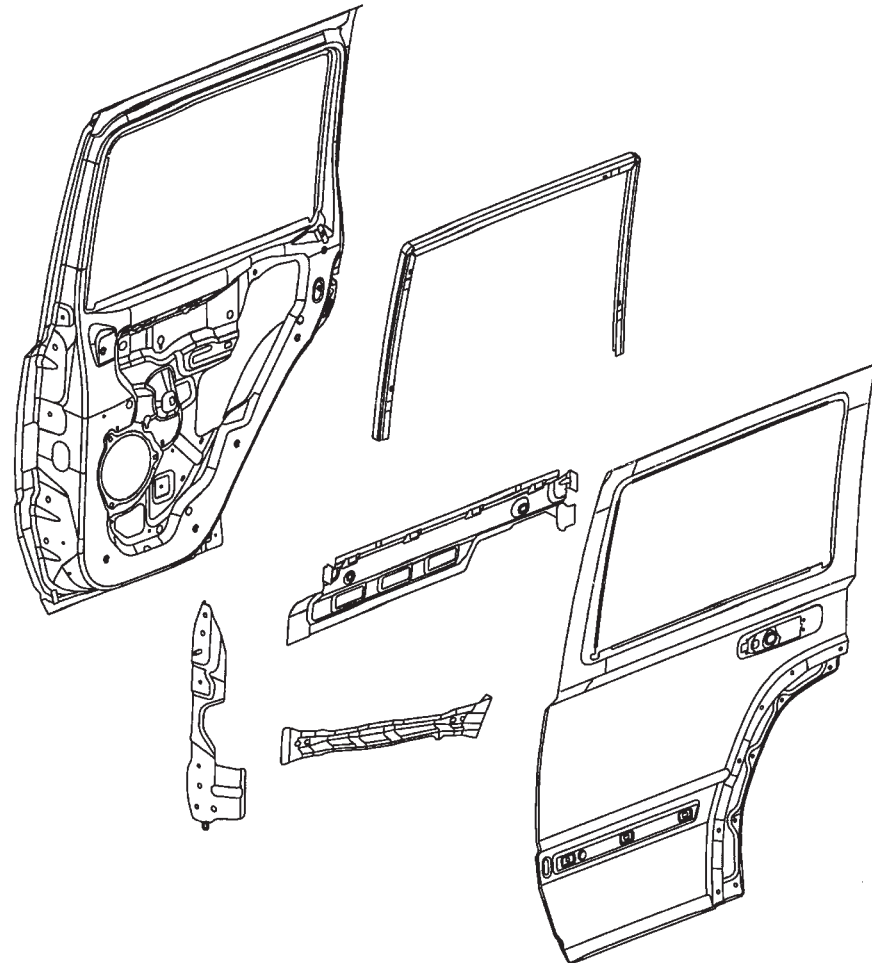
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- 16 AC TO AA 1/SD ADH BEAD (ORD)
- 17 AB TO AA 1/SD ADH BEAD (ORD)
- 18 AC TO AA 1/SD ADH BEAD (ORD)
- 19 AC TO AA 1/SD ADH BEAD (ORD)



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COMMANDER REAR DOOR SECTION

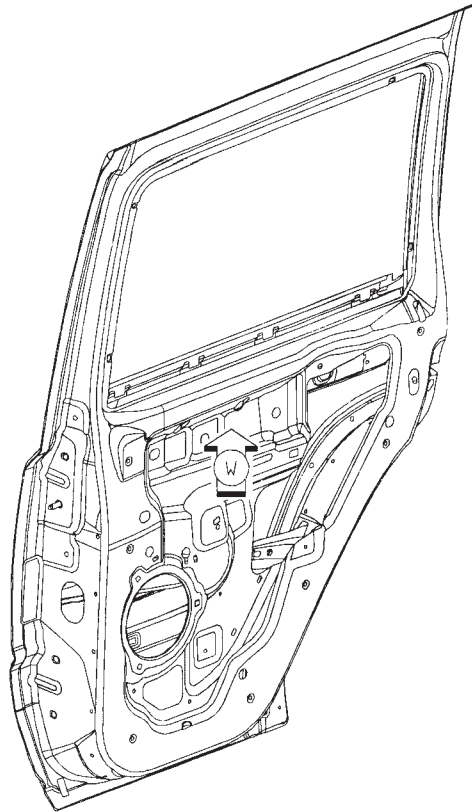


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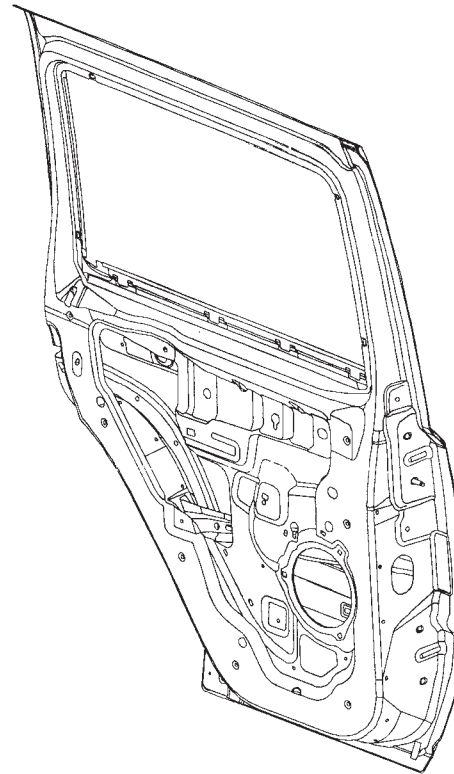
PARTS IDENTIFICATION LEGEND, OVERVIEW 16

AA PANEL - RR DOOR INR RT -
AA PANEL - RR DOOR INR LT -
AB STUD PLATE - RR DOOR HINGE MOUNTING RT -
AB STUD PLATE - RR DOOR HINGE MOUNTING LT -
AC BEAM - IMPACT RR DOOR RT -
AC BEAM - IMPACT RR DOOR LT -

AD REINF - RR DOOR OTR BELT RT -
AD REINF - RR DOOR OTR BELT LT -
AE CHANNEL - GLASS RUN CHANNEL RR DOOR RT -
AE CHANNEL - GLASS RUN CHANNEL RR DOOR LT -
AF PANEL - RR DOOR OTR RT -
AF PANEL - RR DOOR OTR LT -



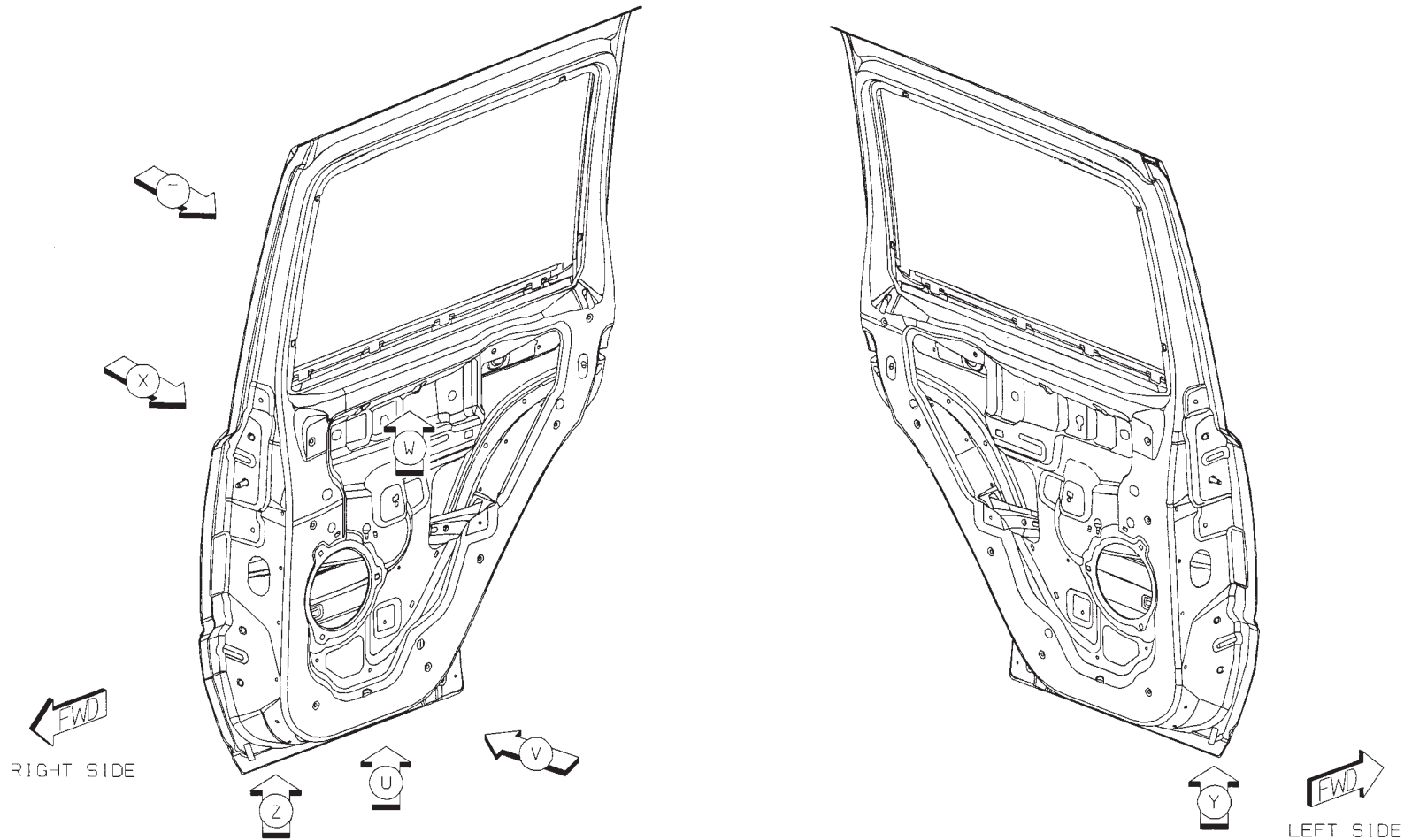

RIGHT SIDE




LEFT SIDE

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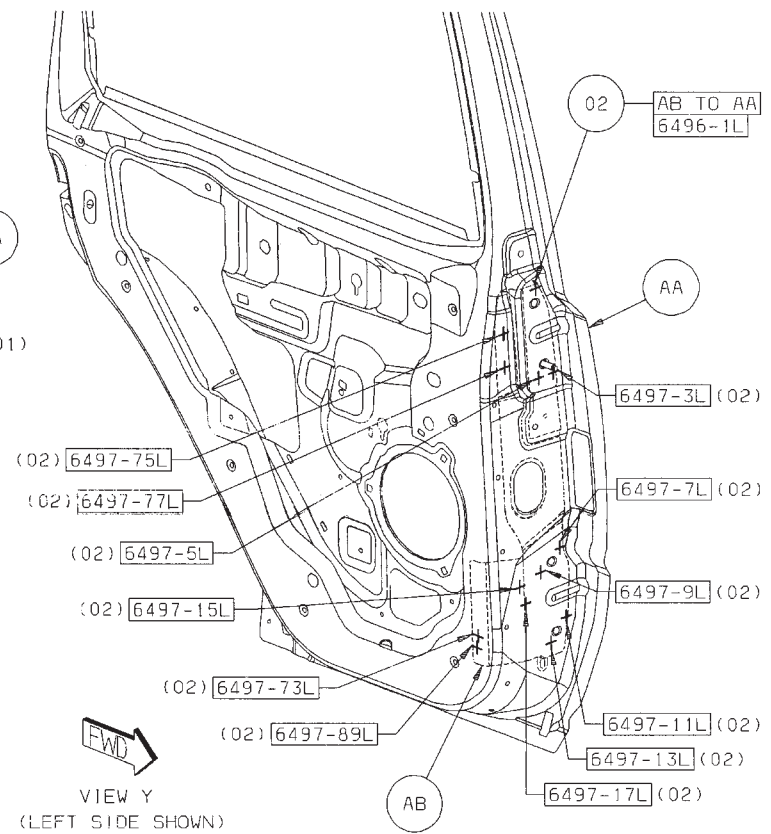
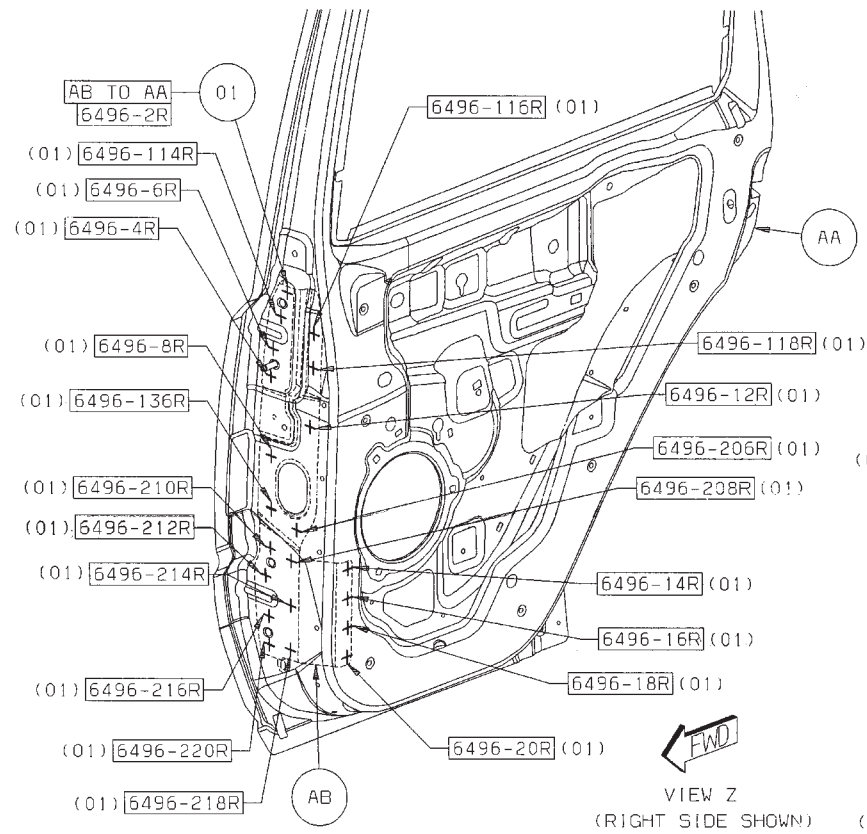
WELD LAYOUT LOCATION GUIDE



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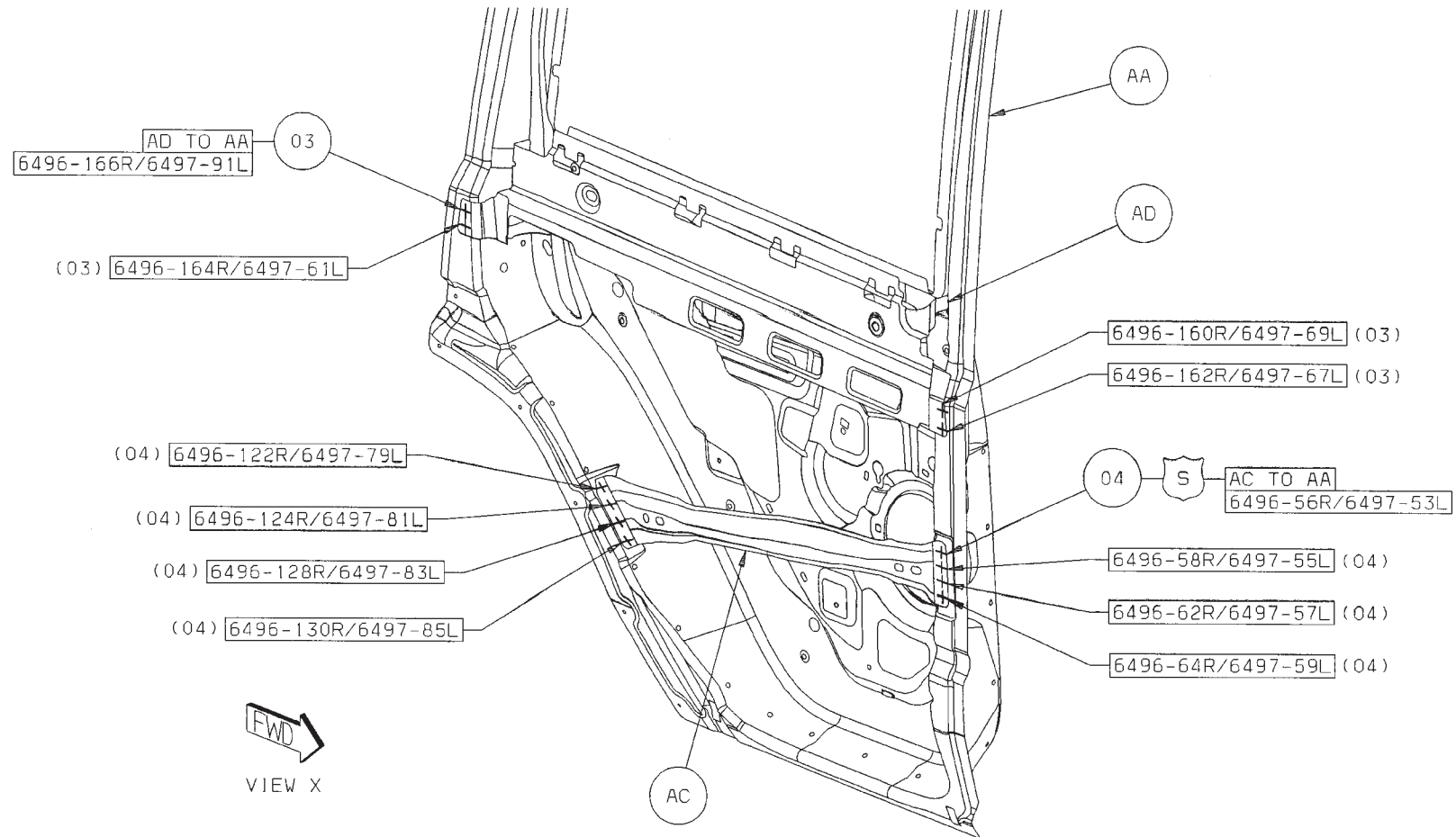
01 AB TO AA 21/R S/WELDS (ORD)

02 AB TO AA 13L S/WELDS (ORD)



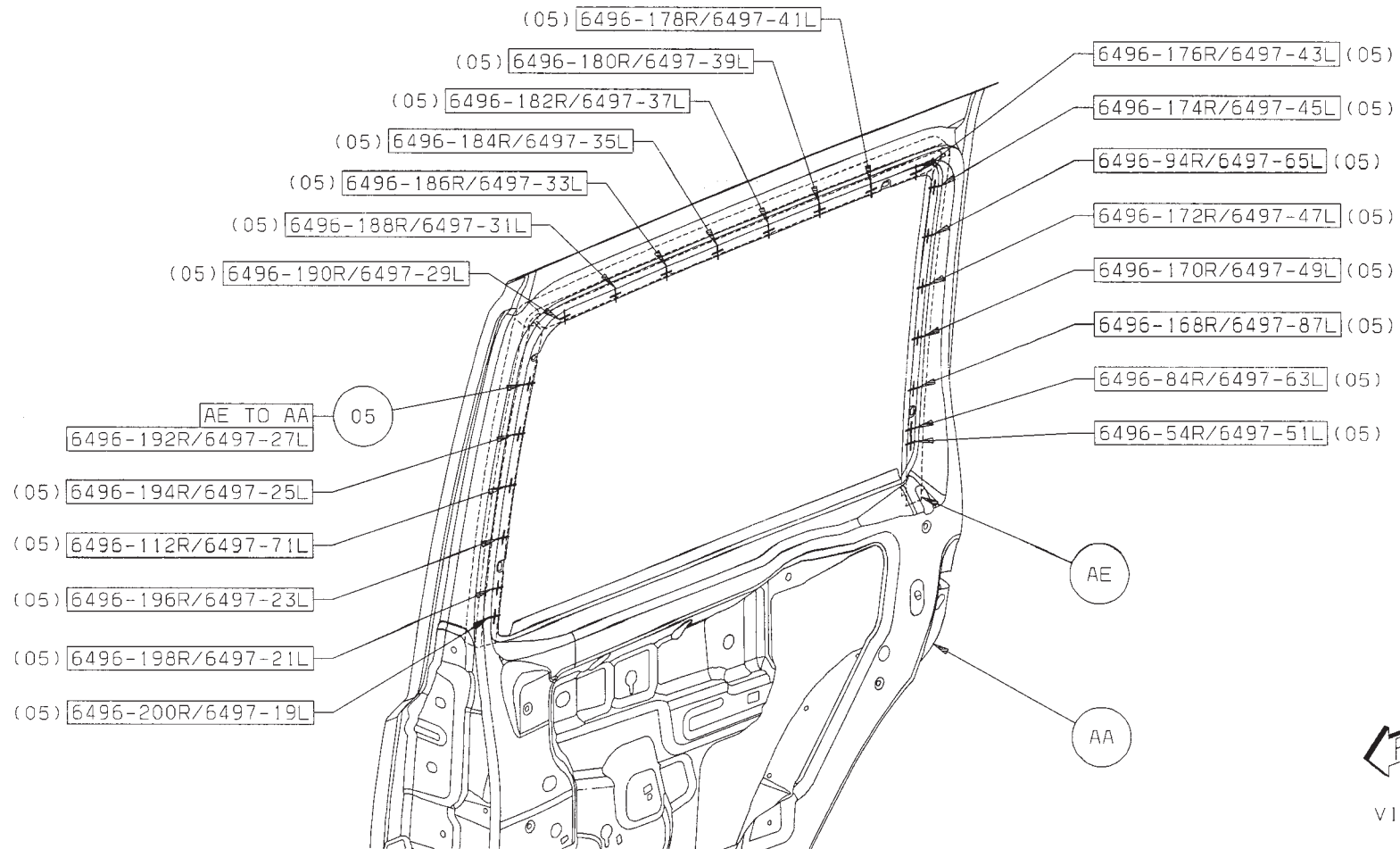
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03 AD TO AA 4/SD S/WELDS (ORD)
04 AC TO AA 8/SD S/WELDS (SAF)



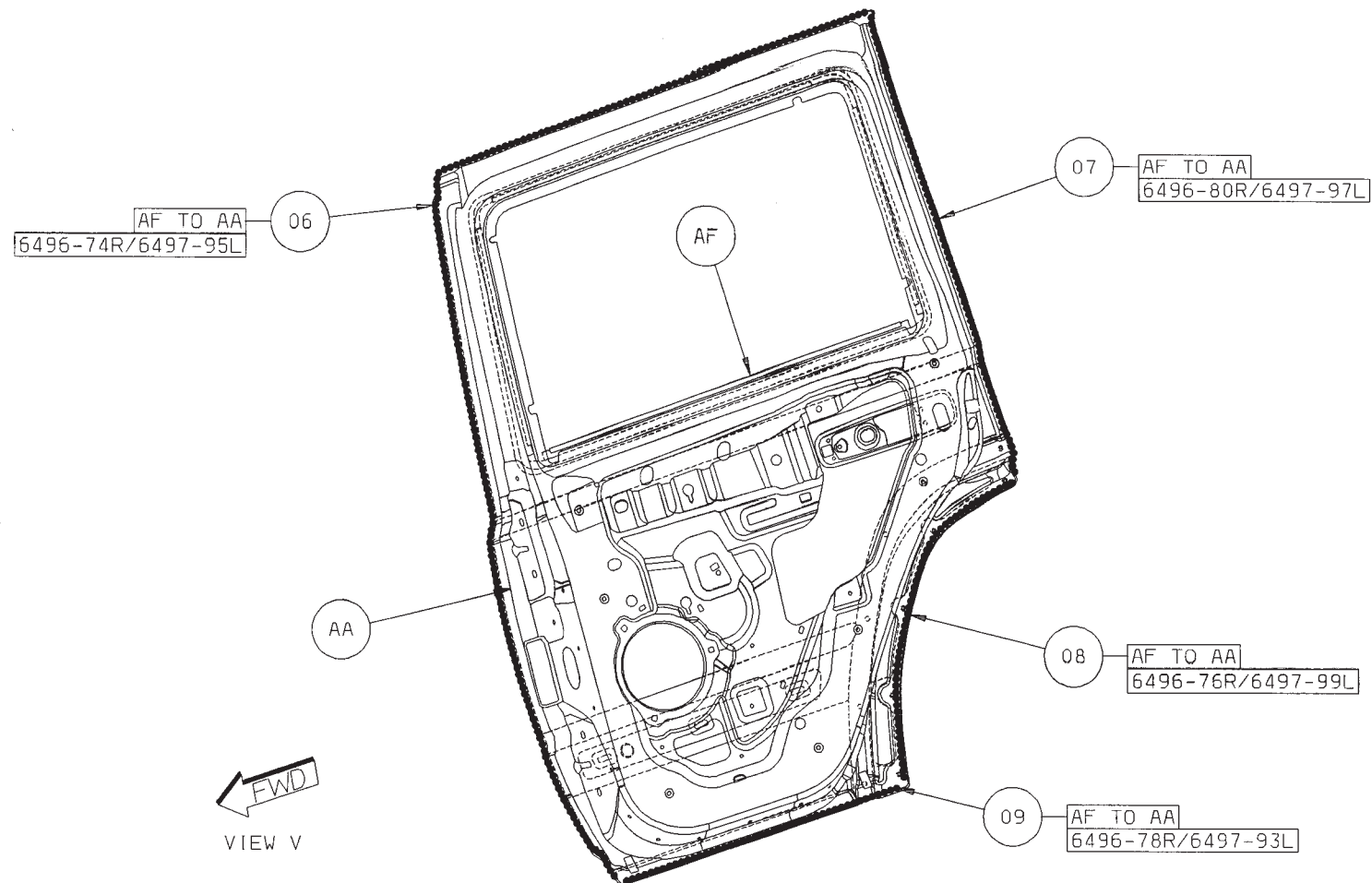
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05 AE TO AA 21/SD SWELDS (ORD)



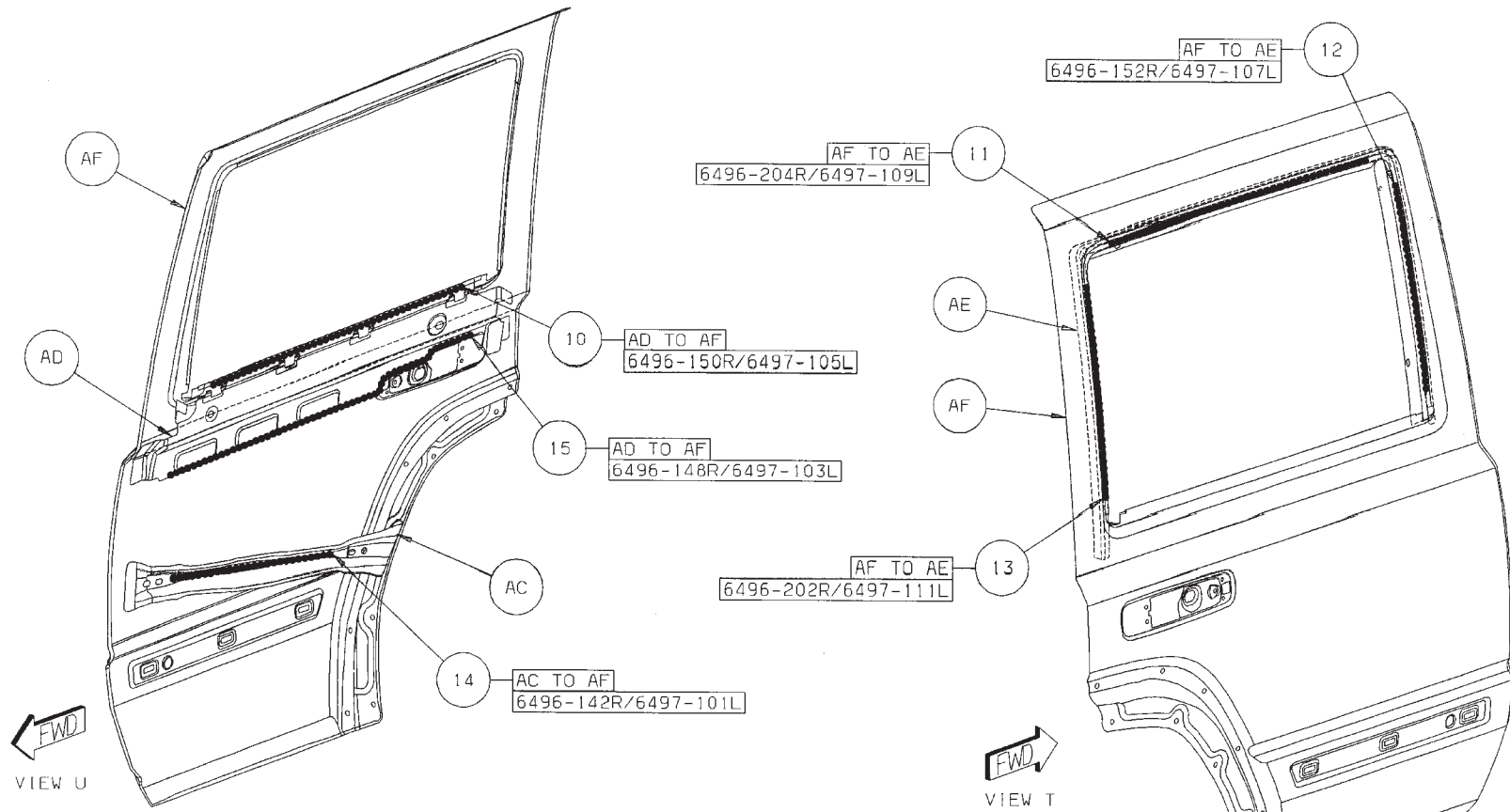
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- 06 AF TO AA 1/SD STRUC ADH (ORD)D
- 07 AF TO AA 1/SD STRUC ADH (ORD)
- 08 AF TO AA 1/SD STRUC ADH (ORD)
- 09 AF TO AA 1/SD STRUC ADH (ORD)



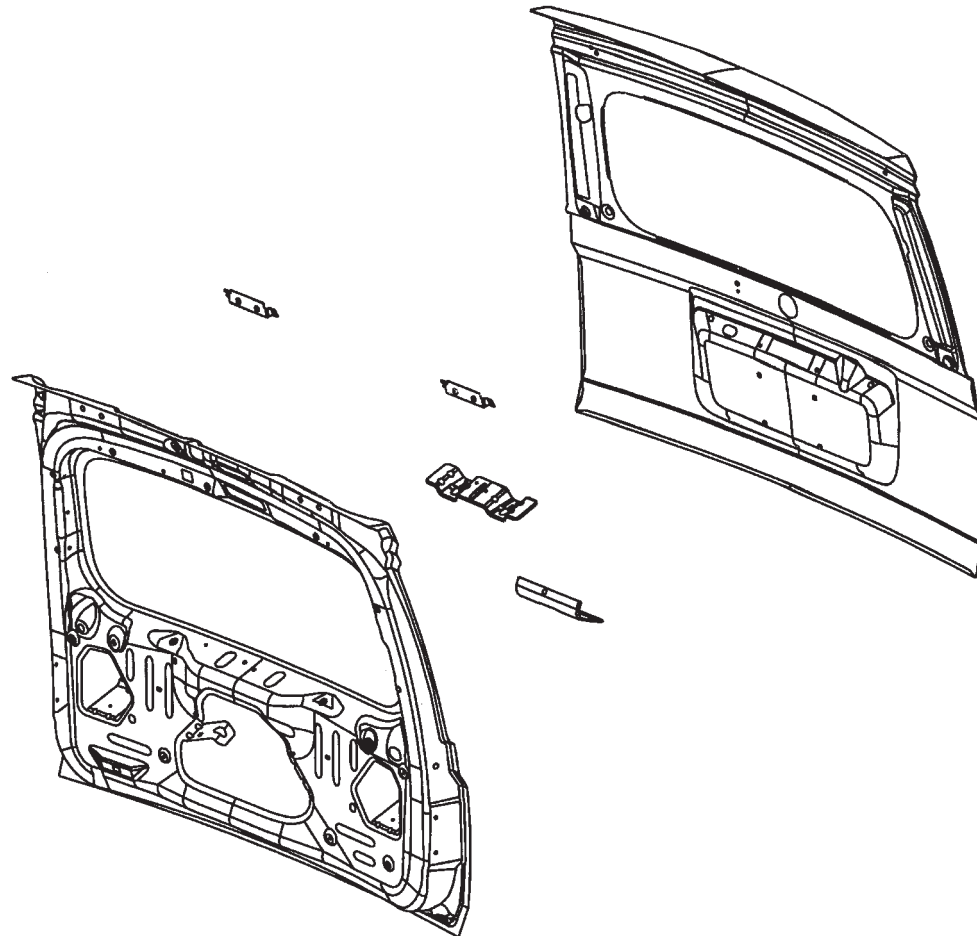
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- 10 AD TO AF 1/SD STRUC ADH (ORD)
- 11 AF TO AD 1/SD STRUC ADH (ORD)
- 12 AF TO AE 1/SD STRUC ADH (ORD)
- 13 AF TO AE 1/SD STRUC ADH (ORD)
- 14 AC TO AF 1/SD STRUC ADH (ORD)
- 15 AD TO AF 1/SD STRUC ADH (ORD)



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COMMANDER LIFTGATE SECTION

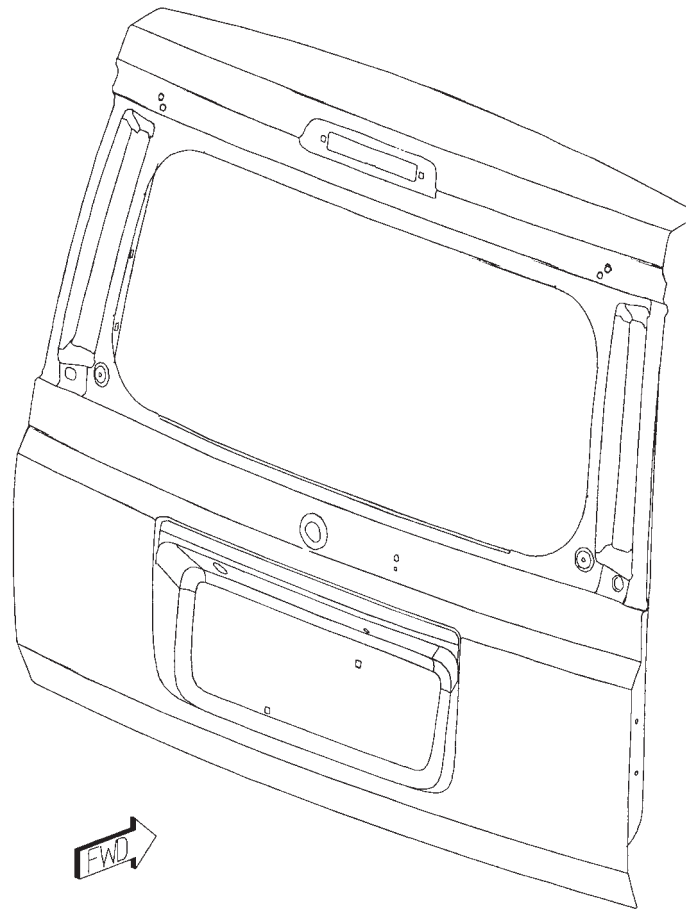


- AA PANEL – LIFTGATE OTR –
- AB PANEL – LIFTGATE INR –
- AC REINF – LIFTGATE FLIPPER LATCH –
- AD REINF – LATCH MOUNT LIFT GATE –
- AE TAPPING PLATE – LIFTGATE HINGE MOUNTING –
- AE TAPPING PLATE – LIFTGATE GAS CYLINDER –

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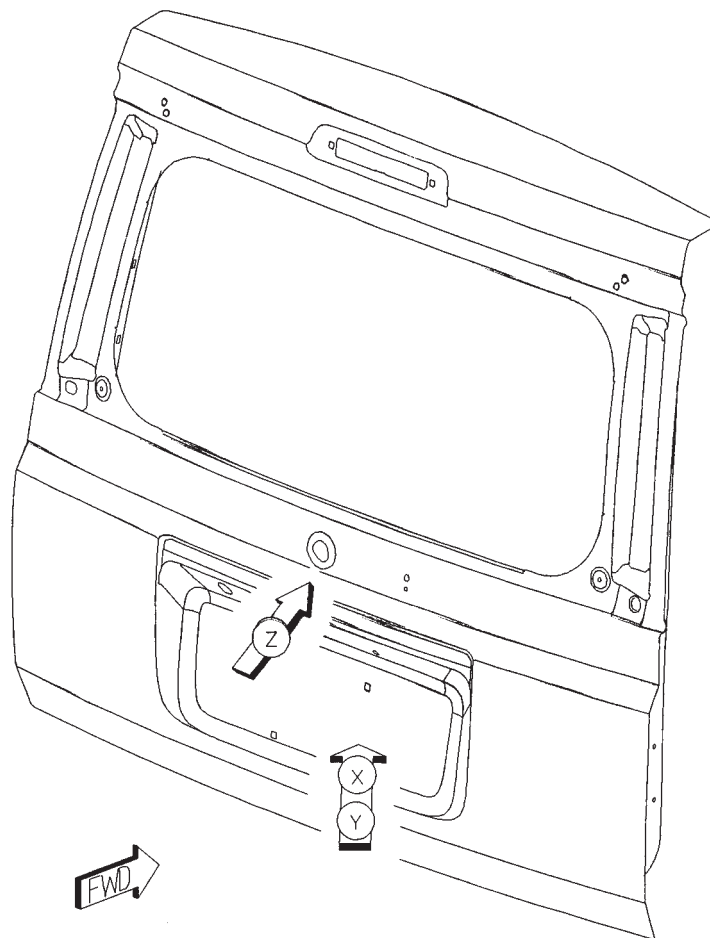
PARTS IDENTIFICATION LEGEND, OVERVIEW 17

- AA PANEL – LIFTGATE OTR –
- AB PANEL – LIFTGATE INR –
- AC REINF – LIFTGATE FLIPPER LATCH –
- AD REINF – LATCH MOUNT LIFT GATE –
- AE TAPPING PLATE – LIFTGATE HINGE MOUNTING –
- AE TAPPING PLATE – LIFTGATE GAS CYLINDER –



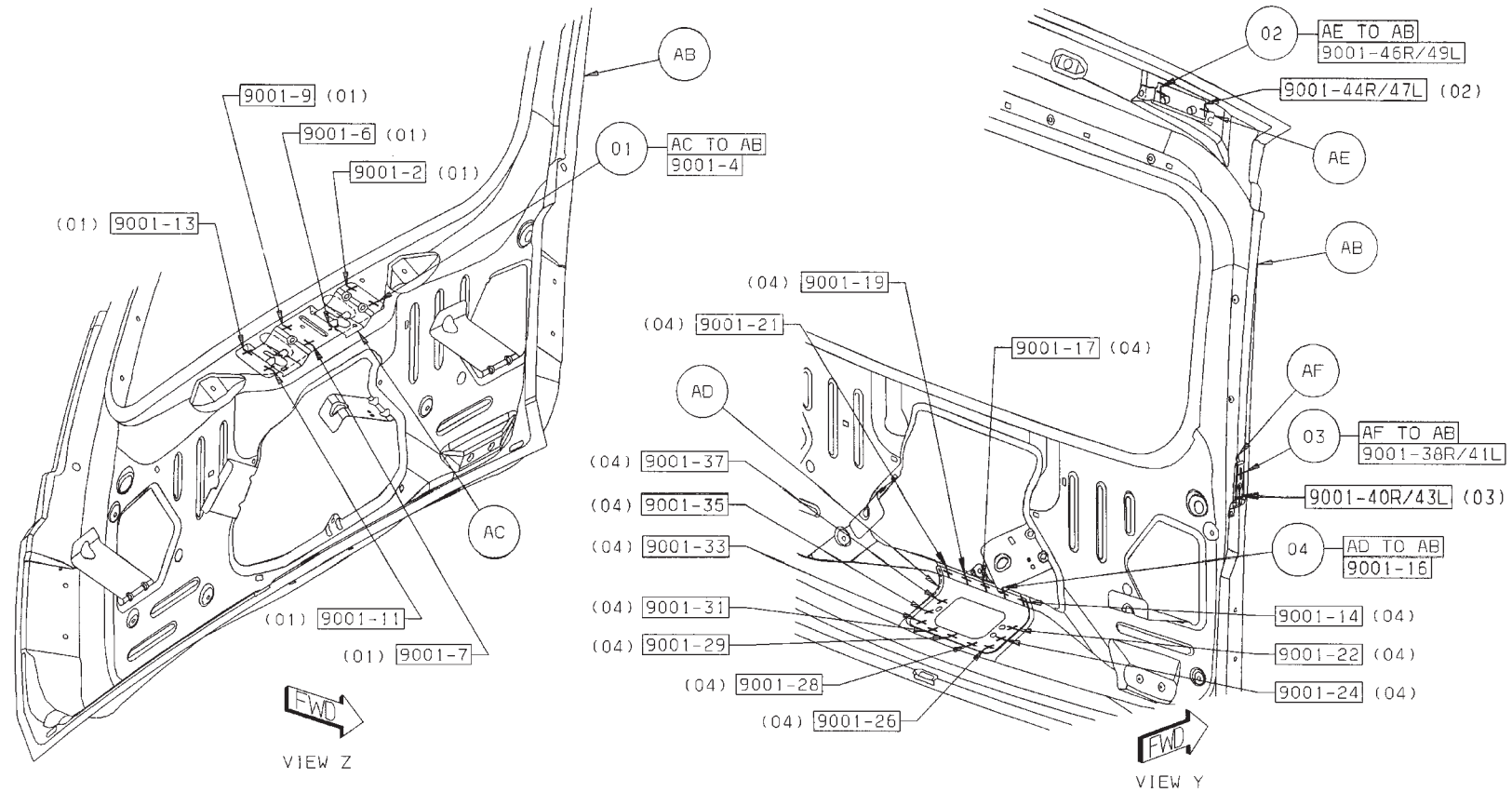
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WELD LAYOUT LOCATION GUIDE



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- 01 AC TO AB 7 S/WELDS (ORD)
- 02 AE TO AB 2/SD S/WELDS (ORD)
- 03 AF TO AB 2/SD S/WELDS (ORD)
- 04 AD TO AB 14 S/WELDS (ORD)



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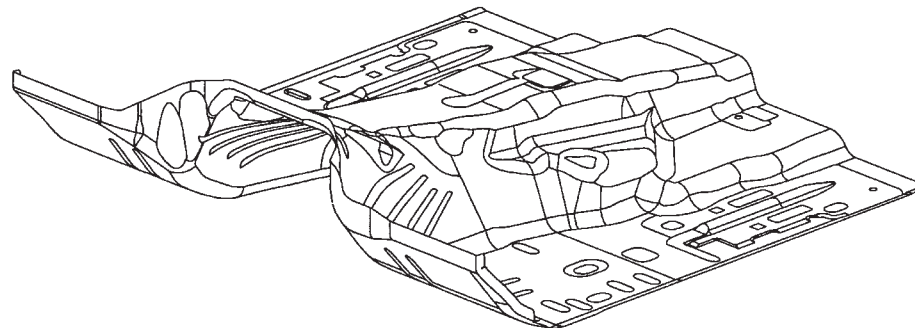
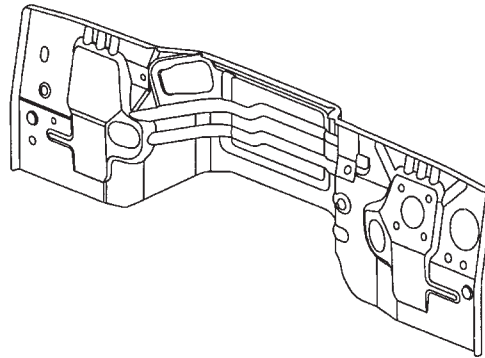
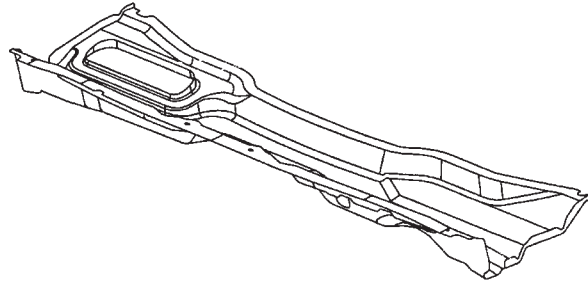


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COMMANDER FRONT FLOOR/DASH/PLENUM SECTION

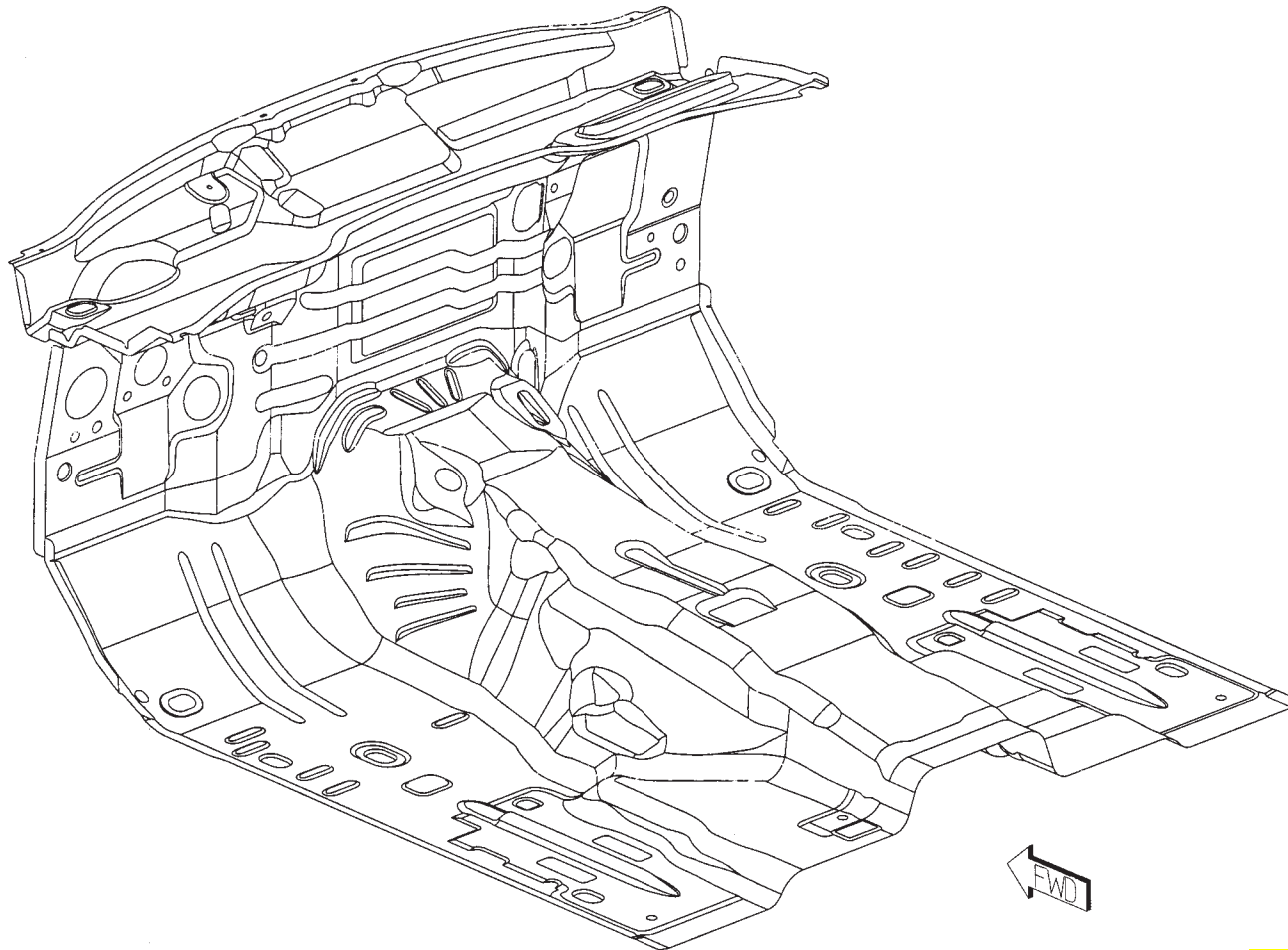


- AA PANEL - PLENUM LWR -
- AB PANEL - DASH -
- AC PANEL - FLOOR FRT -

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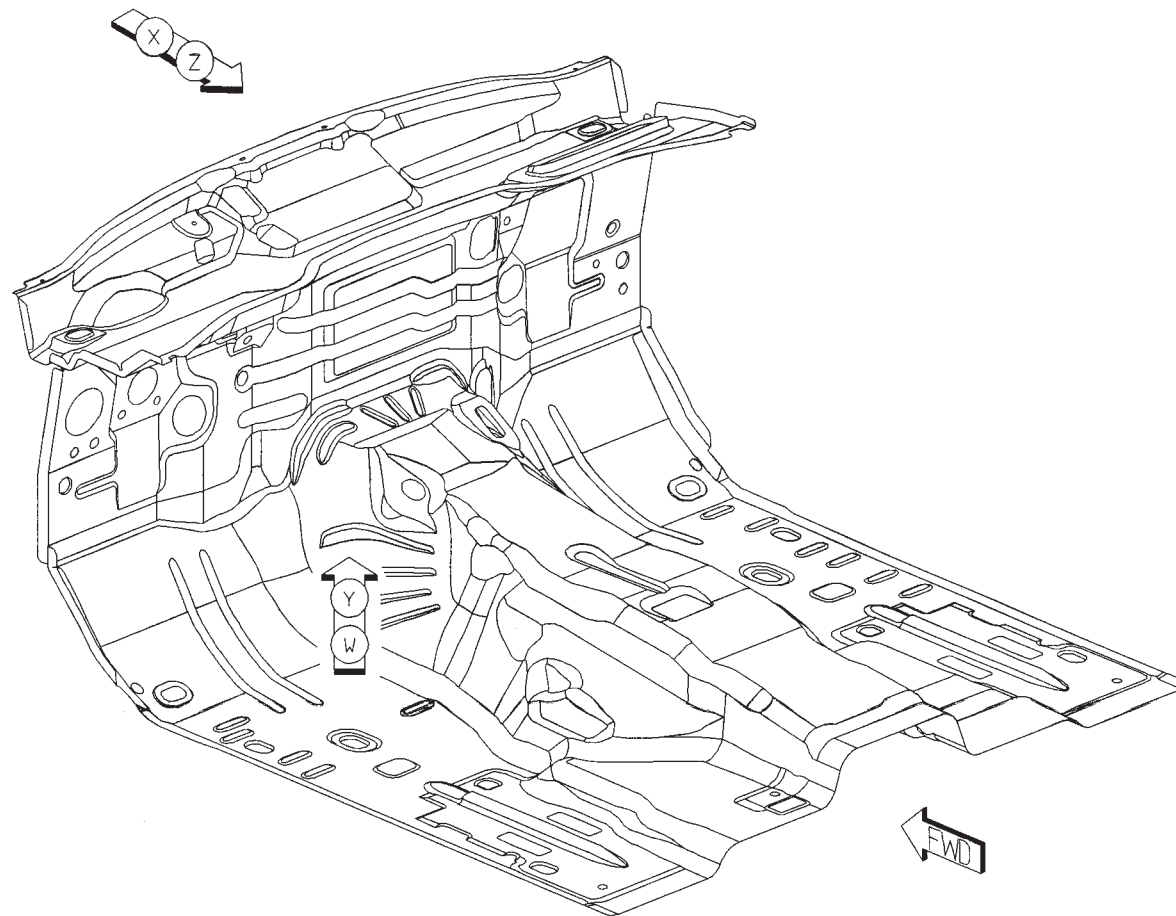
PARTS IDENTIFICATION LEGEND, OVERVIEW 19

AA PANEL - PLENUM LWR -
AB PANEL - DASH -
AC PANEL - FLOOR FRT -



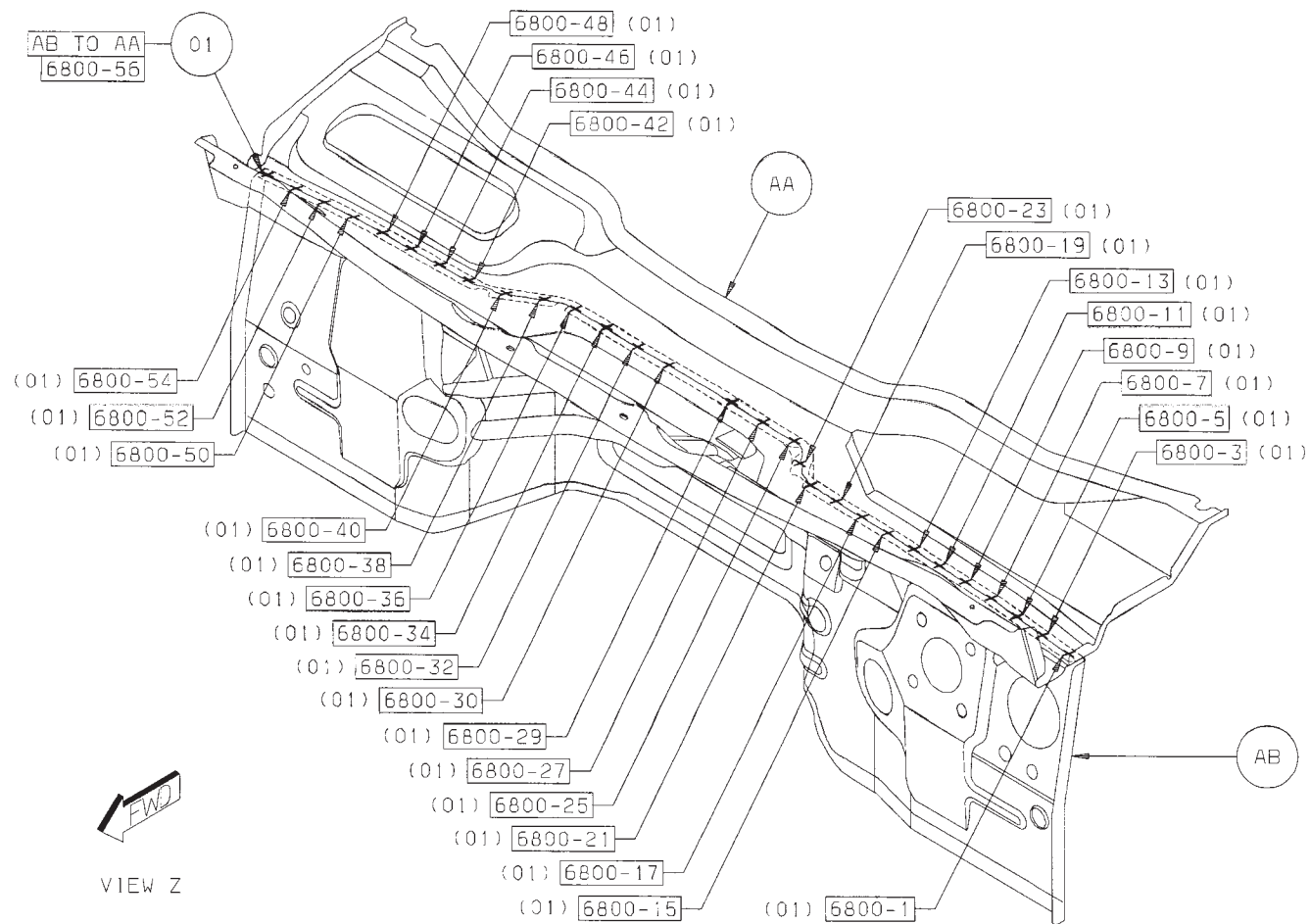
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WELD LAYOUT LOCATION GUIDE



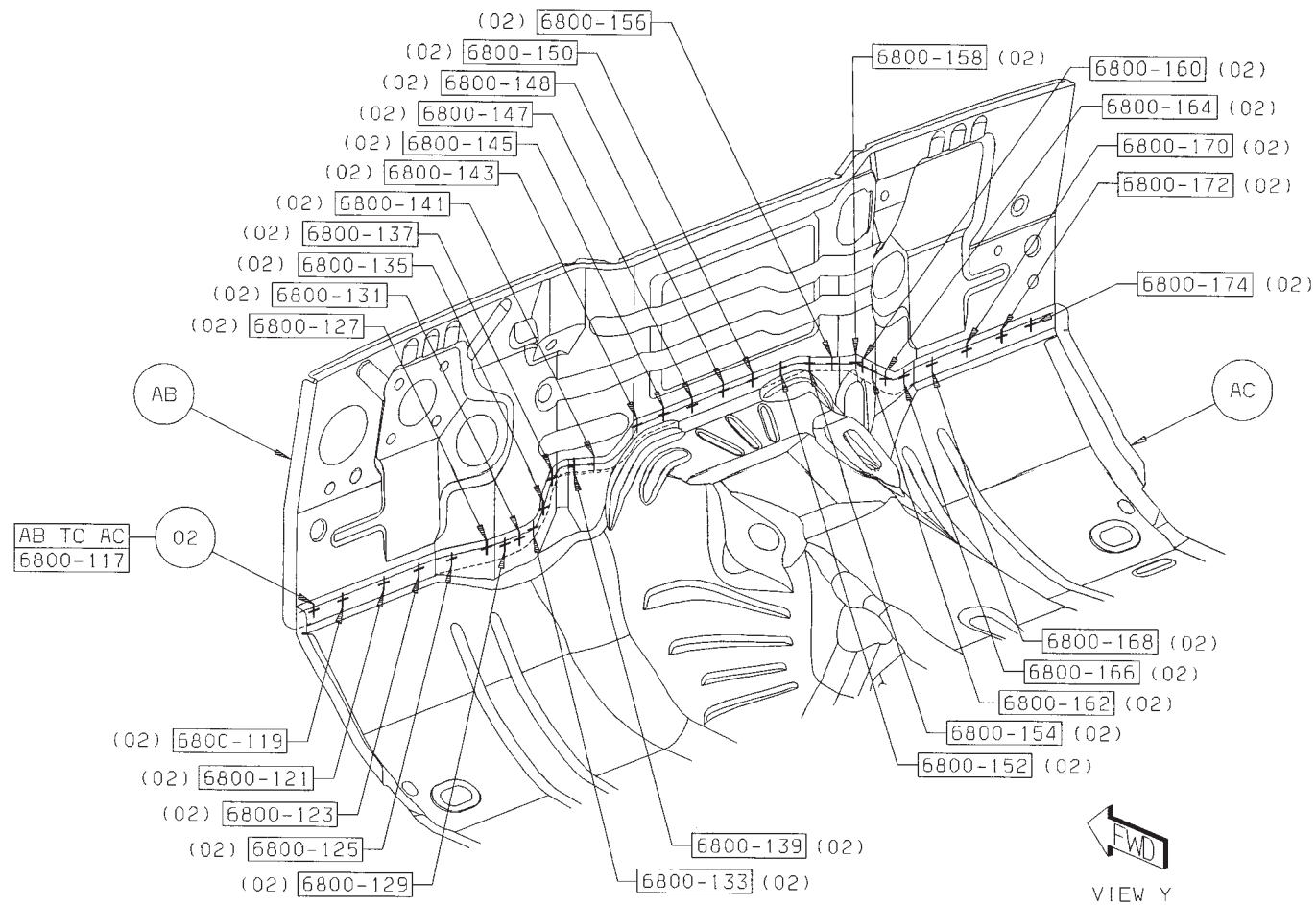
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01 AB TO AA 29 S/WELDS (ORD)



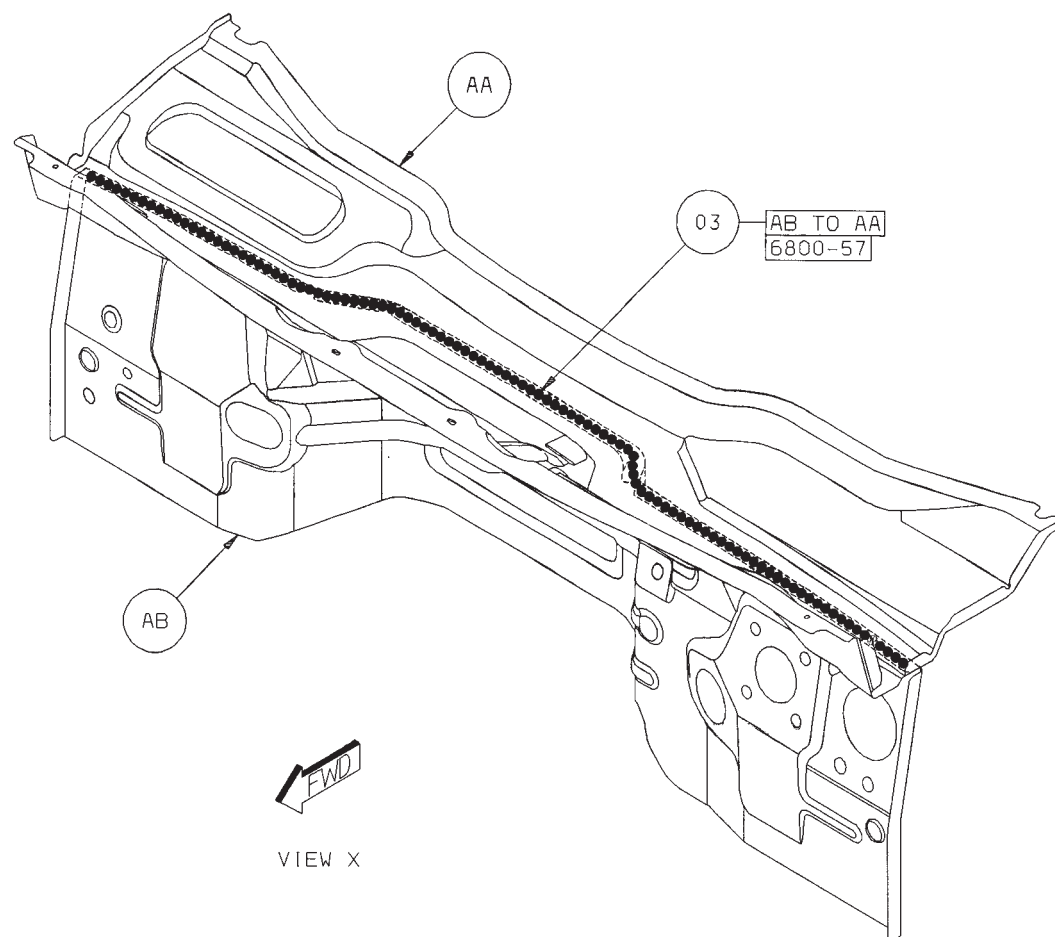
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02 AB TO AC 30 S/WELDS (ORD)



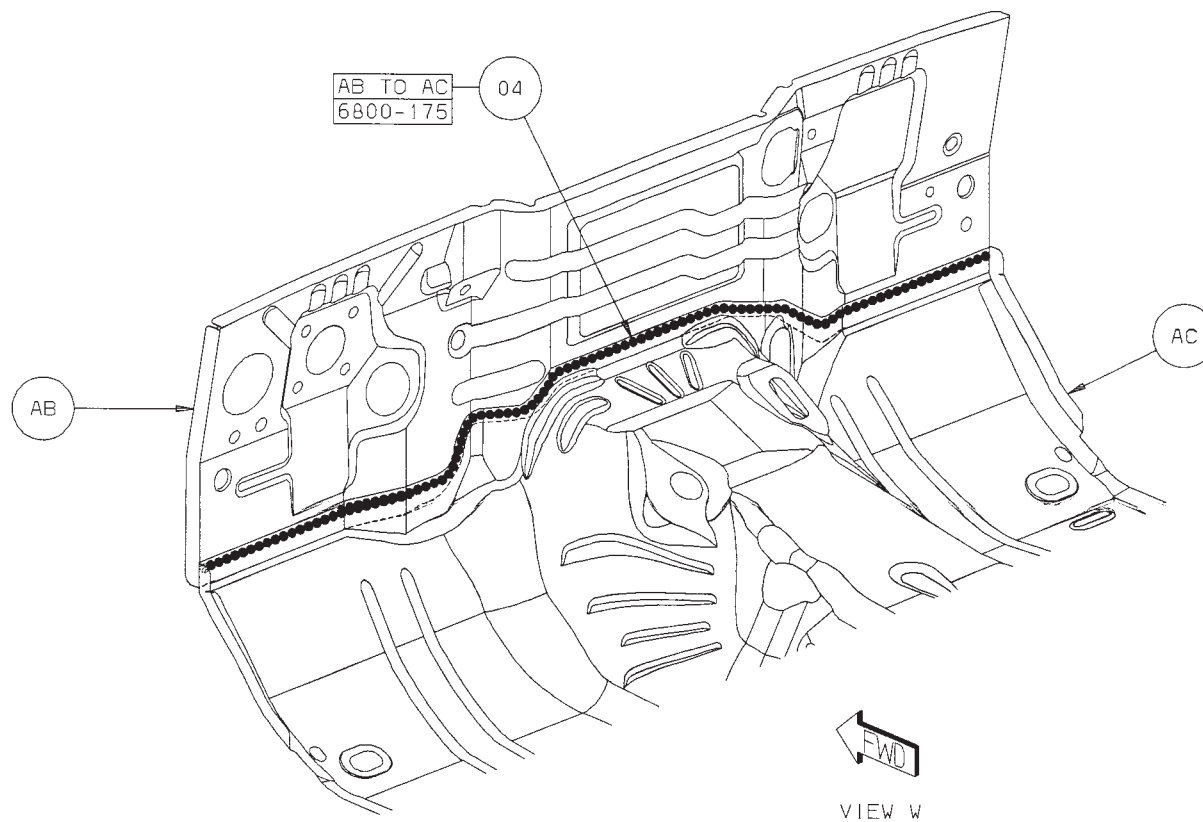
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03 AB TO AA 1 STRUC ADH (ORD)



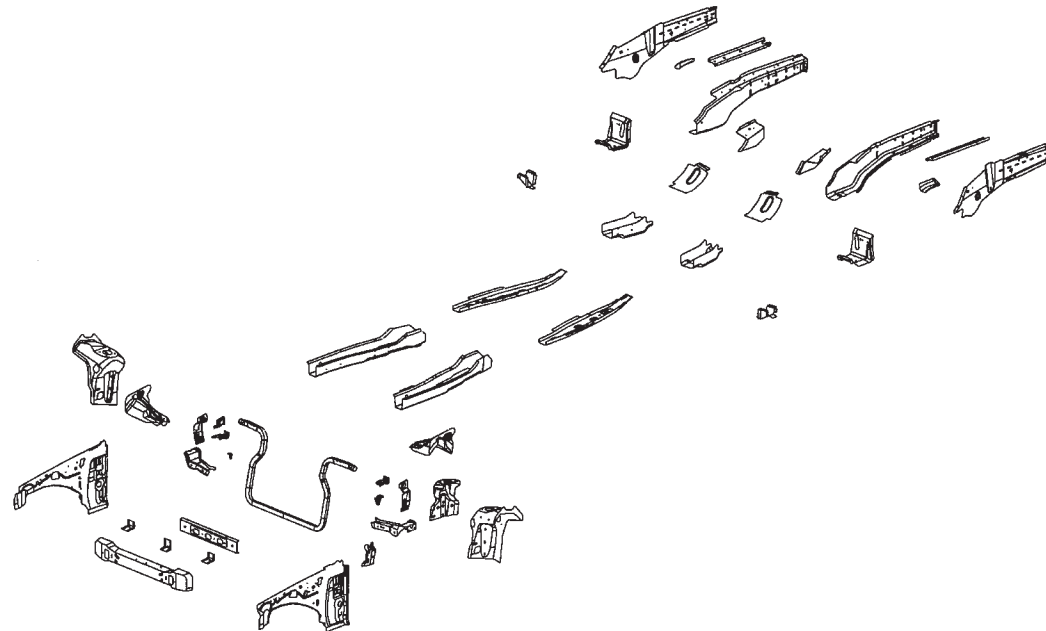
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04 AB TO AC 1 STRUC ADH (ORD)



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COMMANDER UNDERBODY COMPLETE SECTION



AA PANEL - DASH -
 AB PANEL - COWL SIDE RT -
 AB PANEL - COWL SIDE LT -
 AC SILL - BODY SIDE RT -
 AC SILL - BODY SIDE LT -
 AD BRACKET - RADIATOR SUPPORT TO COWL -
 AD BRACKET - RADIATOR SUPPORT TO COWL -
 AE PAN - FLOOR FRT -
 AF PANEL - PLENUM LWR -
 AG PANEL - COWL TOP -
 AH BRACKET - WIPER MTG I/B -
 AJ BRACKET ASSY - WIPER MTG O/B -
 AJ BRACKET - WIPER MTG O/B -
 AK GUSSET - FRT SUSPENSION SUPPORT RT -
 AK GUSSET - FRT SUSPENSION SUPPORT LT -
 AL PANEL - SUSPENSION FRT RT -

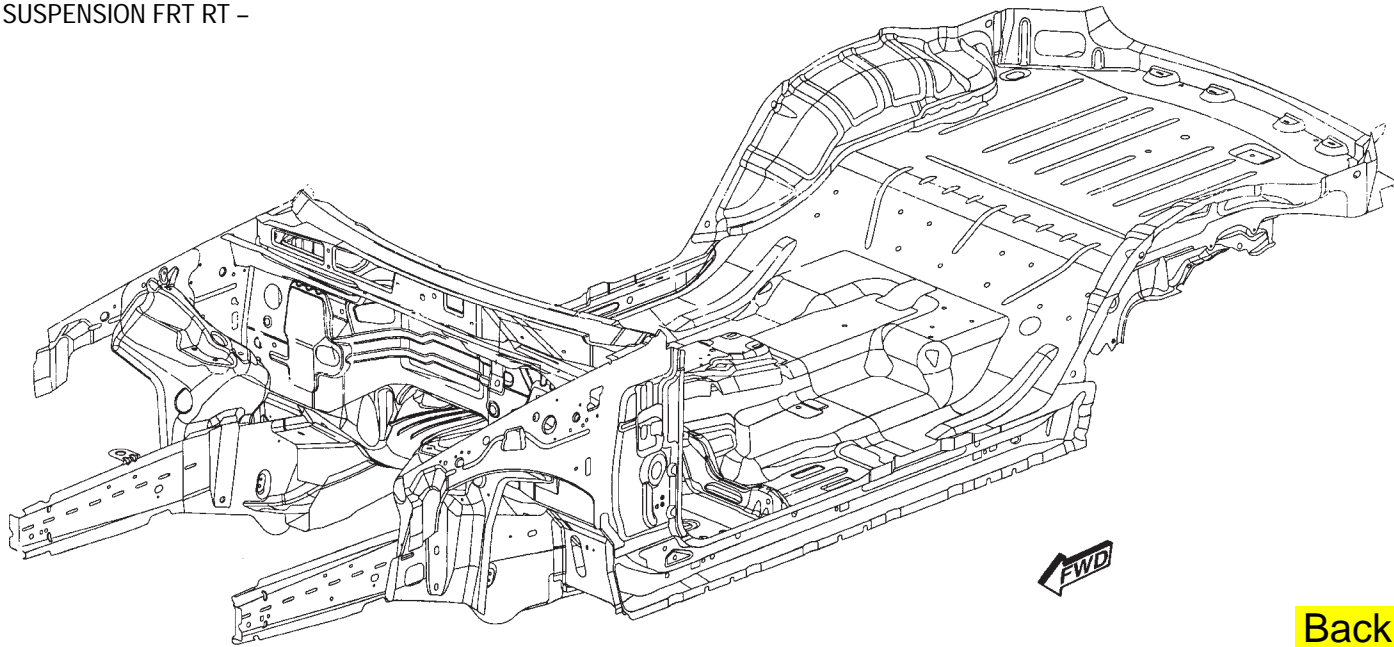
AL PANEL - SUSPENSION FRT LT -
 AM REINF - SILL UPR RT -
 AM REINF - SILL UPR LT -
 AN RAIL - FRT RR RT -
 AN RAIL - FRT RR LT -
 AP TORQUE BOX - RR RT -
 AP TORQUE BOX - RR LT -
 AR RAIL - FRT -
 AR RAIL - FRT -
 AS REINF - FRT RAIL U-CHANNEL RT -
 AS REINF - FRT RAIL U-CHANNEL LT -
 AT REINF - MID FLOOR COMPRESSION PLATE -
 AU REINF - FRT SEAT FRT MOUNTING RT -
 AU REINF - FRT SEAT FRT MOUNTING LT -
 AV SILL - FRT OTR RT -

AV SILL - FRT OTR LT -
 AW RAIL - RR RT -
 AW RAIL - RR LT -
 AX REINF - TRANS CROSSMEMBER RT -
 AX REINF - TRANS CROSSMEMBER LT -
 AY REINF - FRT SEAT RR MOUNTING -
 AZ (55394439AB) PAN - RR FLOOR
 BA REINF - TUNNEL -
 BB TORQUE BOX - RR LT -
 BB TORQUE BOX - RR RT -
 BC (55394462AB) PANEL - RR WHEELHOUSE INR RT
 BC (55394440AC) GUSSET - D PILLAR LWR TO FLOOR RT -
 BE REINF - RR RAIL OUTBOARD RT -
 BE REINF - RR RAIL OUTBOARD LT -

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PARTS IDENTIFICATION LEGEND, OVERVIEW 20

AA PANEL - DASH -	AL PANEL - SUSPENSION FRT LT -	AV SILL - FRT OTR LT -
AB PANEL - COWL SIDE RT -	AM REINF - SILL UPR RT -	AW RAIL - RR RT -
AB PANEL - COWL SIDE LT -	AM REINF - SILL UPR LT -	AW RAIL - RR LT -
AC SILL - BODY SIDE RT -	AN RAIL - FRT RR RT -	AX REINF - TRANS CROSSMEMBER RT -
AC SILL - BODY SIDE LT -	AN RAIL - FRT RR LT -	AX REINF - TRANS CROSSMEMBER LT -
AD BRACKET - RADIATOR SUPPORT TO COWL -	AP TORQUE BOX - RR RT -	AY REINF - FRT SEAT RR MOUNTING -
AD BRACKET - RADIATOR SUPPORT TO COWL -	AP TORQUE BOX - RR LT -	AZ (55394439AB) PAN - RR FLOOR
AE PAN - FLOOR FRT -	AR RAIL - FRT -	BA REINF - TUNNEL -
AF PANEL - PLENUM LWR -	AR RAIL - FRT -	BB TORQUE BOX - RR LT -
AG PANEL - COWL TOP -	AS REINF - FRT RAIL U-CHANNEL RT -	BB TORQUE BOX - RR RT -
AH BRACKET - WIPER MTG I/B -	AS REINF - FRT RAIL U-CHANNEL LT -	BC PANEL - RR WHEELHOUSE INR RT
AJ BRACKET ASSY - WIPER MTG O/B -	AT REINF - MID FLOOR COMPRESSION PLATE -	BC GUSSET - D PILLAR LWR TO FLOOR RT -
AJ BRACKET - WIPER MTG O/B -	AU REINF - FRT SEAT FRT MOUNTING RT -	BE REINF - RR RAIL OUTBOARD RT -
AK GUSSET - FRT SUSPENSION SUPPORT RT -	AU REINF - FRT SEAT FRT MOUNTING LT -	BE REINF - RR RAIL OUTBOARD LT -
AK GUSSET - FRT SUSPENSION SUPPORT LT -	AV SILL - FRT OTR RT -	
AL PANEL - SUSPENSION FRT RT -		



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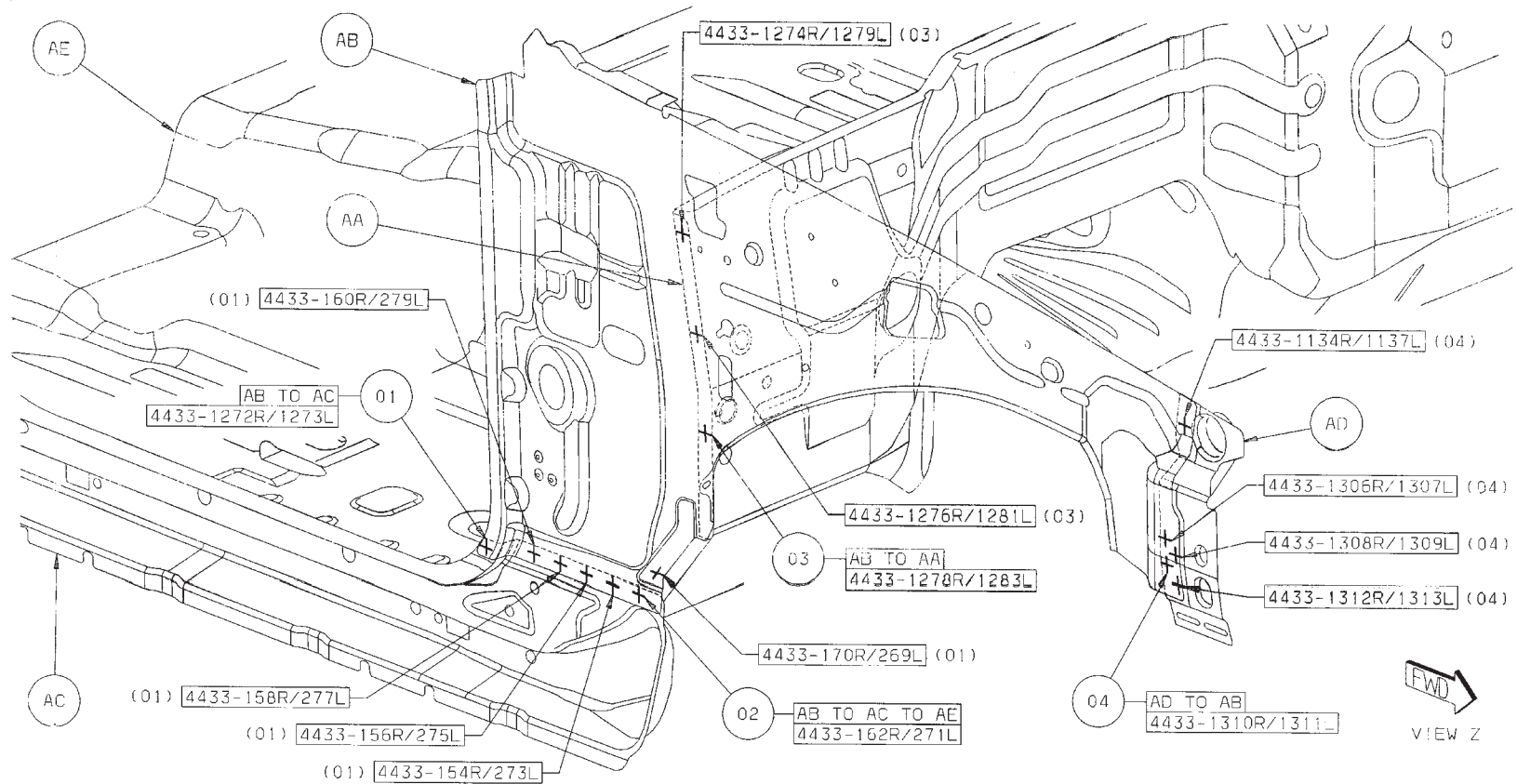
A detailed line drawing of a vehicle chassis, viewed from a front-three-quarter perspective. The chassis is shown without the body panels, revealing the internal structural components. Various parts are labeled with letters in circles, each accompanied by a small arrow pointing to its location. The labels are as follows:

- A**: Points to the front cross-member.
- B**: Points to the front suspension assembly.
- BZ**: Points to the rear suspension assembly.
- BY**: Points to the rear cross-member.
- C**: Points to the front suspension assembly.
- D**: Points to the front suspension assembly.
- E**: Points to the front suspension assembly.
- F**: Points to the front suspension assembly.
- G**: Points to the front suspension assembly.
- H**: Points to the front suspension assembly.
- I**: Points to the front suspension assembly.
- J**: Points to the front suspension assembly.
- K**: Points to the front suspension assembly.
- L**: Points to the front suspension assembly.
- M**: Points to the front suspension assembly.
- N**: Points to the front suspension assembly.
- O**: Points to the front suspension assembly.
- P**: Points to the front suspension assembly.
- Q**: Points to the front suspension assembly.
- R**: Points to the front suspension assembly.
- S**: Points to the front suspension assembly.
- T**: Points to the front suspension assembly.
- U**: Points to the front suspension assembly.
- V**: Points to the front suspension assembly.
- W**: Points to the front suspension assembly.
- X**: Points to the front suspension assembly.
- Y**: Points to the front suspension assembly.
- Z**: Points to the front suspension assembly.

The diagram is a technical illustration used for identification and assembly purposes.

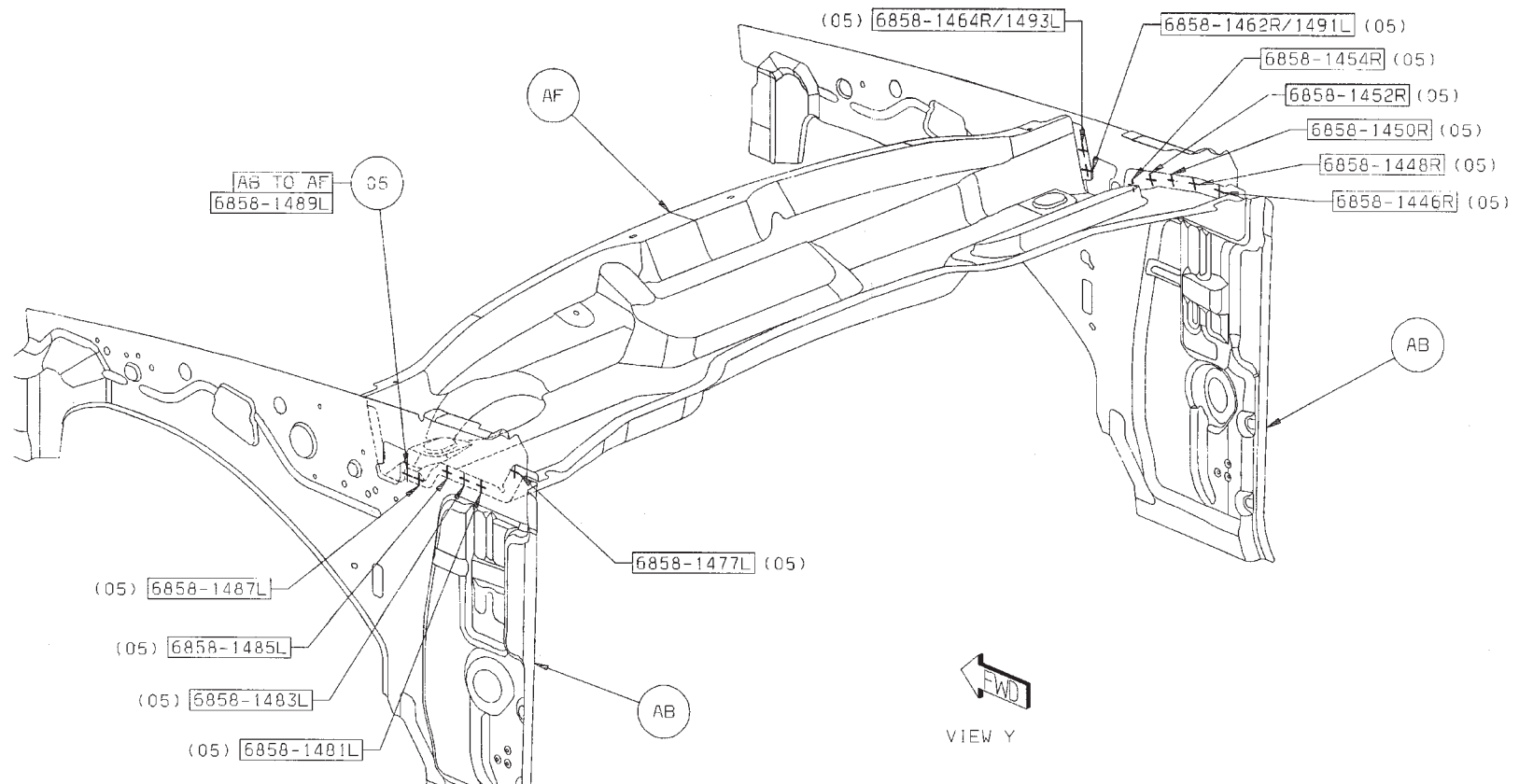
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- 01 AB TO AC 6/SD S/WELDS)(ORD)
- 02 AB TO AC TO AE 1/SD S/WELDS (ORD)
- 03 AB TO AA 3/SD S/WELDS (ORD)
- 04 AD TO AB 5/SD S/WELDS (ORD)



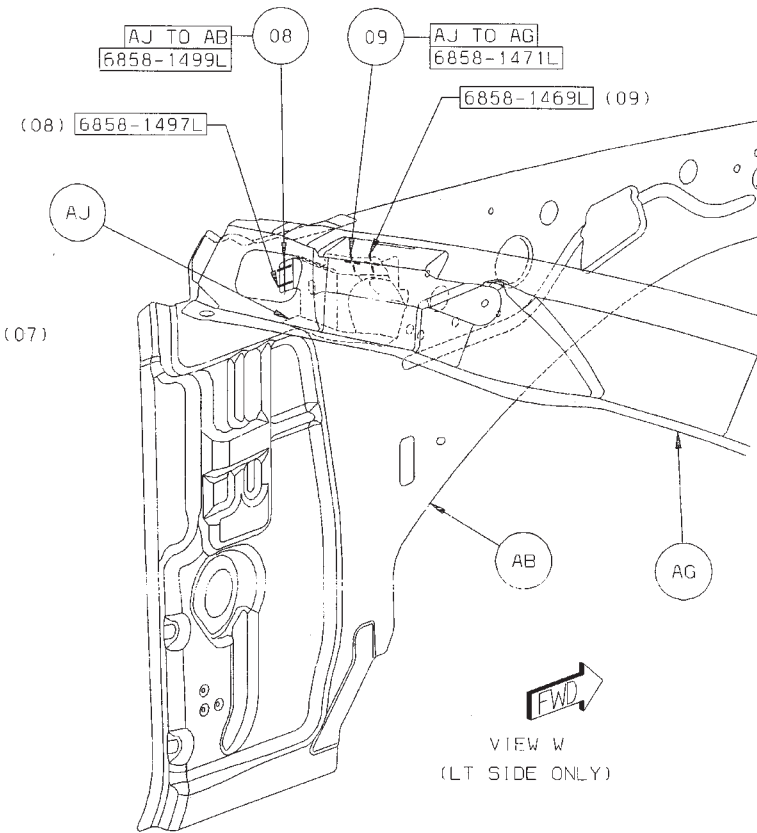
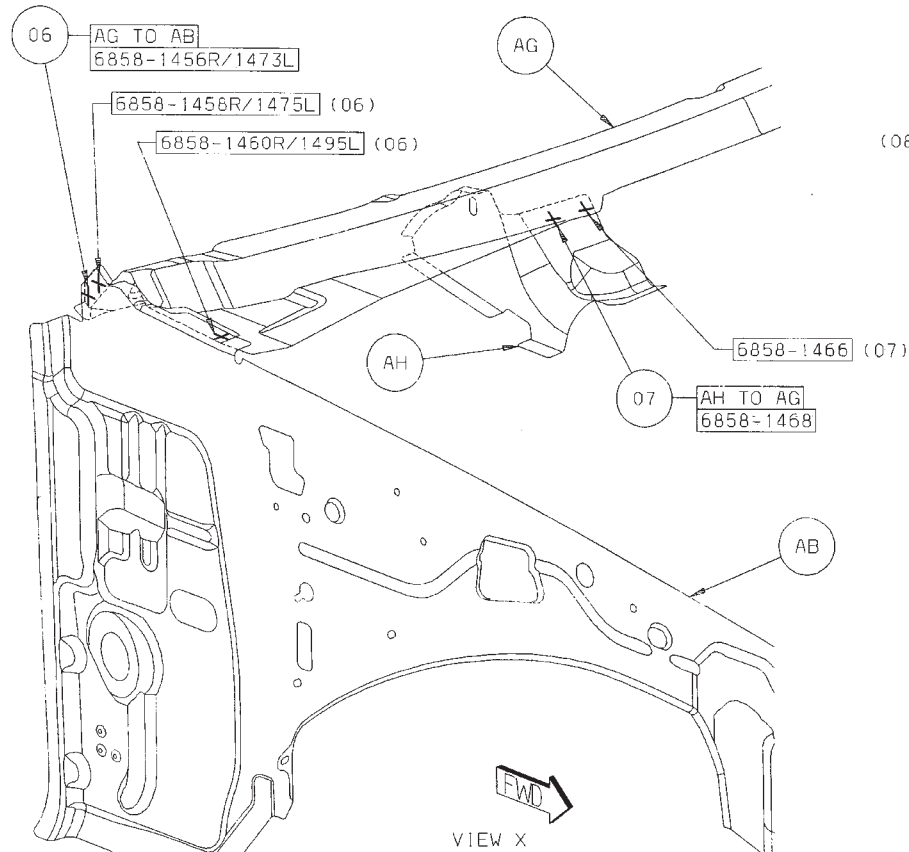
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05 AB TO AF 7R & 8L S/WELDS (ORD)



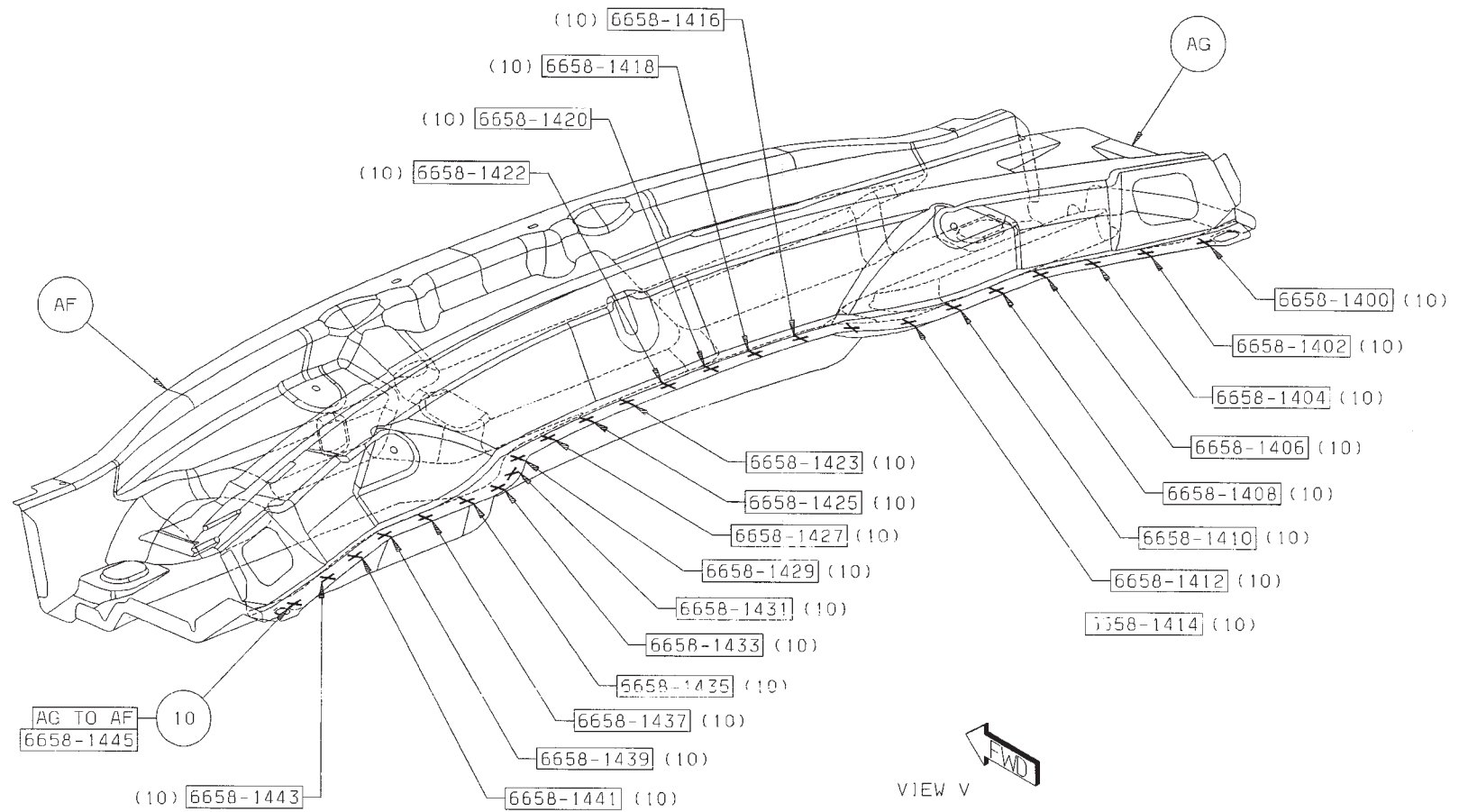
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- 06 AG TO AB 3/SD S/WELDS (ORD)
- 07 AH TO AG 2 S/WELDS (ORD)
- 08 AJ TO AB 2L S/WELDS (ORD)
- 09 AJ TO AG 2L S/WELDS (ORD)



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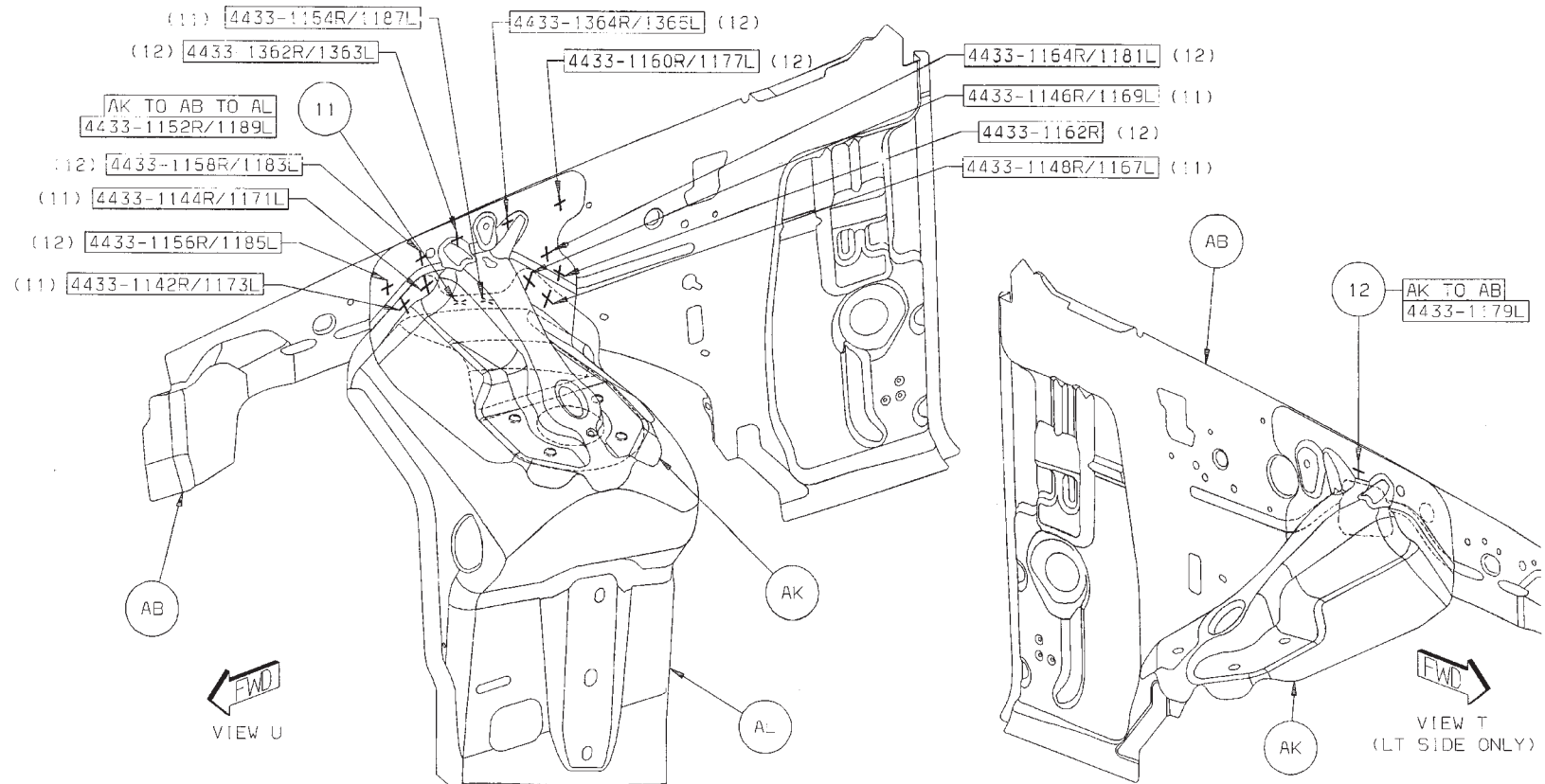
10 AG TO AF 24 SWELDS (ORD)



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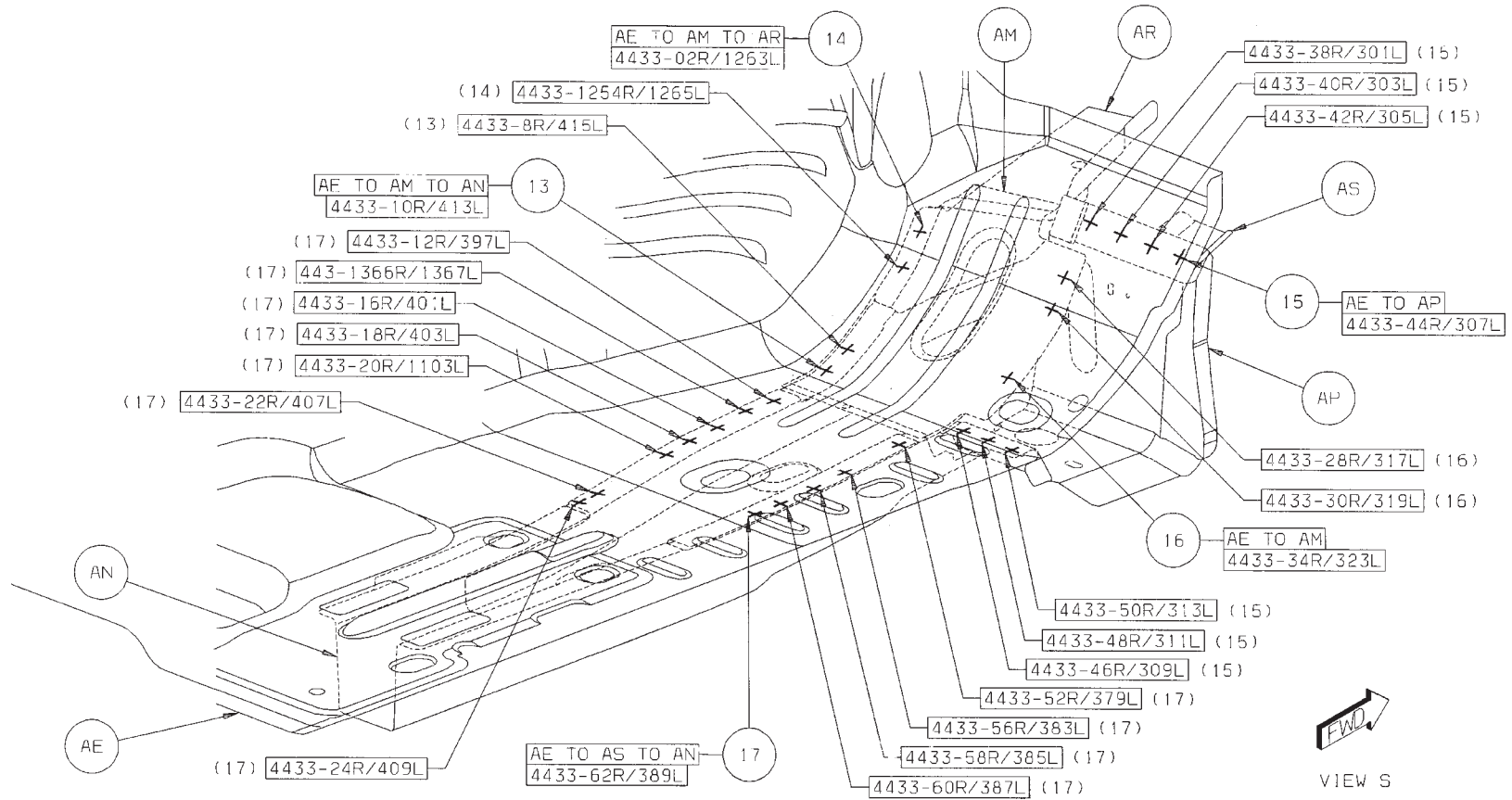
11 AK TO AB TO AL 6/SD S/WELDS (ORD)

12 AK TO AB 6/SD S/WELDS (ORD)



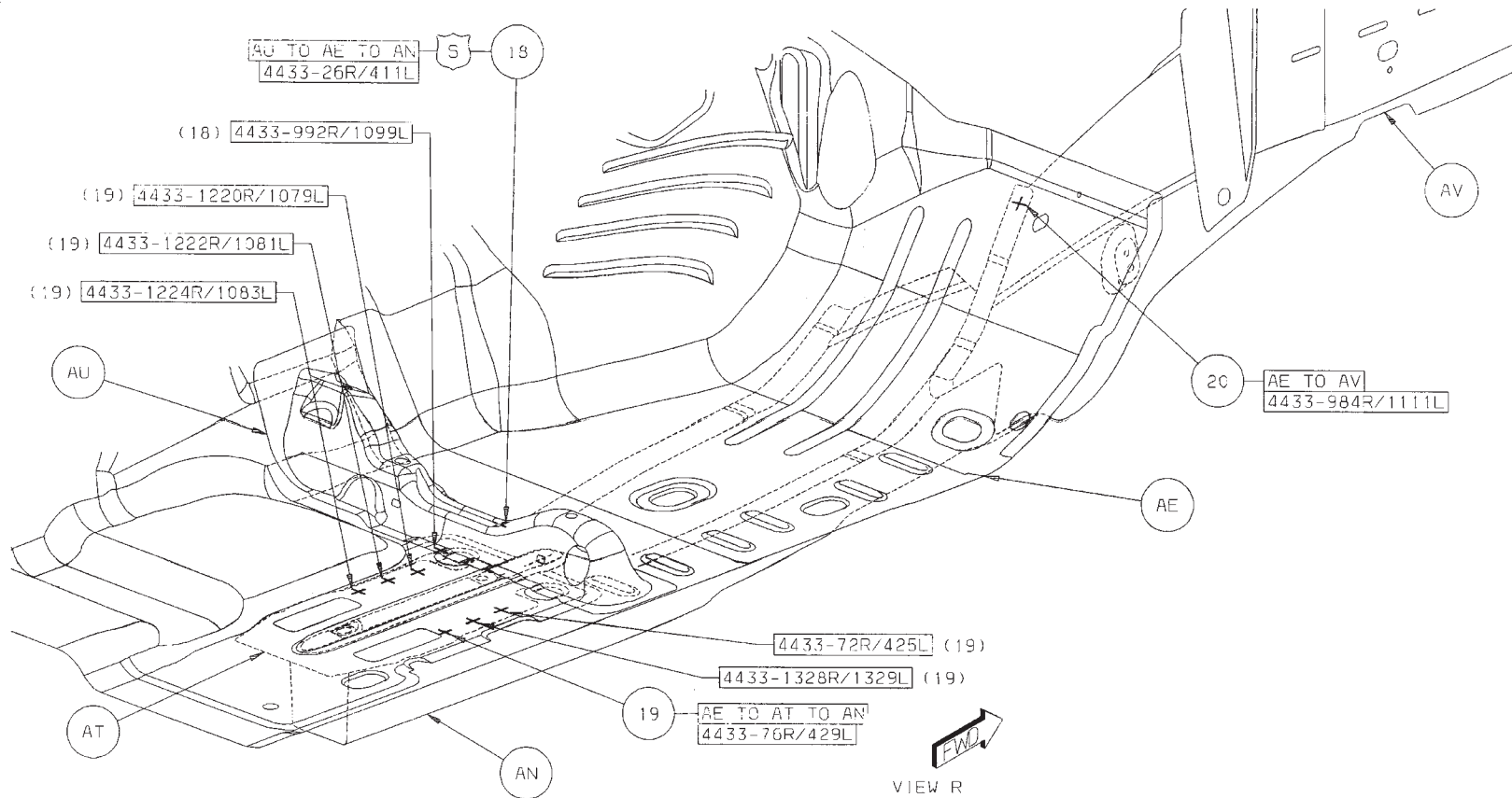
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- 13 AE TO AM TO AN 2/SD S/WELDS (ORD)
- 14 AE TO AP TO AR 2/SD S/WELDS (ORD)
- 15 AE TO AP 7/SD S/WELDS (ORD)
- 16 AE TO AM 3/SD S/WELDS (ORD)
- 17 AE TO AS TO AN 11/SD S/WELDS (ORD)



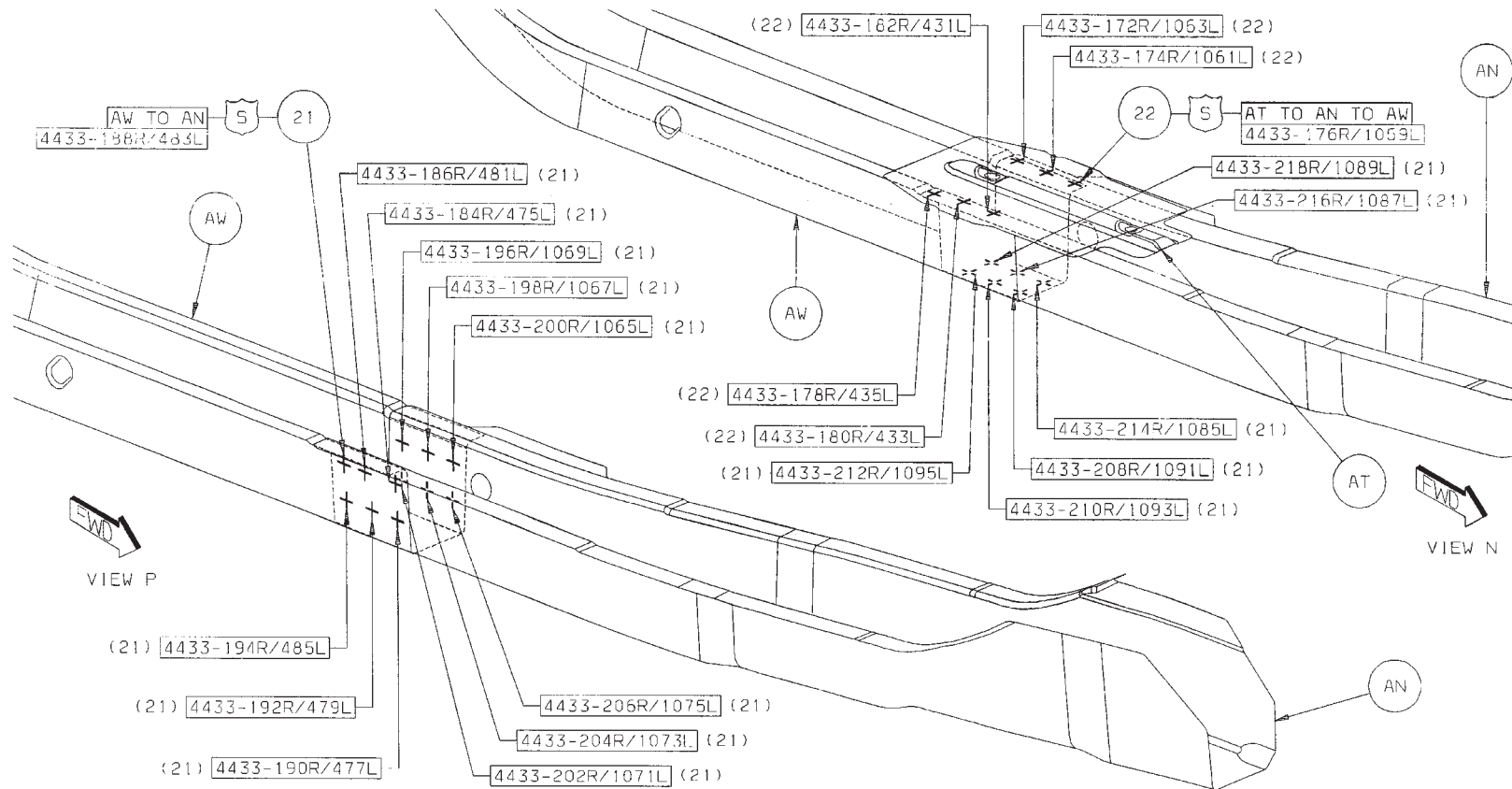
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- 18 AU TO AE TO AN 3/SD S/WELDS (SAF)
- 19 AE TO AT TO AN 6/SD S/WELDS (ORD)
- 20 AE TO AV 1/SD S/WELDS (ORD)



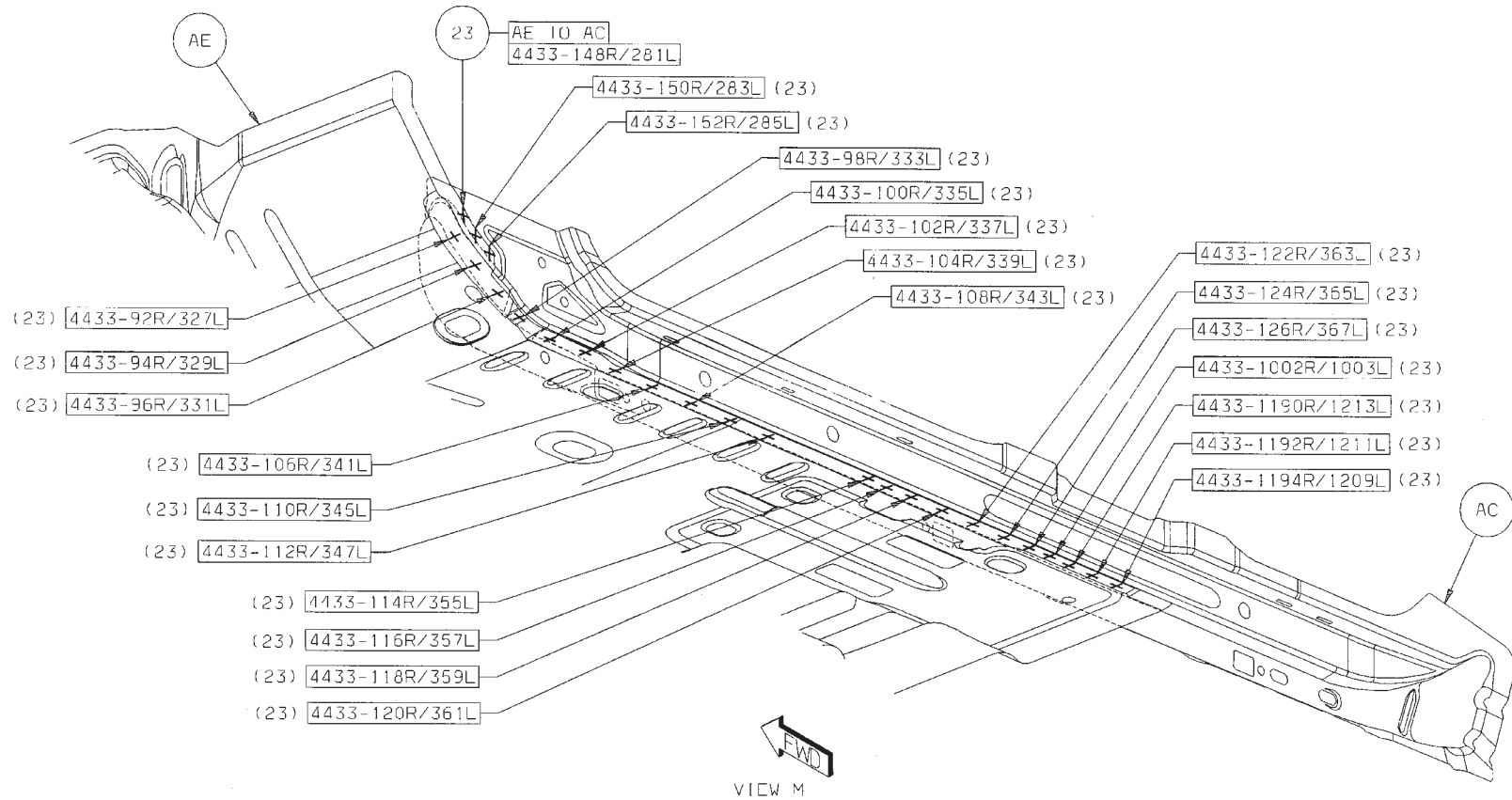
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- 21 AW TO AN 18/SD S/WELDS (SAF)
 22 AT TO AN TO AW 6/SD S/WELDS (SAF)



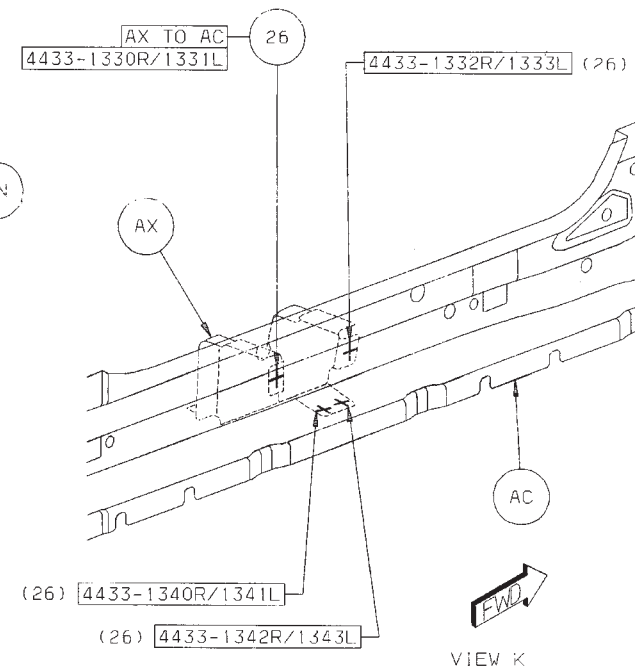
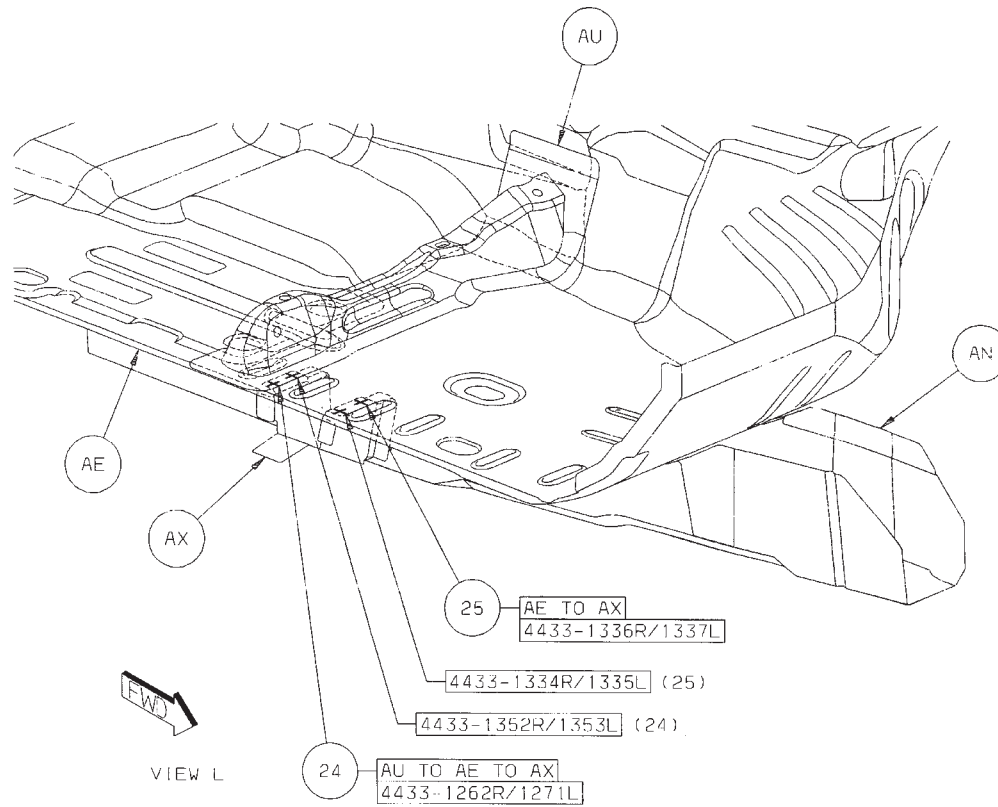
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23 AE TO AC 25/SD SWELDS (ORD)



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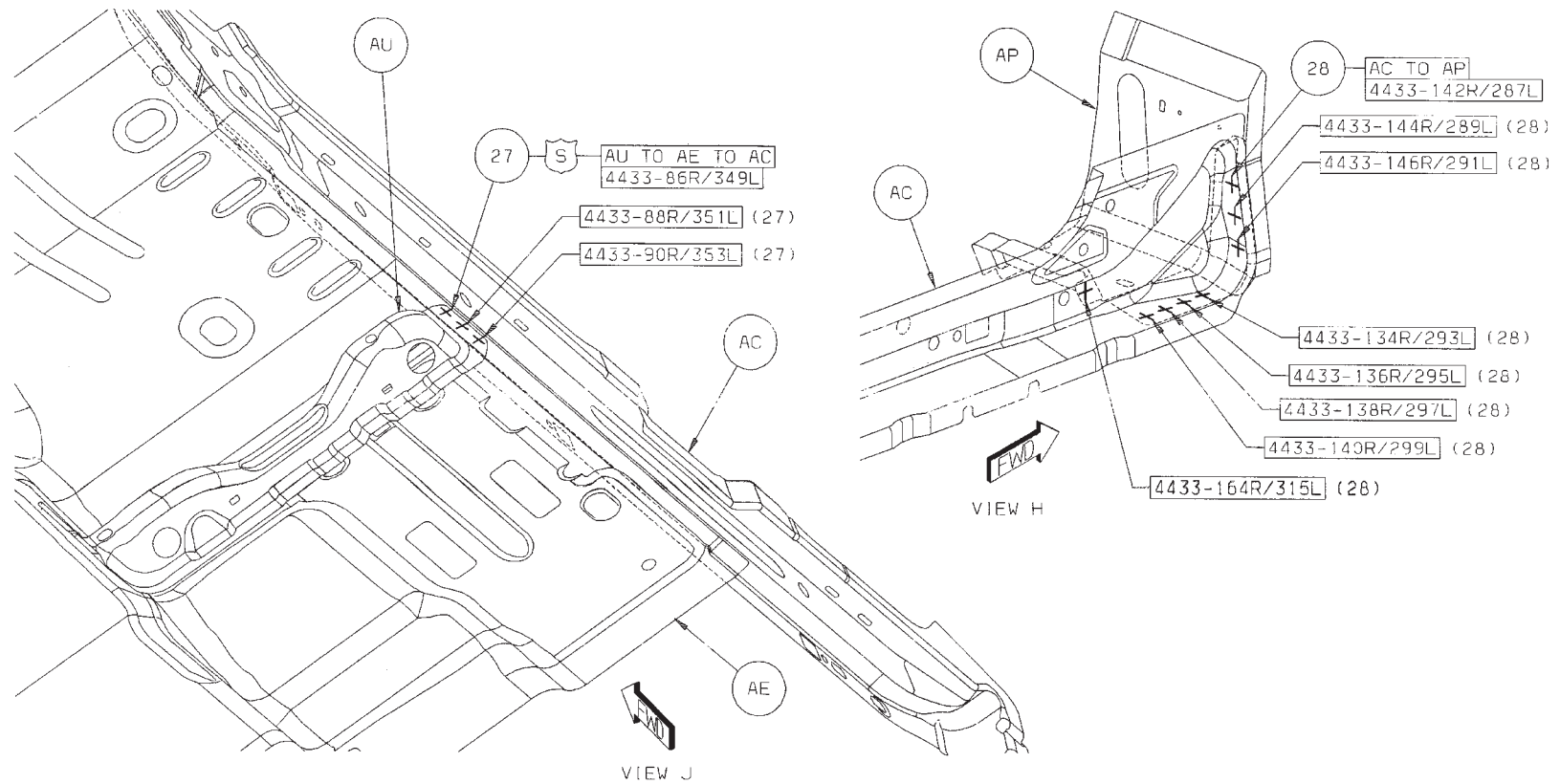
- 24 AU TO AE TO AX 2/SD S/WELDS (ORD)
- 25 AE TO AX 2/SD S/WELDS (ORD)
- 26 AX TO AC 2/SD S/WELDS (ORD)



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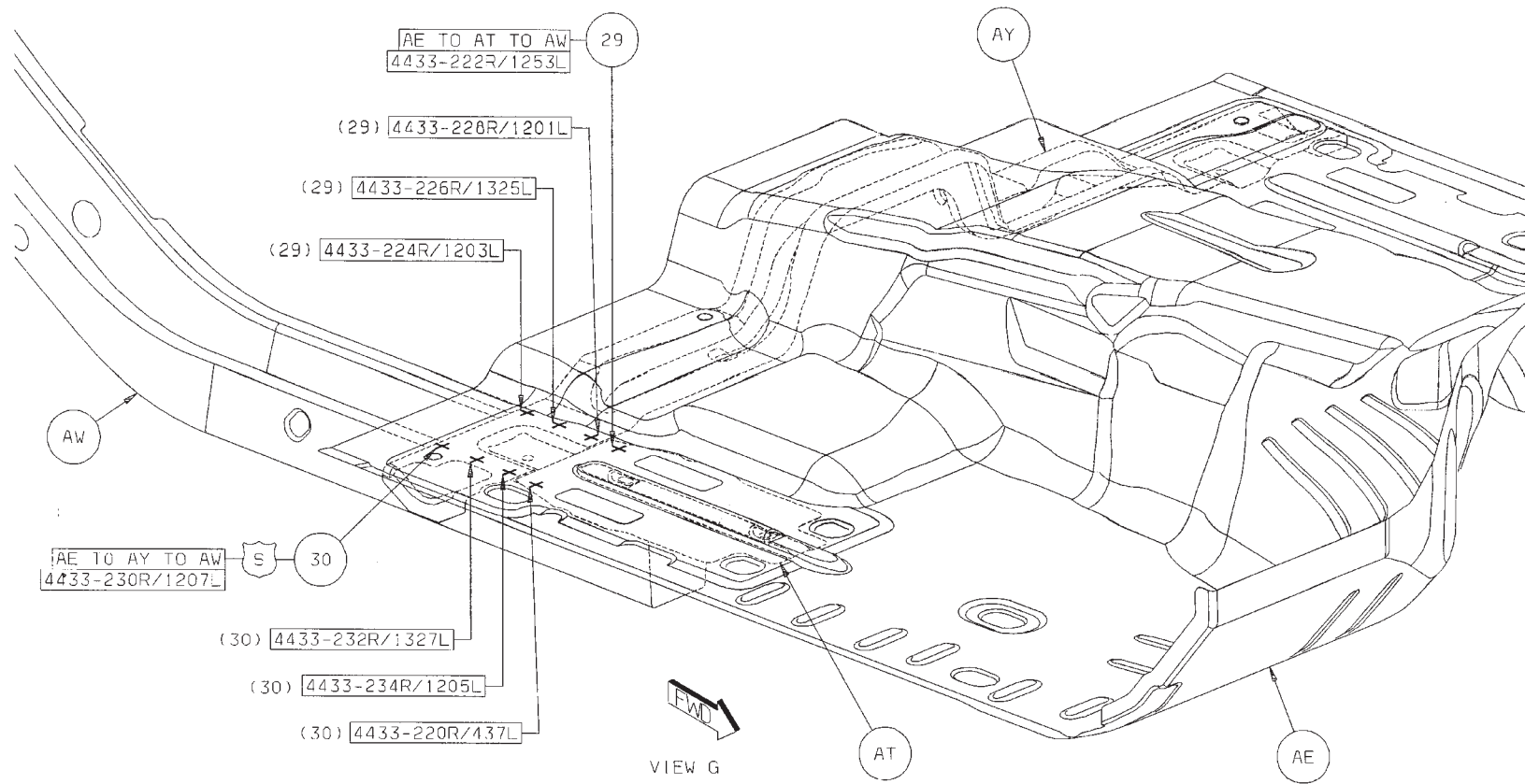
27 AU TO AE TO AC 3/SD S/WELDS (SAF)

28 AC TO AP 8/SD S/WELDS (ORD)



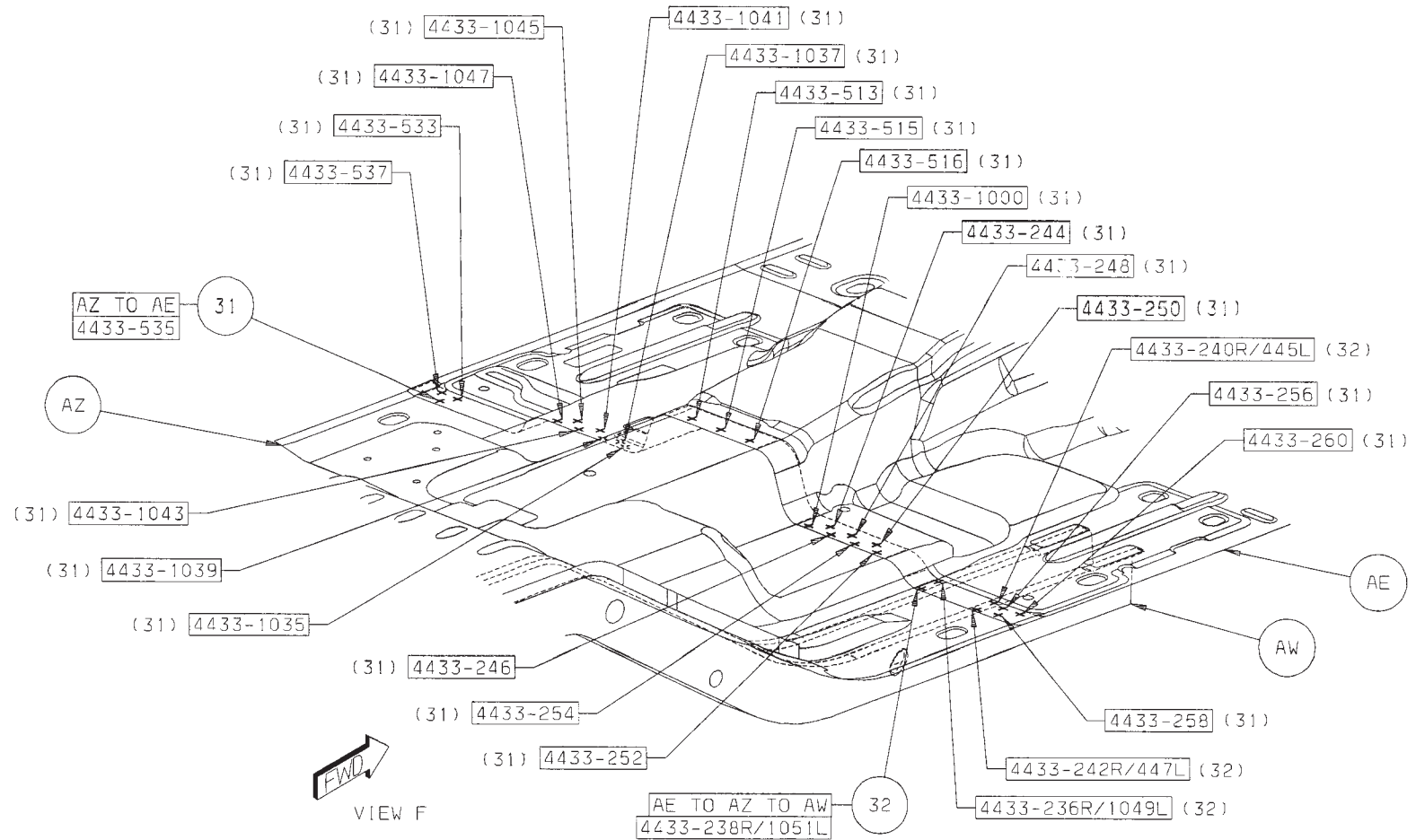
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- 29 AE TO AT TO AW 4/SD SWELDS (ORD)
30 AE TO AY TO AW 4/SD SWELDS (SAF)



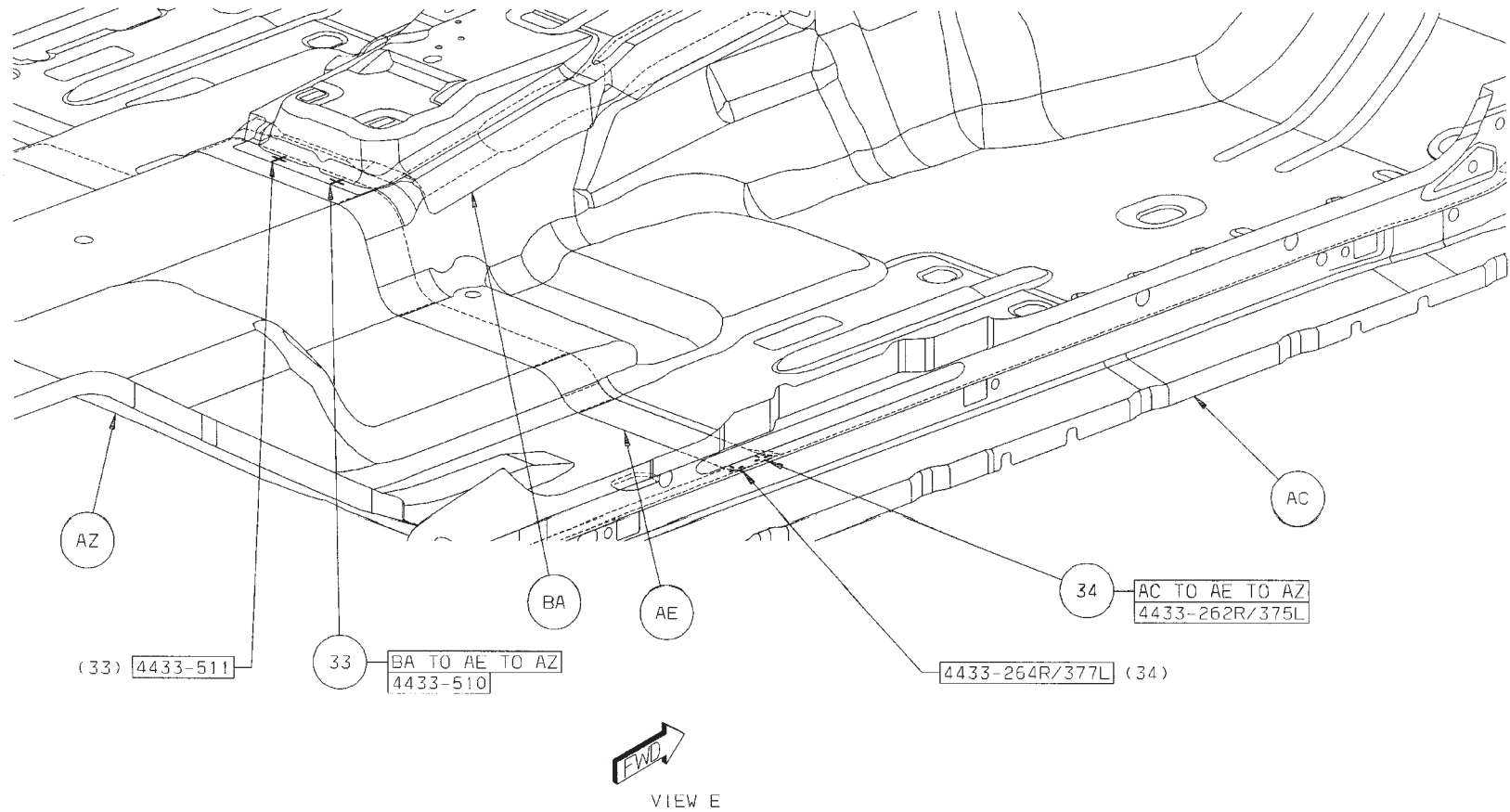
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- 31 AZ TO AE 23 S/WELDS (ORD)
 32 AE TO AZ TO AW 4/SD S/WELDS (ORD)



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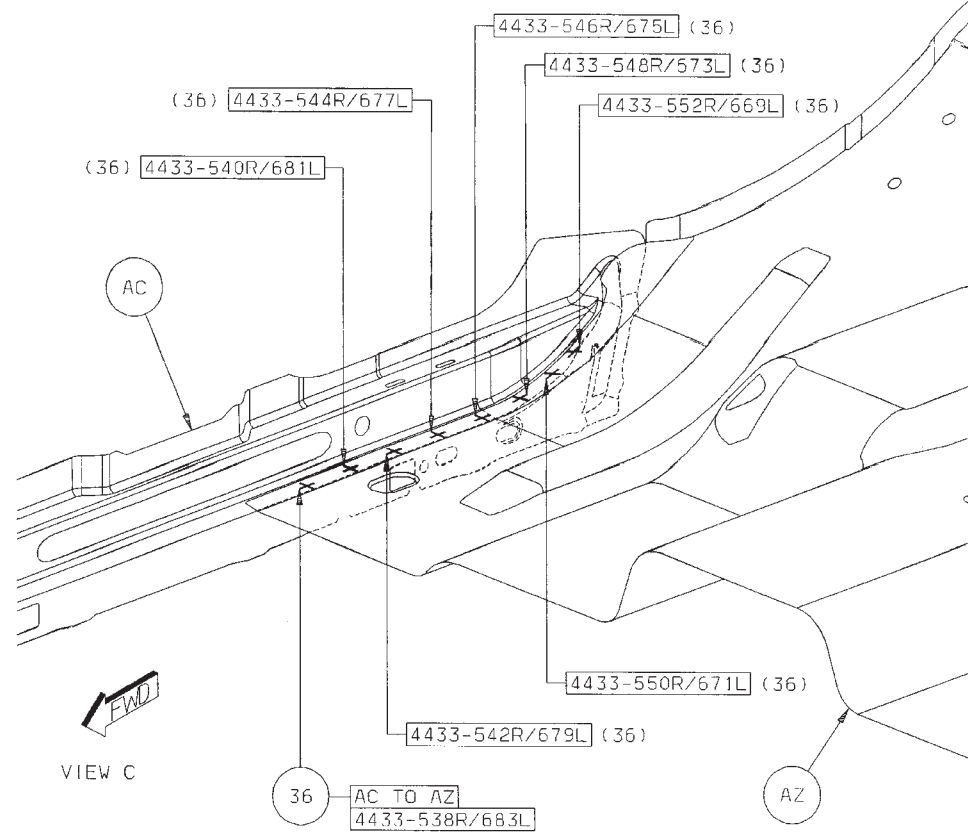
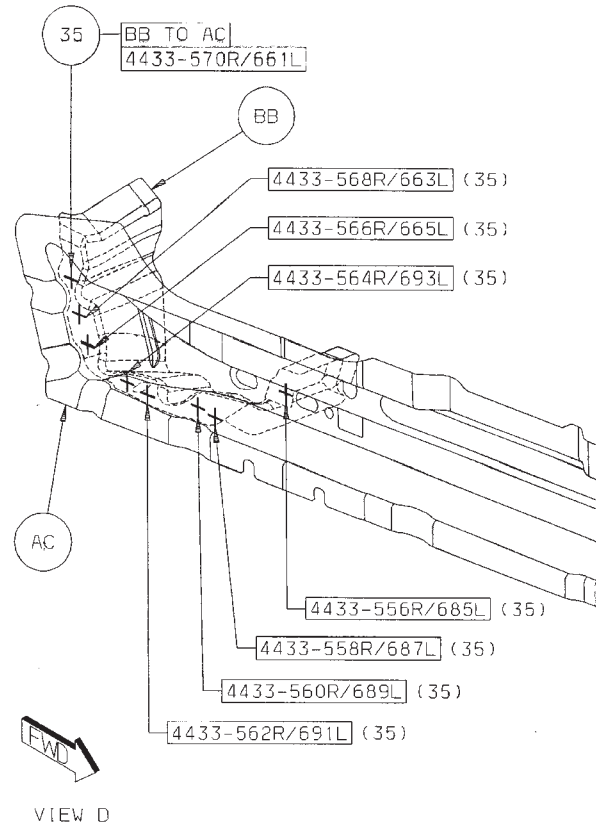
- 33 BA TO AE TO AZ 2 S/WELDS (ORD)
34 AC TO AE TO AZ 2/SD S/WELDS (ORD)



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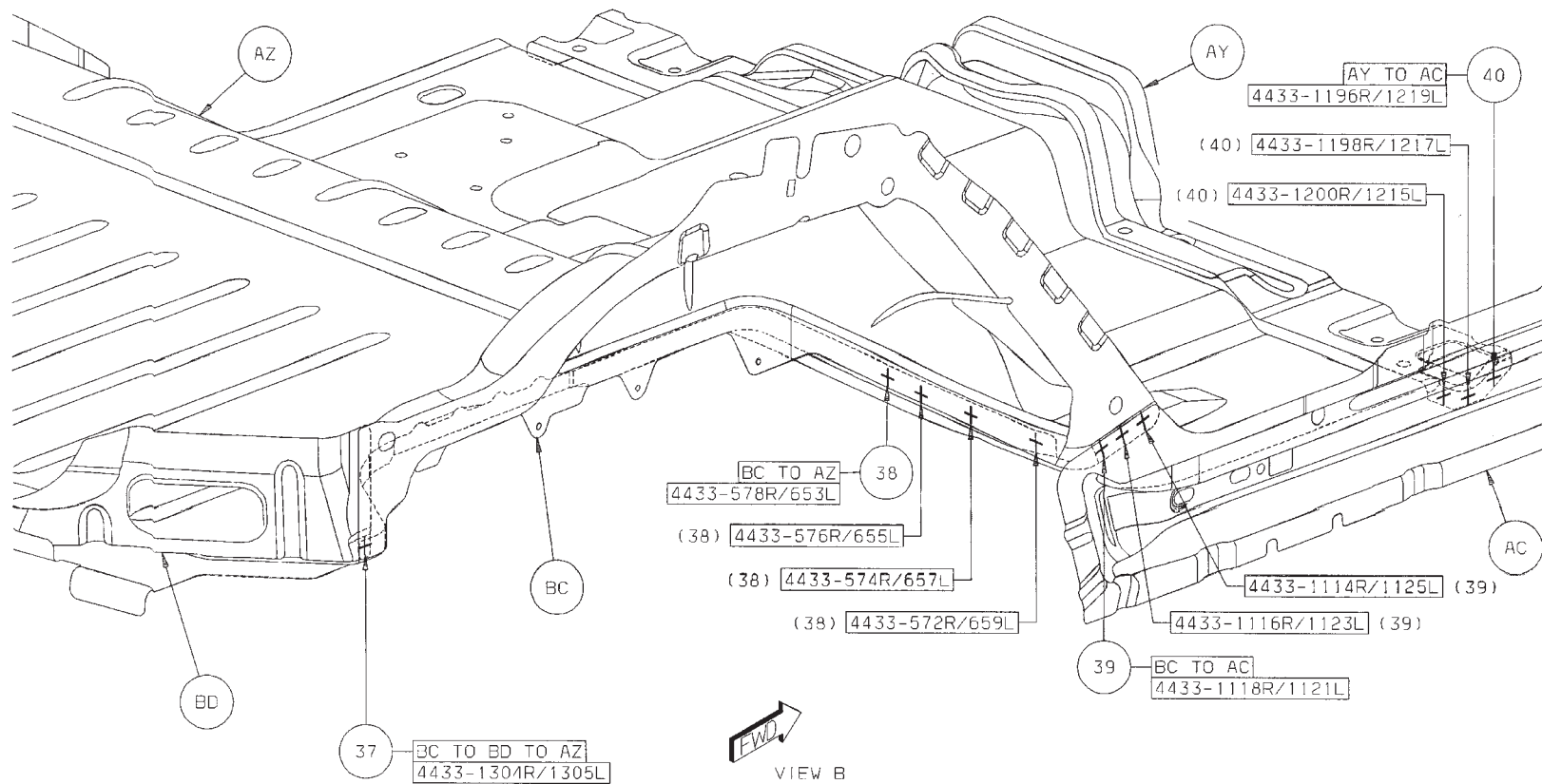
35 BB TO AC 8/SD S/WELDS (ORD)

36 AC TO AZ 8/SD S/WELDS (ORD)



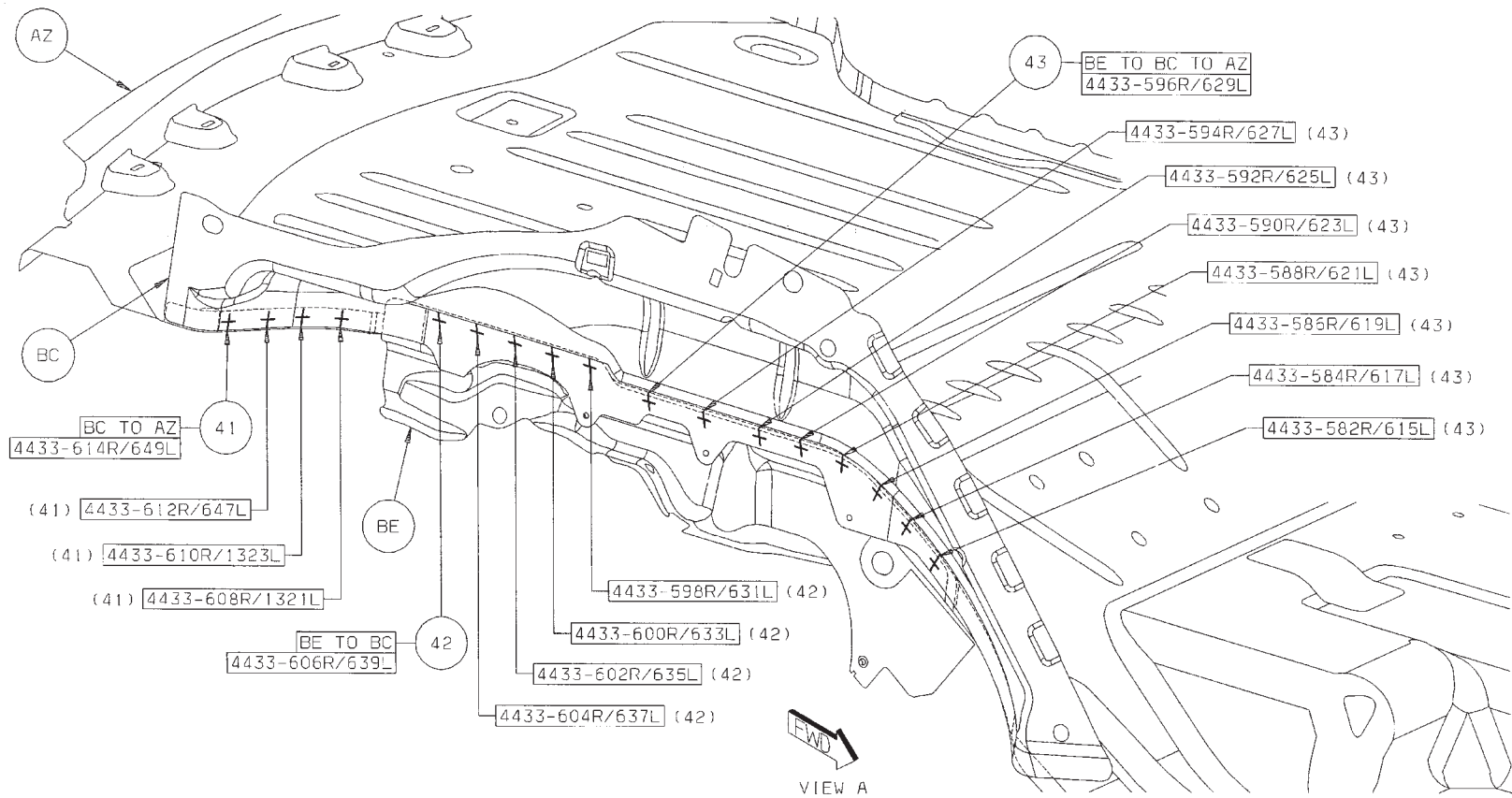
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- 37 BC TO BD TO AZ 1/SD S/WELDS (ORD)
- 38 BC TO AZ 4/SD S/WELDS (ORD)
- 39 BC TO AC 3/SD S/WELDS (ORD)
- 40 AY TO AC 3/SD S/WELDS (ORD)



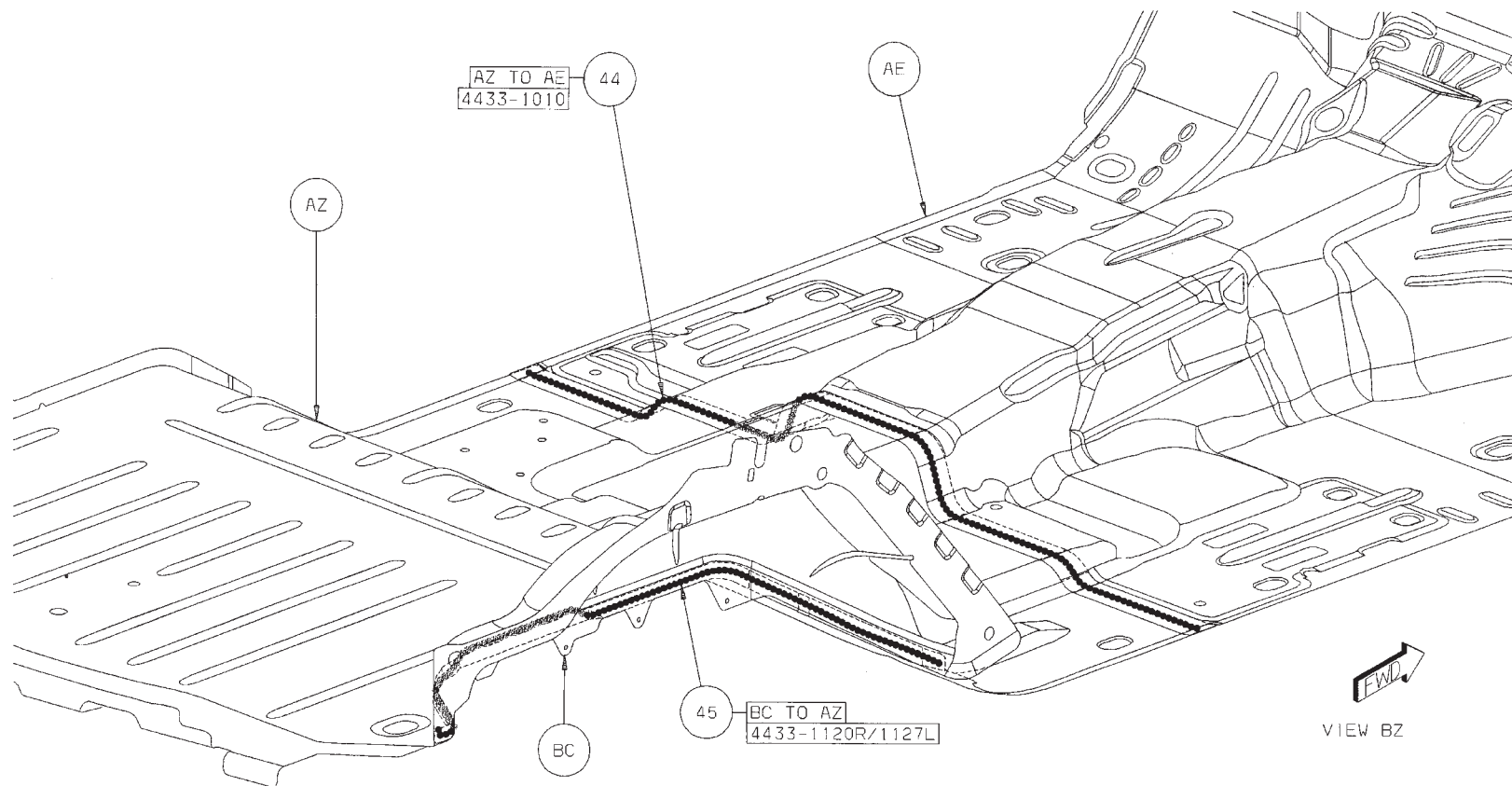
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- 41 BC TO AZ 4/SD S/WELDS (ORD)
- 42 BE TO BC 5/SD S/WELDS (ORD)
- 43 BE TO BC TO AZ 8/SD S/WELDS (ORD)



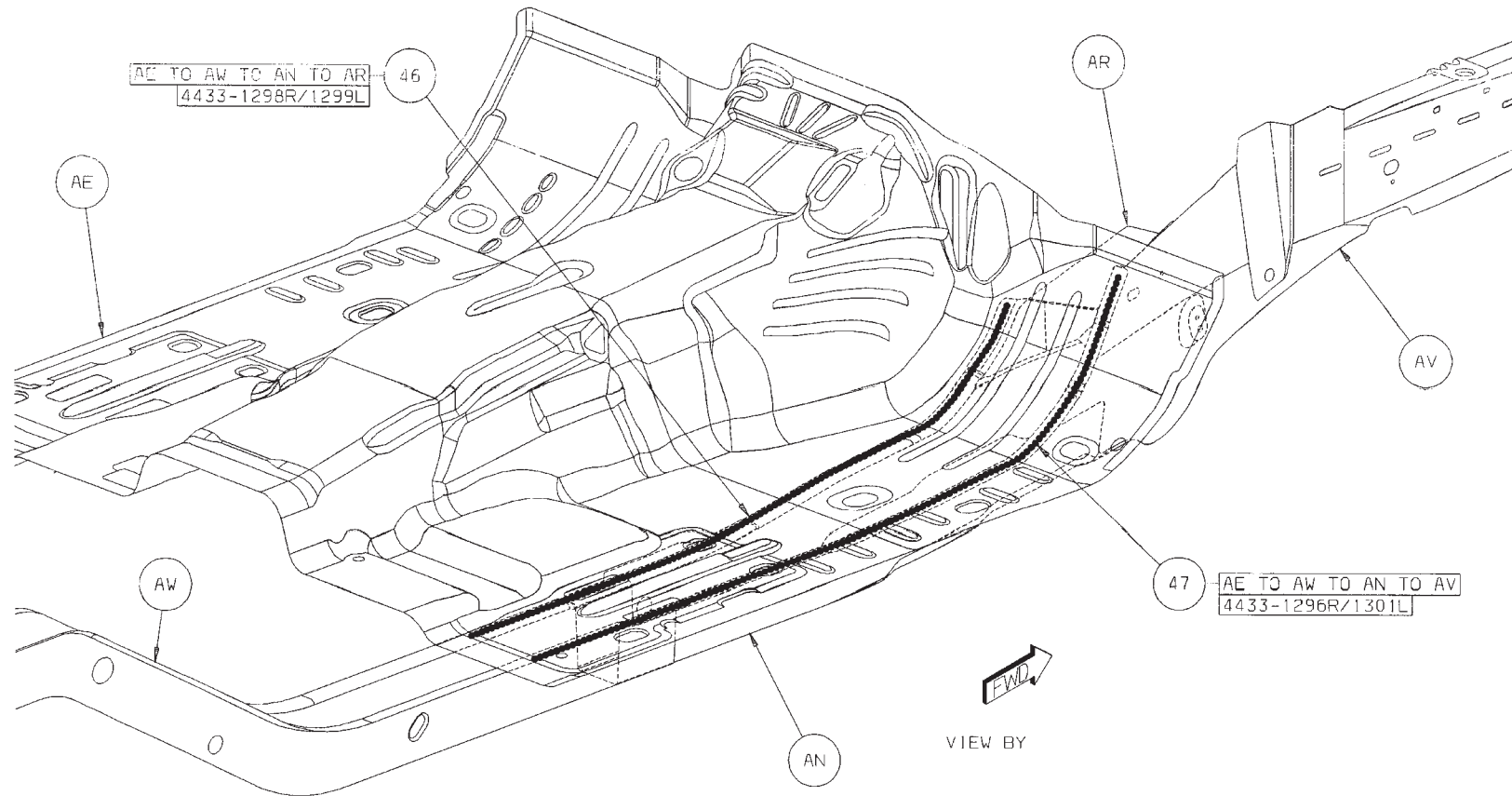
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- 44 AZ TO AE 1 STRUC ADH
- 45 BC TO AZ 1/SD STRUC ADH



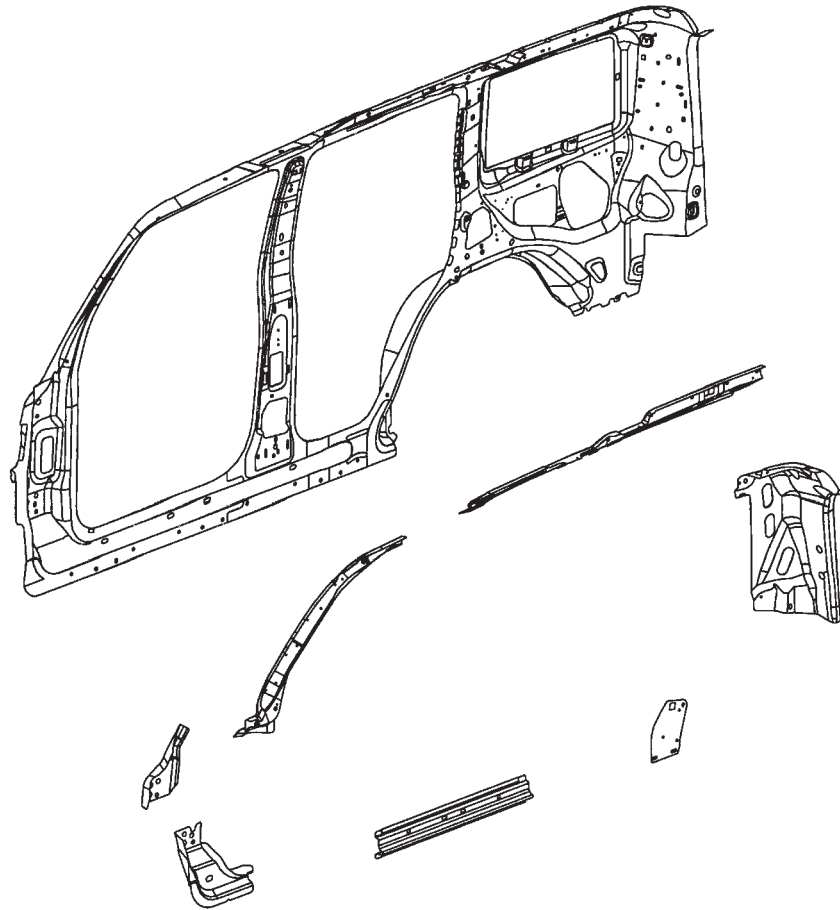
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- 46 AE TO AW TO AN TO AR 1/SD STRUC ADH
47 AE TO AW TO AN TO AV 1/SD STRUC ADH



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COMMANDER BODY SIDE INNER SECTION



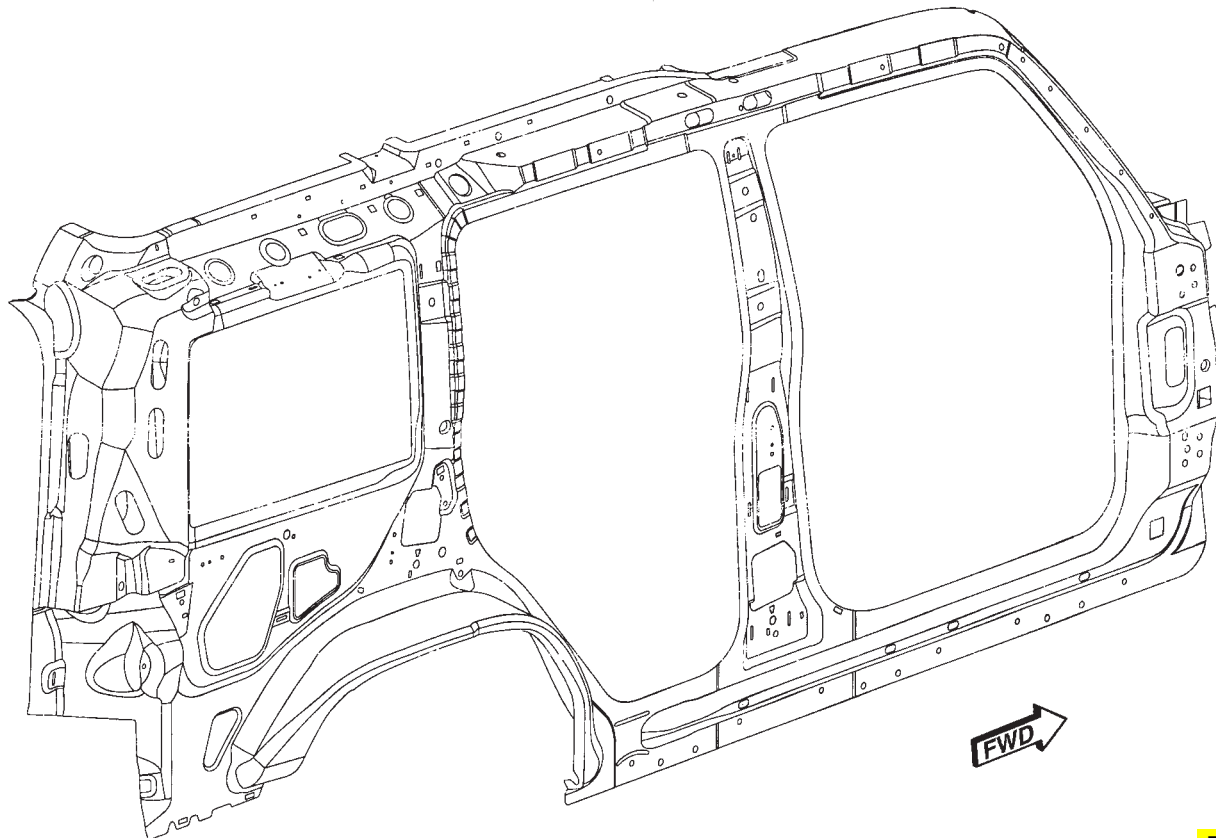
AA PANEL – BODY SIDE INR RT –
 AA PANEL – BODY SIDE INR LT –
 AB REINF – A-PILLAR UPR RT –
 AB REINF – A-PILLAR UPR LT –
 AC REINF – A-PILLAR UPR RR RT –
 AC REINF – A-PILLAR UPR RR LT –
 AD REINF – A-PILLAR OTR LWR RT –

AD REINF – A-PILLAR OTR LWR LT –
 AE REINF – D-PILLAR RT –
 AE REINF – D-PILLAR LT –
 AF EXTENSION – BODY SIDE INR –
 AG REINF – SILL –
 AH REINF – A-PILLAR LWR RT –
 AH REINF – A-PILLAR LWR LT –

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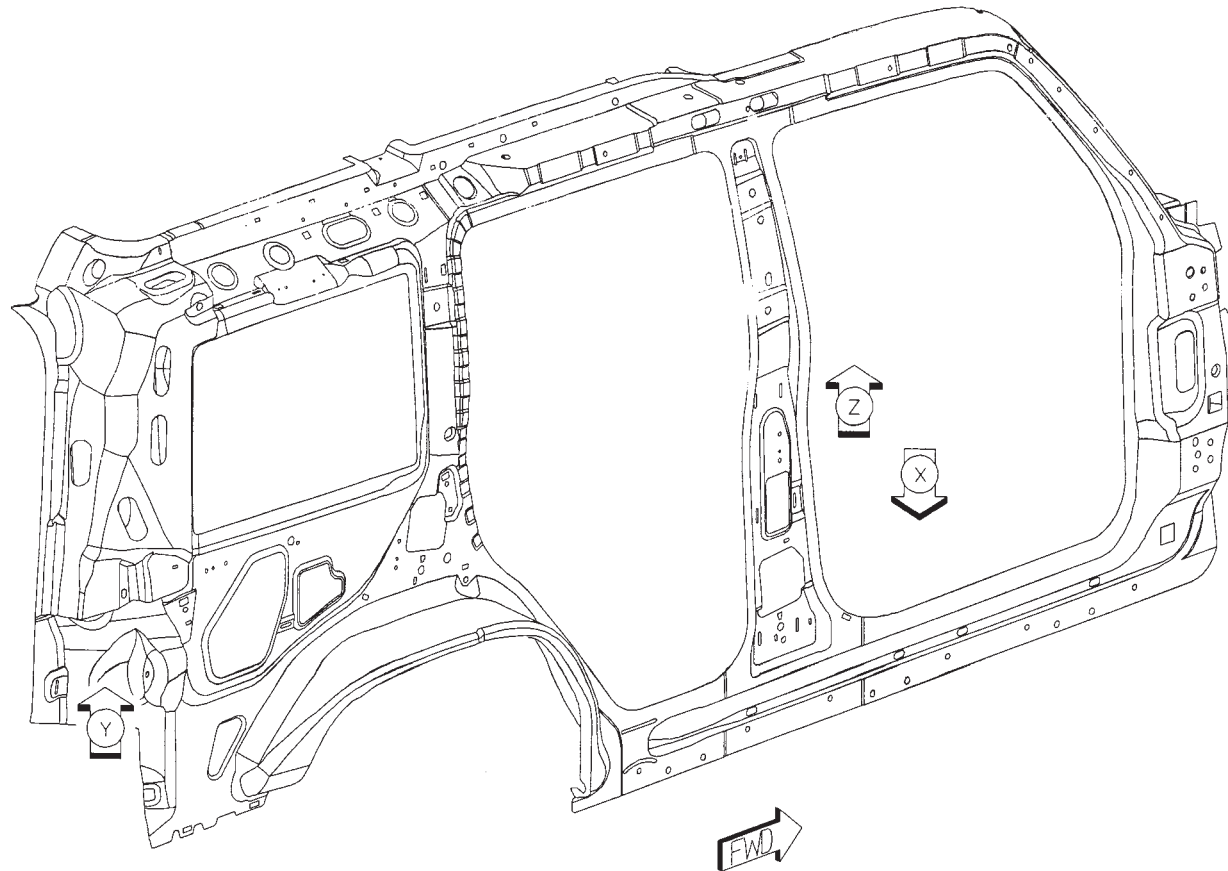
PARTS IDENTIFICATION LEGEND, OVERVIEW 21

AA	PANEL – BODY SIDE INR RT –	AD	REINF – A-PILLAR OTR LWR LT–
AA	PANEL – BODY SIDE INR LT –	AE	REINF – D-PILLAR RT–
AB	REINF – A-PILLAR UPR RT –	AE	REINF – D-PILLAR LT–
AB	REINF – A-PILLAR UPR LT –	AF	EXTENSION – BODY SIDE INR –
AC	REINF – A-PILLAR UPR RR RT –	AG	REINF – SILL –
AC	REINF – A-PILLAR UPR RR LT –	AH	REINF – A-PILLAR LWR RT –
AD	REINF – A-PILLAR OTR LWR RT–	AH	REINF – A-PILLAR LWR LT –



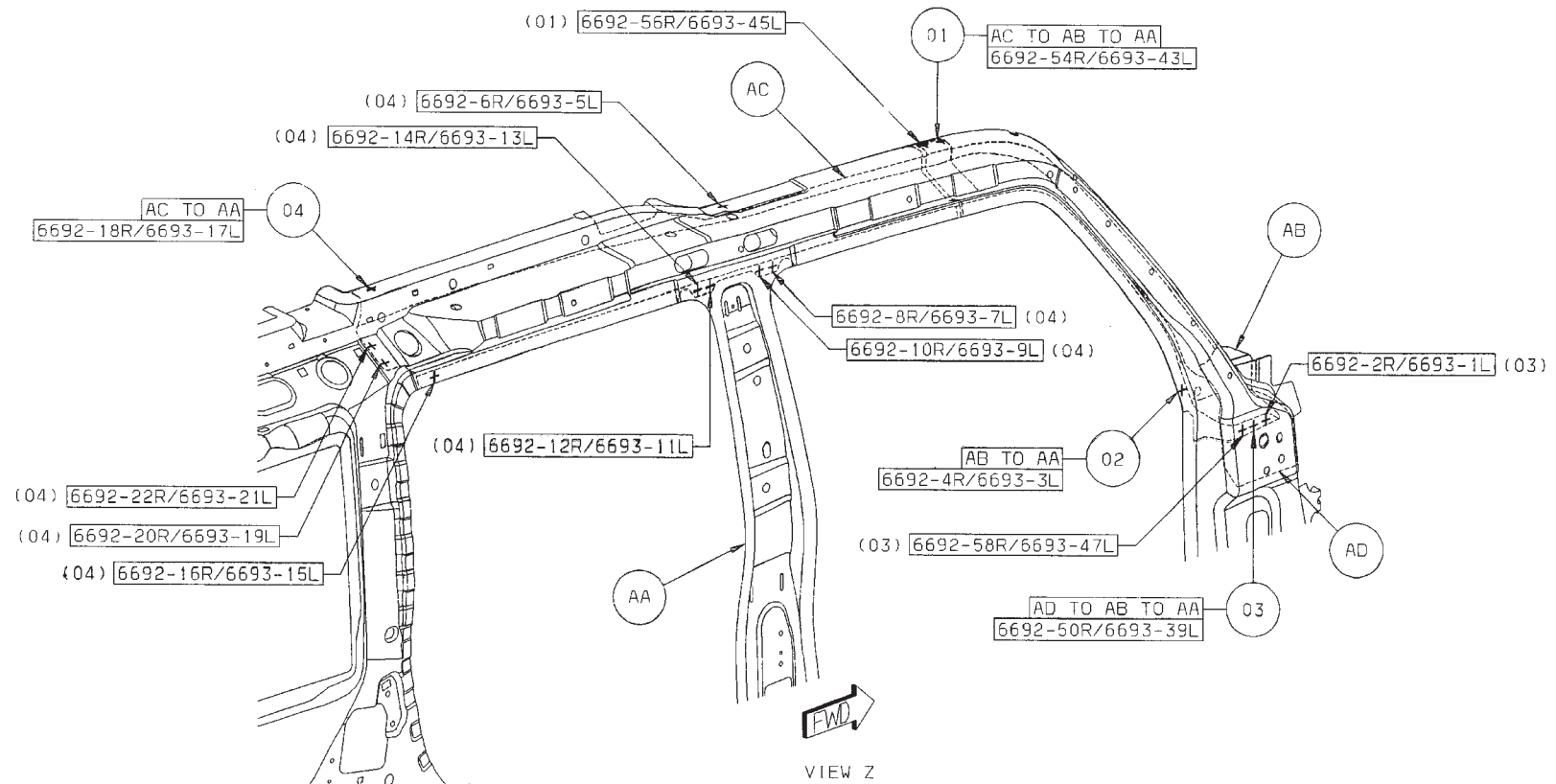
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WELD LAYOUT LOCATION GUIDE



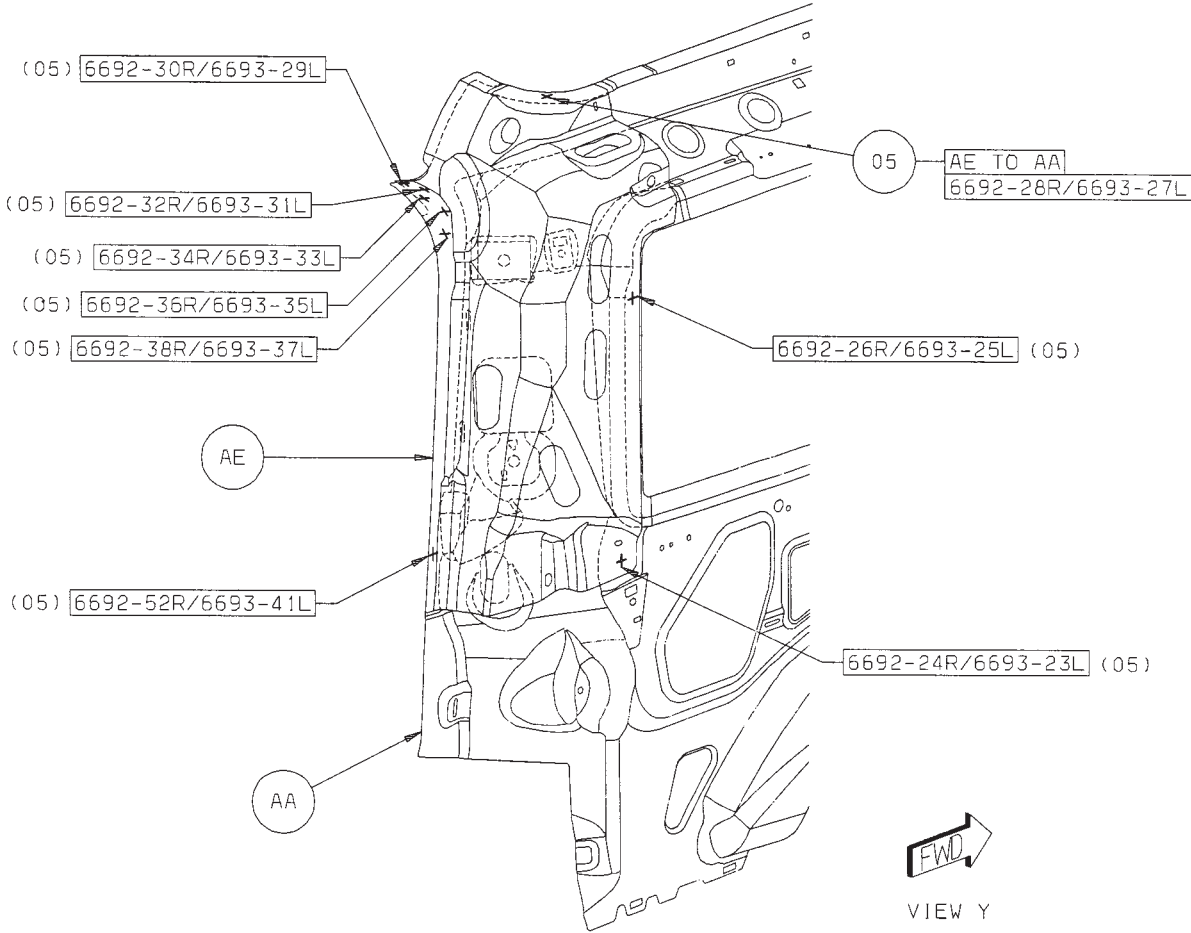
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- 01 AC TO AB TO AA 2/SD S/WELD (ORD)
- 02 AB TO AA 1/SD S/WELD (ORD)
- 03 AD TO AB TO AA 3/SD S/WELD (ORD)
- 04 AC TO AA 9/SD S/WELD (ORD)



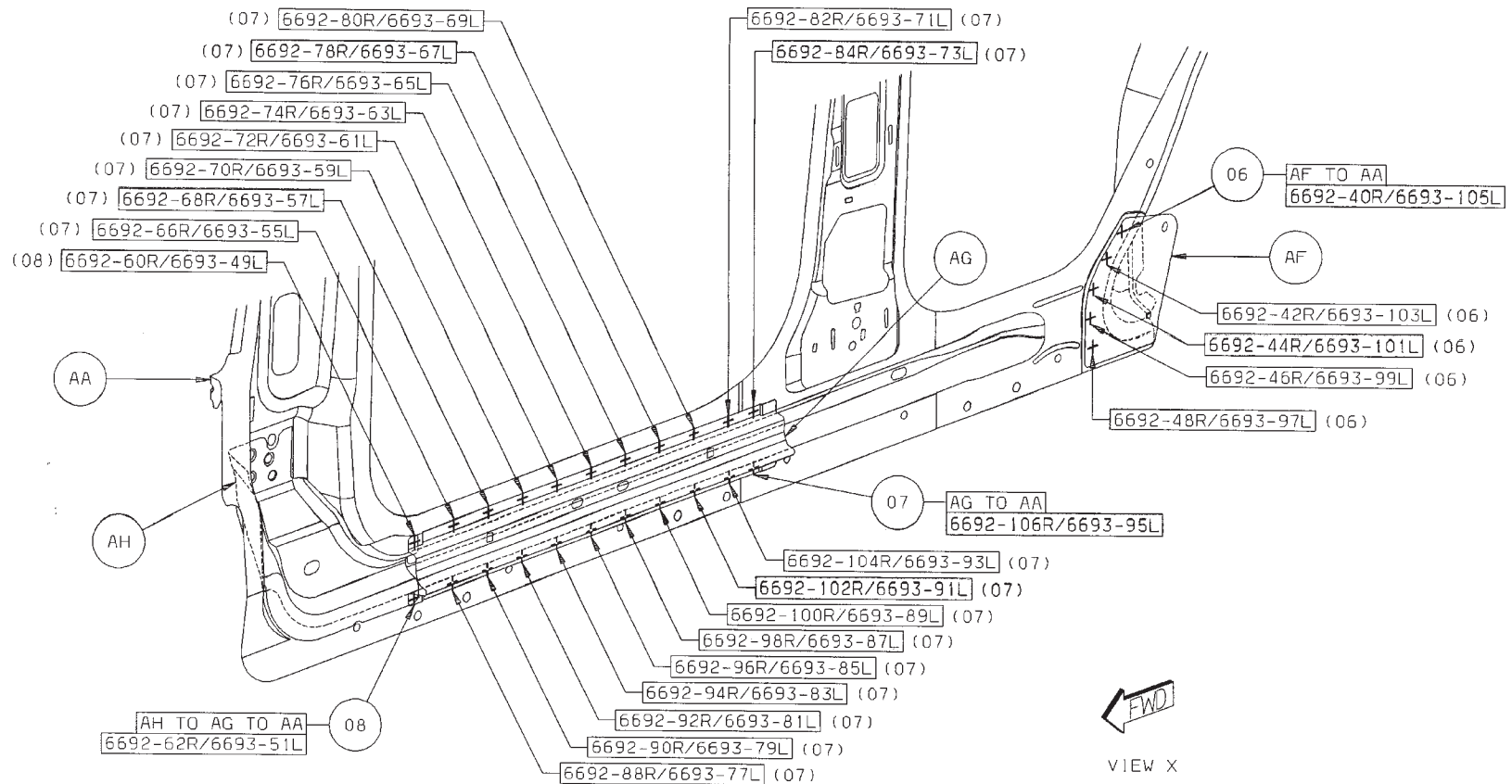
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05 AE TO AA 9/SD S/WELD (ORD)



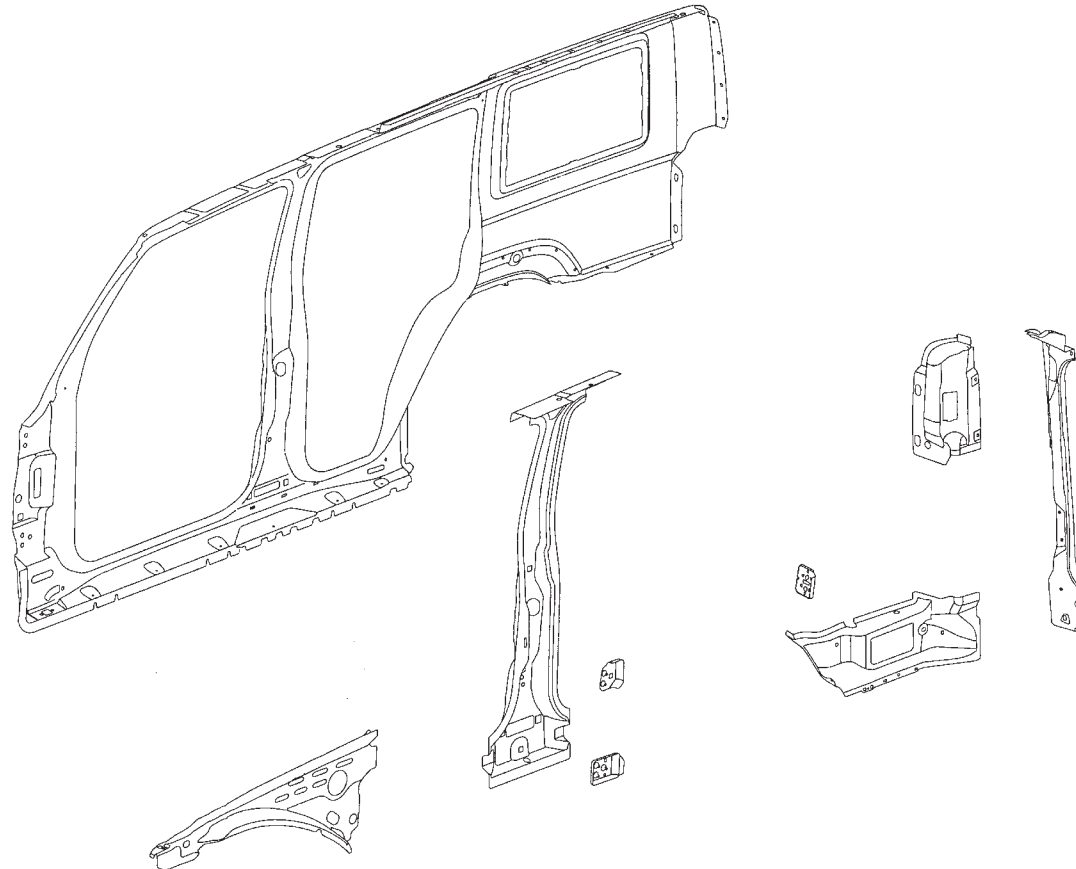
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- 06 AF TO AA 5/SD S/WELD (ORD)
- 07 AG TO AA 20/SD S/WELD (ORD)
- 08 AH TO AG TO AA 2/SD S/WELD (ORD)



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COMMANDER BODY SIDE OUTER SECTION



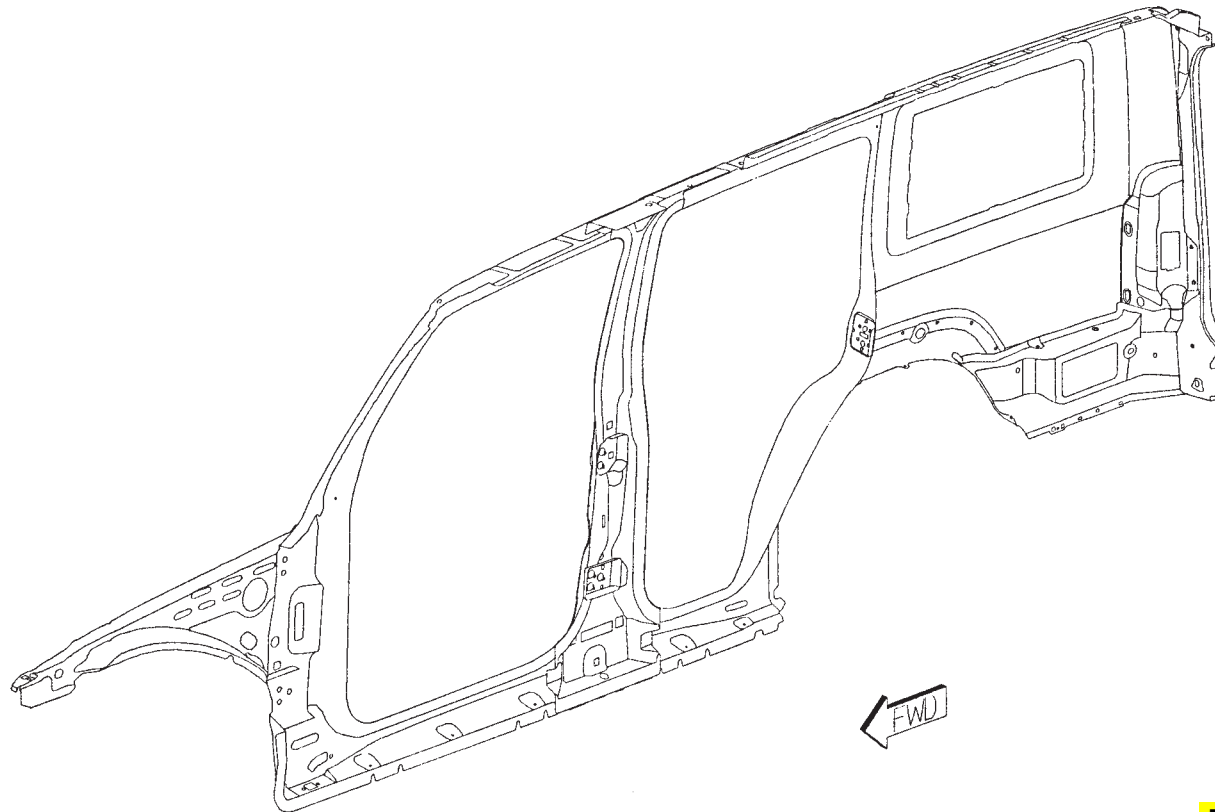
AA PANEL - BODY SIDE RT -
 AA PANEL - BODY SIDE LT -
 AB REINF - COWL SIDE UPR RT -
 AB REINF - COWL SIDE UPR LT -
 AC REINF - B-PILLAR RT -
 AC REINF - B-PILLAR LT -
 AD TAPPING PLATE - RR DOOR HINGE UPR RT -
 AD TAPPING PLATE - RR DOOR HINGE UPR LT -
 AE TAPPING PLATE - RR DOOR HINGE LWR -

AE TAPPING PLATE - RR DOOR HINGE LWR -
 AF REINF - RR DOOR STRIKER -
 AF REINF - RR DOOR STRIKER -
 AG EXTENSION - BODY SIDE OTR RT -
 AG EXTENSION - BODY SIDE OTR LT -
 AH PANEL - TAIL LAMP MOUNTING RT -
 AH PANEL - TAIL LAMP MOUNTING LT -
 AJ TROUGH - LIFTGATE OPENING RT -
 AJ TROUGH - LIFTGATE OPENING LT -

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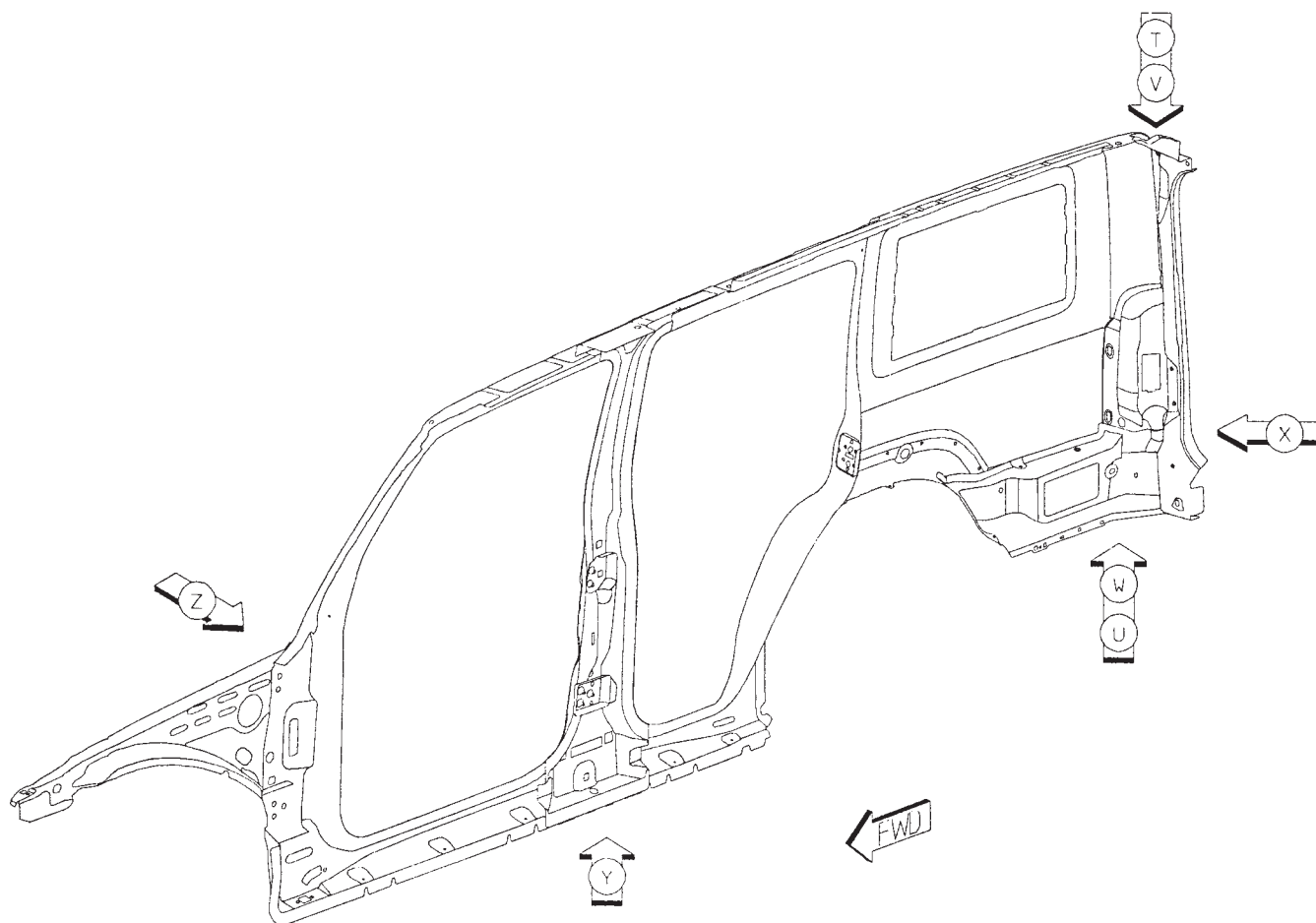
PARTS IDENTIFICATION LEGEND, OVERVIEW 22

AA	PANEL – BODY SIDE RT –	AE	TAPPING PLATE – RR DOOR HINGE LWR –
AA	PANEL – BODY SIDE LT –	AF	REINF – RR DOOR STRIKER –
AB	REINF – COWL SIDE UPR RT –	AF	REINF – RR DOOR STRIKER –
AB	REINF – COWL SIDE UPR LT –	AG	EXTENSION – BODY SIDE OTR RT –
AC	REINF – B-PILLAR RT –	AG	EXTENSION – BODY SIDE OTR LT –
AC	REINF – B-PILLAR LT –	AH	PANEL – TAIL LAMP MOUNTING RT –
AD	TAPPING PLATE – RR DOOR HINGE UPR RT –	AH	PANEL – TAIL LAMP MOUNTING LT –
AD	TAPPING PLATE – RR DOOR HINGE UPR LT –	AJ	TROUGH – LIFTGATE OPENING RT –
AE	TAPPING PLATE – RR DOOR HINGE LWR –	AJ	TROUGH – LIFTGATE OPENING LT –



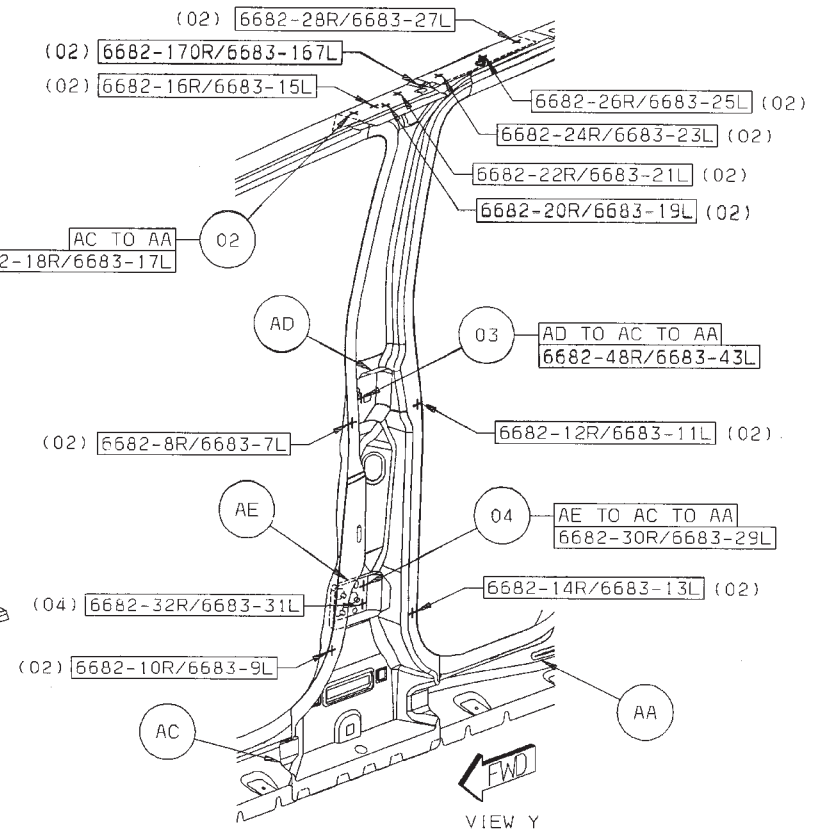
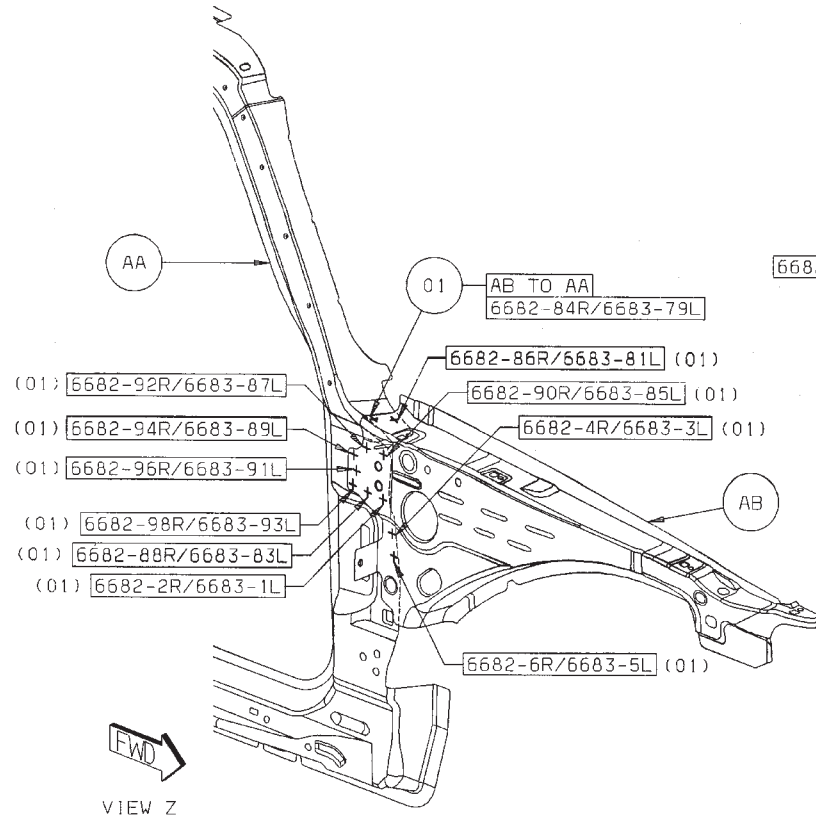
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WELD LAYOUT LOCATION GUIDE



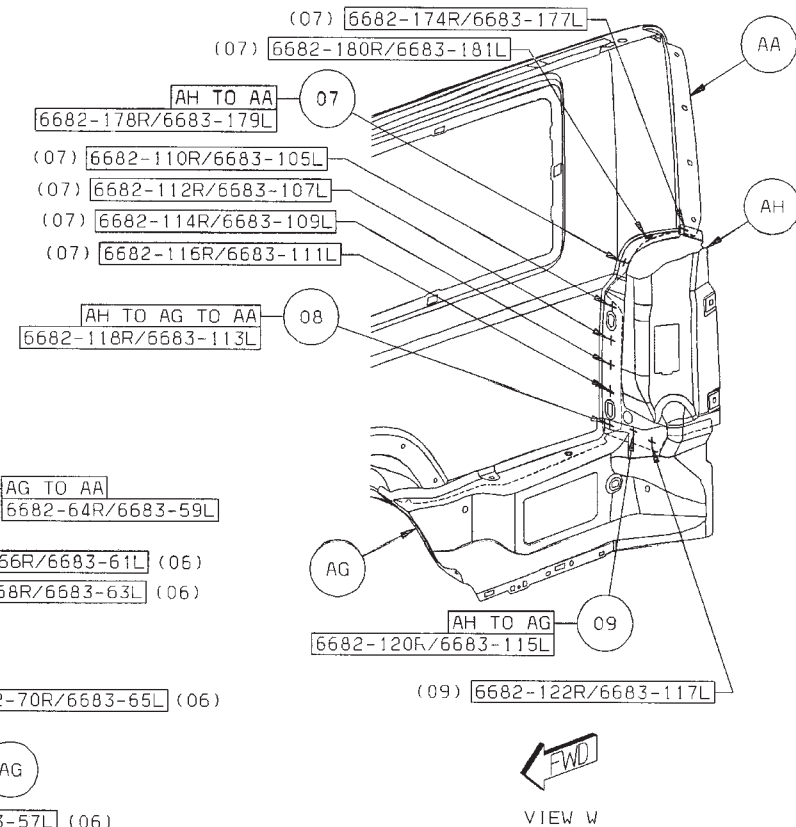
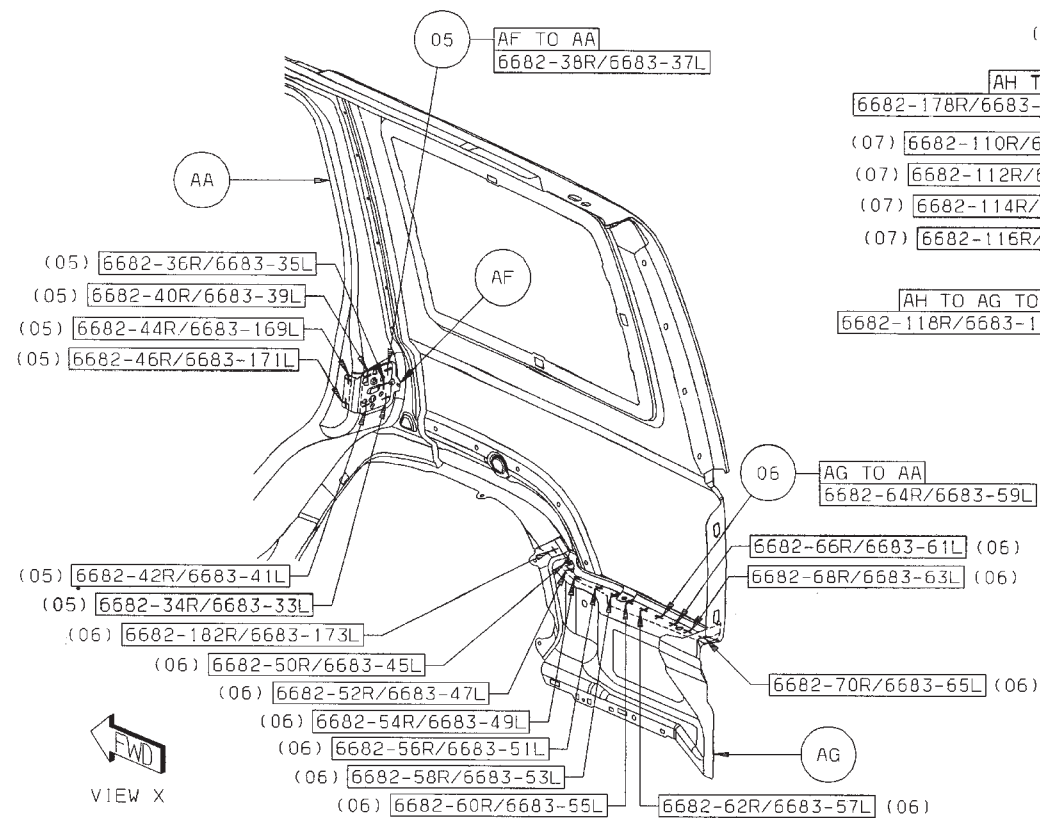
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- 01 AB TO AA 11/SD S/WELD (ORD)
- 02 AC TO AA 12/SD S/WELD (ORD)
- 03 AD TO AC TO AA 1/SD S/WELD (ORD)
- 04 AE TO AC TO AA 2/SD S/WELD (ORD)



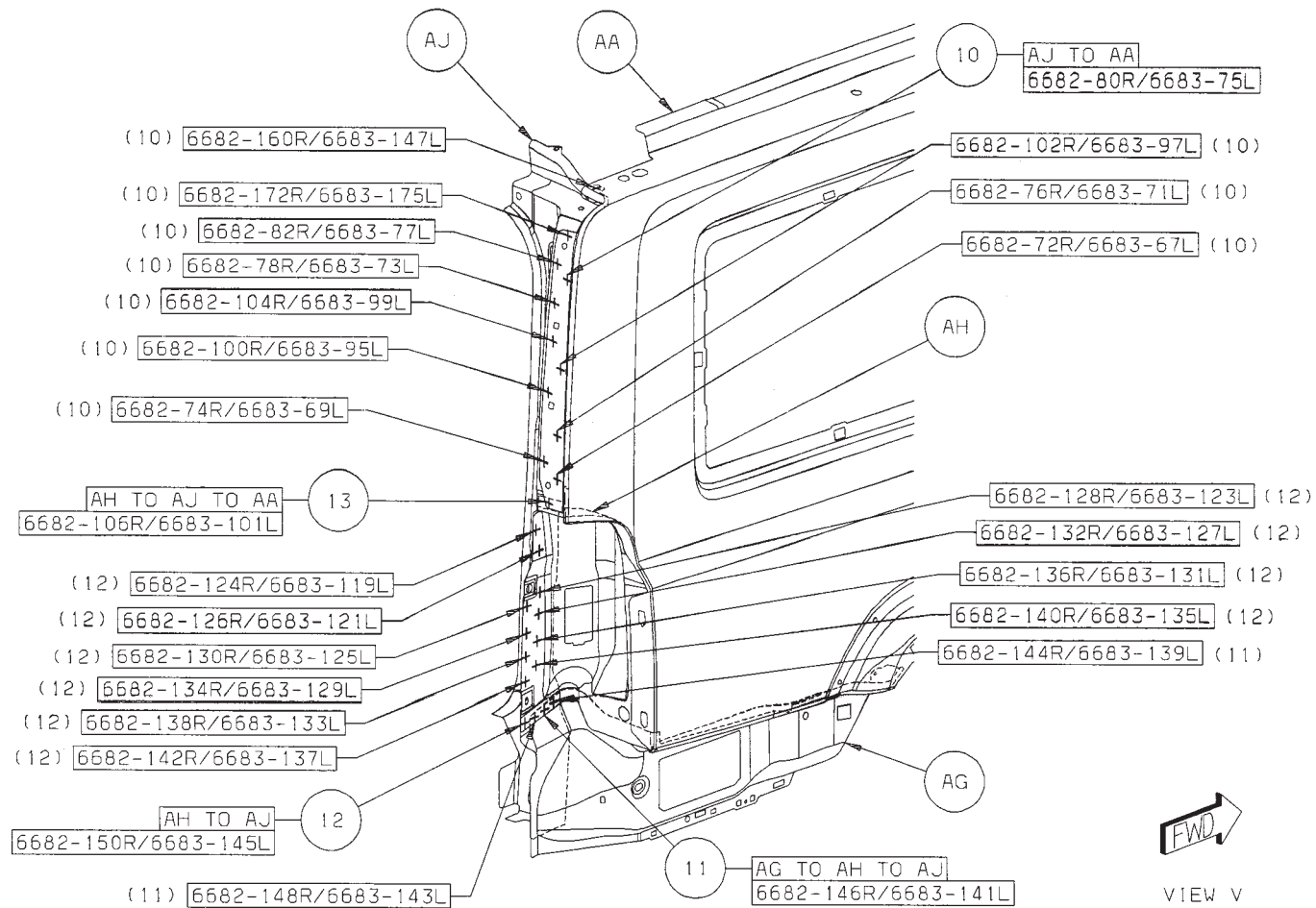
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- 05 AF TO AA 7/SD S/WELD (ORD)
- 06 AG TO AA 12/SD S/WELD (ORD)
- 07 AH TO AA 7/SD S/WELD (ORD)
- 08 AH TO AG TO AA 1/SD S/WELD (ORD)

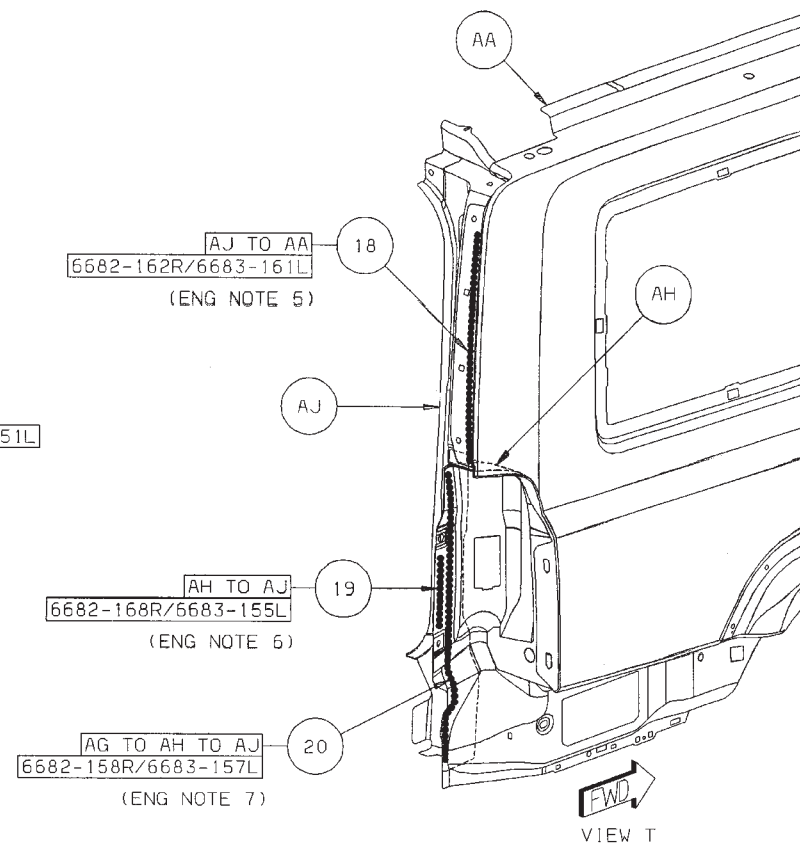
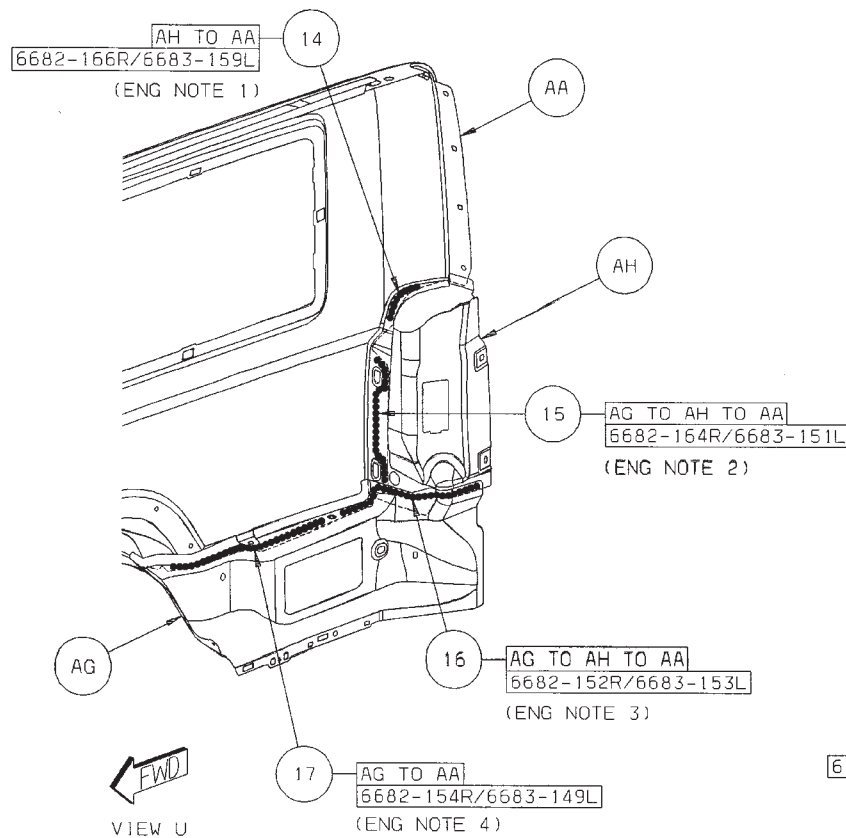


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- 09 AH TO AG 2/SD S/WELD (ORD)
- 10 AJ TO AA 11/SD S/WELD (ORD)
- 11 AG TO AH TO AJ 3/SD S/WELD (ORD)
- 12 AH TO AJ 11/SD S/WELD (ORD)
- 13 AH TO AJ TO AA 1/SD S/WELD (ORD)

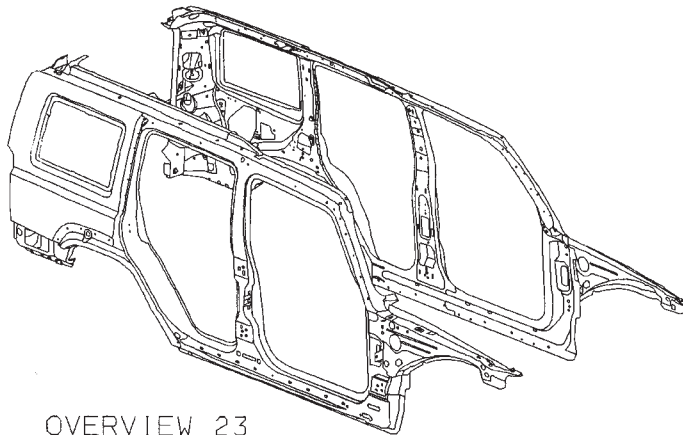
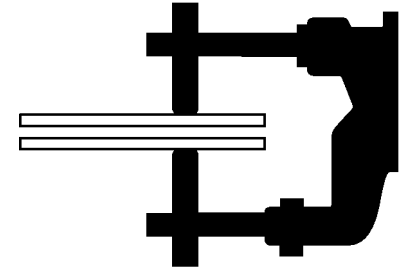


- 14 AH TO AA 1/SD STRUC ADH (ORD)
- 15 AG TO AH TO AA 1/SD STRUC ADH (ORD)
- 16 AG TO AH TO AA 1/SD STRUC ADH (ORD)
- 17 AG TO AA 1/SD STRUC ADH (ORD)
- 18 AJ TO AA 1/SD STRUC AADH (ORD)
- 19 AH TO AJ 1/SD STRUC ADH (ORD)
- 20 AG TO AH TO AJ 1/SD STRUC ADH (ORD)

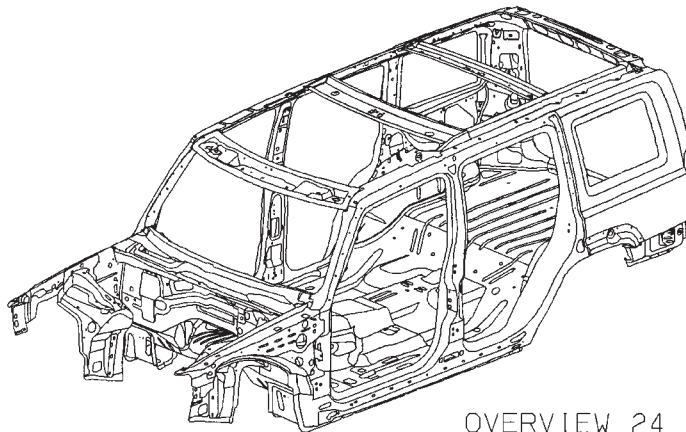
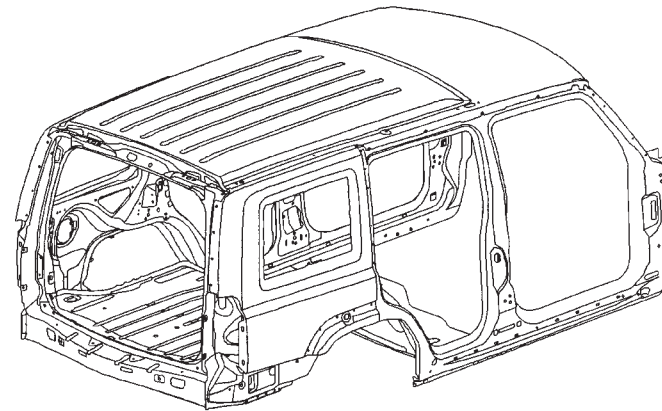


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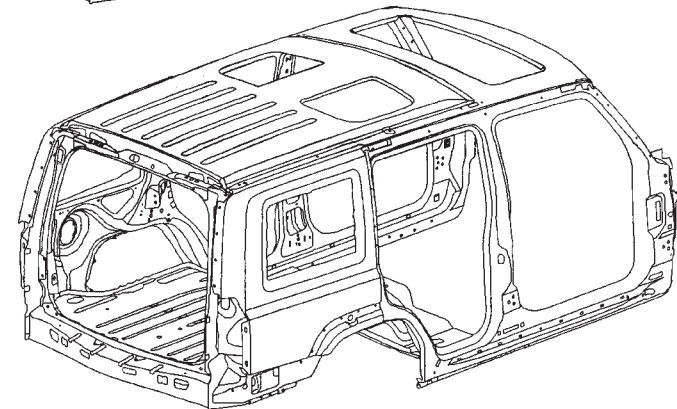
WELD LOCATION OVERVIEW ZONES



OVERVIEW 23



OVERVIEW 24



OVERVIEW 25

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Superb Technology

"They helped us reduce our cycle time by

30%

...And I thought, 'Wow, they don't want to just sell me paint.'"

—Brad Shelton, Shop Owner—Shelton Collision, Derby, Kansas

Constantly searching for ways to do things better and faster without sacrificing quality is what sets Sikkens and Akzo Nobel apart. From the formulation of the paint to breakthrough management methods, you can see Sikkens technology at work in many of today's successful bodyshops.

But don't take our word for it. Our customers say it best. Find out about the results that can be gained when Sikkens is used. Go to www.akzonobelcarrefinishes.net, or call 1-800-2Sikkens and request your FREE copy of the Sikkens Success Story, or schedule a visit from an Akzo Nobel representative.

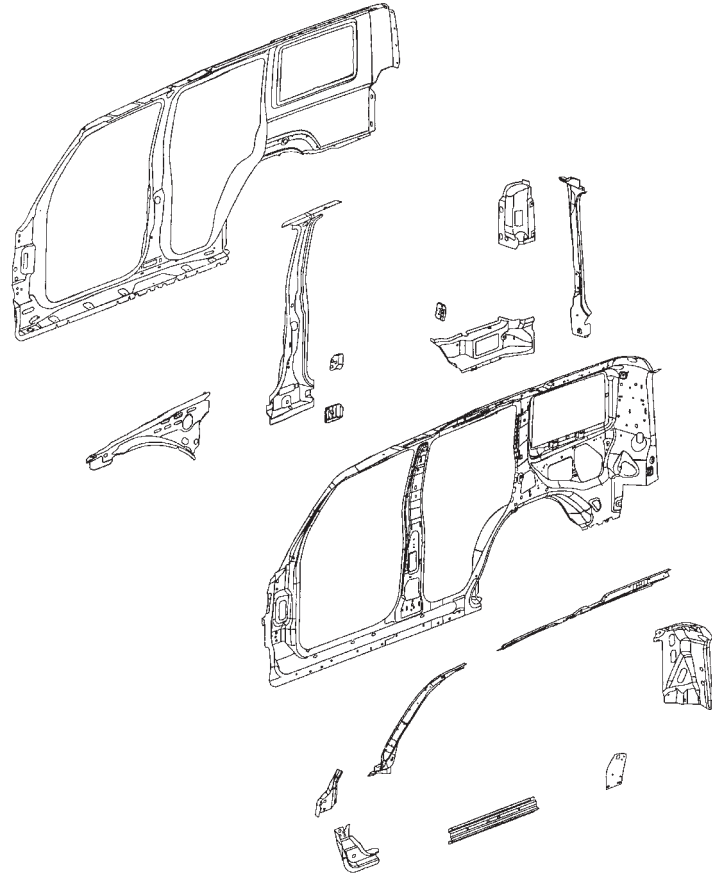


sikkens



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COMMANDER BODY COMPLETE SECTION



AA PANEL - BODY SIDE INR RT -
 AA PANEL - BODY SIDE INR LT -
 AB PANEL - BODY SIDE RT -
 AB PANEL - BODY SIDE LT -
 AC REINF - A-PILLAR LWR RT -
 AC REINF - A-PILLAR LWR LT -
 AD REINF - COWL SIDE UPR RT -

AD REINF - COWL SIDE UPR LT -
 AE REINF - A-PILLAR UPR RT -
 AE REINF - A-PILLAR UPR LT -
 AF REINF - A-PILLAR UPR RR RT -
 AF REINF - A-PILLAR UPR RR LT -
 AG REINF - B-PILLAR RT -
 AG REINF - B-PILLAR LT -

AH REINF - D-PILLAR RT -
 AH REINF - D-PILLAR LT -
 AJ EXTENSION - BODY SIDE OTR RT -
 AJ EXTENSION - BODY SIDE OTR LT -
 AK TROUGH - LIFTGATE OPENING RT -
 AK TROUGH - LIFTGATE OPENING LT -
 AL EXTENSION - BODY SIDE INR -

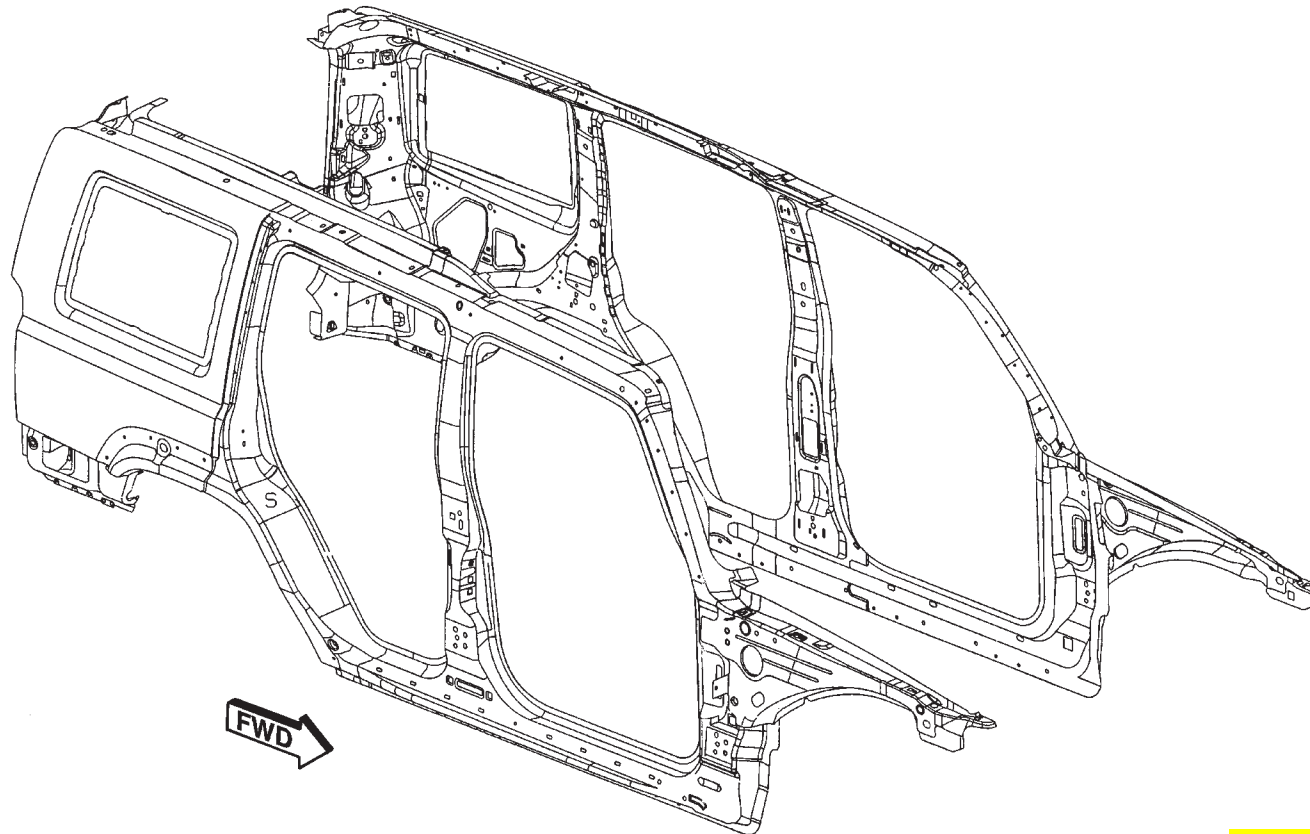
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PARTS IDENTIFICATION LEGEND, OVERVIEW 23

AA PANEL – BODY SIDE INR RT –
 AA PANEL – BODY SIDE INR LT –
 AB PANEL – BODY SIDE RT –
 AB PANEL – BODY SIDE LT –
 AC REINF – A-PILLAR LWR RT –
 AC REINF – A-PILLAR LWR LT –
 AD REINF – COWL SIDE UPR RT –

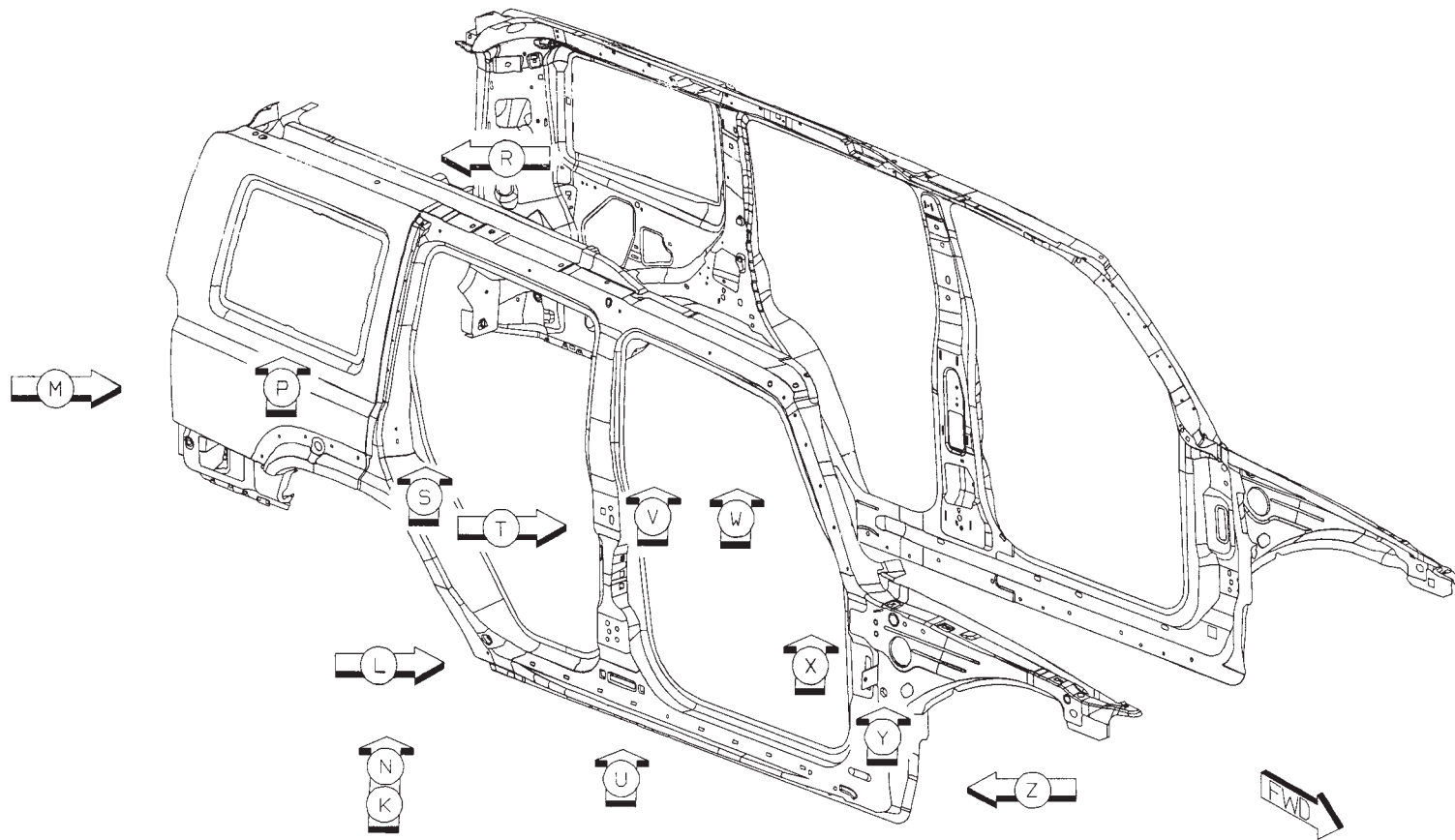
AD REINF – COWL SIDE UPR LT –
 AE REINF – A-PILLAR UPR RT –
 AE REINF – A-PILLAR UPR LT –
 AF REINF – A-PILLAR UPR RR RT –
 AF REINF – A-PILLAR UPR RR LT –
 AG REINF – B-PILLAR RT –
 AG REINF – B-PILLAR LT –

AH REINF – D-PILLAR RT –
 AH REINF – D-PILLAR LT –
 AJ EXTENSION – BODY SIDE OTR RT –
 AJ EXTENSION – BODY SIDE OTR LT –
 AK TROUGH – LIFTGATE OPENING RT –
 AK TROUGH – LIFTGATE OPENING LT –
 AL EXTENSION – BODY SIDE INR –



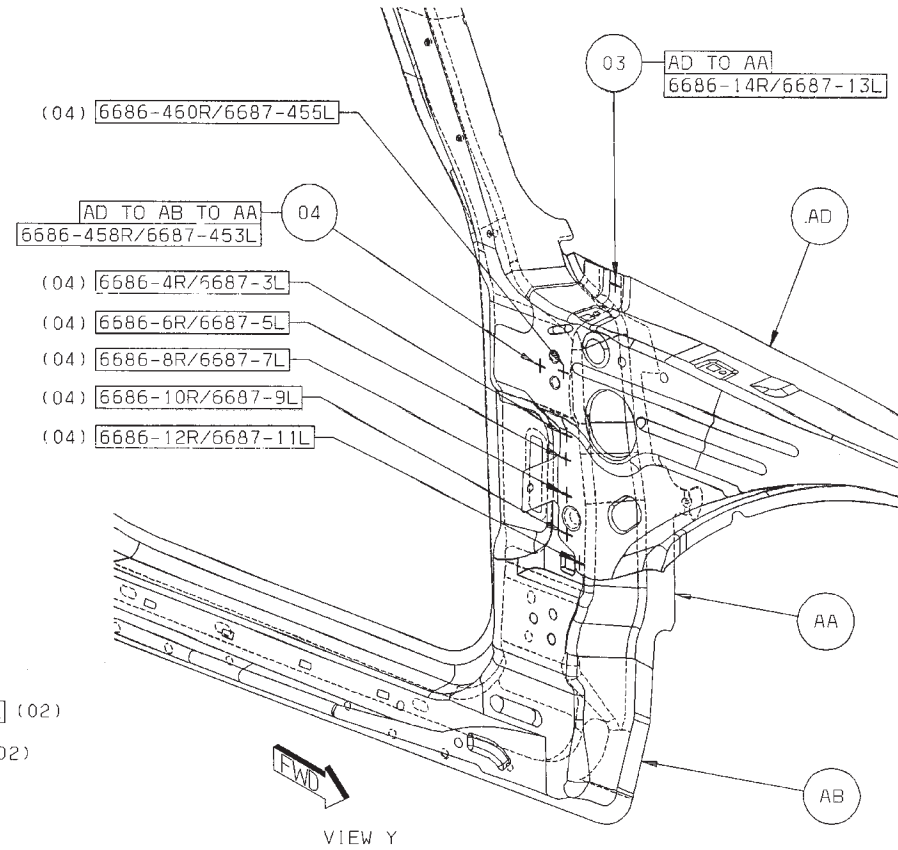
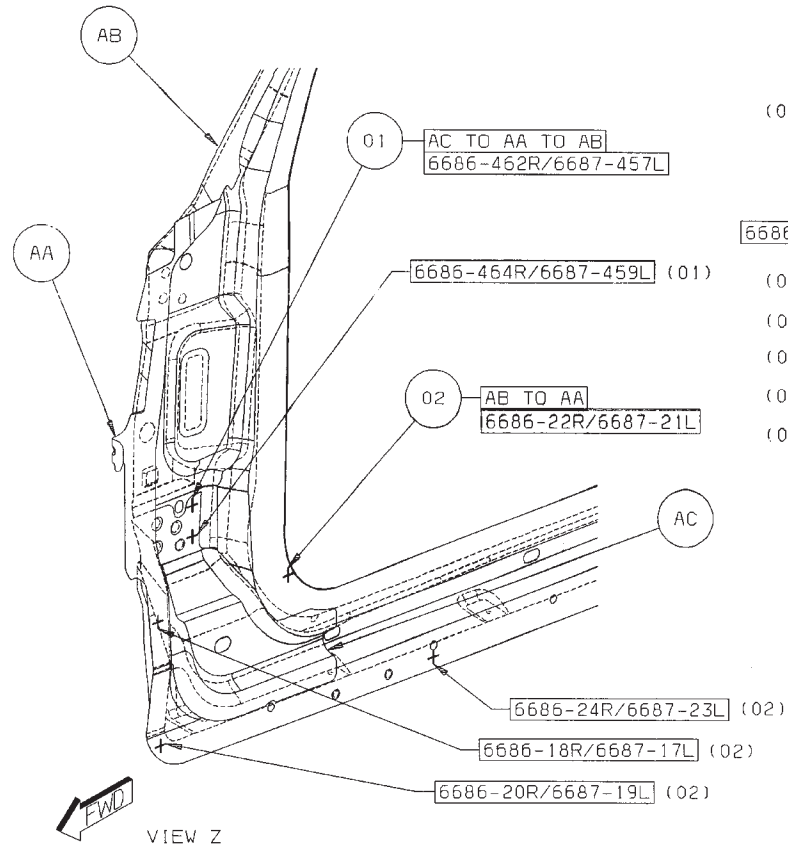
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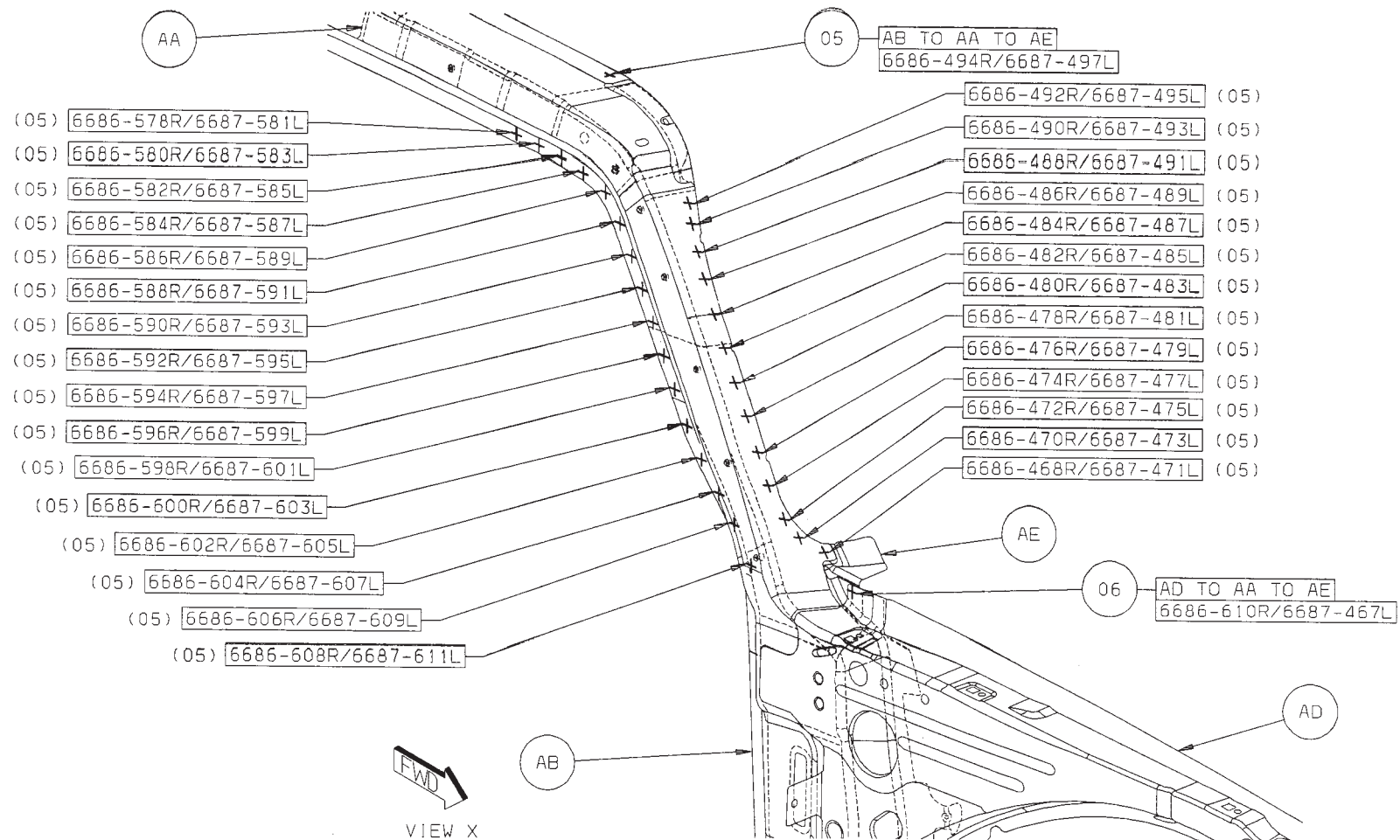
- 01 AC TO AA TO AB 2/SD S/WELDS (ORD)
- 02 AB TO AA 4/SD S/WELDS (ORD)
- 03 AD TO AA 1/SD S/WELDS (ORD)
- 04 AD TO AB TO AA 7/SD S/WELDS (ORD)



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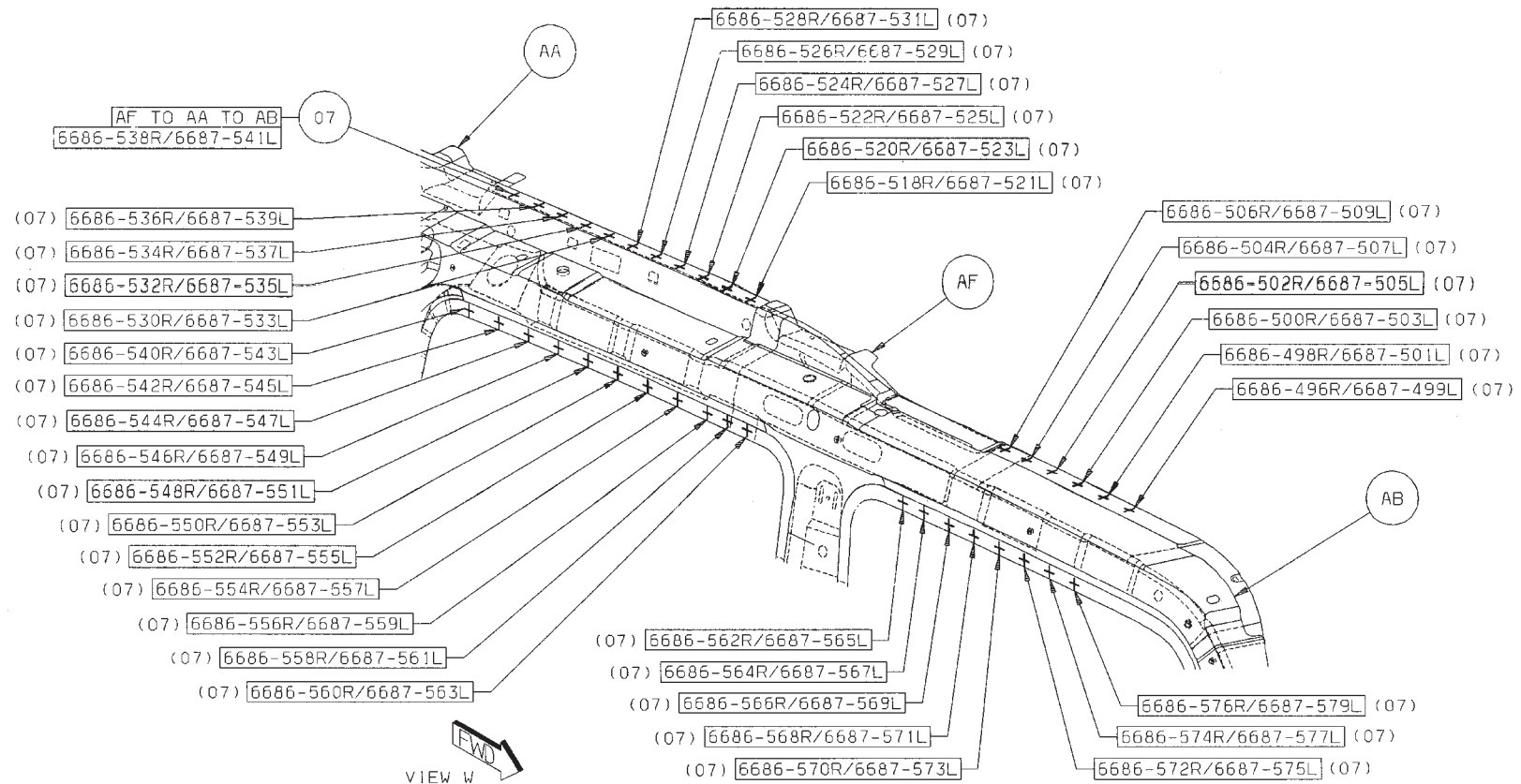
05 AB TO AA TO AE 30/SD S/WELDS (ORD)

06 AD TO AA TO AE 1/SD S/WELDS (ORD)



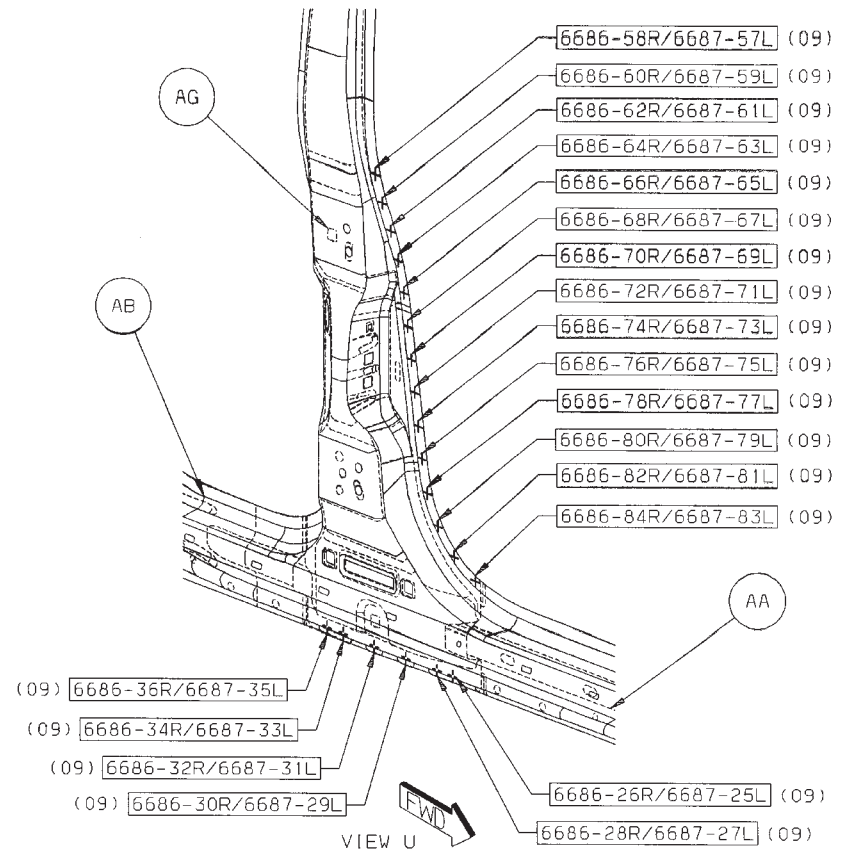
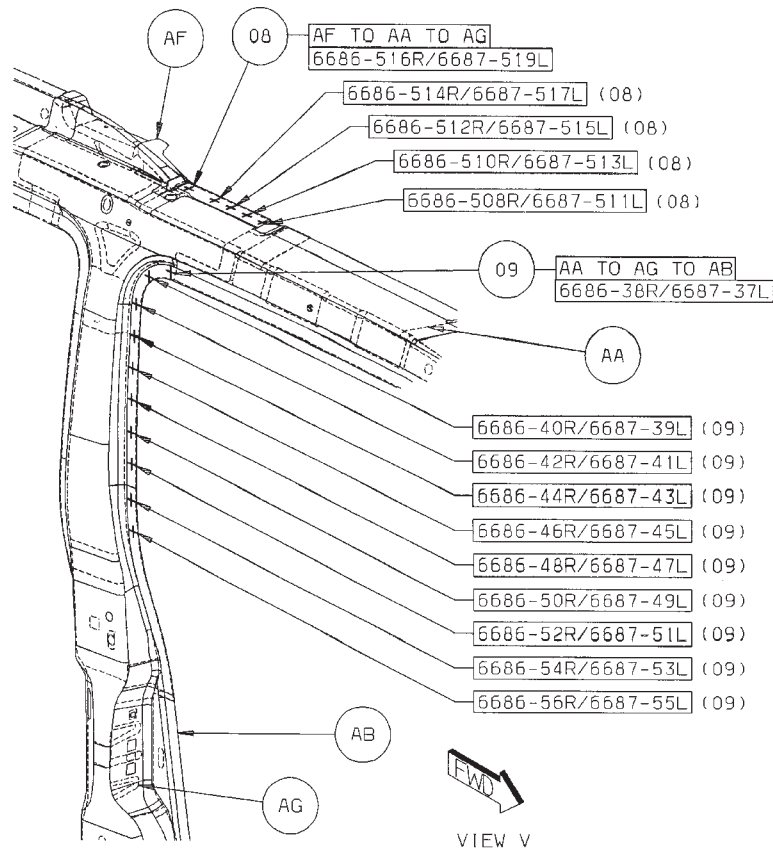
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07 AF TO AA TO AB 36/SD S/WELDS (ORD)



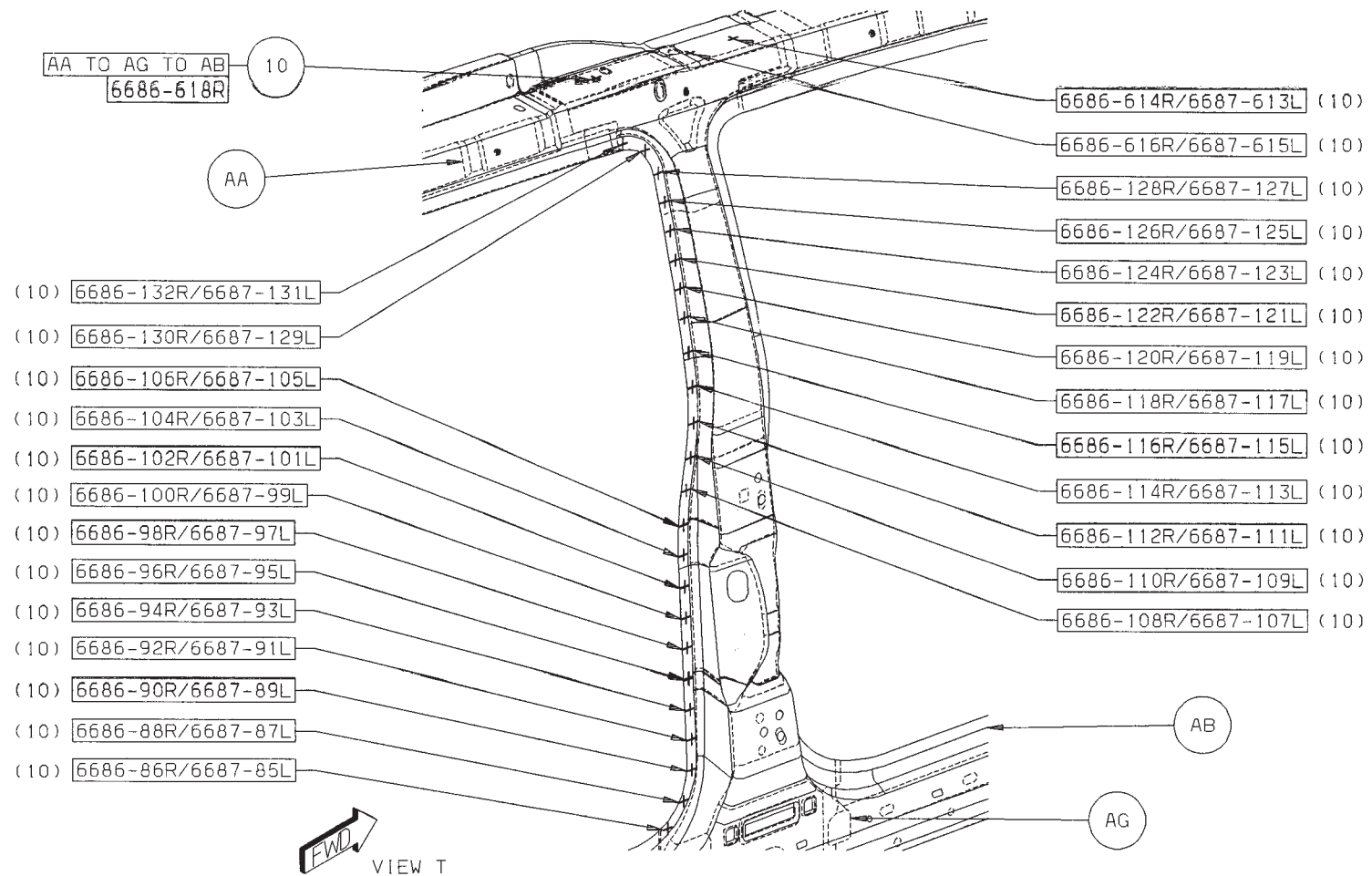
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- 08 AF TO AA TO AG 5/SD S/WELDS (ORD)
 09 AA TO AG TO AB 30/SD S/WELDS (ORD)



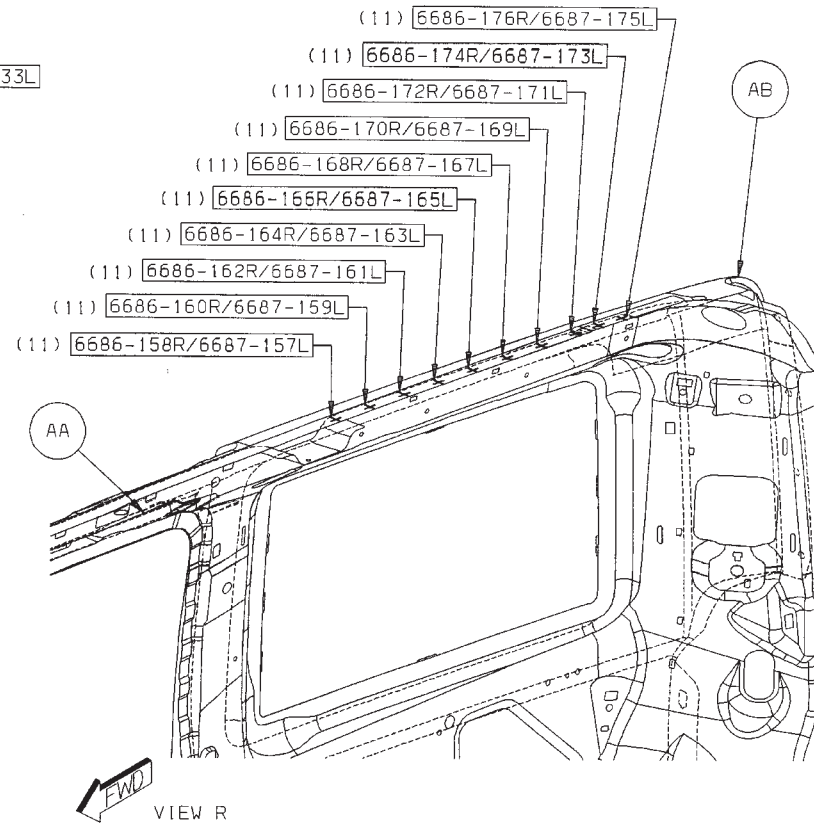
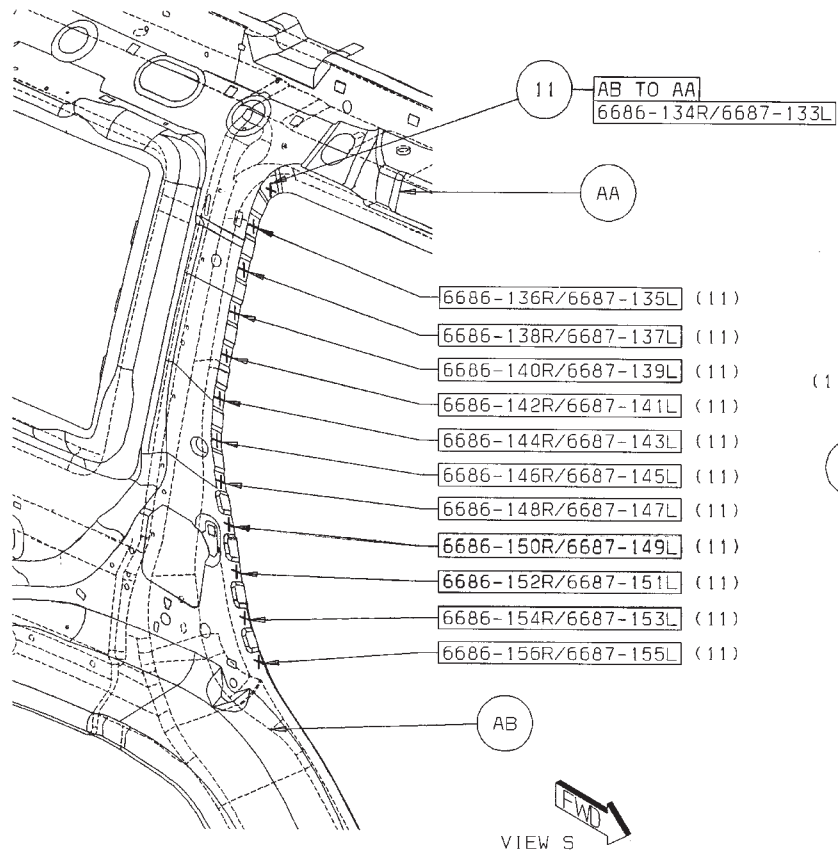
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10 AA TO AG TO AB 27R/26L SWELDS (ORD)



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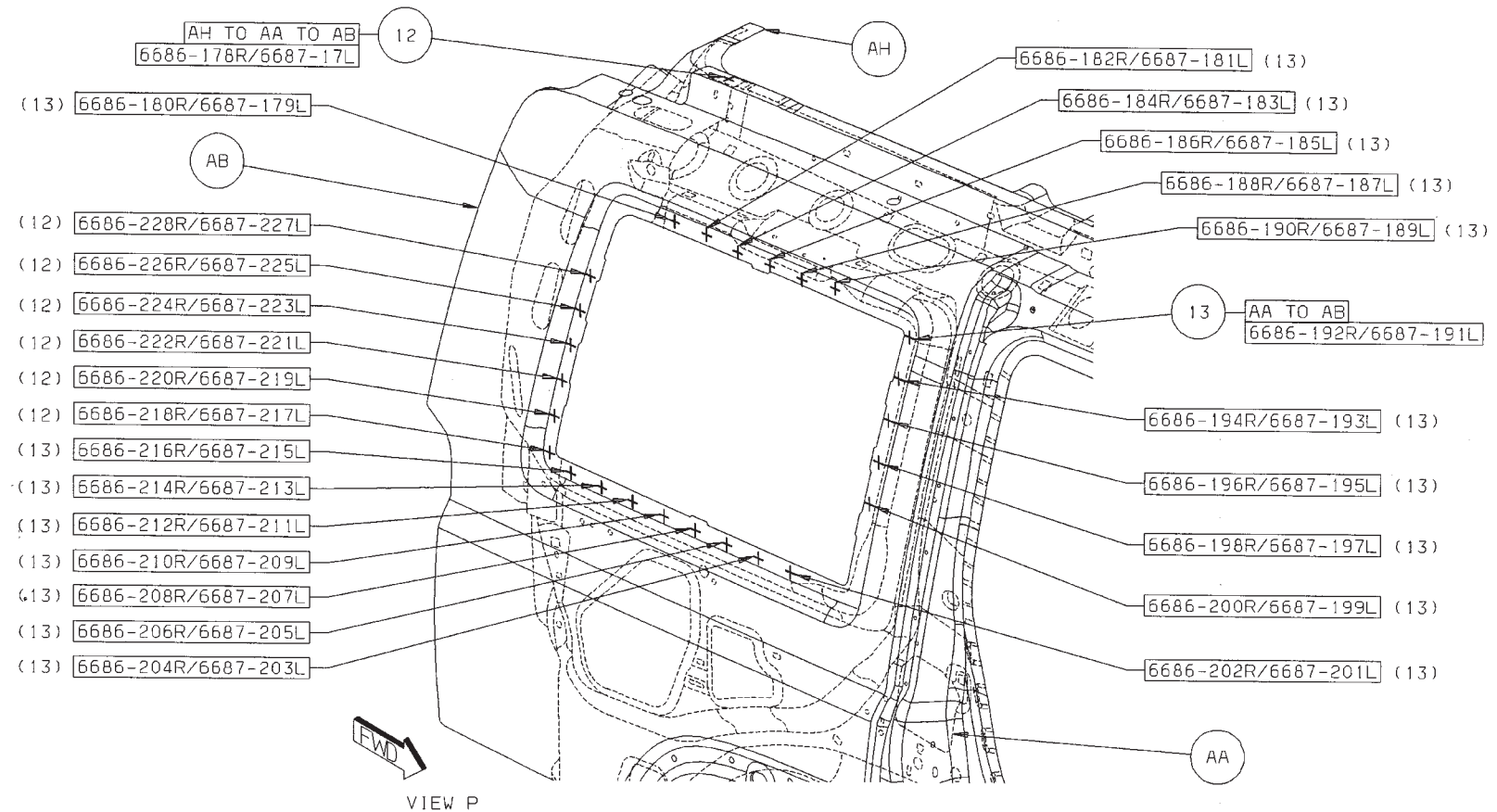
11 AB TO AA 22/SD SWELDS (ORD)



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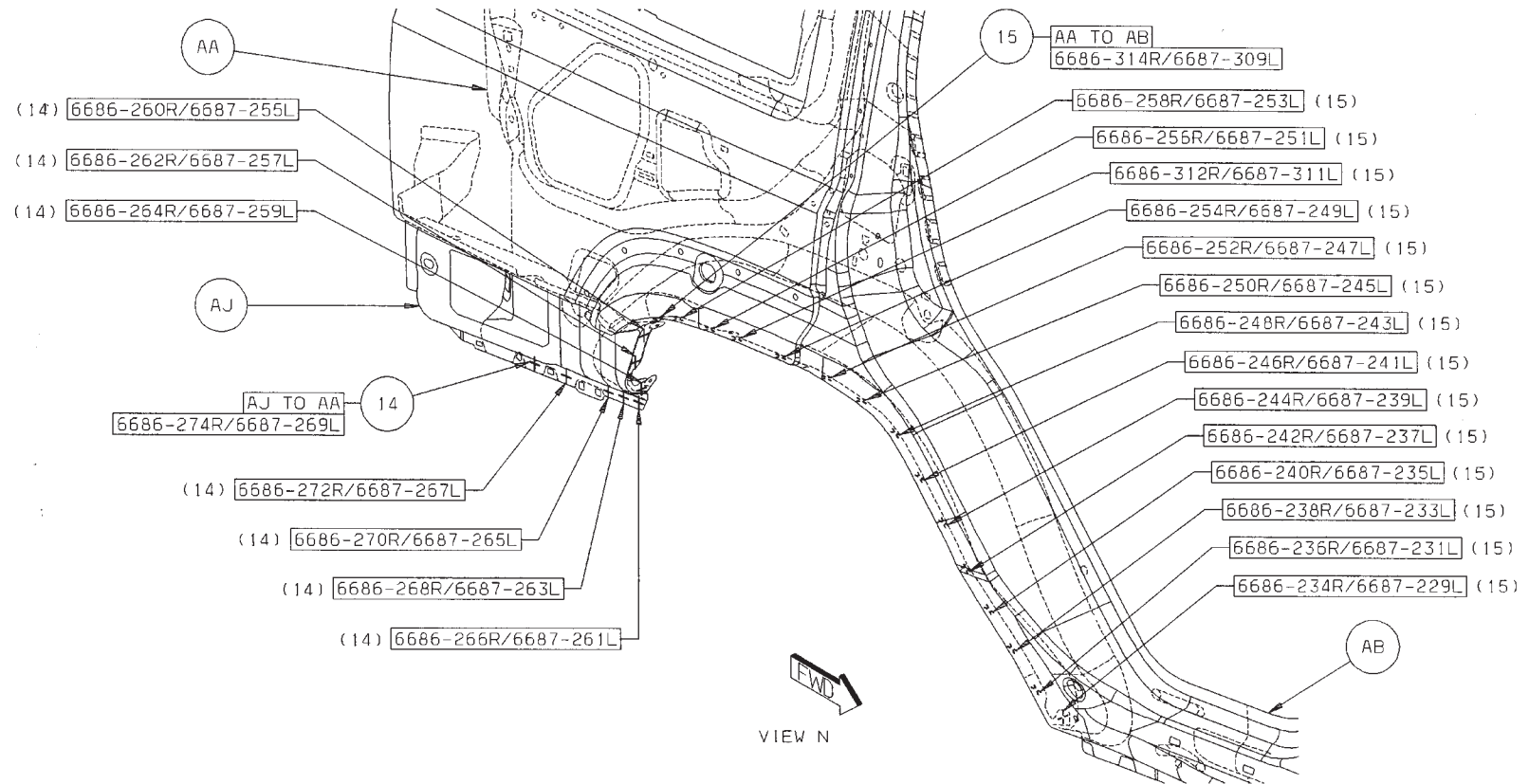
12 AH TO AA TO AB 7/SD S/WELDS (ORD)

13 AA TO AB 19/SD S/WELDS (ORD)



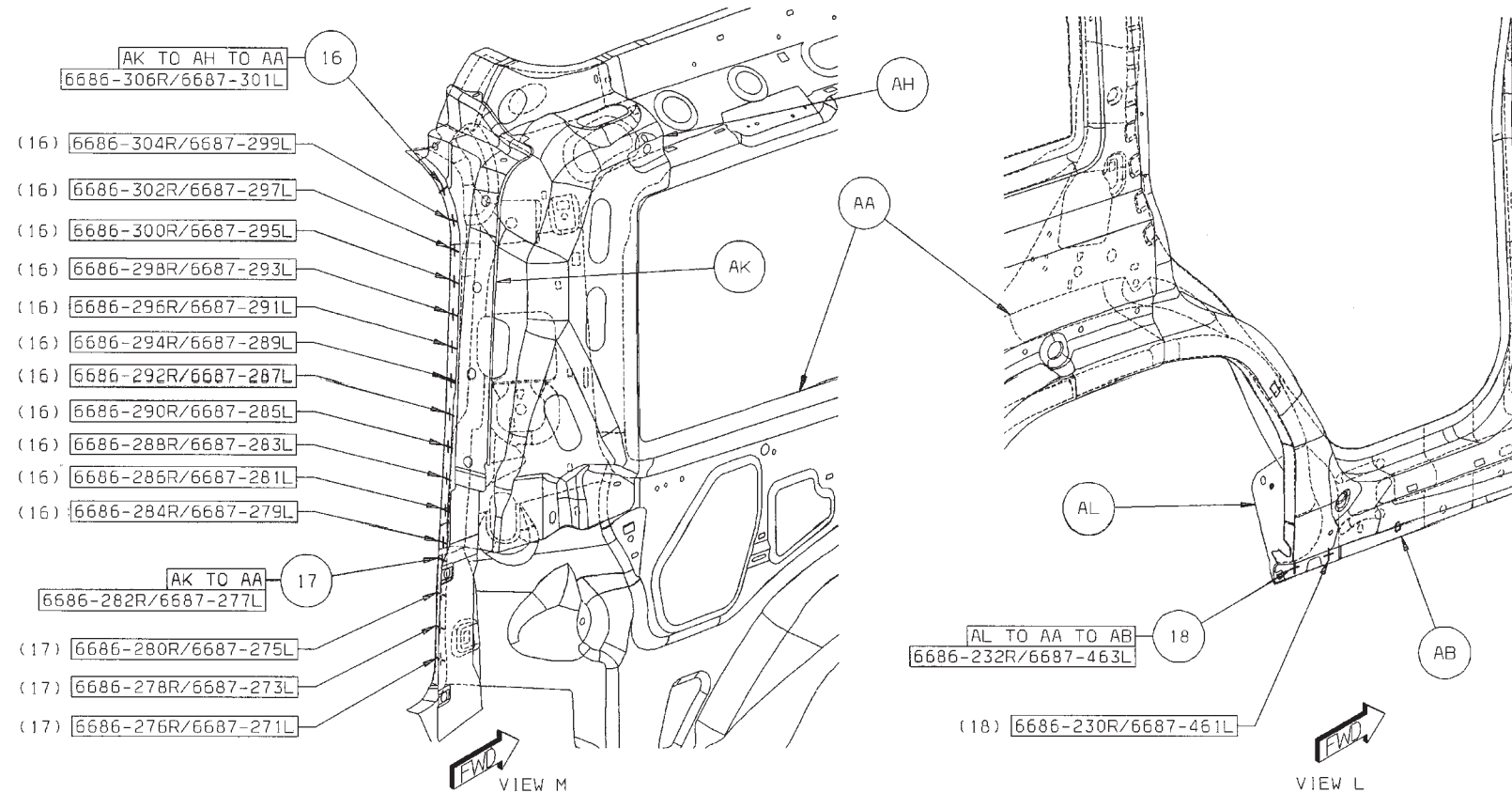
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- 14 AJ TO AA 8/SD SWELDS (ORD)
 15 AA TO AB 15/SD SWELDS (ORD)



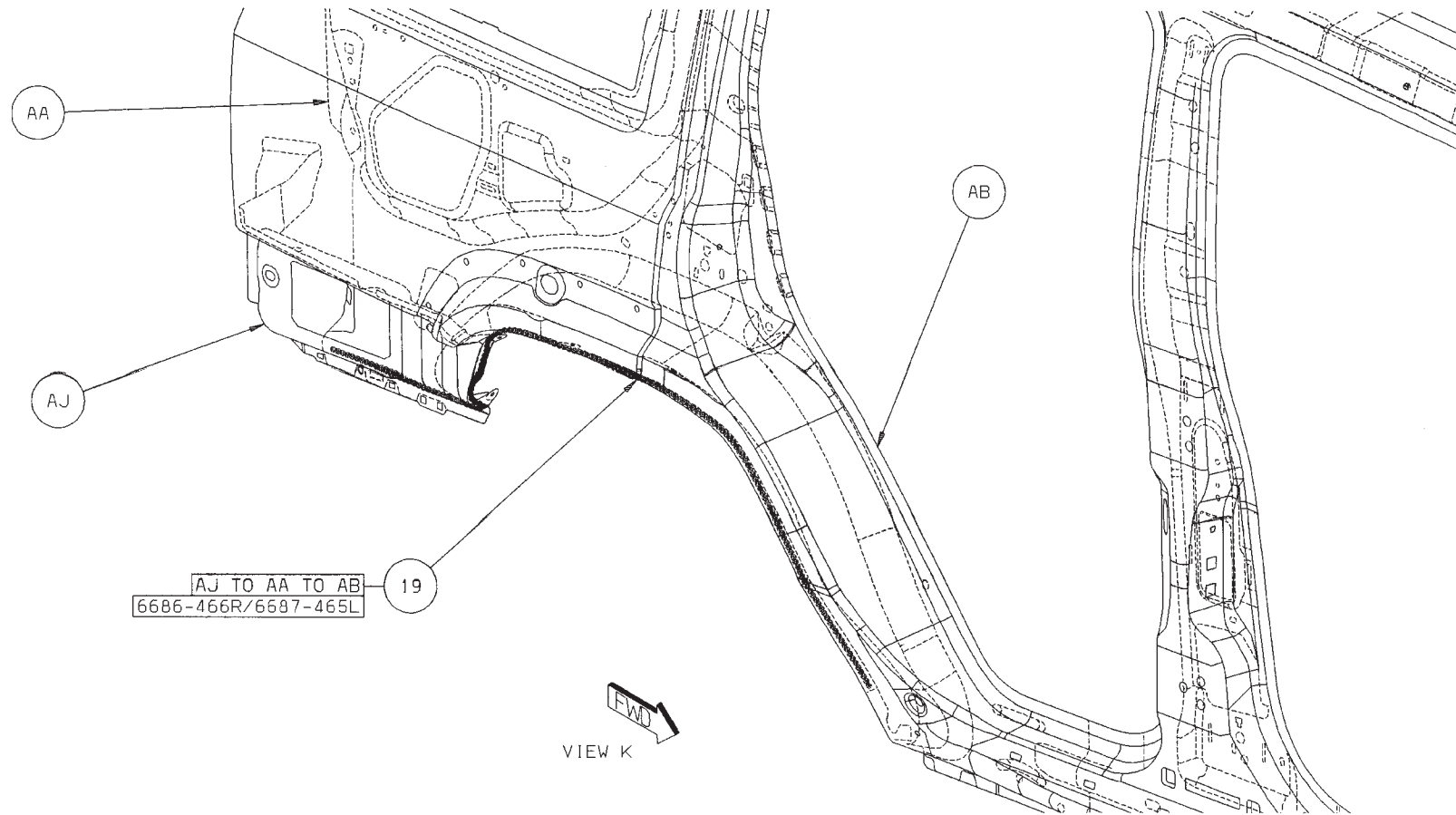
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- 16 AK TO AH TO AA 12/SD S/WELDS (ORD)
- 17 AK TO AA 4/SD S/WELDS (ORD)
- 18 AL TO AA TO AB 2/SD S/WELDS (ORD)



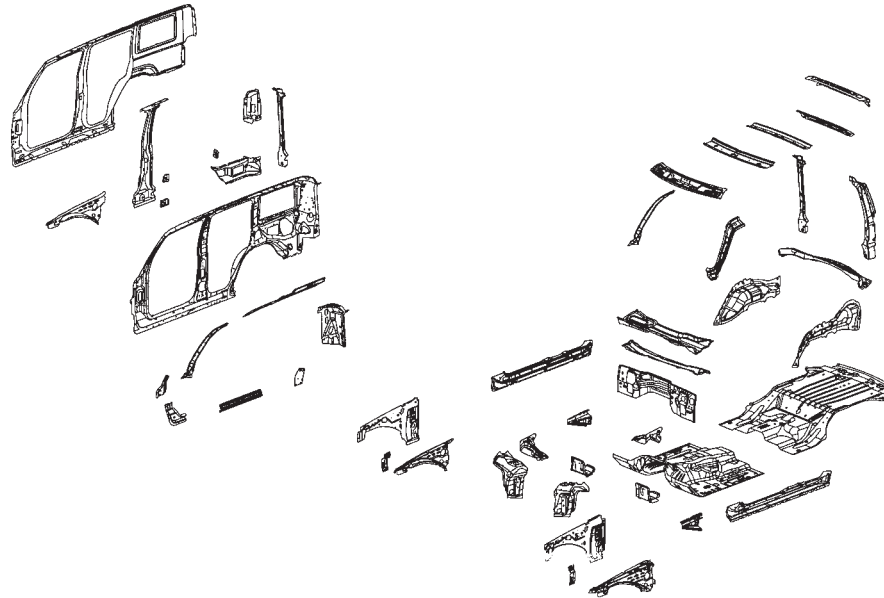
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19 AJ TO AA TO AB 1/SD STRUC ADH



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COMMANDER BODY IN WHITE COMPLETE W/O ROOF SECTION



AA PANEL - COWL SIDE RT -
 AA PANEL - COWL SIDE LT -
 AB REINF - COWL SIDE UPPER RT -
 AB REINF - COWL SIDE UPPER LT -
 AC BRACKET - RADIATOR SUPPORT TO COWL -
 AC BRACKET - RADIATOR SUPPORT TO COWL -
 AD PANEL - SUSPENSION FRT RT -
 AD PANEL - SUSPENSION FRT LT -
 AE GUSSET - FRT SUSPENSION SUPPORT RT -
 AE GUSSET - FRT SUSPENSION SUPPORT LT -
 AF REINF - A-PILLAR UPR RT -
 AF REINF - A-PILLAR UPR LT -
 AG PANEL - COWL TOP -
 AH PANEL - BODY SIDE INR RT -
 AH PANEL - BODY SIDE INR LT -
 AJ PANEL - PLENUM LWR -
 AK PANEL - DASH -

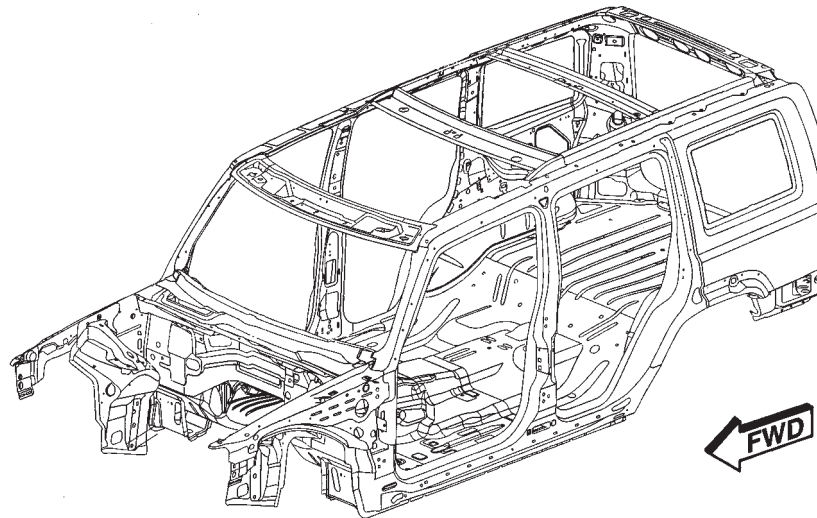
AL EXTENSION - COWL SIDE UPR RT -
 AL EXTENSION - COWL SIDE UPR LT -
 AM PANEL - BODY SIDE RT -
 AM PANEL - BODY SIDE LT -
 AN BOW - ROOF FRT -
 AP REINF - A-PILLAR UPR RT -
 AP REINF - A-PILLAR UPR LT -
 AR HEADER - LWR FRT -
 AS SILL - BODY SIDE RT -
 AS SILL - BODY SIDE LT -
 AT EXTENSION - BODY SIDE INR -
 AU REINF - B-PILLAR RT -
 AU REINF - B-PILLAR LT -
 AV PAN - FLOOR RR -
 AW TROUGH - LIFTGATE OPENING RT -
 AW TROUGH - LIFTGATE OPENING LT -
 AX BULKHEAD - RT-

AX BULKHEAD - LT-
 AY CROSSMEMBER - RR INR -
 AZ EXTENSION - BODY SIDE OTR RT -
 AZ EXTENSION - BODY SIDE OTR LT -
 BA PANEL - RR WHEELHOUSE INR RT -
 BA PANEL - RR WHEELHOUSE INR LT -
 BB GUSSET - D-PILLAR LWR TO FLOOR RT -
 BB GUSSET - D-PILLAR LWR TO FLOOR LT -
 BC HEADER - RR UPR -
 BD BOW - ROOF RR -
 BE REINF - D-PILLAR LT -
 BF HEADER - RR LWR -
 BG TORQUE BOX - FRT RT -
 BG TORQUE BOX - FRT LT -
 BH PAN - FLOOR FRT -

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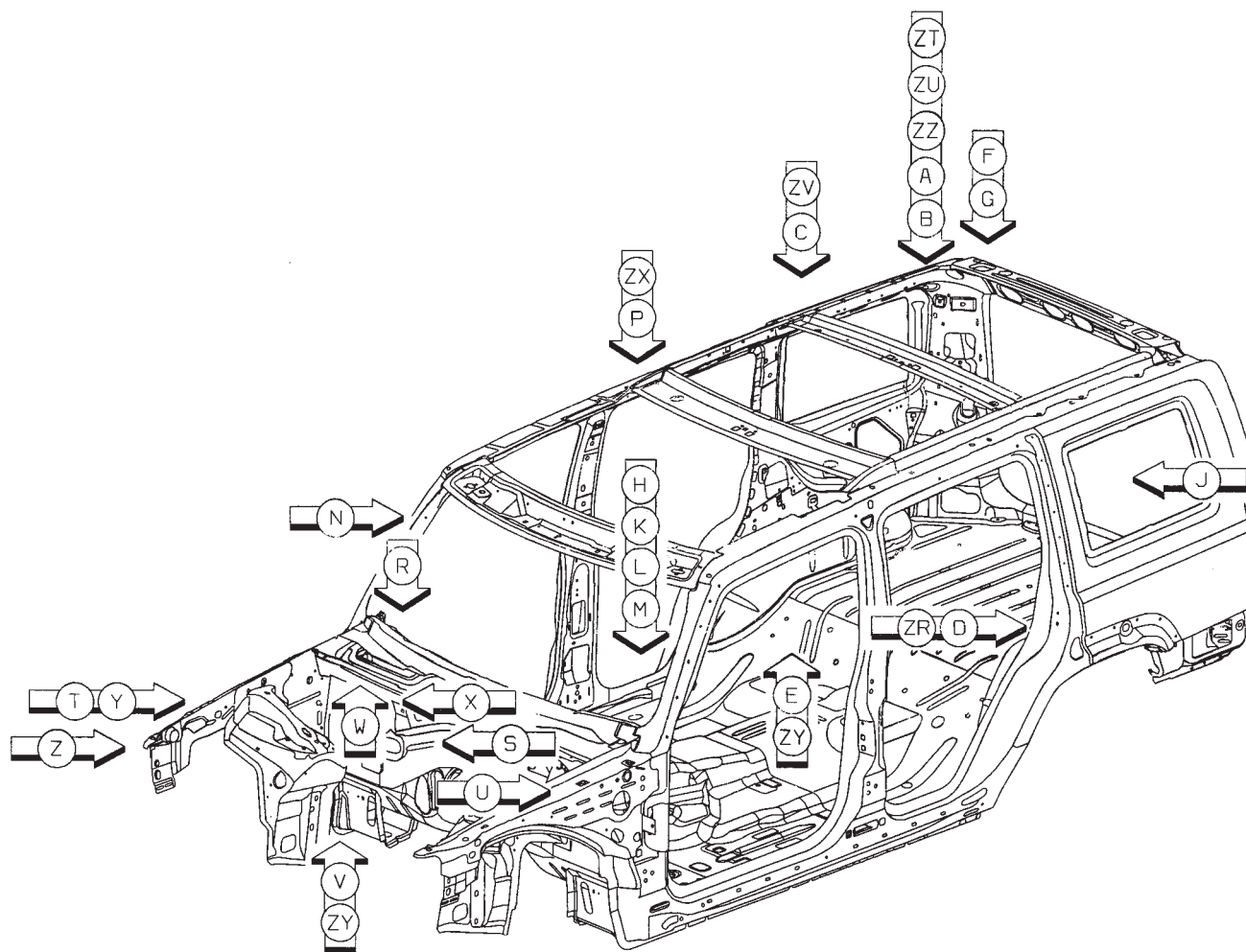
PARTS IDENTIFICATION LEGEND, OVERVIEW 24

AA PANEL - COWL SIDE RT -	AL EXTENSION - COWL SIDE UPR RT -	AX BULKHEAD - LT-
AA PANEL - COWL SIDE LT-	AL EXTENSION - COWL SIDE UPR LT -	AY CROSSMEMBER - RR INR -
AB REINF - COWL SIDE UPPER RT -	AM PANEL - BODY SIDE RT -	AZ EXTENSION - BODY SIDE OTR RT -
AB REINF - COWL SIDE UPPER LT -	AM PANEL - BODY SIDE LT -	AZ EXTENSION - BODY SIDE OTR LT -
AC BRACKET - RADIATOR SUPPORT TO COWL -	AN BOW - ROOF FRT -	BA PANEL - RR WHEELHOUSE INR RT -
AC BRACKET - RADIATOR SUPPORT TO COWL -	AP REINF - A-PILLAR UPR RT -	BA PANEL - RR WHEELHOUSE INR LT -
AD PANEL - SUSPENSION FRT RT -	AP REINF - A-PILLAR UPR LT -	BB GUSSET - D-PILLAR LWR TO FLOOR RT -
AD PANEL - SUSPENSION FRT LT -	AR HEADER - LWR FRT -	BB GUSSET - D-PILLAR LWR TO FLOOR LT -
AE GUSSET - FRT SUSPENSION SUPPORT RT -	AS SILL - BODY SIDE RT -	BC HEADER - RR UPR -
AE GUSSET - FRT SUSPENSION SUPPORT LT -	AS SILL - BODY SIDE LT -	BD BOW - ROOF RR -
AF REINF - A-PILLAR UPR RT -	AT EXTENSION - BODY SIDE INR -	BE REINF - D-PILLAR LT -
AF REINF - A-PILLAR UPR LT -	AU REINF - B-PILLAR RT -	BF HEADER - RR LWR -
AG PANEL - COWL TOP -	AU REINF - B-PILLAR LT -	BG TORQUE BOX - FRT RT -
AH PANEL - BODY SIDE INR RT -	AV PAN - FLOOR RR -	BG TORQUE BOX - FRT LT -
AH PANEL - BODY SIDE INR LT -	AW TROUGH - LIFTGATE OPENING RT -	BH PAN - FLOOR FRT -
AJ PANEL - PLENUM LWR -	AW TROUGH - LIFTGATE OPENING LT -	
AK PANEL - DASH -	AX BULKHEAD - RT-	



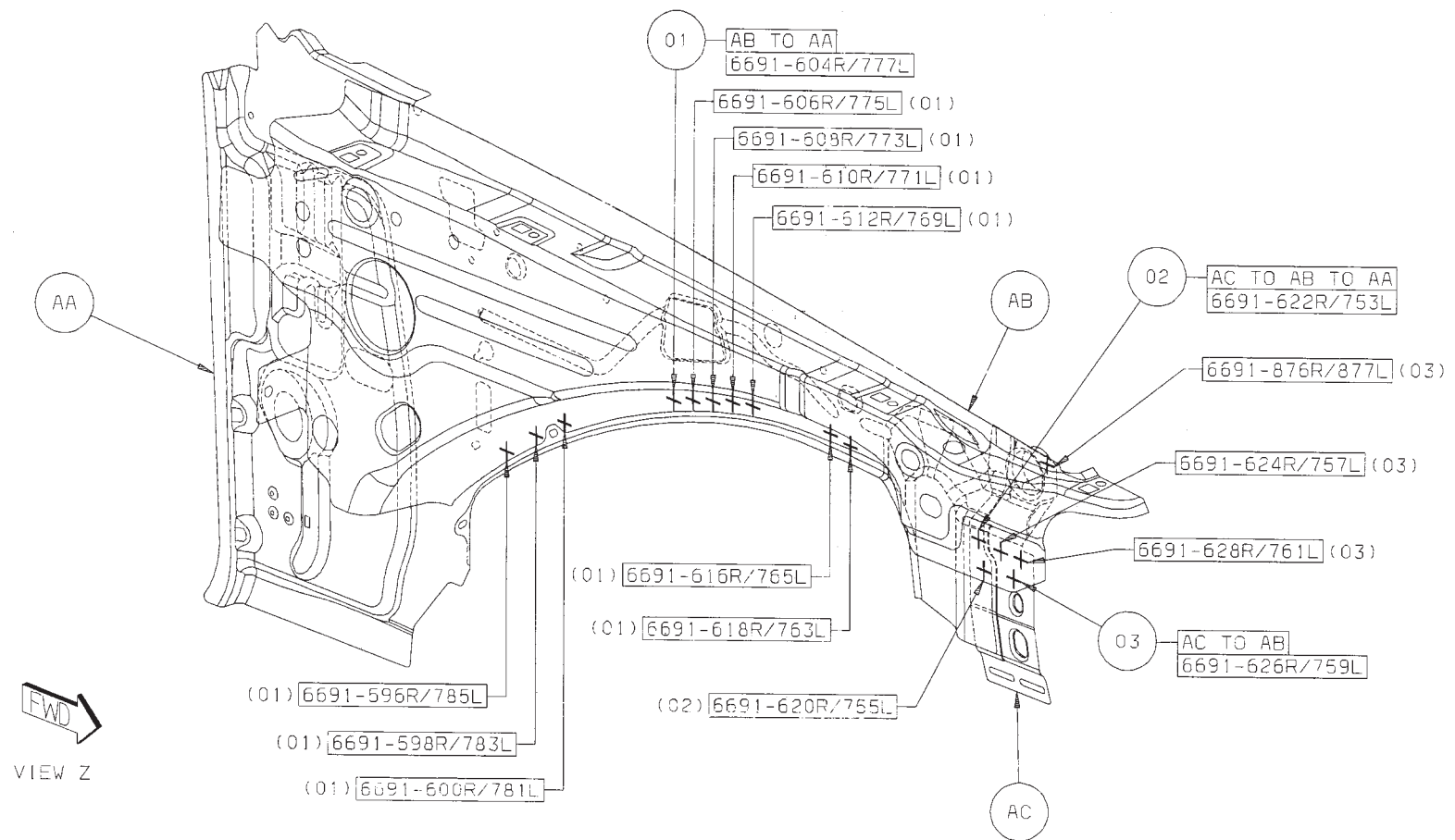
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WELD LAYOUT LOCATION GUIDE



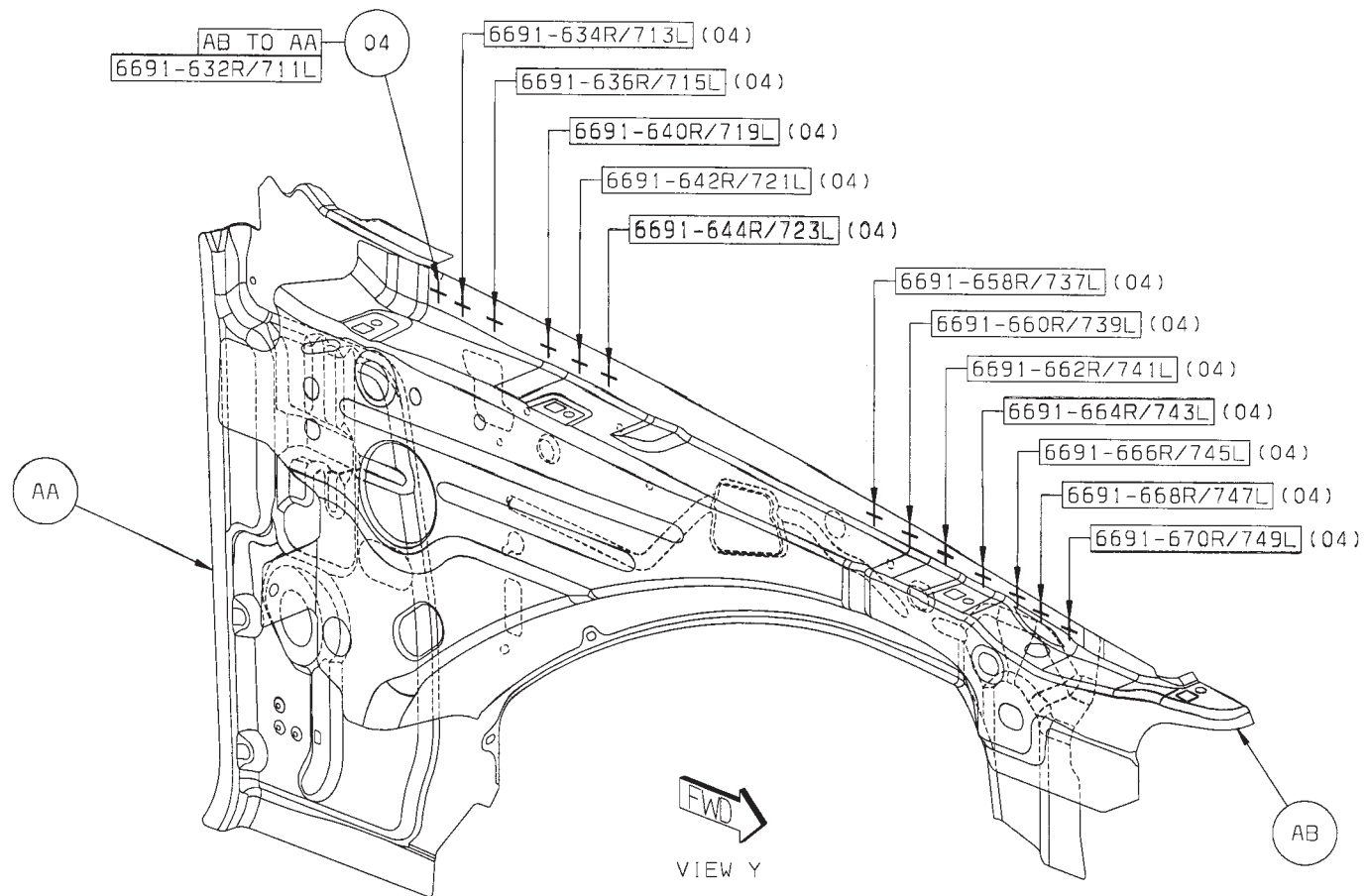
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- 01 AB TO AA 10/SD S/WELDS (ORD)
- 02 AC TO AB TO AA 2/SD S/WELDS (ORD)
- 03 AC TO AB 4/SD S/WELDS (ORD)



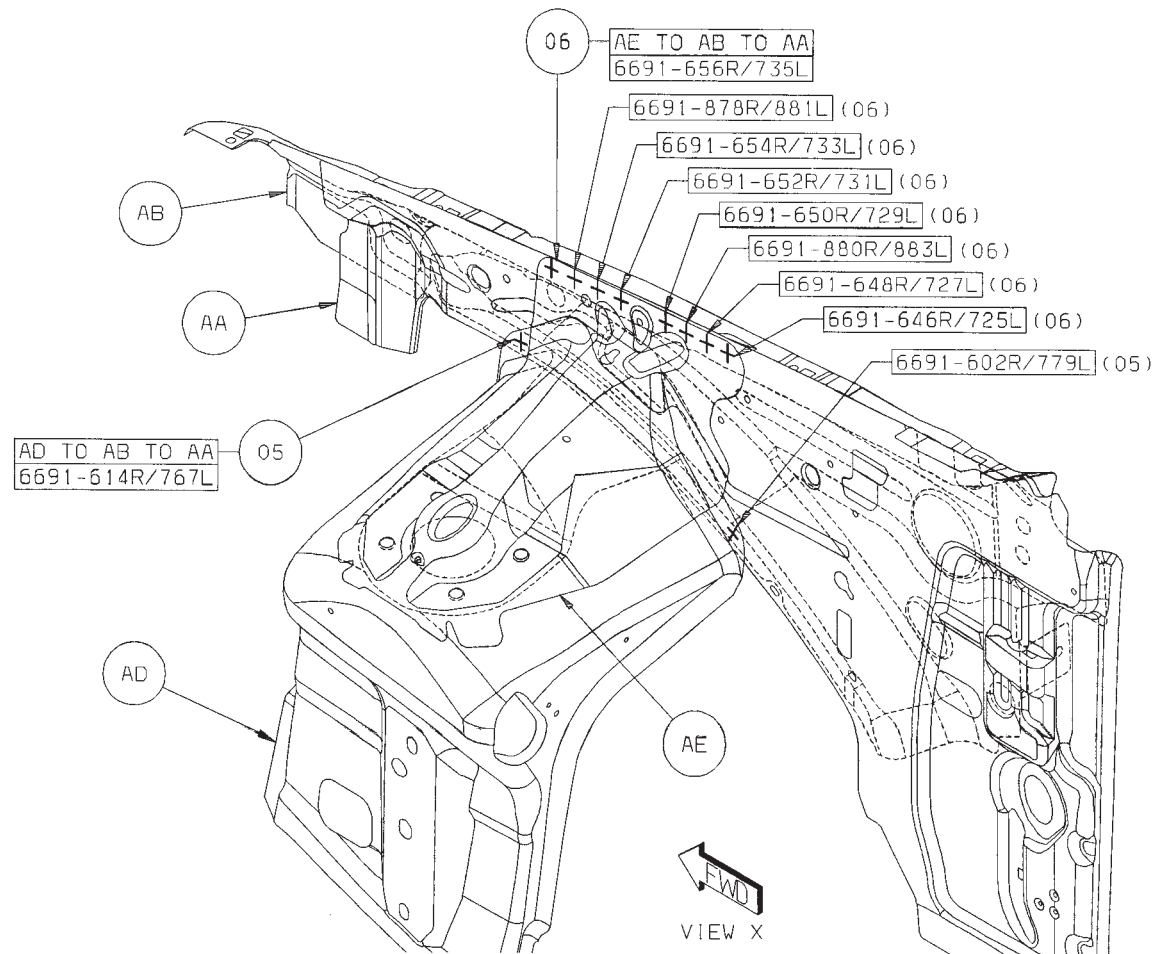
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04 AB TO AA 13/SD S/WELDS (ORD)



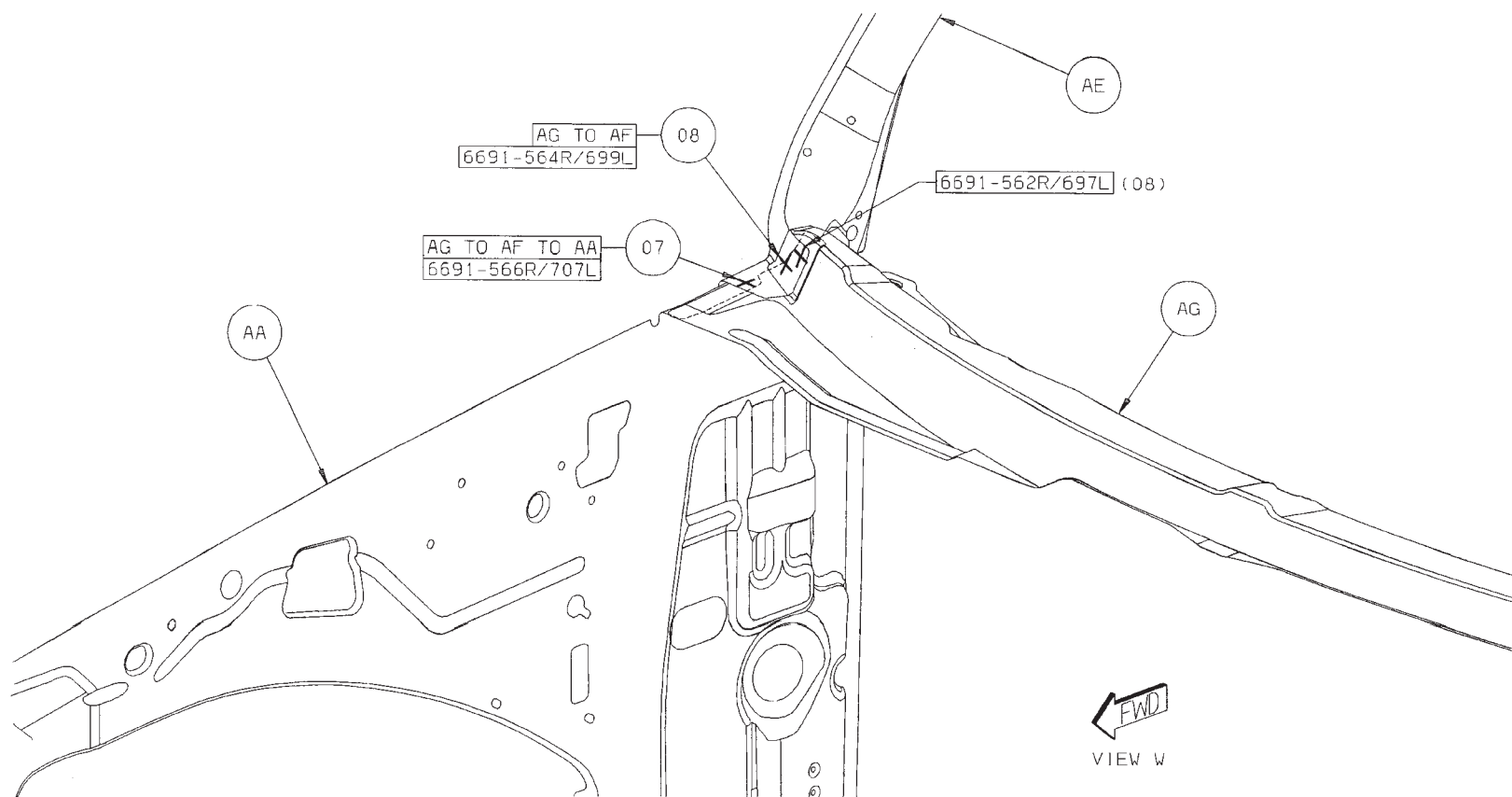
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- 05 AD TO AB TO AA 2/SD S/WELDS (ORD)
06 AE TO AB TO AA 8/SD S/WELDS (ORD)



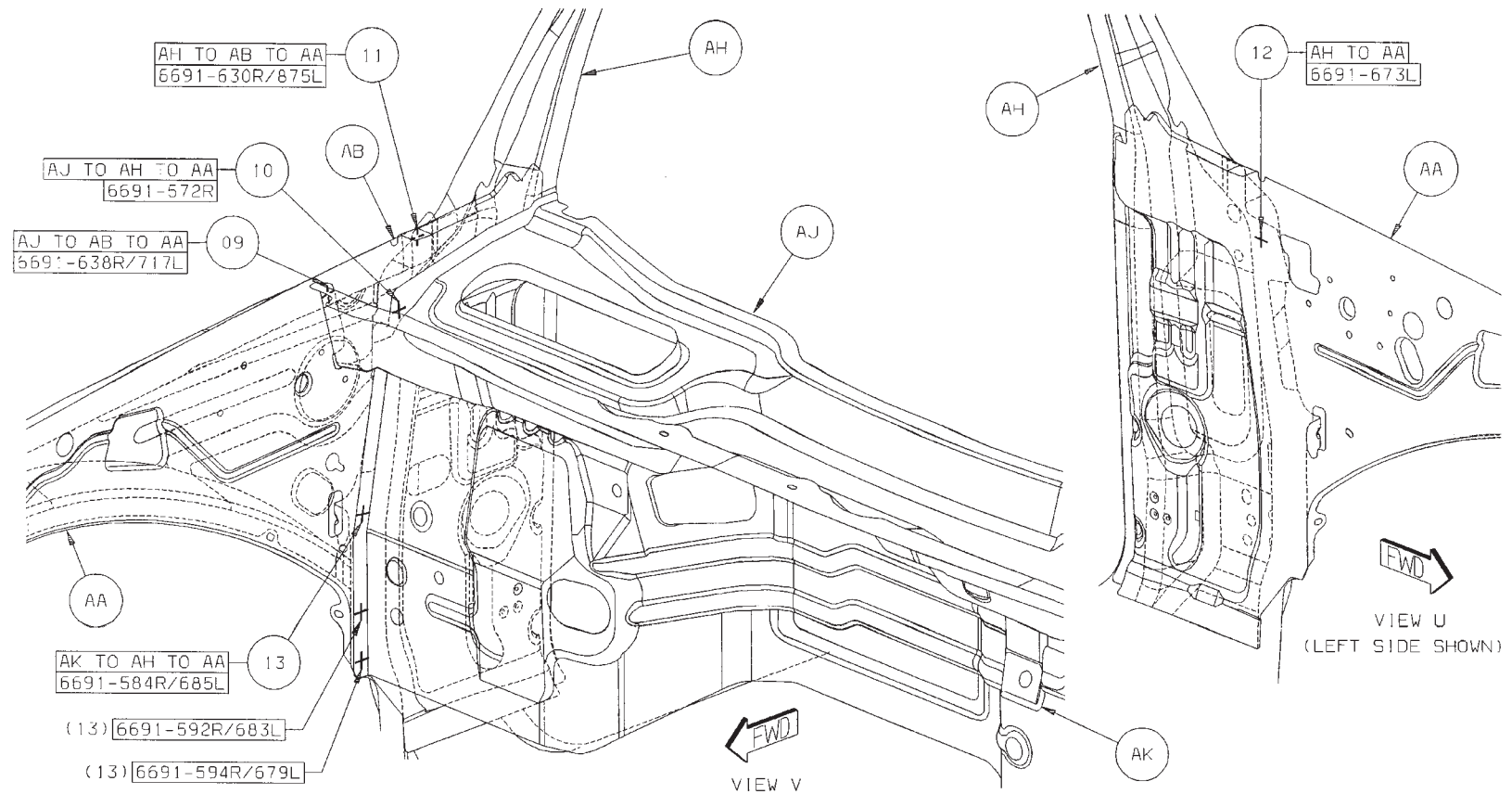
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- 07 AG TO AF TO AA 1/SD S/WELD (ORD)
08 AG TO AF 2/SD S/WELDS (ORD)



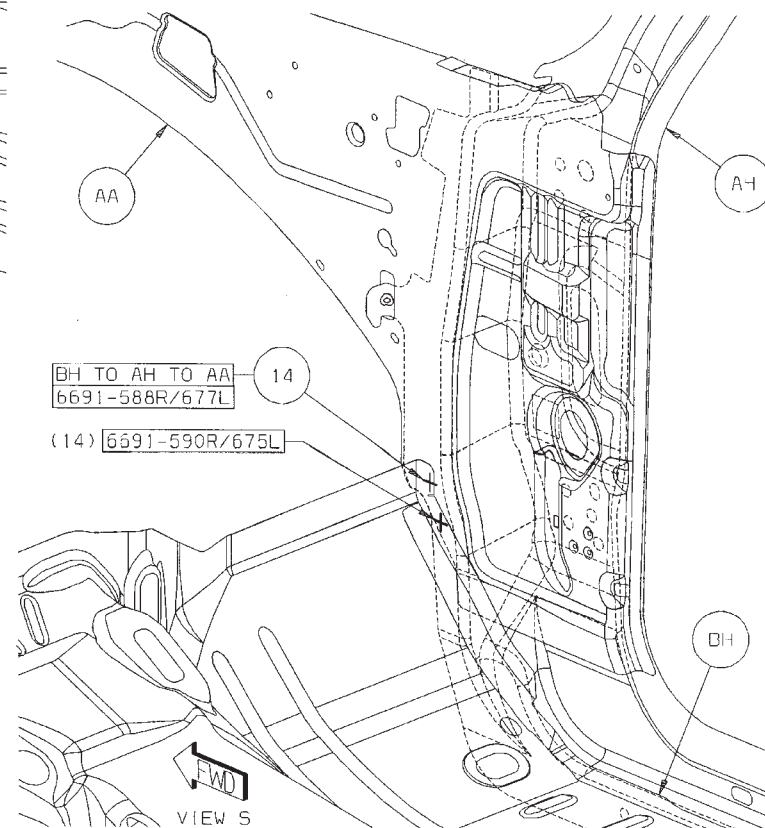
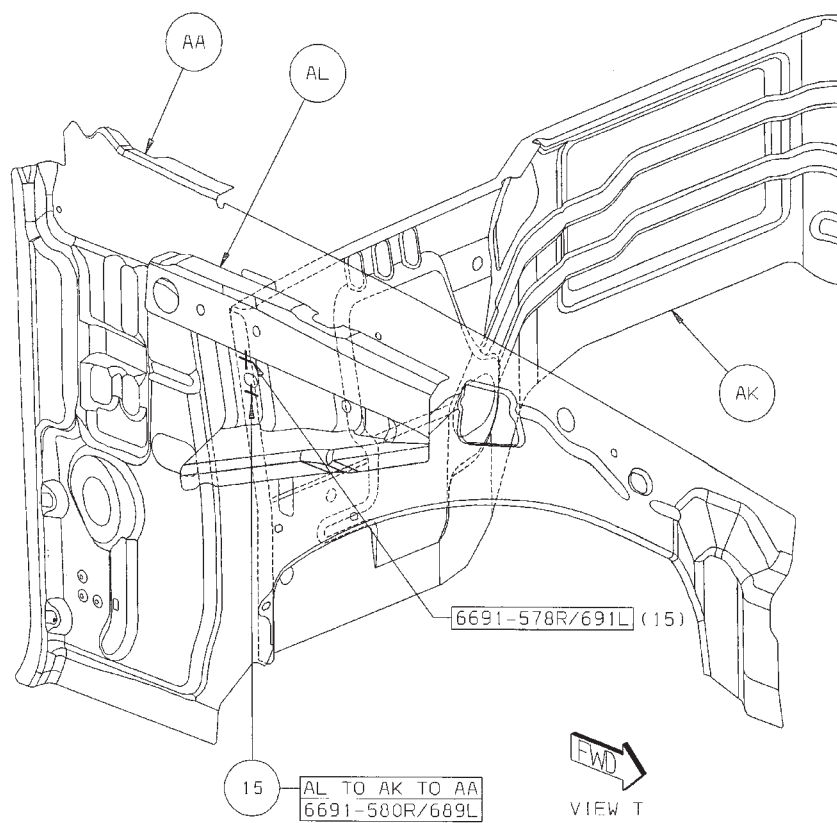
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- 09 AJ TO AB TO AA 1/SD S/WELD (ORD)
- 10 AJ TO AH TO AA 1R S/WELD (ORD)
- 11 AH TO AB TO AA 1/SD S/WELD (ORD)
- 12 AH TO AA 1L S/WELD (ORD)
- 13 AK TO AH TO AA 3/SD S/WELDS (ORD)



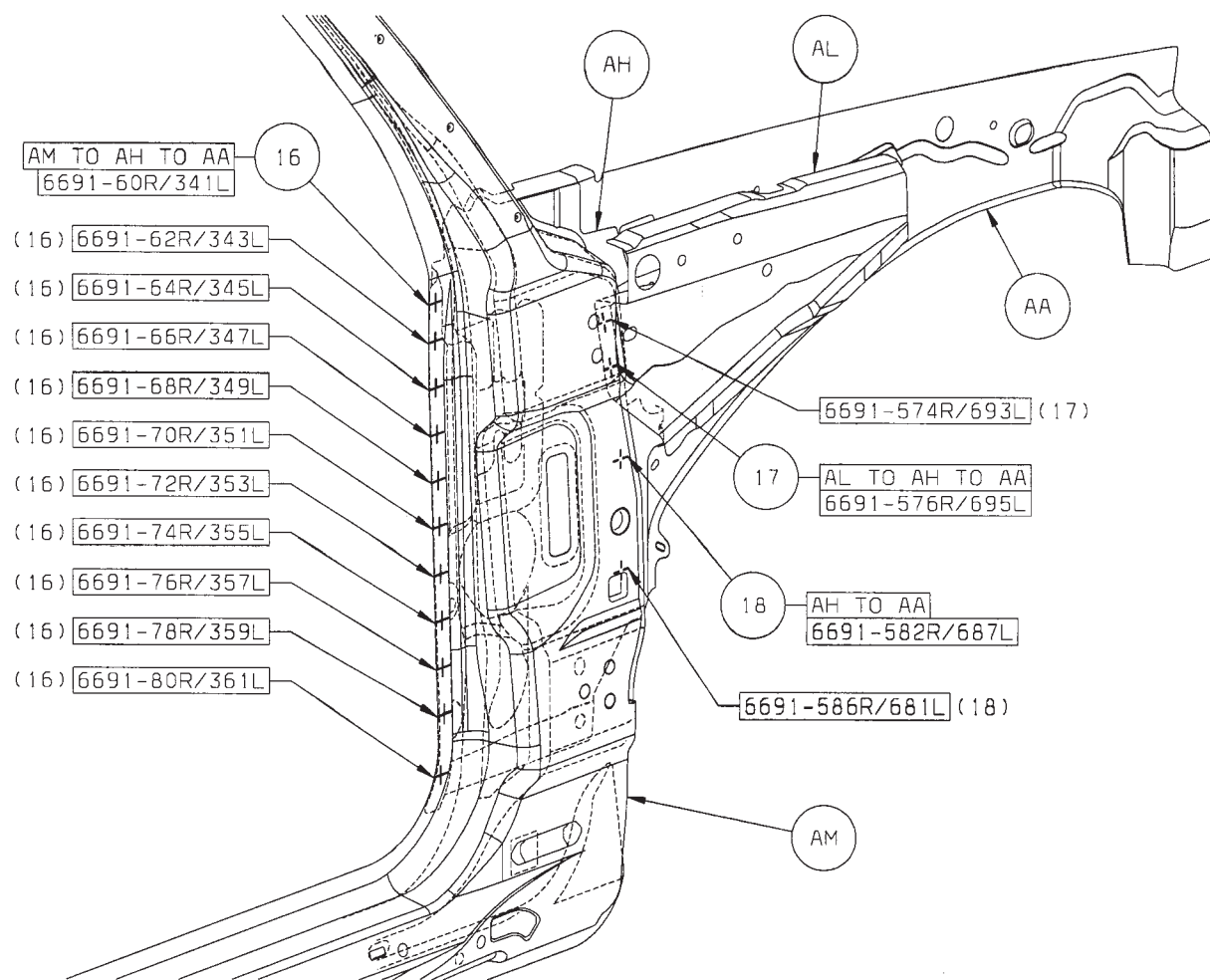
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- 14 BH TO AH TO AA 2/SD S/WELDS (ORD)
- 15 AL TO AK TO AA 2/SD S/WELDS (ORD)



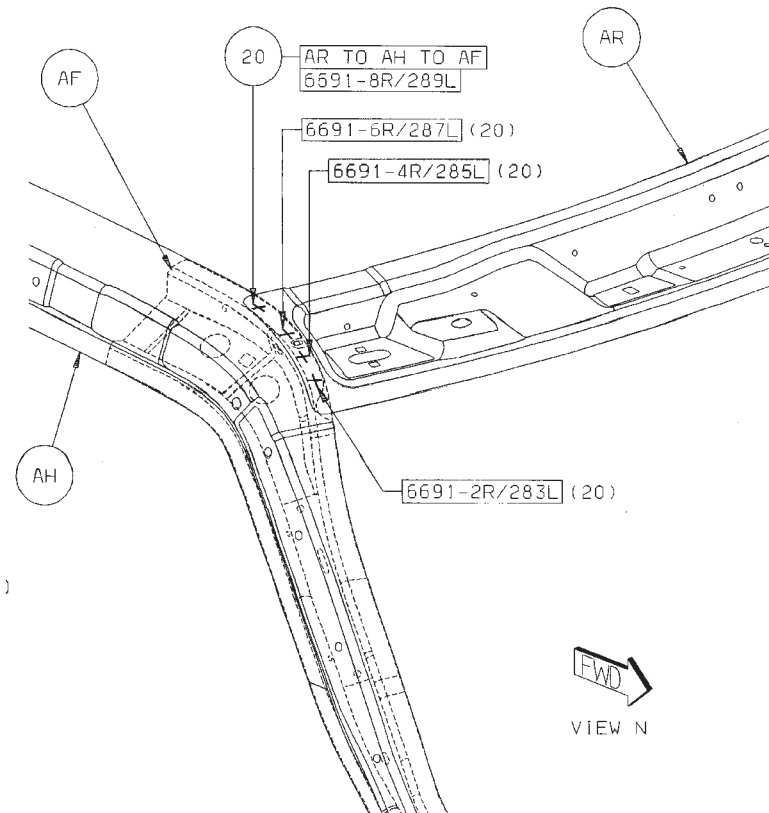
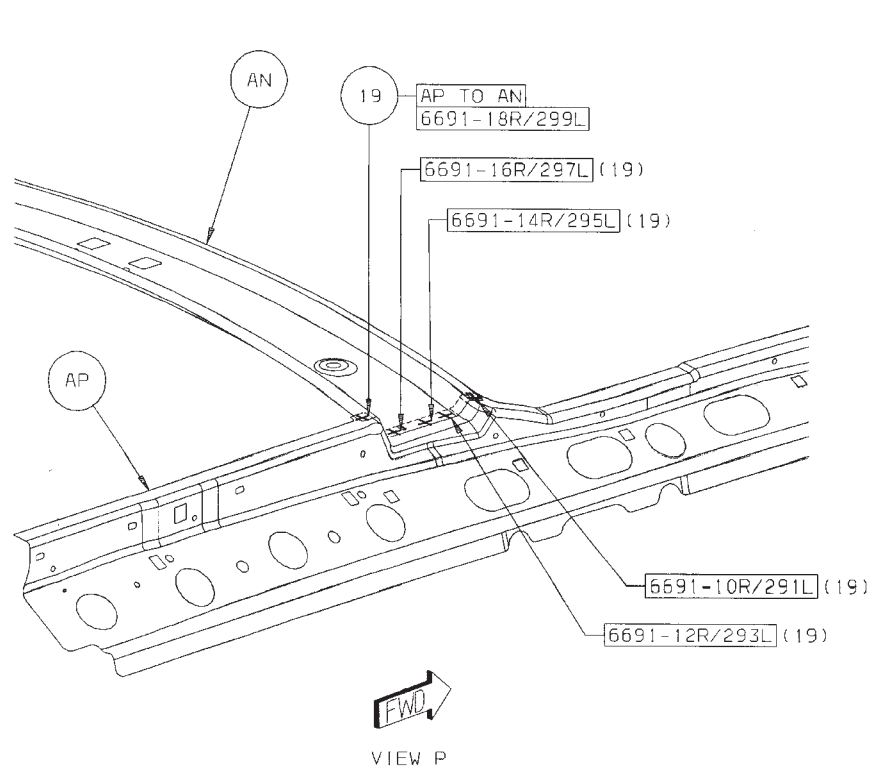
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- 16 AM TO AH TO AA 11/SD S/WELDS (ORD)
- 17 AL TO AH TO AA 2/SD S/WELDS (ORD)
- 18 AH TO AA 2/SD S/WELDS (ORD)



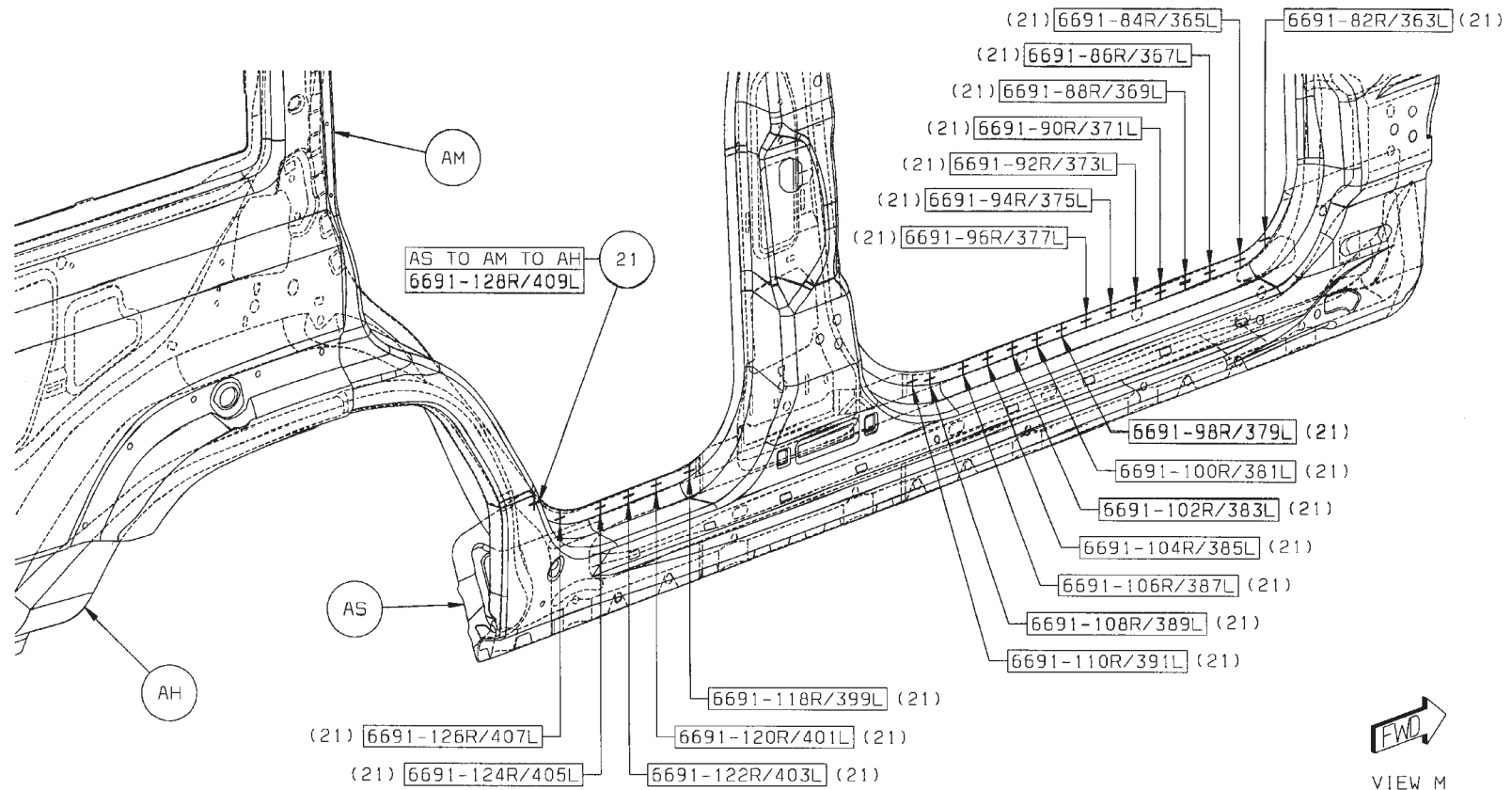
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- 19 AP TO AN 5/SD S/WELDS (ORD)
 20 AR TO AH TO AF 4/SD S/WELDS (ORD)



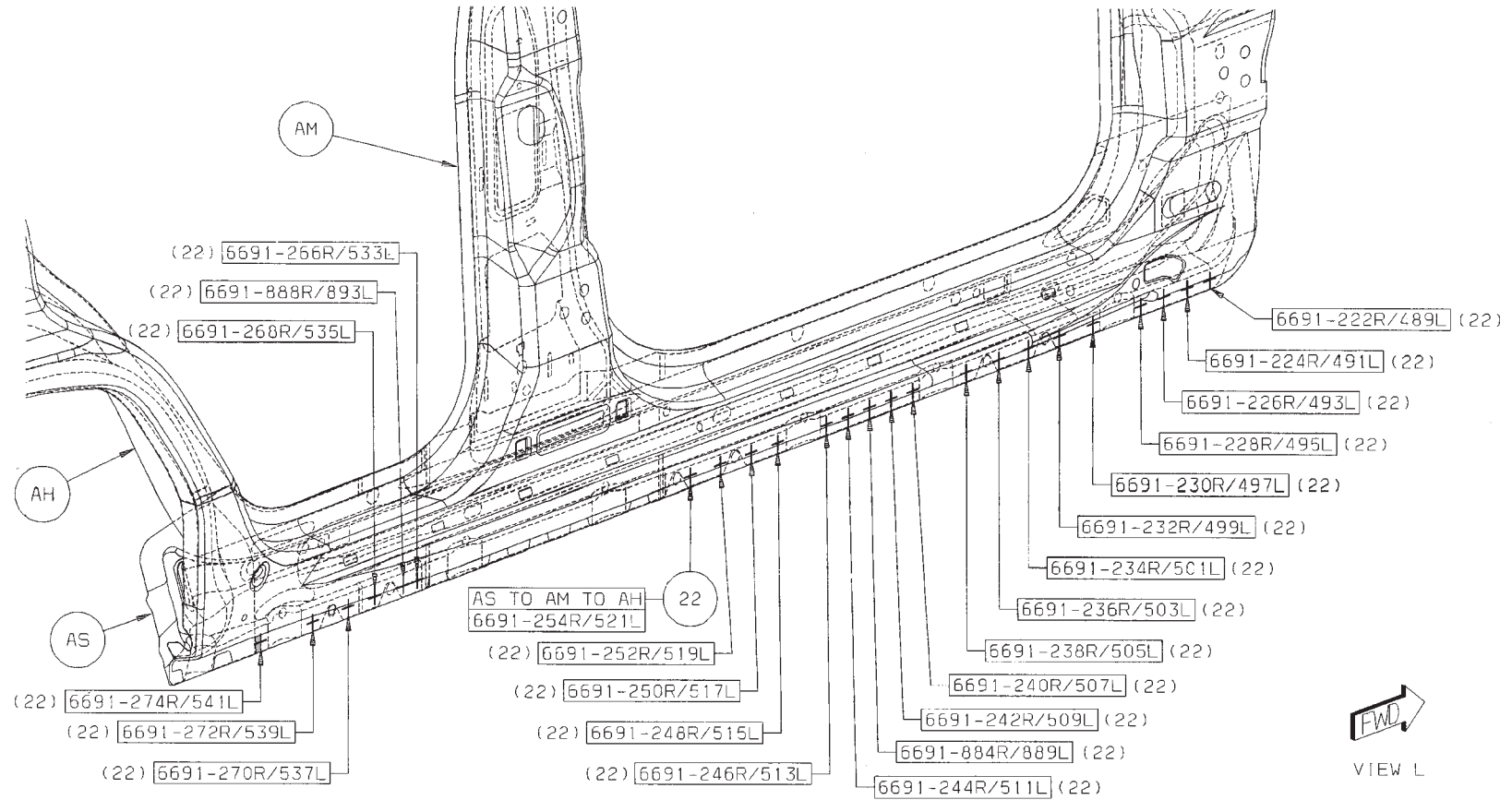
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21 AS TO AM TO AH 21/SD SWELDS (ORD)



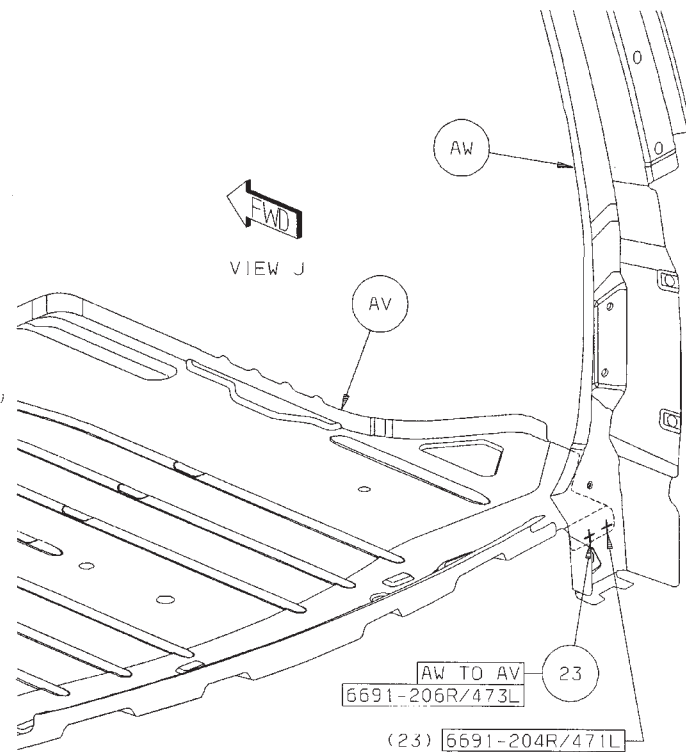
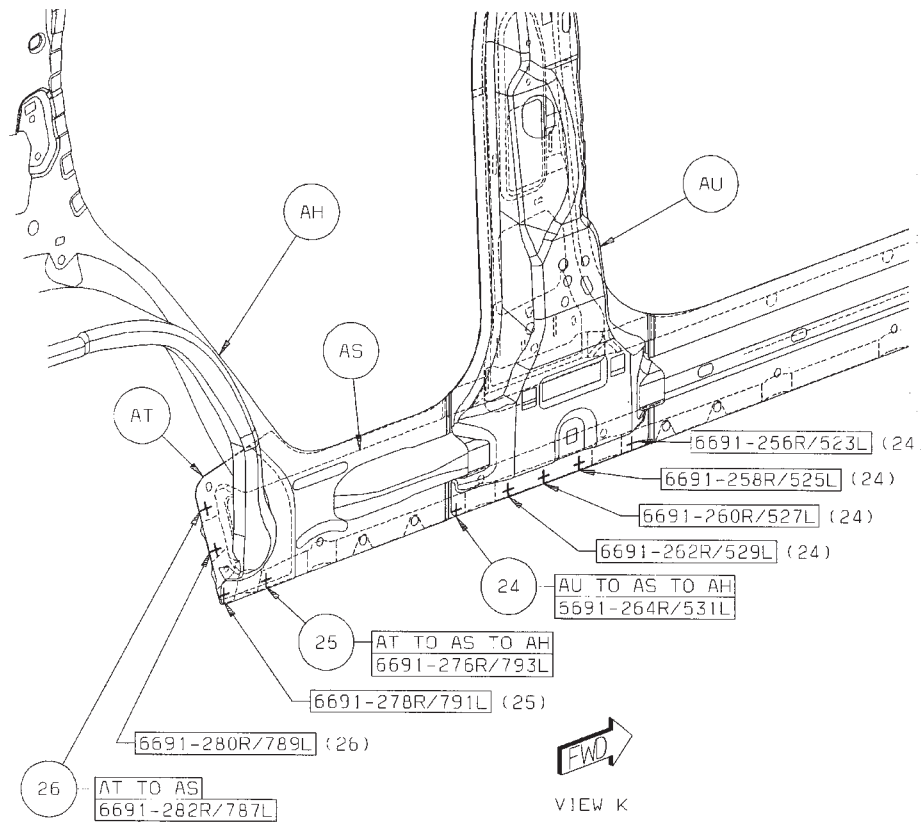
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22 AS TO AM TO AH 24/SD SWELDS (ORD)



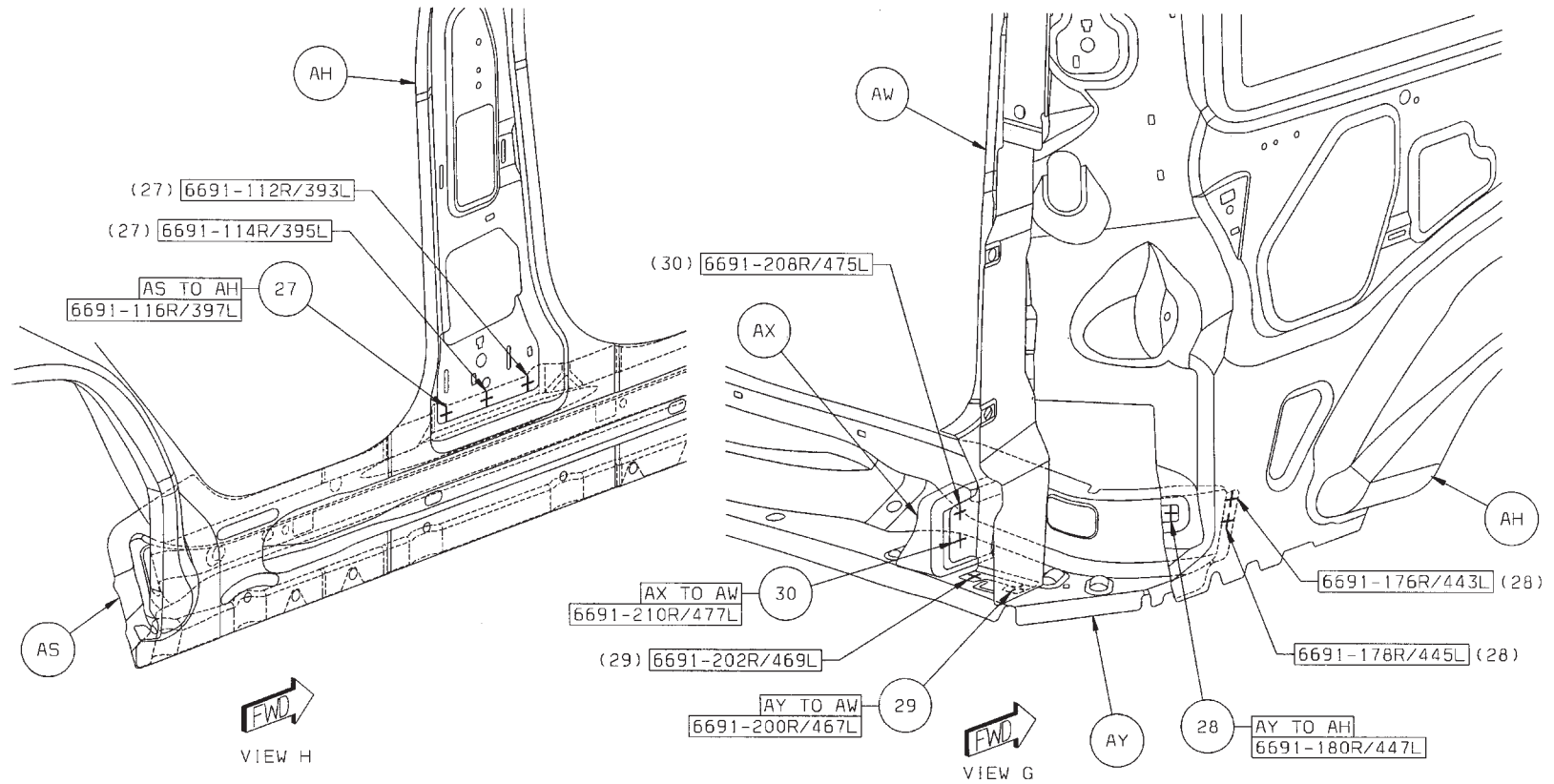
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- 23 AW TO AV 2/SD S/WELDS (ORD)
- 24 AU TO AS TO AH 5/SD S/WELDS (ORD)
- 25 AT TO AS TO AH 2/SD S/WELDS (ORD)
- 26 AT TO AS 2/SD S/WELDS (ORD)



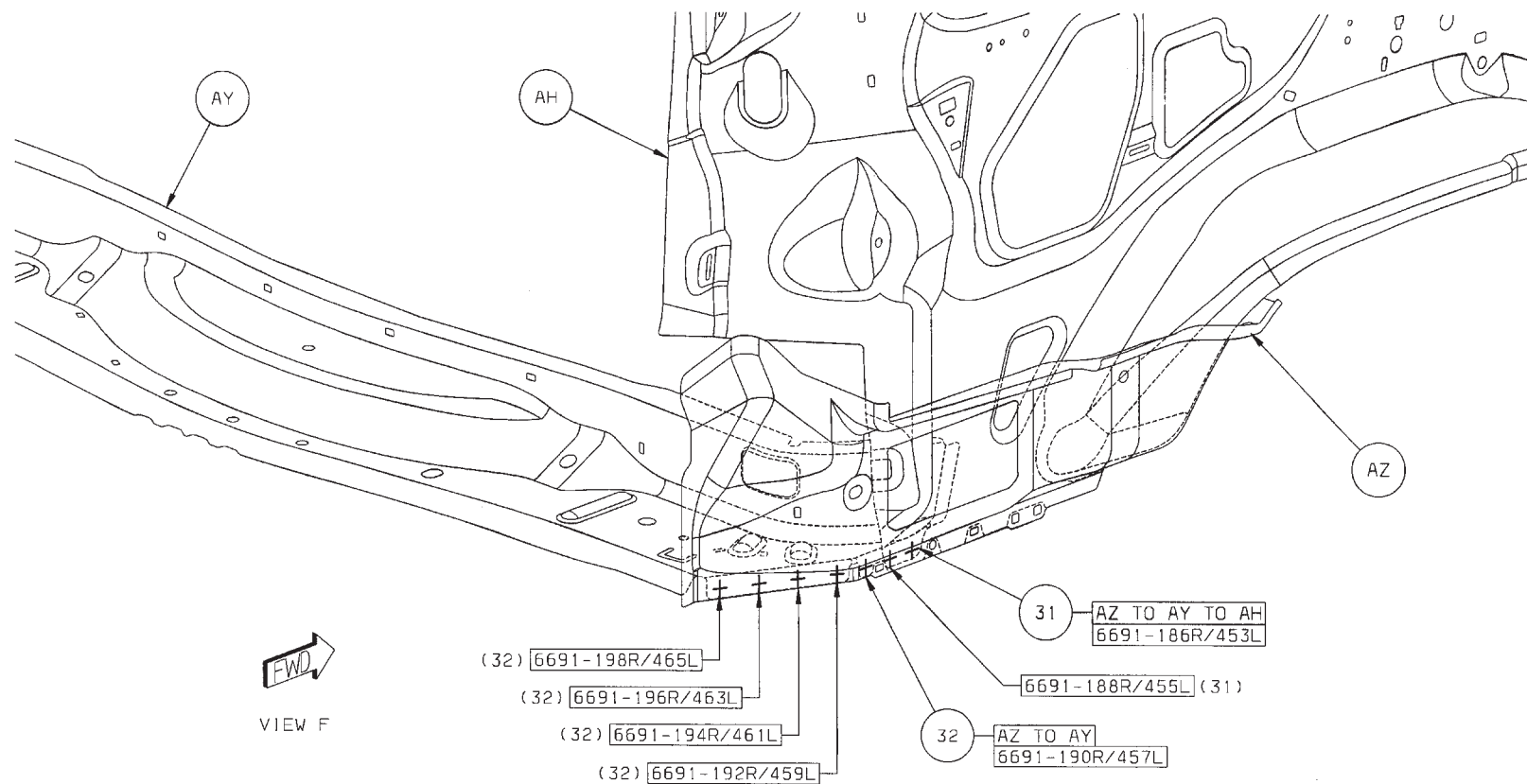
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- 27 AS TO AH 3/SD S/WELDS (ORD)
- 28 AY TO AH 3/SD S/WELDS (ORD)
- 29 AY TO AW 2/SD S/WELDS (ORD)
- 30 AX TO AW 2/SD S/WELD (ORD)



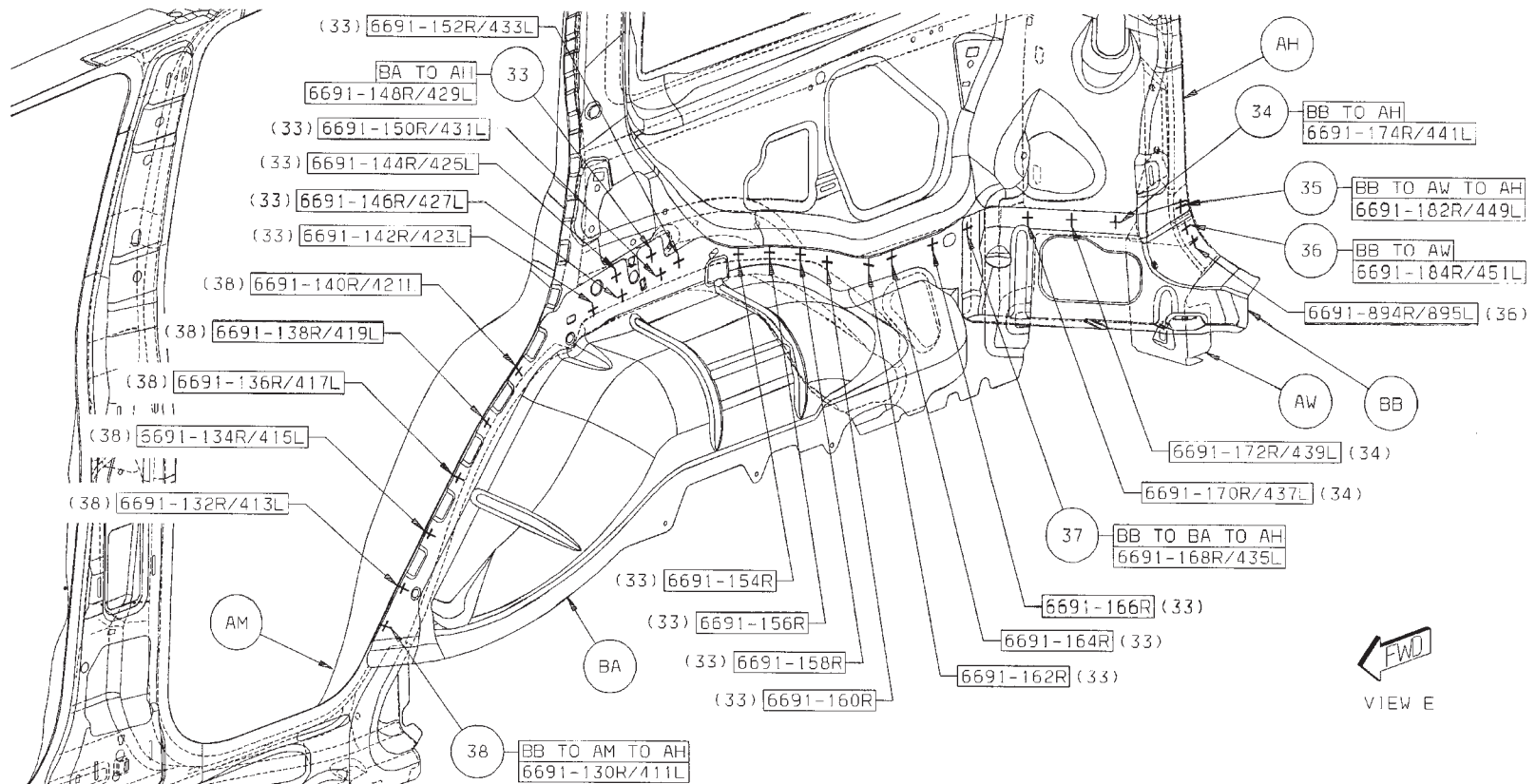
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- 31 AZ TO AY TO AH 2/SD S/WELDS (ORD)
- 32 AZ TO AY 5/SD S/WELDS (ORD)



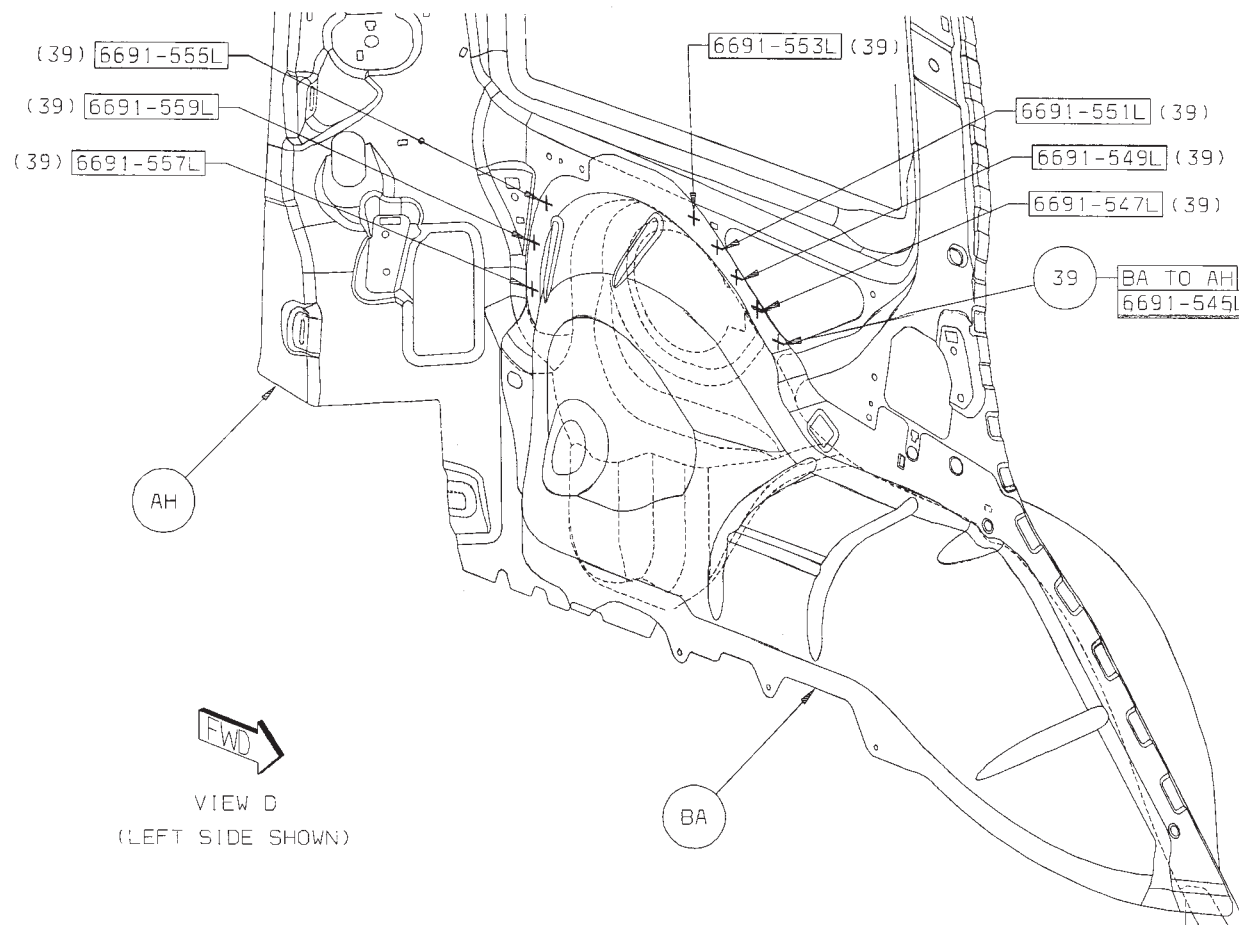
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- 33 BA TO AH 13R/6L S/WELDS (ORD)
- 34 BB TO AH 3/SD S/WELDS (ORD)
- 35 BB TO AW TO AH 1/SD S/WELD (ORD)
- 36 BB TO AW 2/SD S/WELD (ORD)
- 37 BB TO BA TO AH 1/SD S/WELD (ORD)
- 38 BB TO AM TO AH 6/SD S/WELDS (ORD)



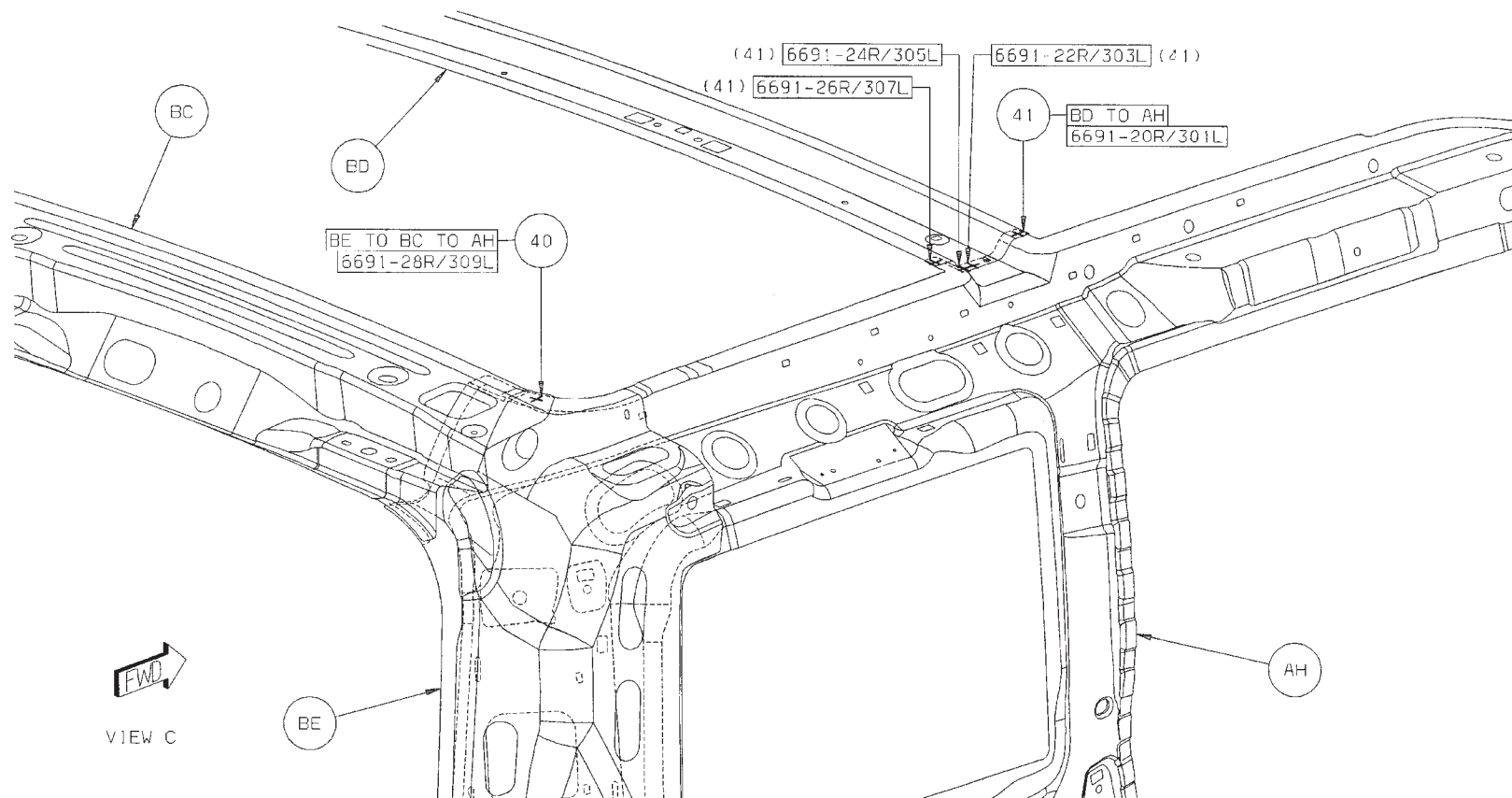
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39 BA TO AH 8L SWELDS (ORD)



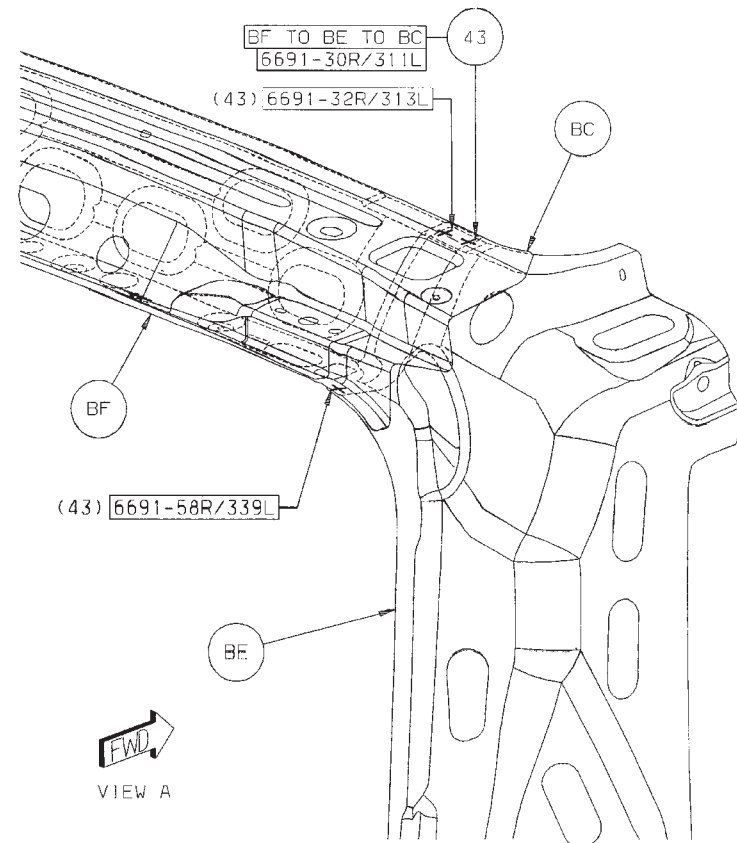
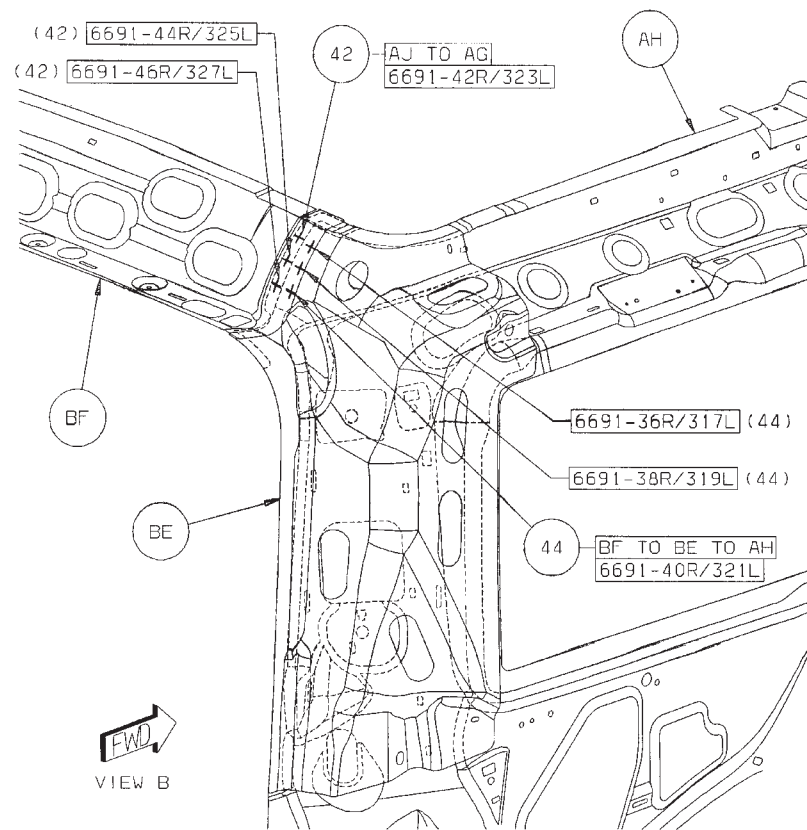
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- 40 BE TO BC TO AH 1/SD S/WELD (ORD)
- 41 BD TO AH 4/SD S/WELDS (ORD)



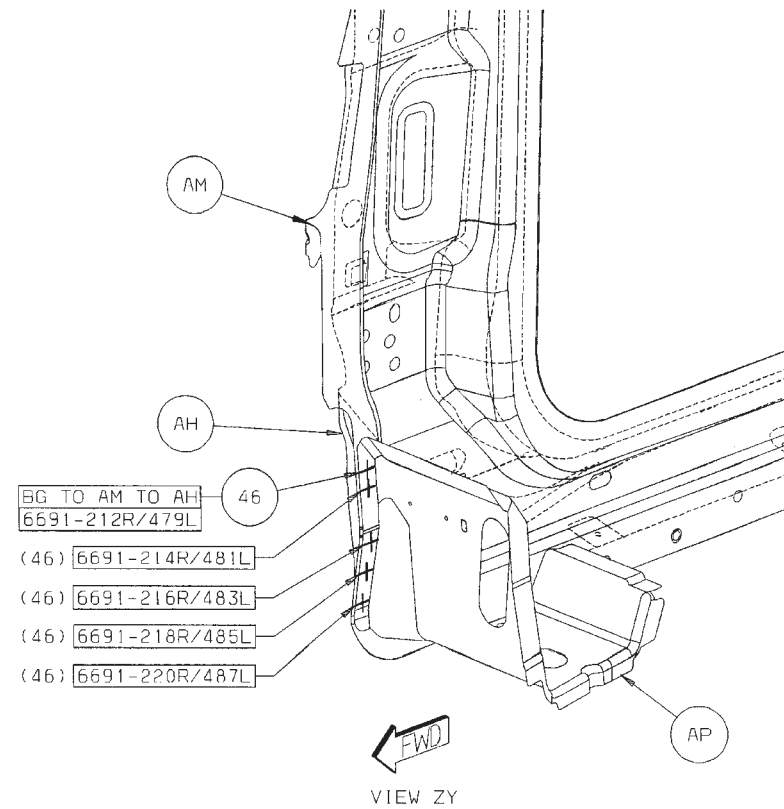
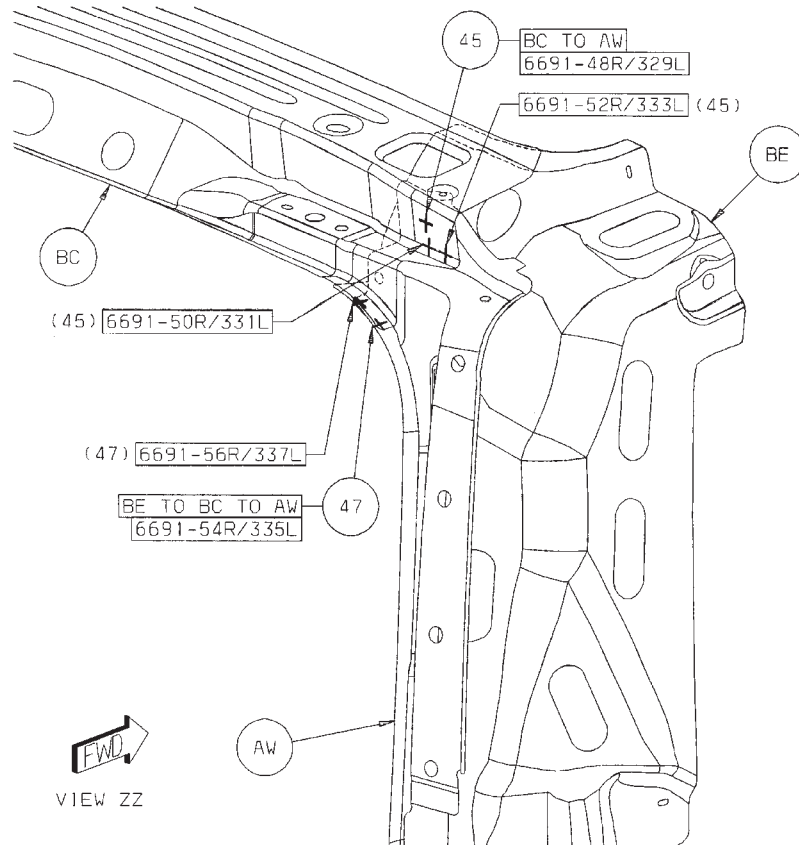
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- 42 AJ TO AG 3/SD S/WELDS (ORD)
- 43 BF TO BE TO BC 3/SD S/WELDS (ORD)
- 44 BF TO BE TO AH 3/SD S/WELDS (ORD)



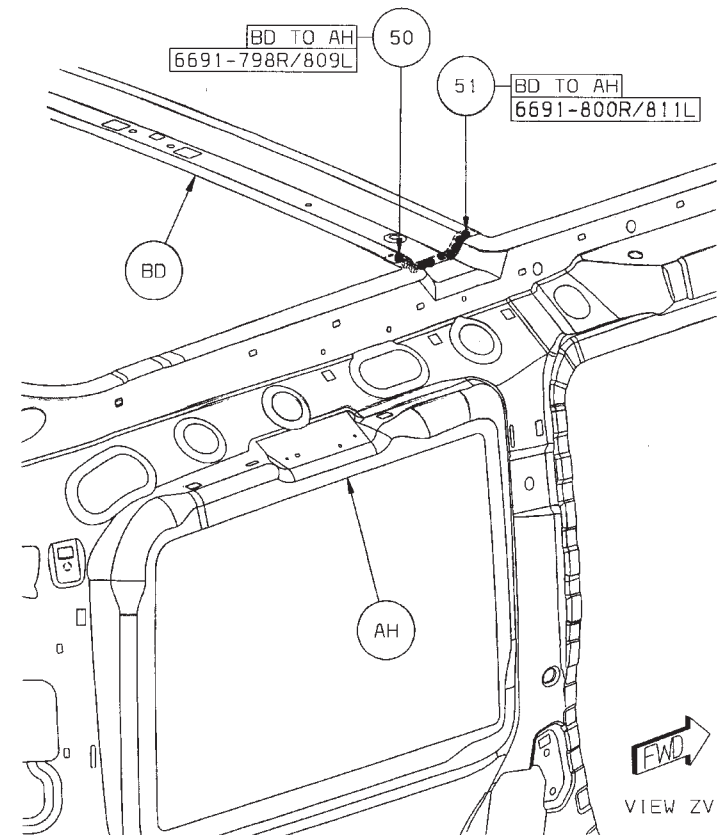
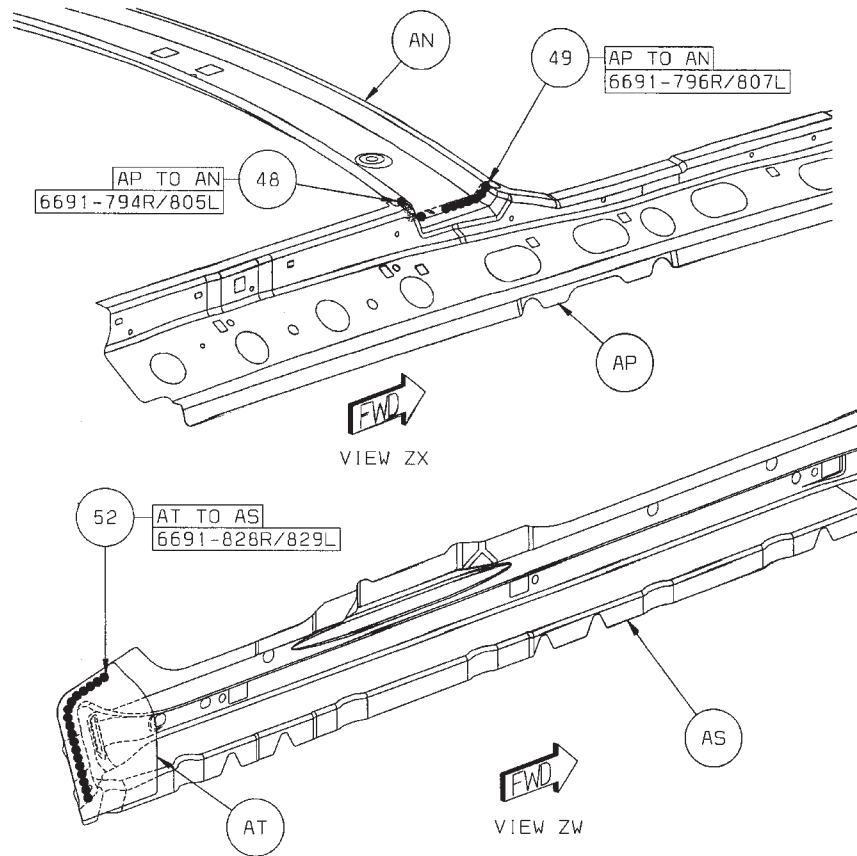
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- 45 BC TO AW 3/SD S/WELDS (ORD)
- 46 BG TO AM TO AH 5/SD S/WELDS (ORD)
- 47 BE TO BC TO AW 2/SD S/WELDS (ORD)



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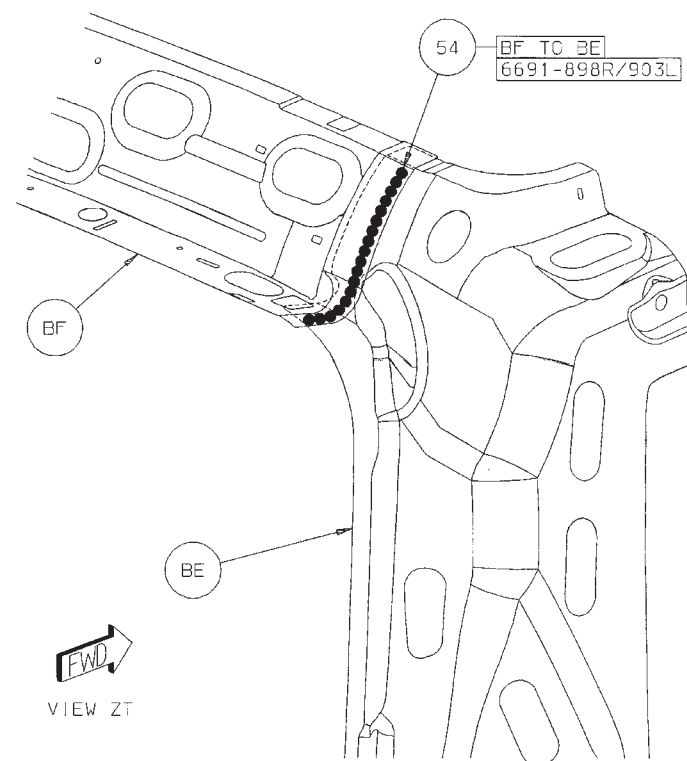
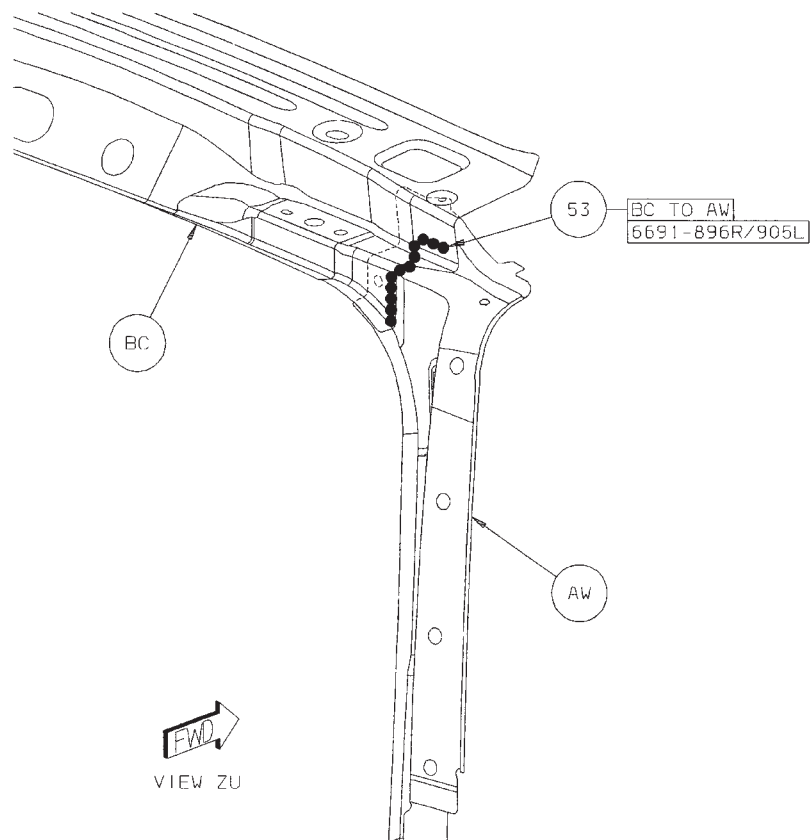
- 48 AP TO AN 1/SD STRUC ADH (ORD)
- 49 AP TO AN 1/SD STRUC ADH (ORD)
- 50 BD TO AH 1/SD STRUC ADH (ORD)
- 51 BD TO AH 1/SD STRUC ADH (ORD)
- 52 AT TO AS 1/SD STRUC ADH (ORD)



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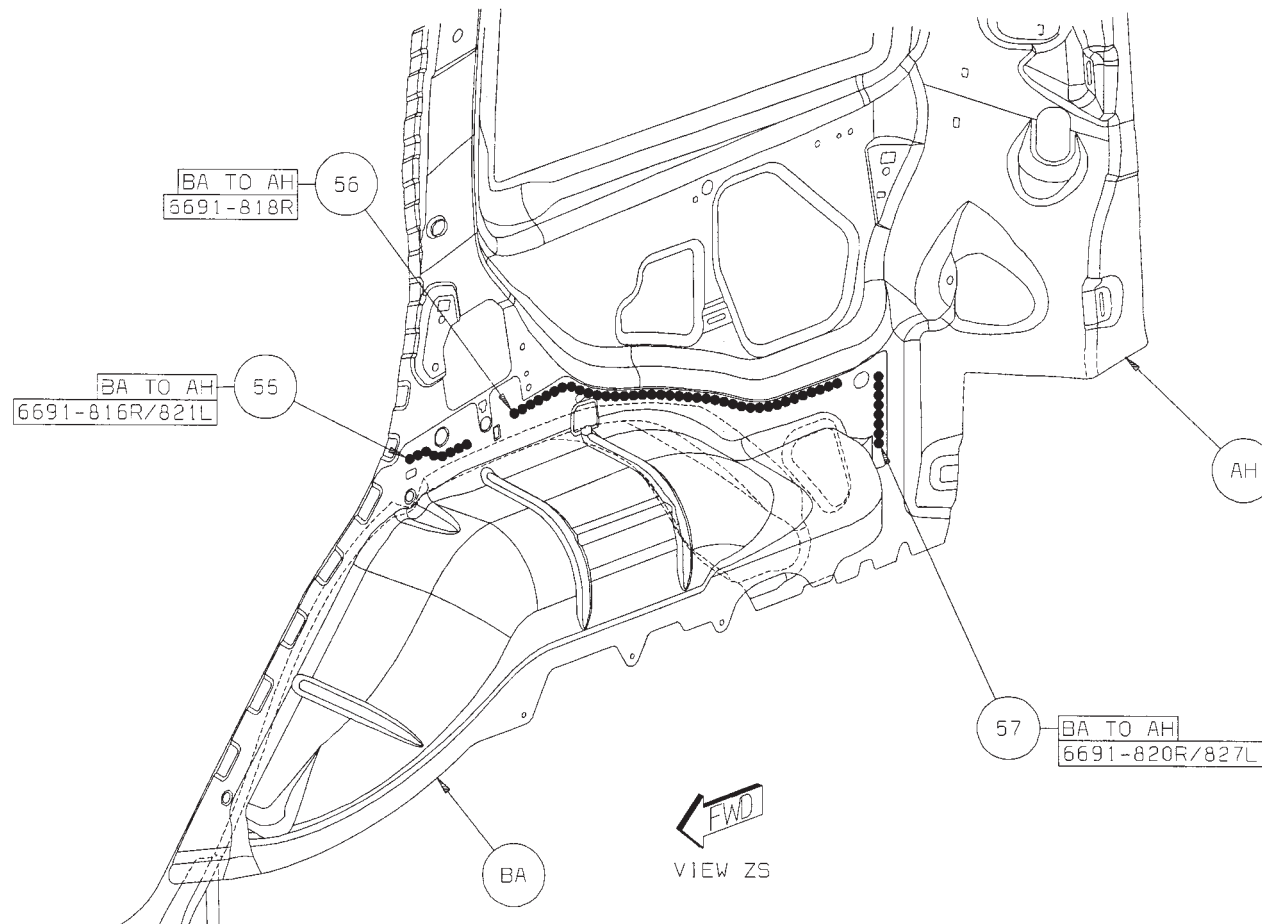
53 BC TO AW 1/SD STRUC ADH (ORD)

54 BF TO BE 1/SD STRUC ADH (ORD)



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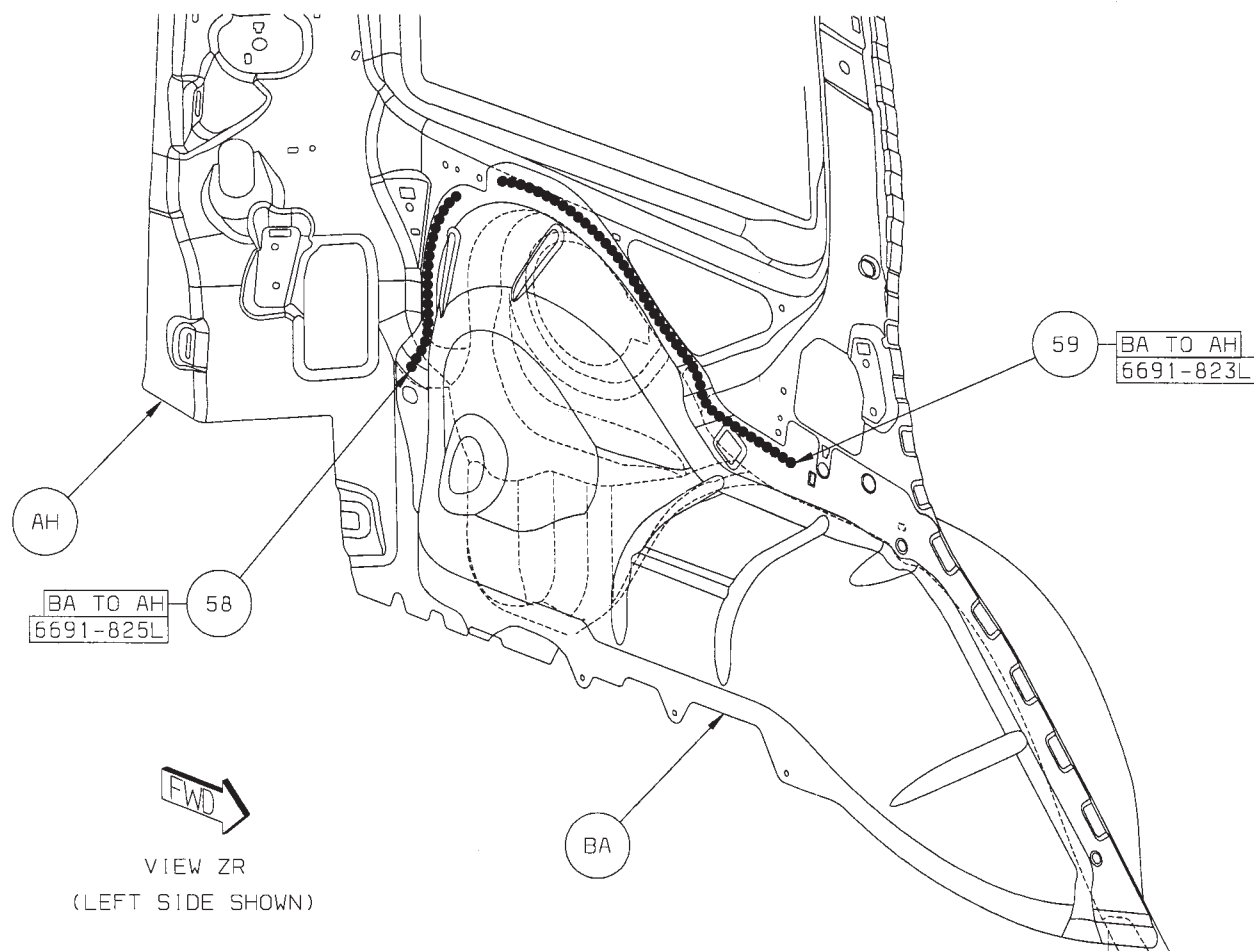
- 55 BA TO AH 1/SD STRUC ADH (ORD)
- 56 BA TO AH 1R STRUC ADH (ORD)
- 57 BA TO AH 1/SD STRUC ADH (ORD)



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58 BA TO AH 1L STRUC ADH (ORD)

59 BA TO AH 1L STRUC ADH (ORD)



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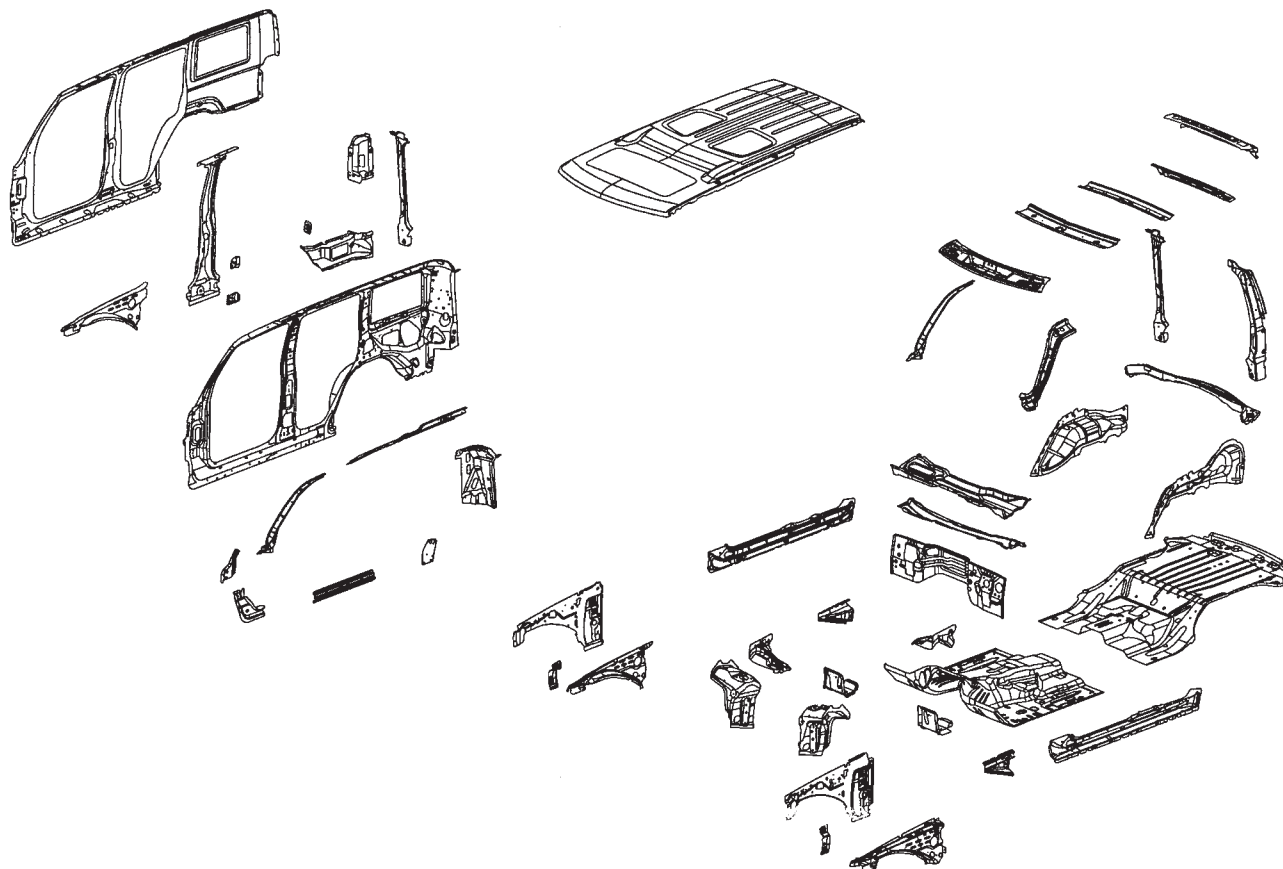
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COMMANDER BODY IN WHITE COMPLETE SECTION



AA PANEL - ROOF W/O SUNROOF -
 AB HEADER - LWR FRT -
 AC PANEL - BODY SIDE INR RT -
 AC PANEL - BODY SIDE INR LT -
 AD PANEL - ROOF W/SUNROOF -
 AE PANEL - BODY SIDE RT -
 AE PANEL - BODY SIDE LT -
 AF REINF - B-PILLAR RT -

AF REINF - B-PILLAR LT -
 AG HEADER - RR UPR -
 AH TROUGH - LIFTGATE OPENING RT -
 AH TROUGH - LIFTGATE OPENING LT -
 AJ HEADER - RR LWR -
 AK REINF - RR HEADER UPR AT LIFTGATE HINGE
 AK REINF - RR HEADER UPR AT LIFTGATE HINGE
 AL EXTENSION - BODY SIDE OTR RT -

AL EXTENSION - BODY SIDE OTR LT -
 AM CROSSMEMBER - RR OTR -
 AM CROSSMEMBER - RR INR -
 AP BULKHEAD - RT -
 AP BULKHEAD - LT -
 AR GUSSET - D-PILLAR LWR TO FLOOR RT -
 AR GUSSET - D-PILLAR LWR TO FLOOR LT -
 AS PAN - FLOOR RR -

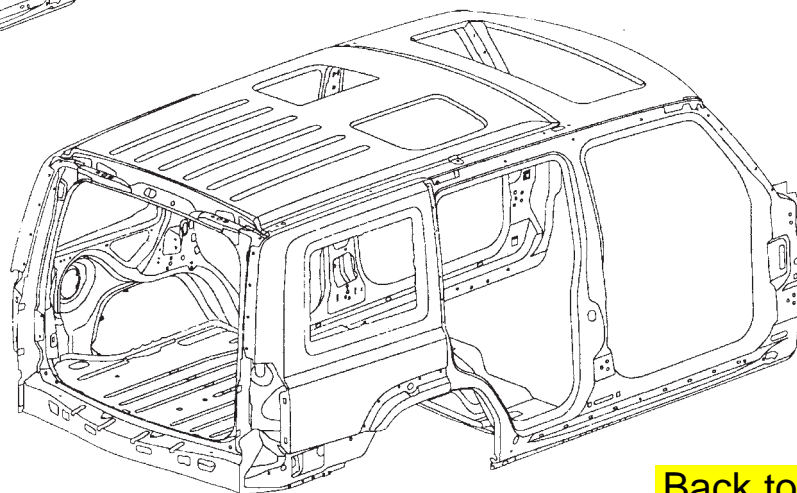
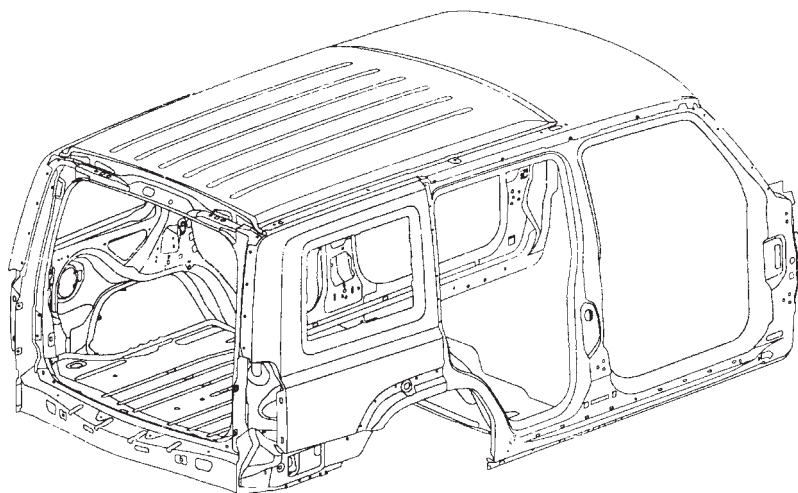
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PARTS IDENTIFICATION LEGEND, OVERVIEW 25

AA PANEL - ROOF W/O SUNROOF -
 AB HEADER - LWR FRT -
 AC PANEL - BODY SIDE INR RT -
 AC PANEL - BODY SIDE INR LT -
 AD PANEL - ROOF W/SUNROOF -
 AE PANEL - BODY SIDE RT -
 AE PANEL - BODY SIDE LT -
 AF REINF - B-PILLAR RT -

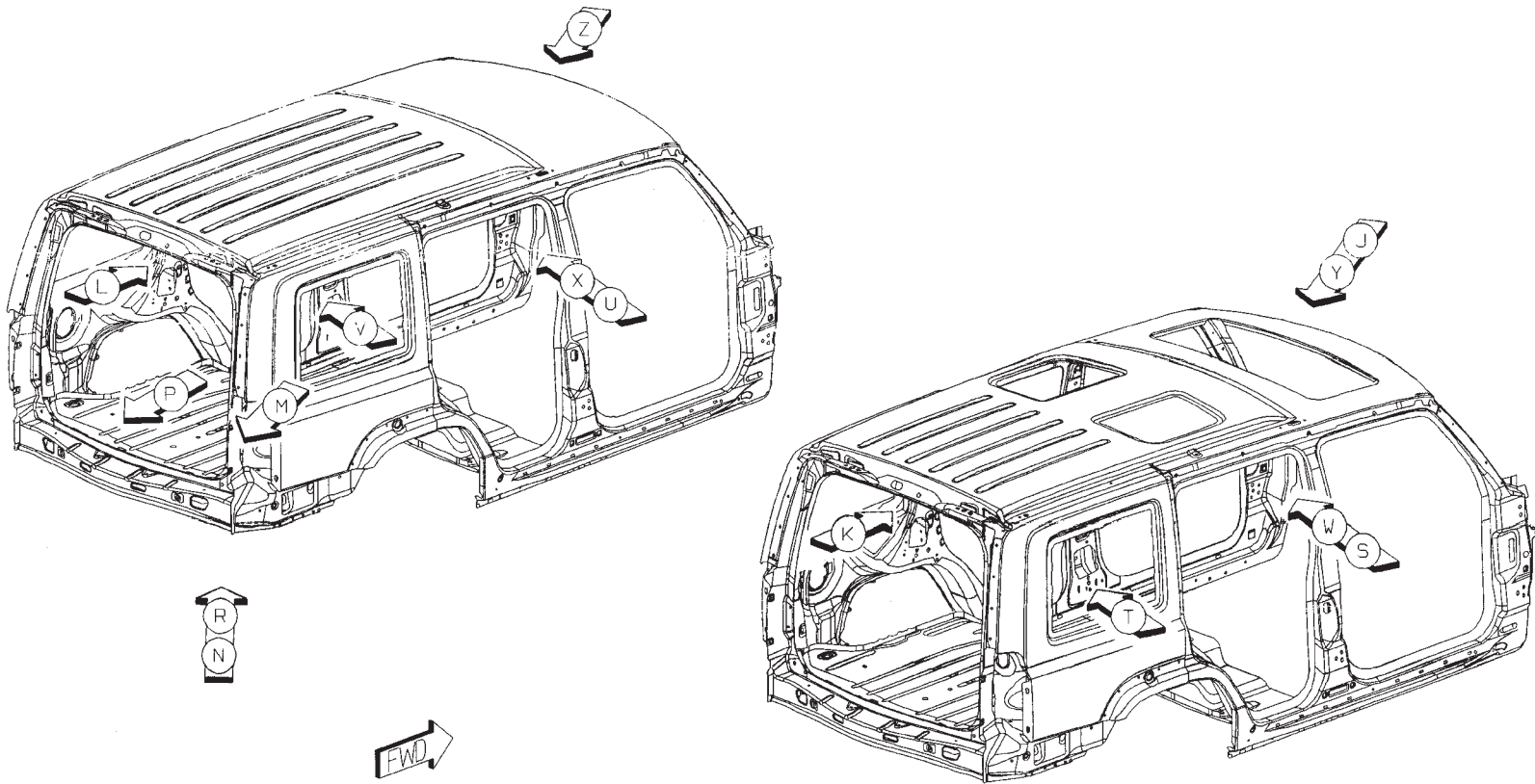
AF REINF - B-PILLAR LT -
 AG HEADER - RR UPR -
 AH TROUGH - LIFTGATE OPENING RT -
 AH TROUGH - LIFTGATE OPENING LT -
 AJ HEADER - RR LWR -
 AK REINF - RR HEADER UPR AT LIFTGATE HINGE
 AK REINF - RR HEADER UPR AT LIFTGATE HINGE
 AL EXTENSION - BODY SIDE OTR RT -

AL EXTENSION - BODY SIDE OTR LT -
 AM CROSSMEMBER - RR OTR -
 AM CROSSMEMBER - RR INR -
 AP BULKHEAD - RT -
 AP BULKHEAD - LT -
 AR GUSSET - D-PILLAR LWR TO FLOOR RT -
 AR GUSSET - D-PILLAR LWR TO FLOOR LT -
 AS PAN - FLOOR RR -



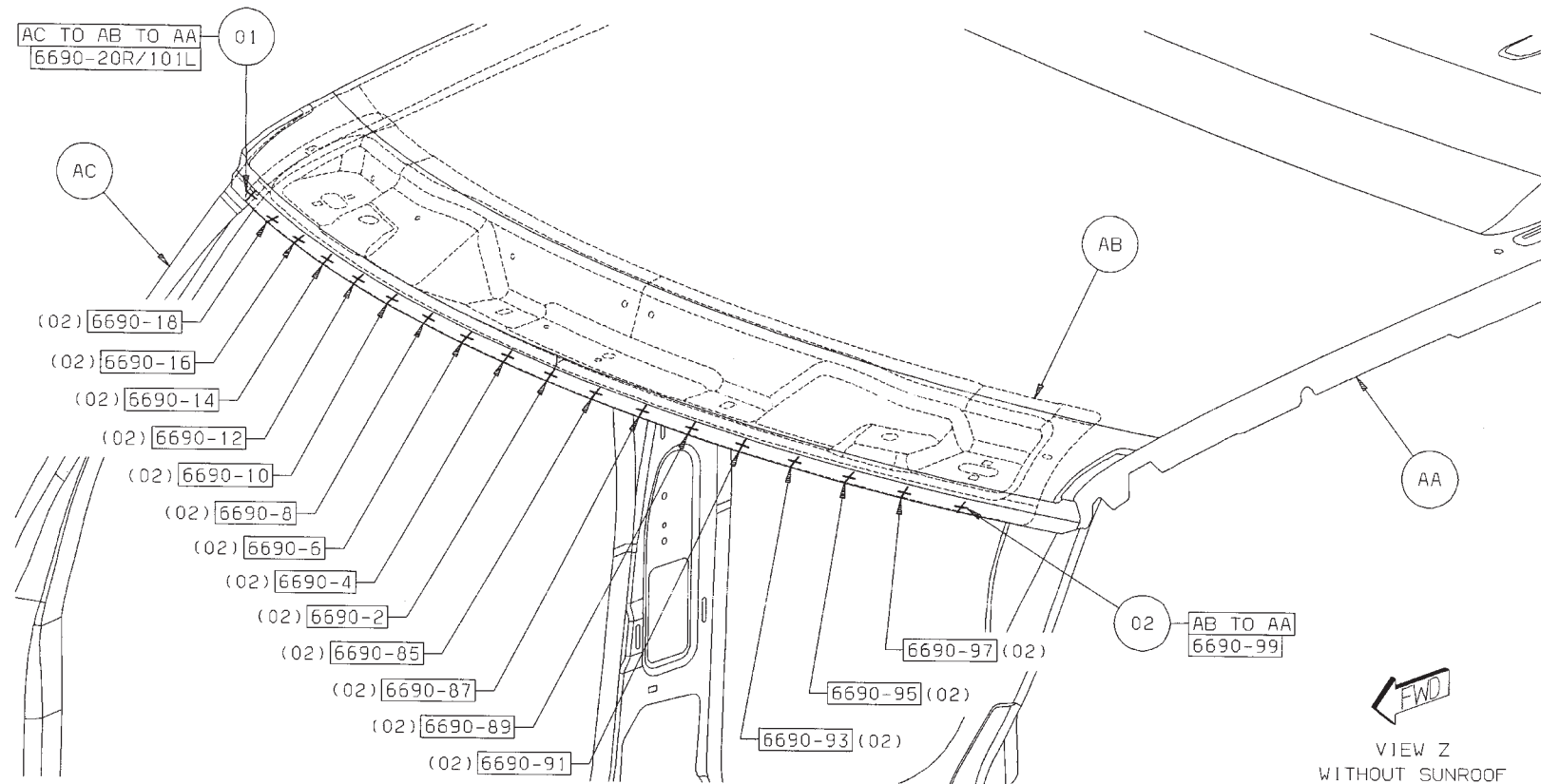
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WELD LAYOUT LOCATION GUIDE



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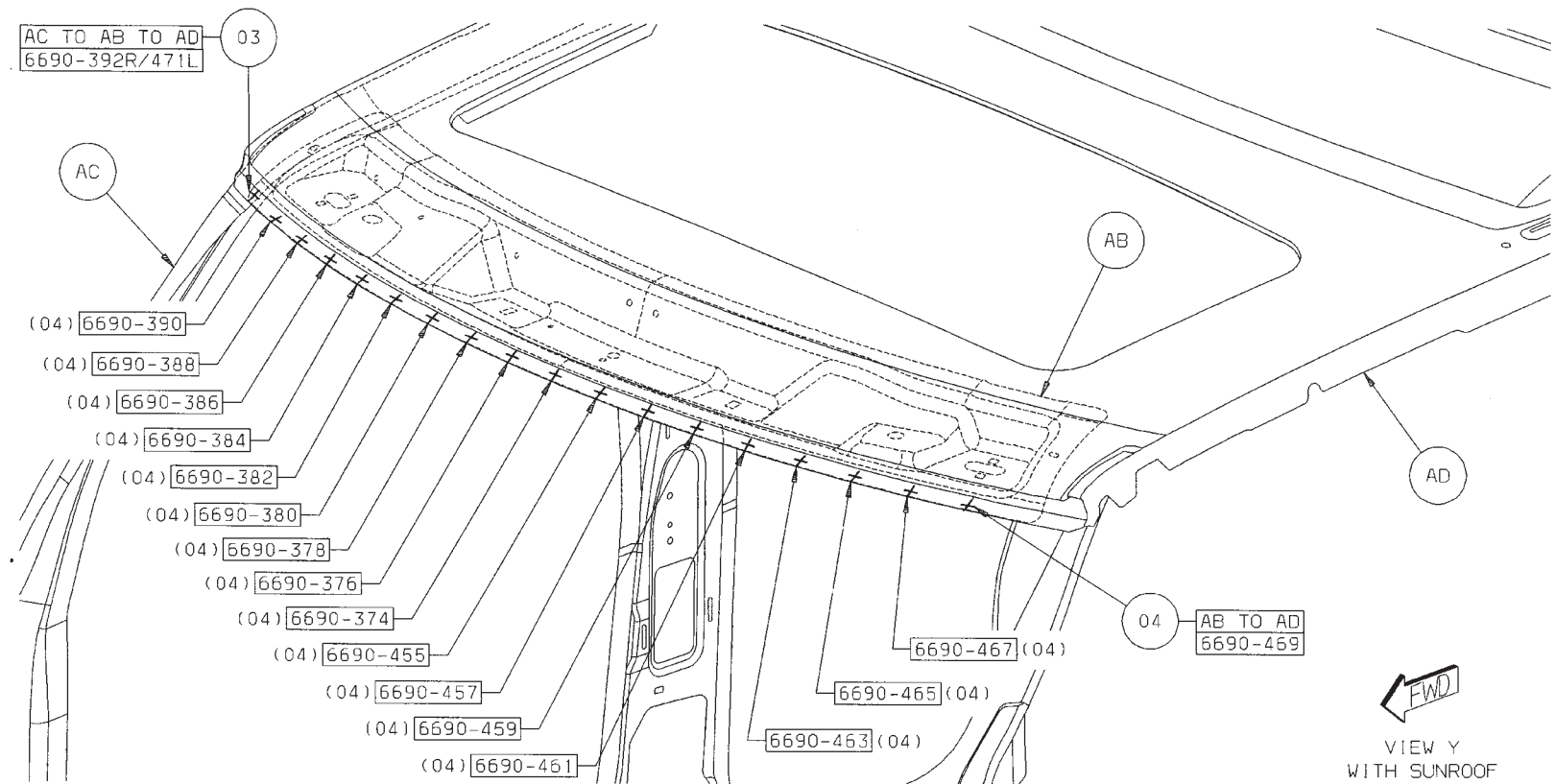
- 01 AC TO AB TO AA 1/SD S/WELD (ORD)
02 AB TO AA 17 S/WELDS (ORD)



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03 AC TO AB TO AD 1/SD S/WELD (ORD)

04 AB TO AD 17 S/WELDS (ORD)



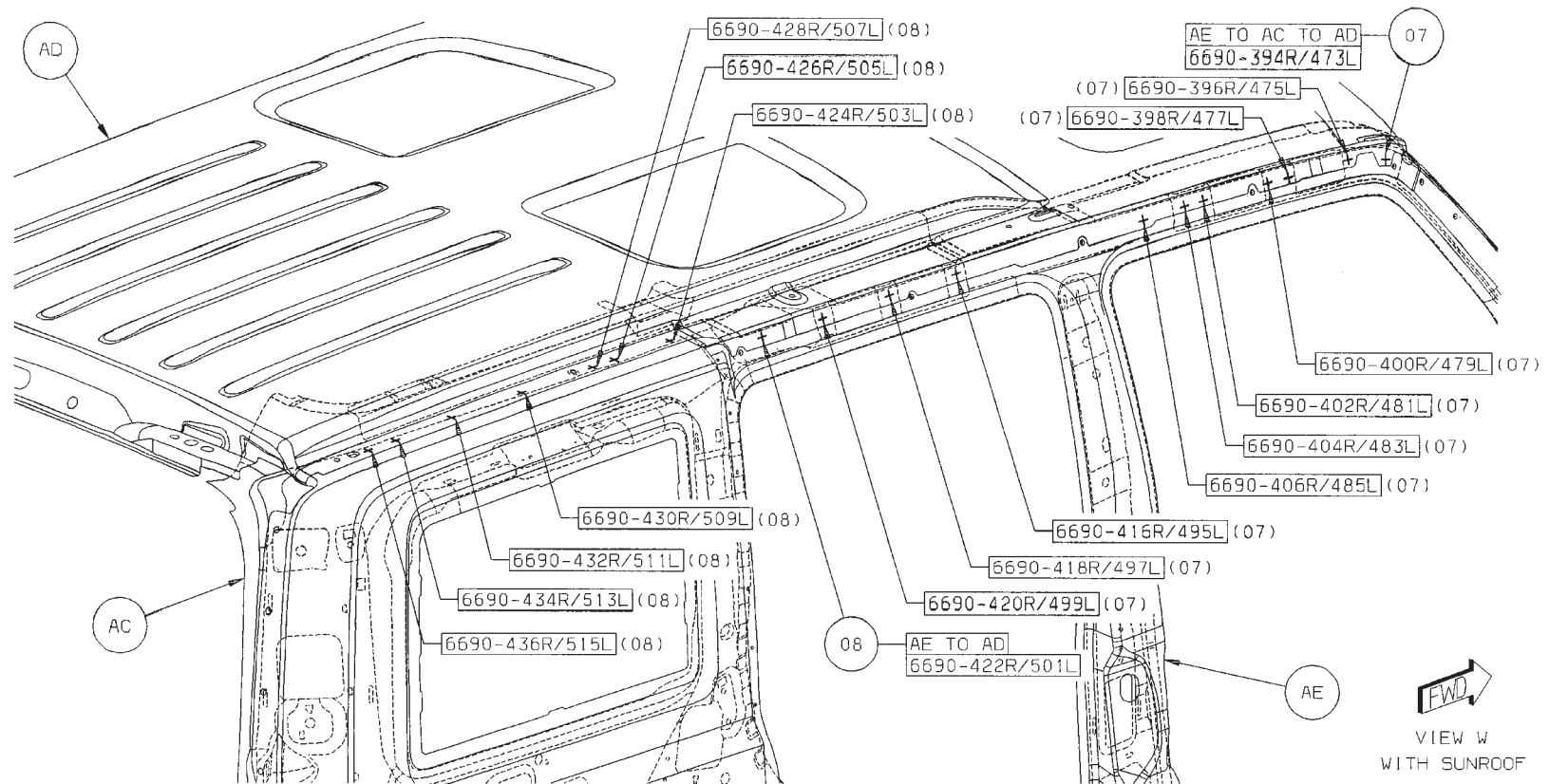
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06 AE TO AA 8/SD S/WELDS (ORD)



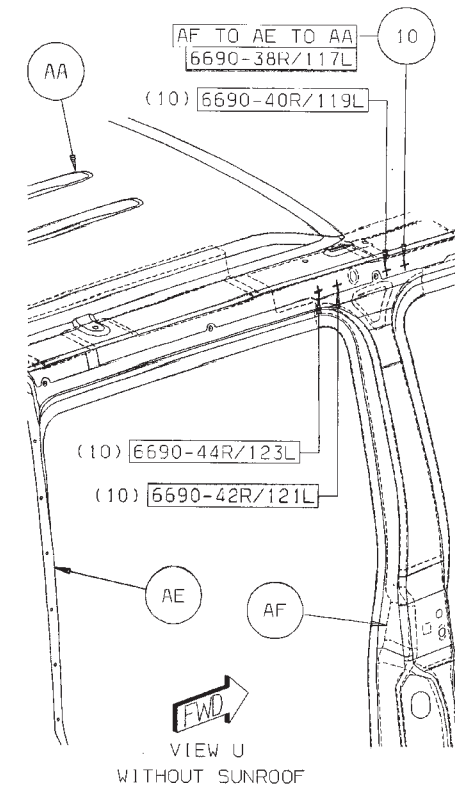
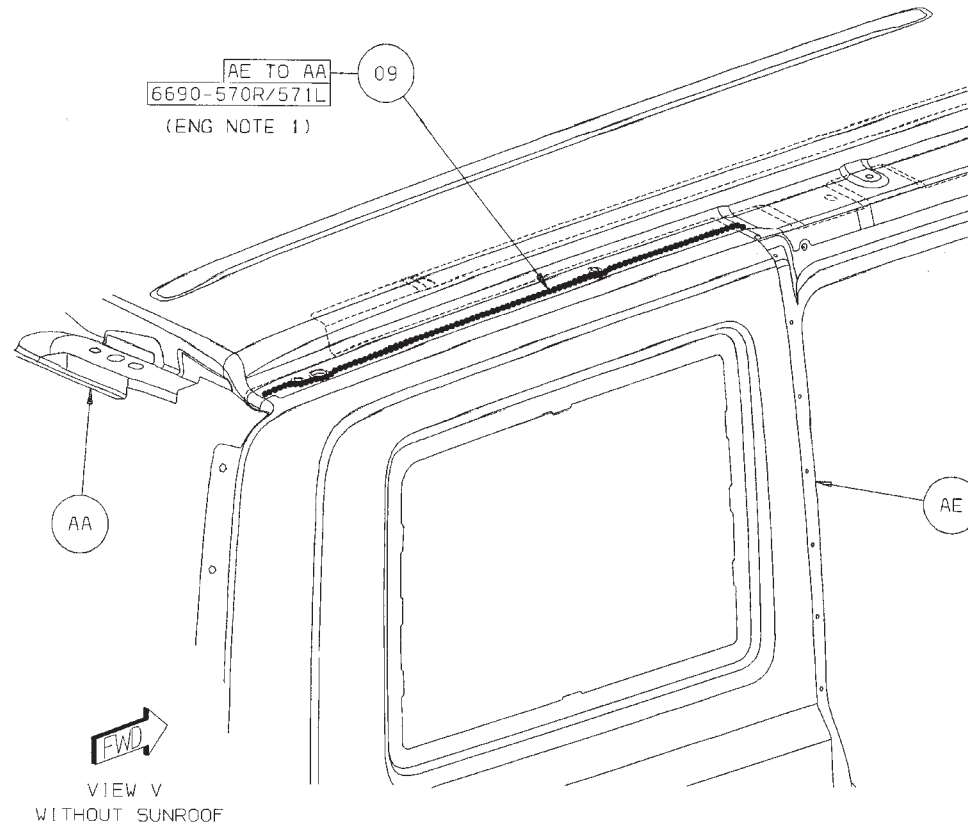
07 AE TO AC TO AD 10/SD S/WELDS (ORD)

08 AE TO AD 8/SD S/WELDS (ORD)



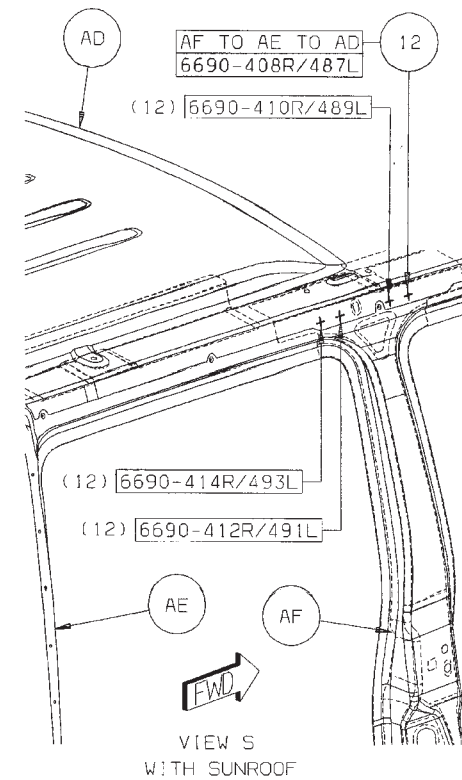
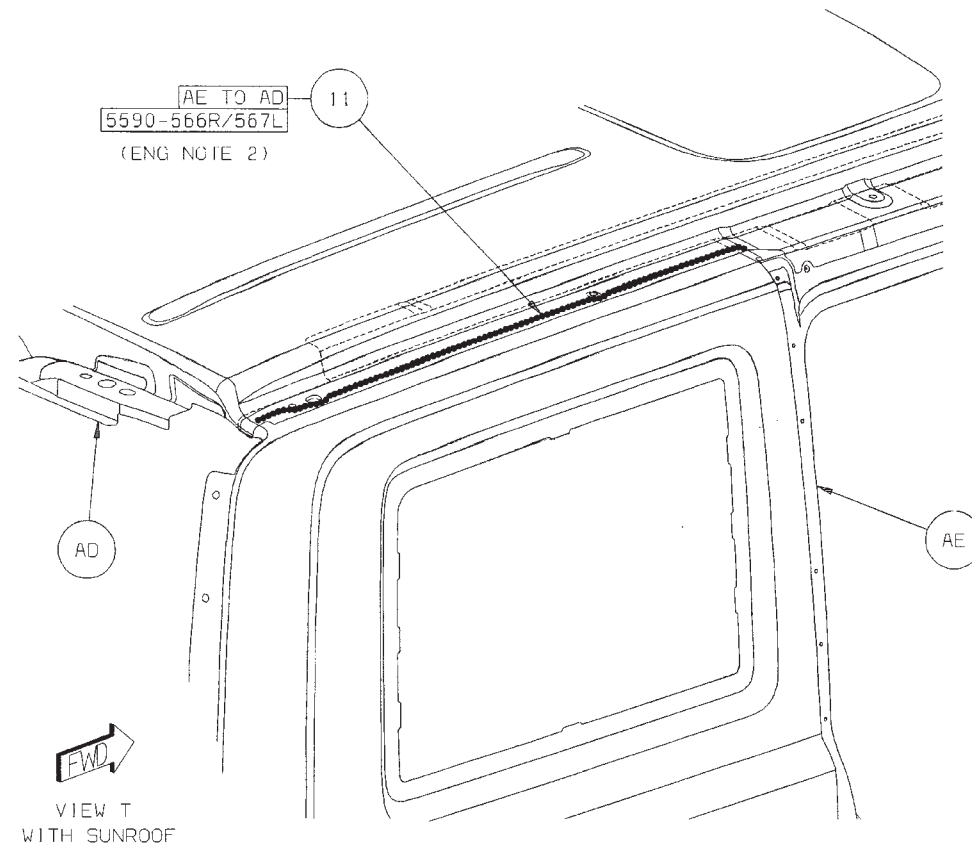
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- 09 AE TO AA 1 STRUC ADH (ORD)
 10 AF TO AE TO AA 4/SD S/WELDS (ORD)



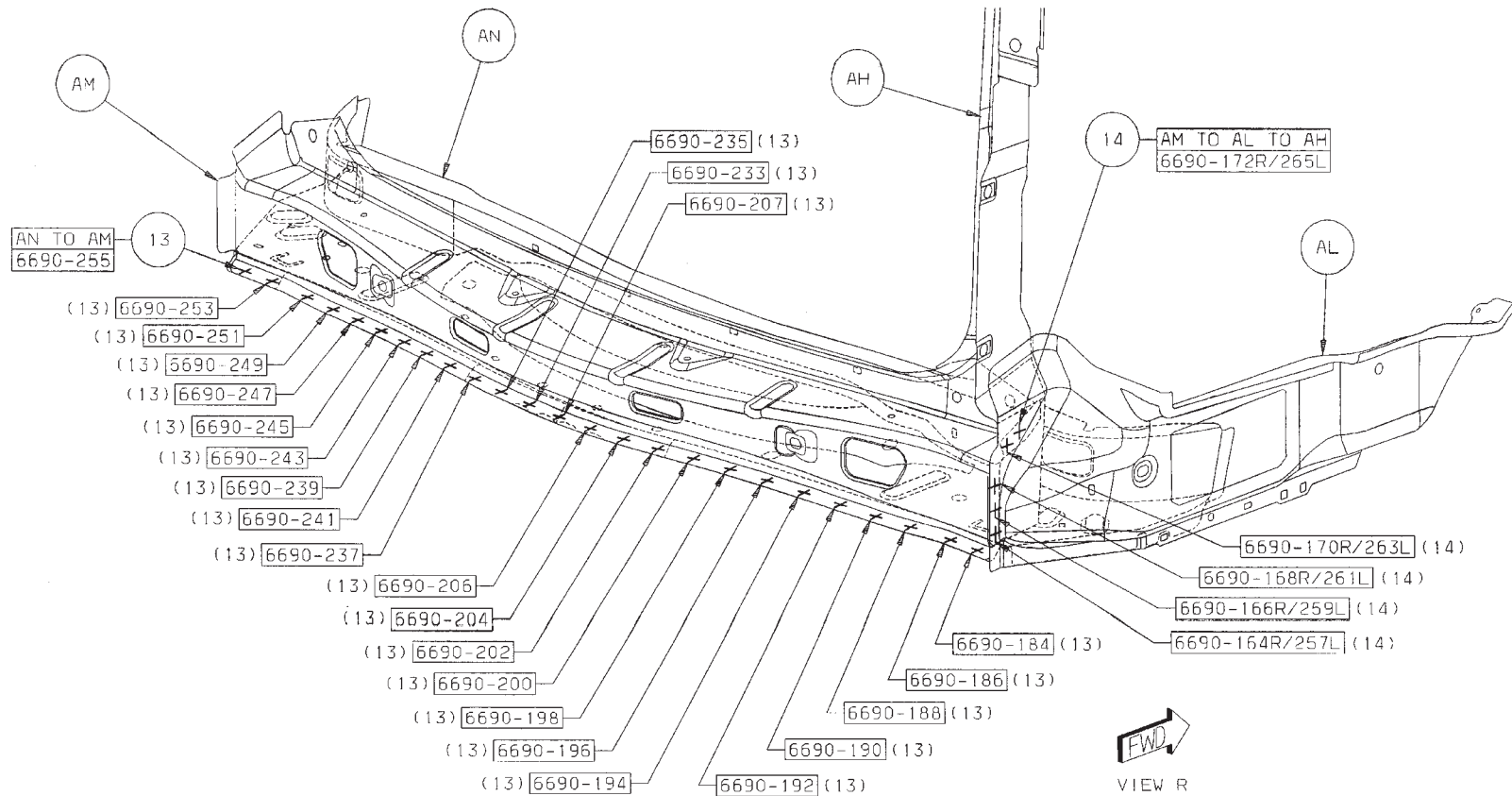
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- 11 AE TO AD 1 STRUC ADH (ORD)
- 12 AF TO AE TO AD 4/SD S/WELDS (ORD)



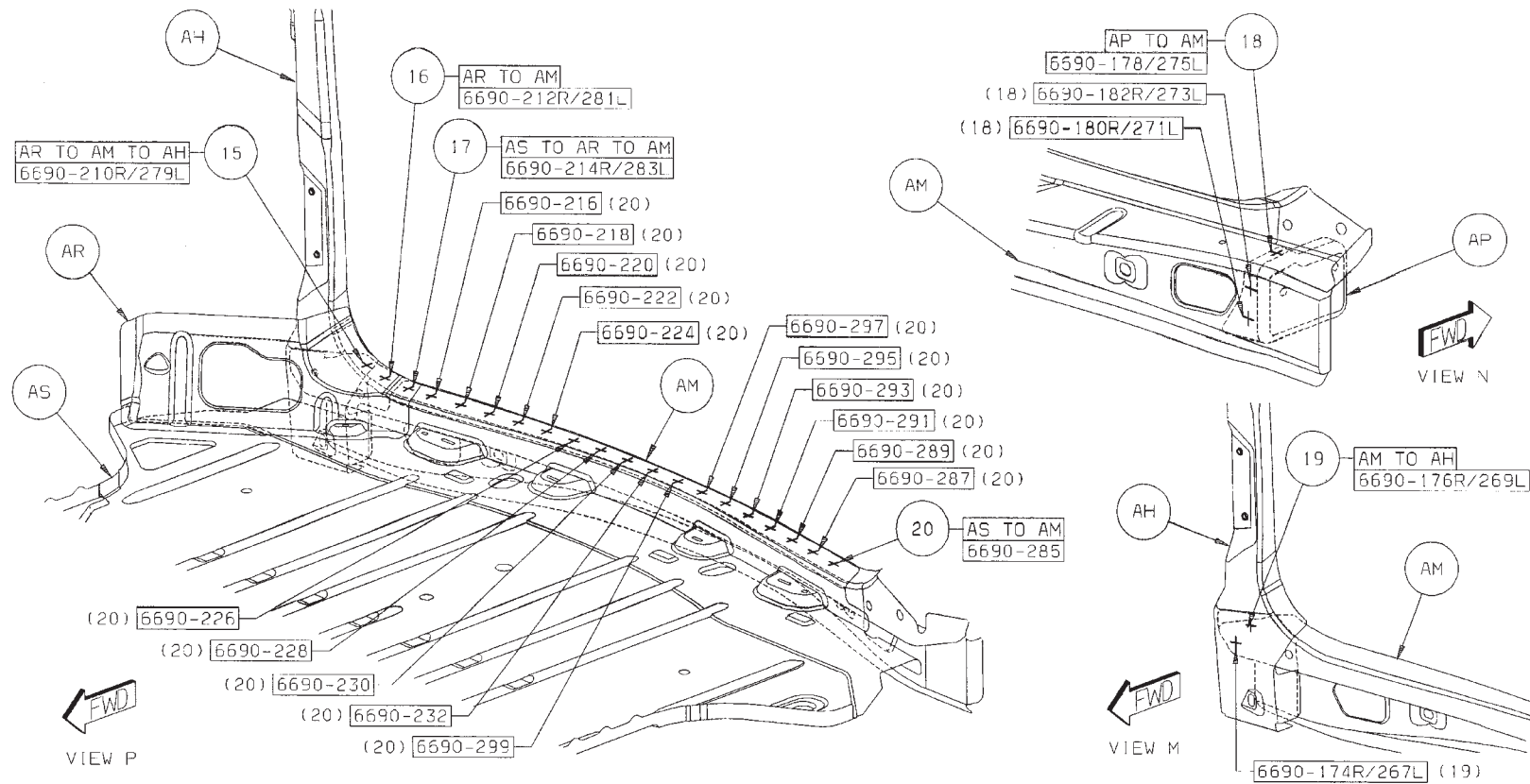
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- 13 AN TO AM 25/SD S/WELDS (ORD)
 14 AM TO AL TO AH 5/SD S/WELDS (ORD)



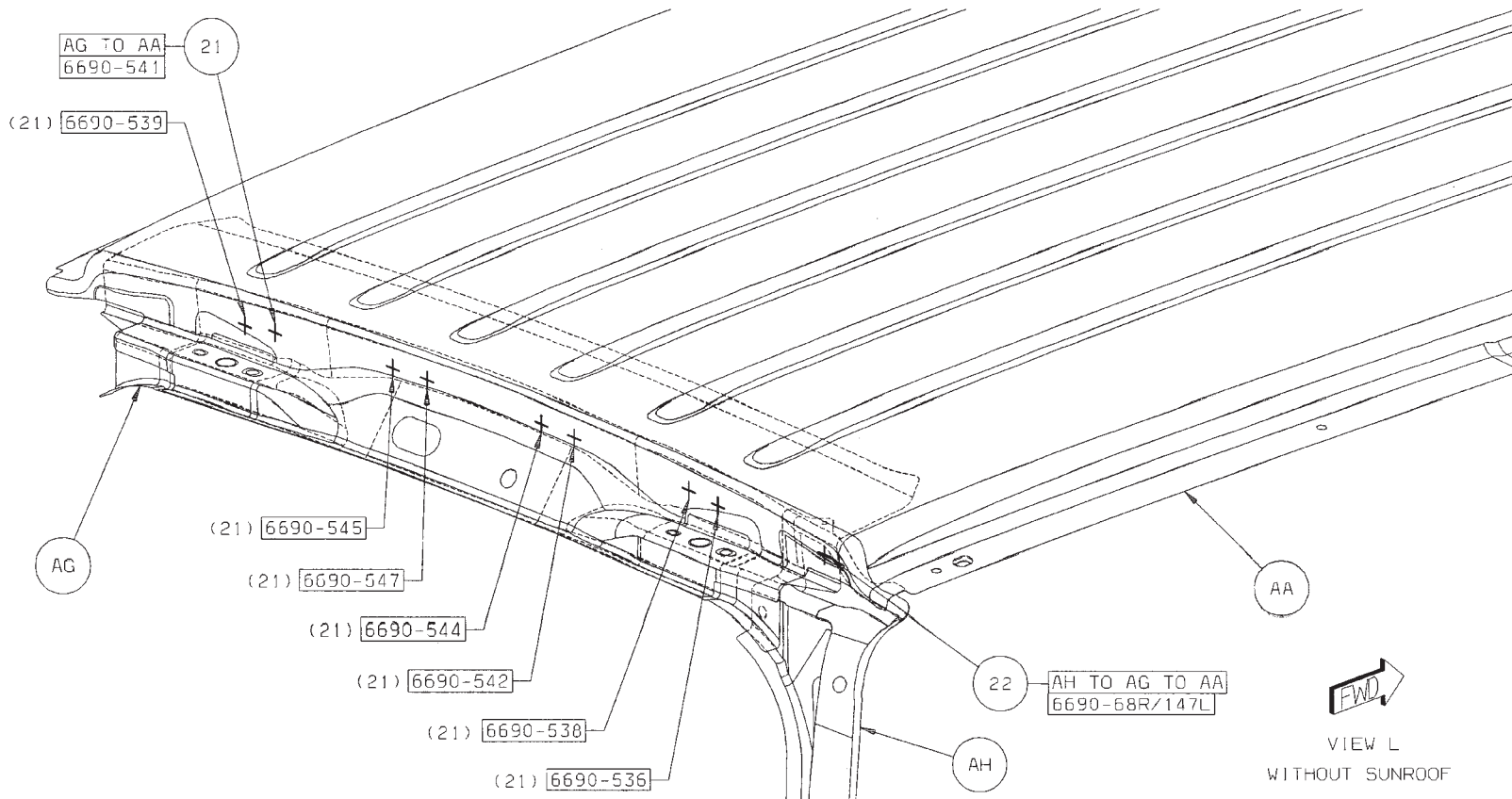
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- 15 AR TO AM TO AH 1/SD S/WELDS (ORD)
- 16 AR TO AM 1/SD S/WELD (ORD)
- 17 AS TO AR TO AM 1/SD S/WELD (ORD)
- 18 AP TP AM 3/SD S/WELDS (ORD)
- 19 AM TO AH 2/SD S/WELDS (ORD)
- 20 AS TO AM 17 S/WELDS (ORD)



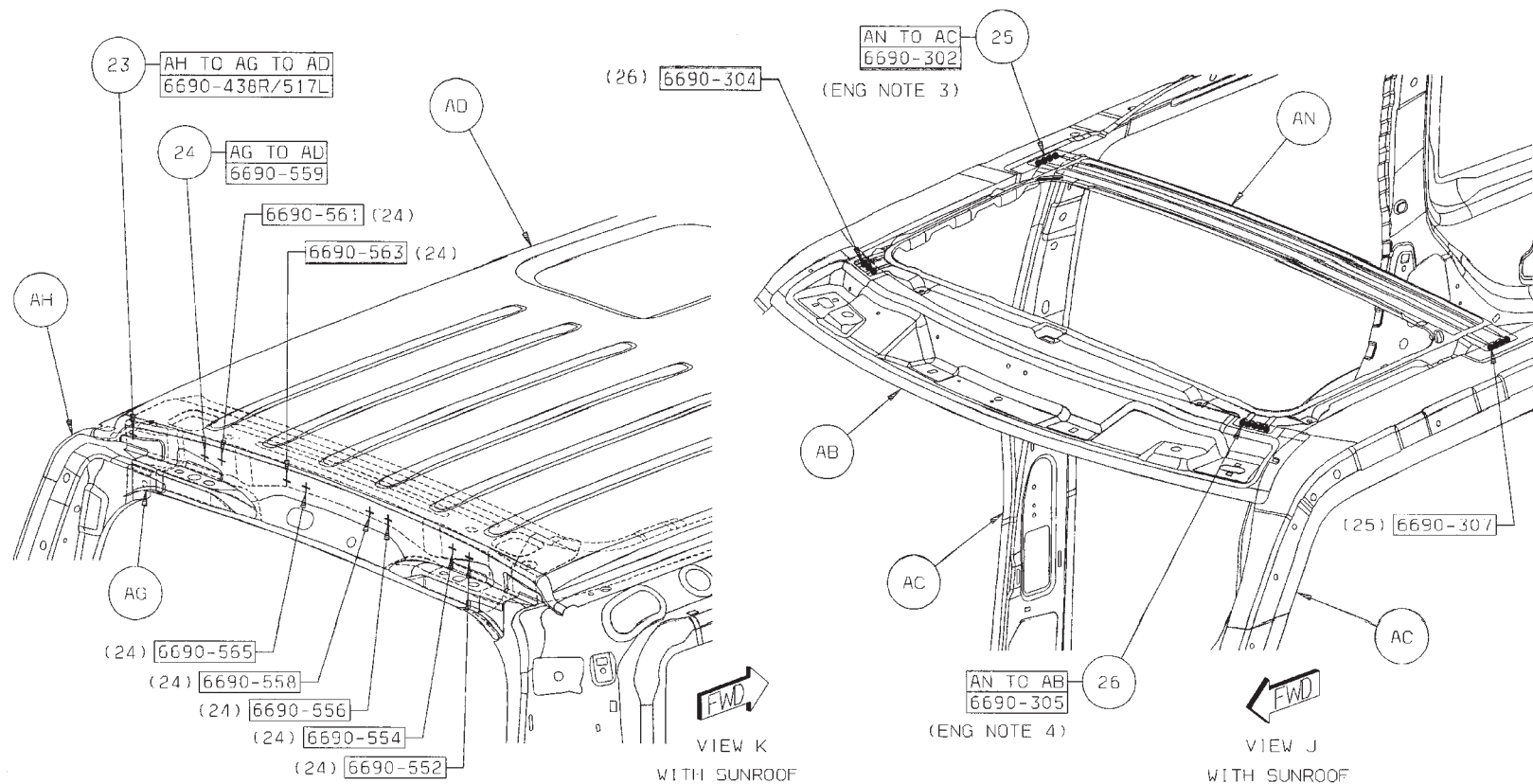
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- 21 AG TO AA 1 STRUC ADH (ORD)
22 AH TO AG TO AA 1/SD S/WELD (ORD)



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- 23 AH TO AG TO AD 1/SD S/WELD (ORD)
- 24 AG TO AD 8/SD S/WELDS (ORD)
- 25 AN TO AC 2 STRUC ADH (ORD)
- 26 AN TO AB 2 STRUC ADH (ORD)



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teamPSE FACILITY PLANNING SERVICES

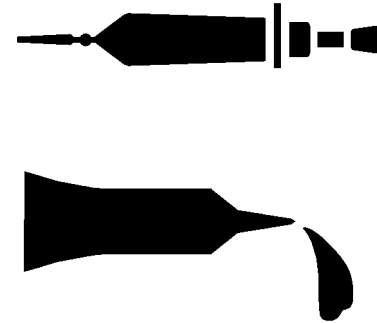
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teamPSE eStore on DealerCONNECT (located under the eStoreMarketCenter tab)

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Sealer/Sound Deadener/ Structural Adhesive/ Foam Locations Jeep Commander



This section shows the different locations for Sealers, Sound Deadeners and Structural Adhesives and has been prepared for use by all body technicians involved in the repair of Jeep Commander.

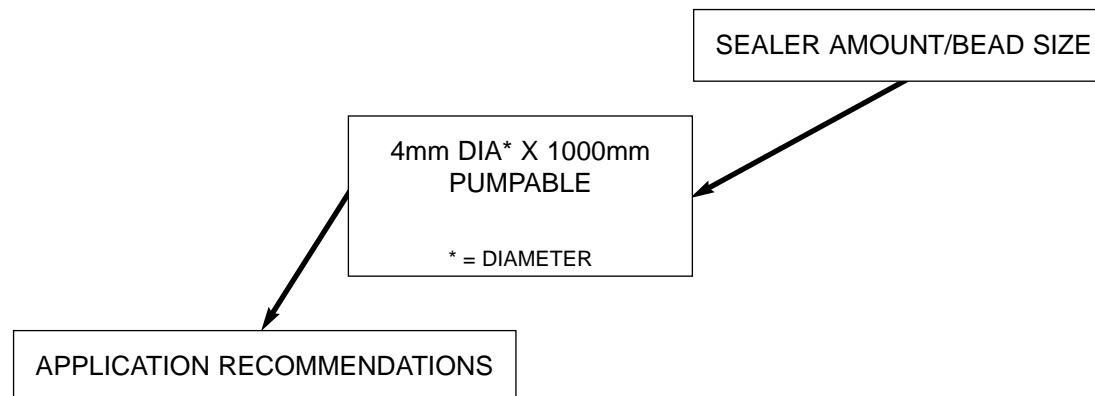
Body/Paint Sealer Locations
Structural Adhesive Locations
NVH/Structural Foam Locations
Sound Deadener Locations

DaimlerChrysler Motors Corporation reserves the right to make improvements in design or to change specifications to these vehicles without incurring any obligation upon itself.

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



SEALER INFORMATION



ALL REPAIRS WHERE PANELS WERE REPLACED HAVE VOIDS THAT MUST BE FILLED WITH SEALANT. SEALANT SHOULD BE APPLIED TO ALL SKIPS, PIN HOLES, IN SEALERS AND WELD BURN THROUGH HOLES ON THE INTERIOR AND EXTERIOR OF TH VEHICLE THAT WOULD PERMIT LEAKAGE OF WATER, AIR OR EXHAUST FUMES. TYPICAL AREAS OF THE EXTERIOR THAT MUST BE SEALED ARE LISTED IN THIS SECTION. AREAS OF THE INTERIOR THAT MUST BE SEALED ARE FLOOR PANS, WHEELHOUSES, DASH PANEL, AND COWL SIDES.

SEALER LEGEND

-  THUMBGRADE SEALER
-  PUMPABLE SEALER
-  HIDDEN SEALER

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BODY SEALER LOCATIONS

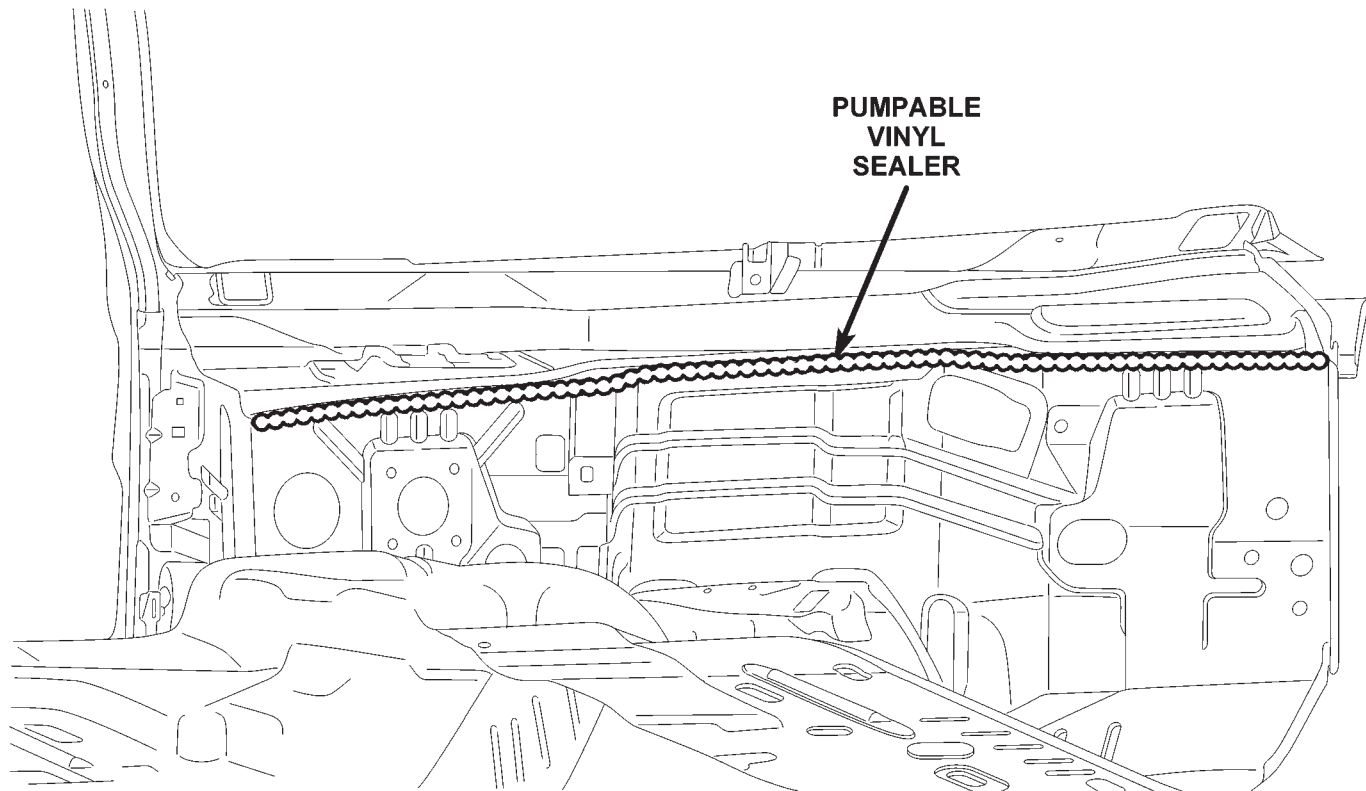
DESCRIPTION	FIGURE
DASH PANEL/LOWER PLENUM	1
DASH PANEL/FRONT FLOOR PAN	2
COWL SIDE/LOWER PLENUM (UNDERSIDE)	3
STEERING COLUMN	4
COWL SIDE/DASH PANEL AND SILL	5
COWL TOP A-PILLAR REINFORCEMENT	6
FRONT FLOOR PAN/REAR FLOOR PAN	7
FLOOR PAN/SILL AND PARKING BRAKE	8
FLOOR PAN/B-PILLAR	9
REAR FLOOR PAN/REAR WHEELHOUSE	10
REAR WHEELHOUSE (UNDERSIDE)	11
D-PILLAR GUSSET	12
ROOF/BODY SIDE WINDSHIELD HEADER	13
REAR ROOF/BODY SIDE APERTURE	14
D-PILLAR/REAR HEADER	15
TAIL LAMP CAN/BODY SIDE EXTENSION	16

Preferred Mopar Product:

- Paintable Seam Sealer – Part No. 04318026

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BODY SEALER LOCATIONS



8164b932

Figure 1. DASH PANEL/LOWER PLENUM

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BODY SEALER LOCATIONS

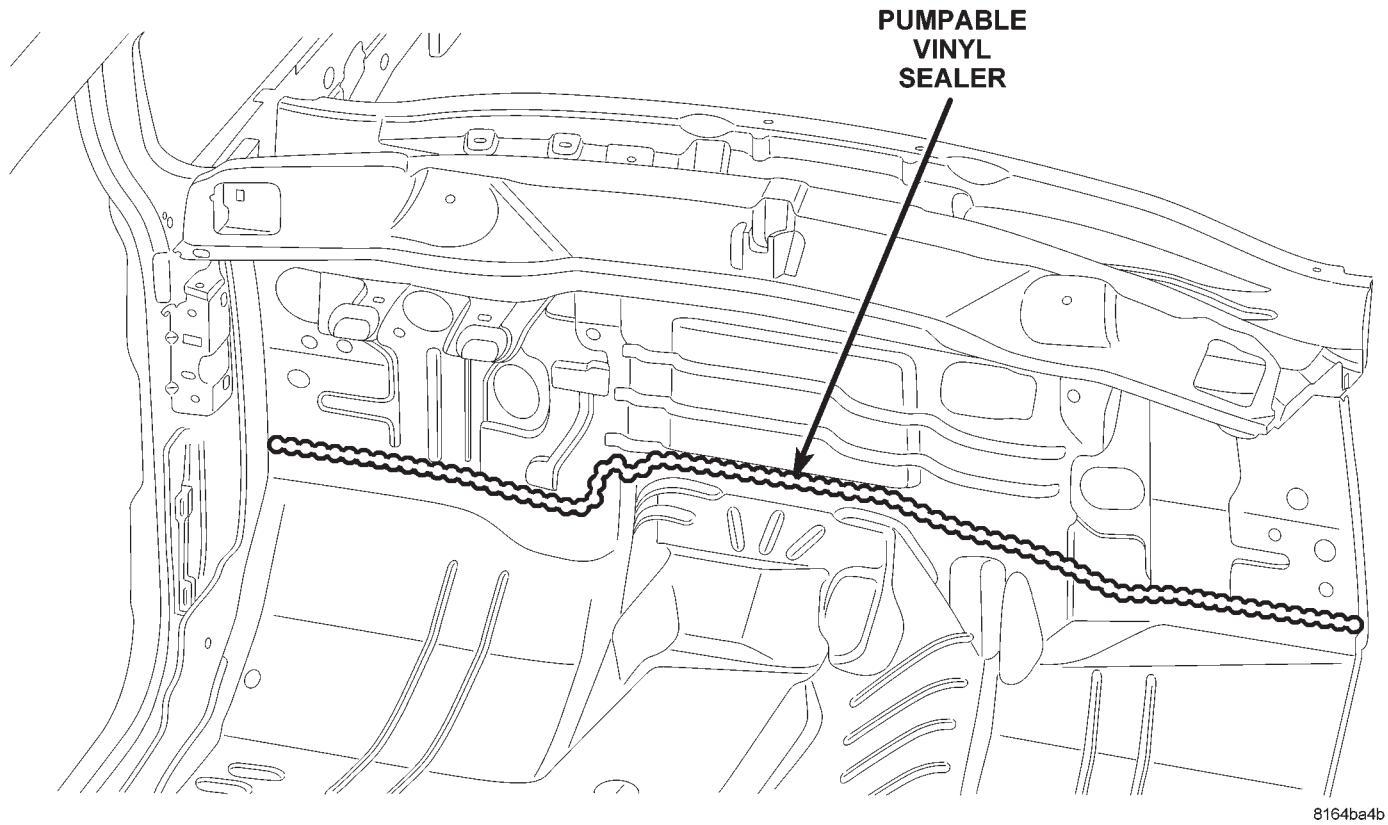
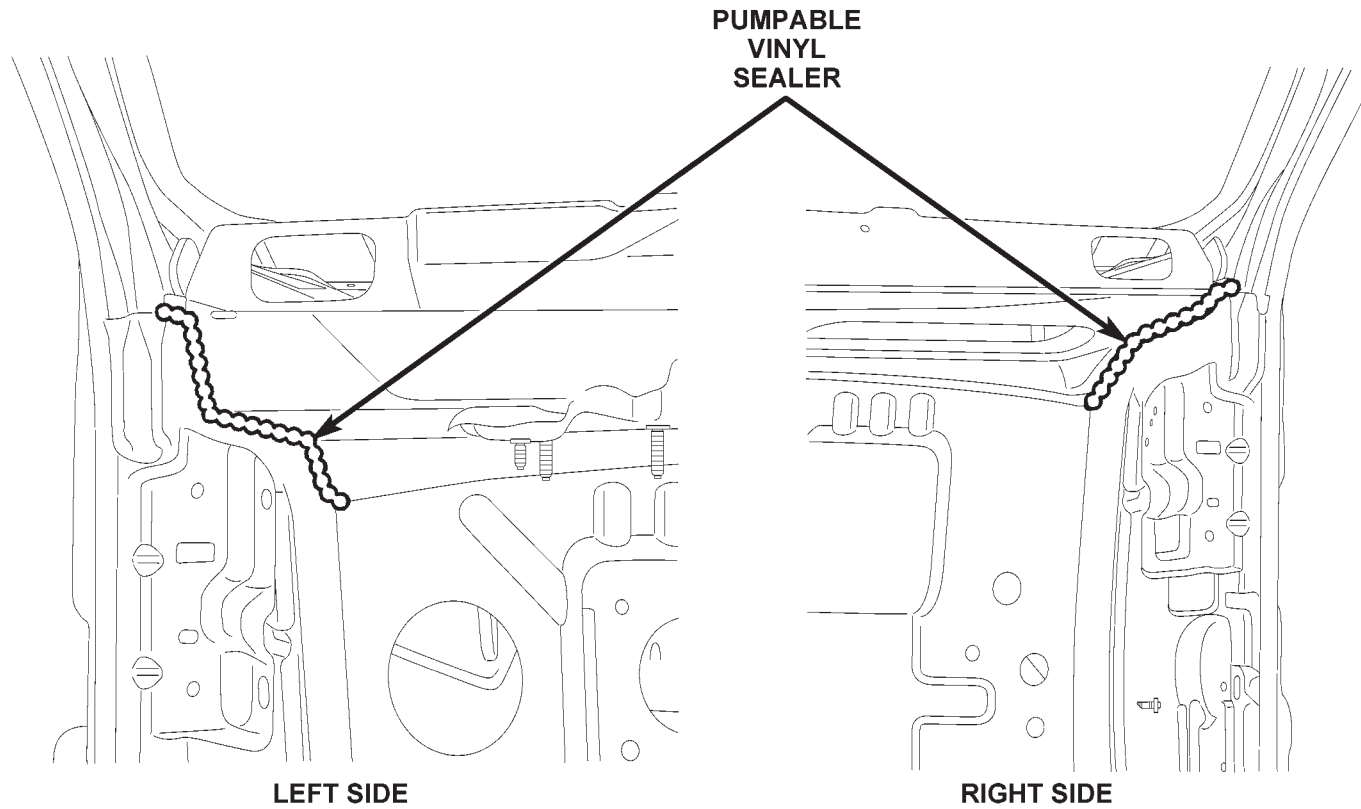


Figure 2. DASH PANEL/FRONT FLOOR PAN

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BODY SEALER LOCATIONS



8164baa2

Figure 3. COWL SIDE/LOWER PLENUM (UNDERSIDE)

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BODY SEALER LOCATIONS

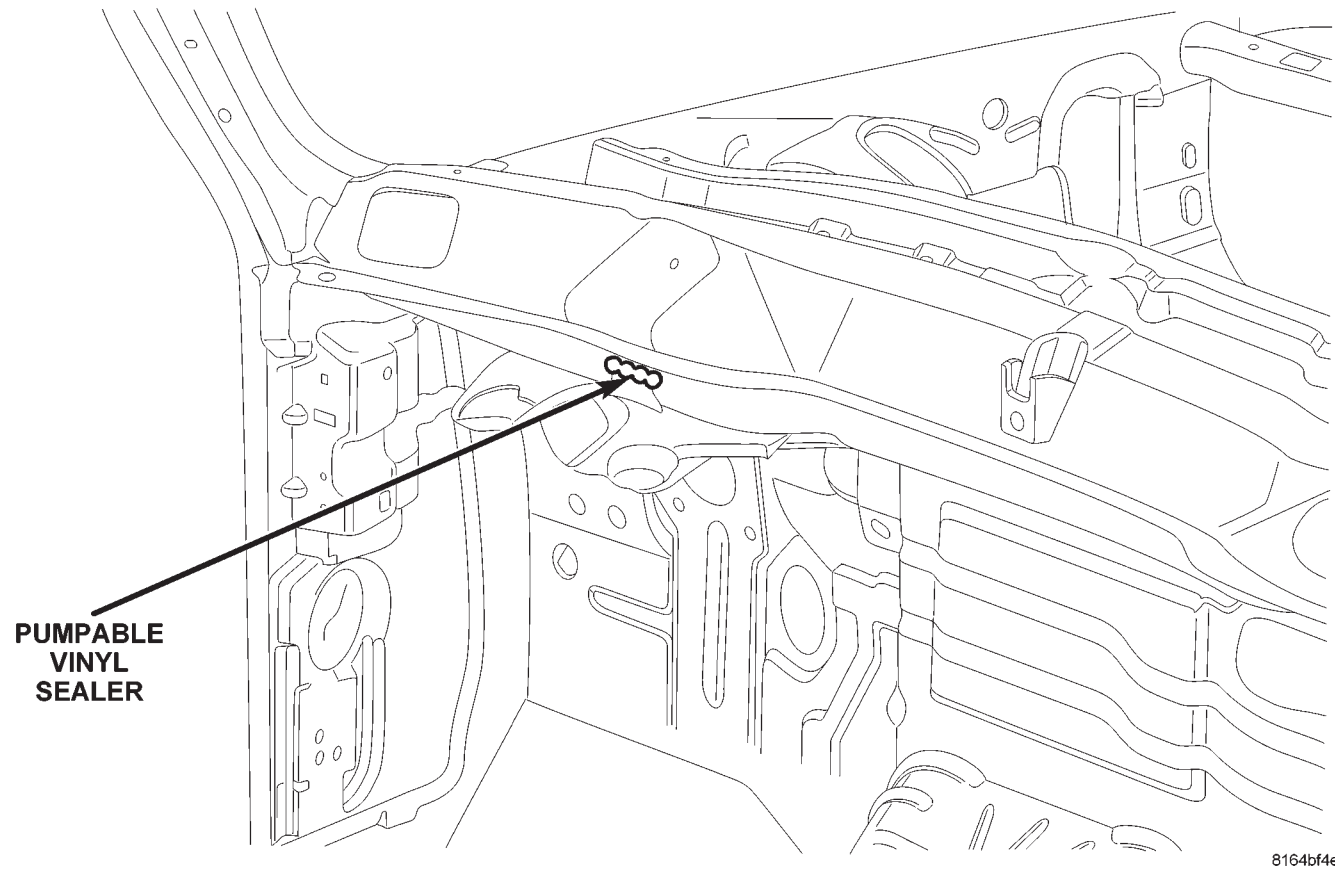


Figure 4. STEERING COLUMN

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BODY SEALER LOCATIONS

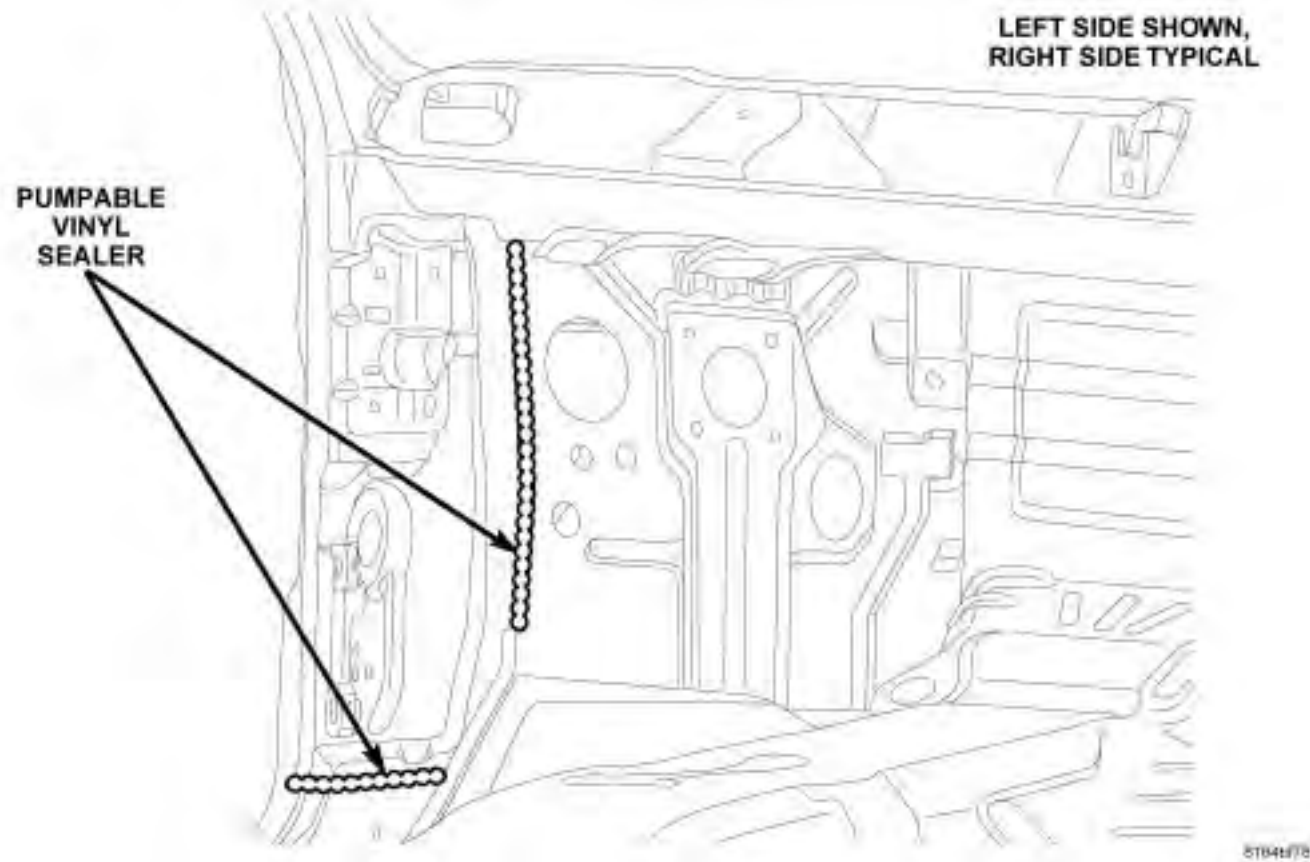


Figure 5. COWL SIDE/DASH PANEL AND SILL

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BODY SEALER LOCATIONS

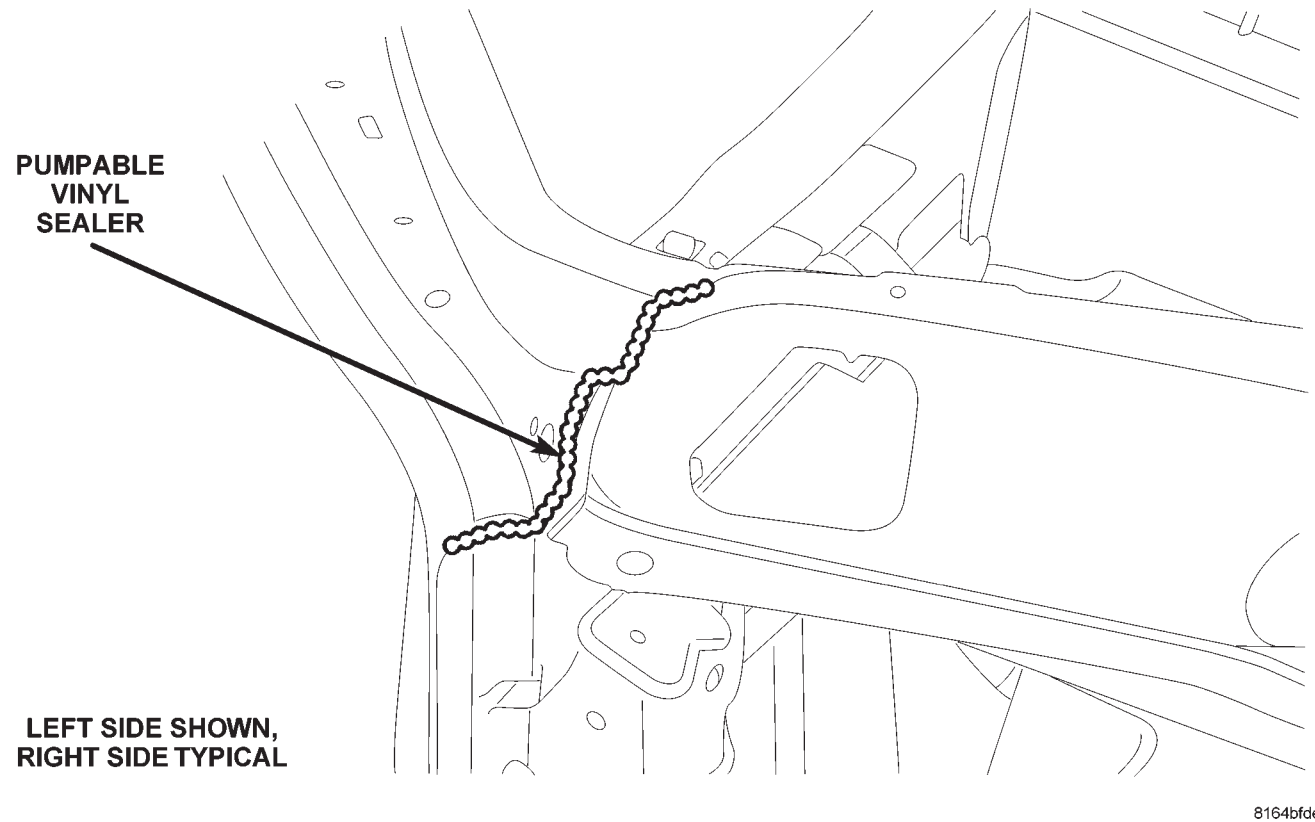
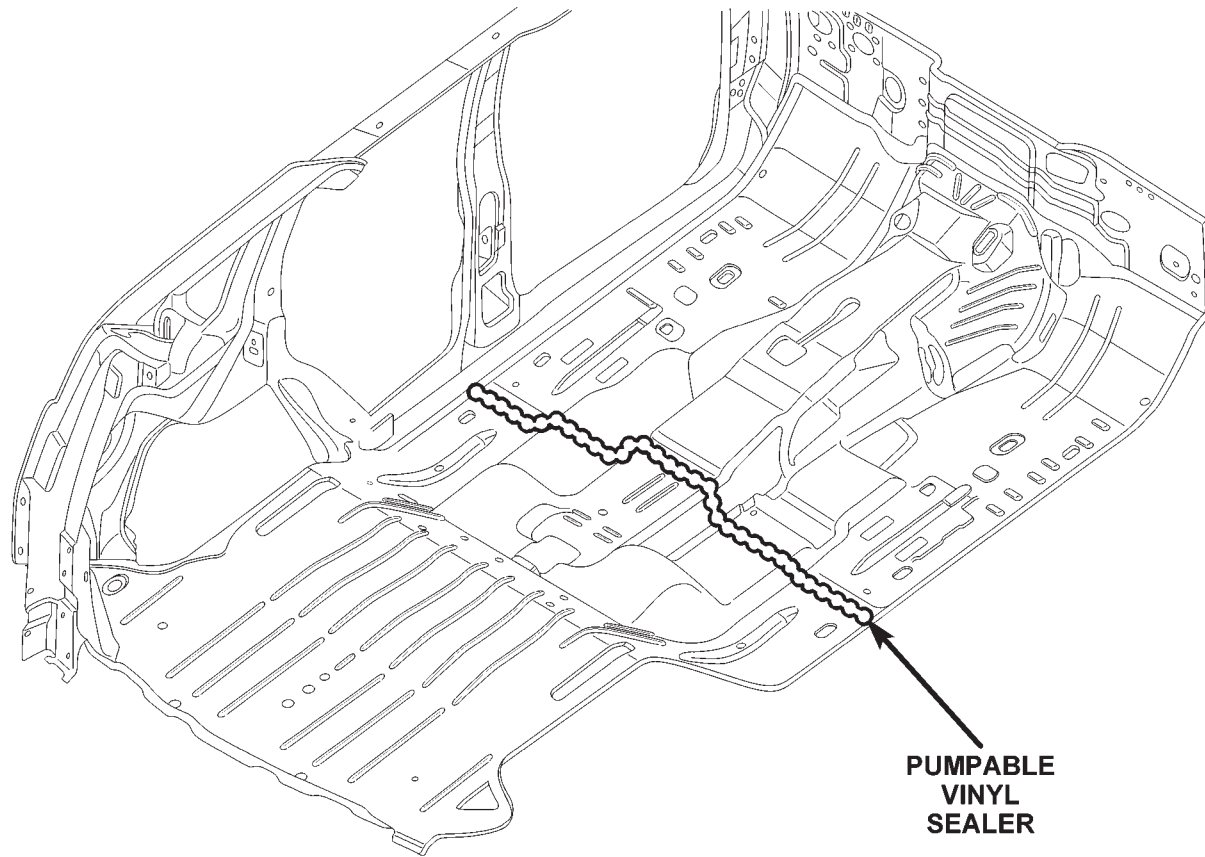


Figure 6. COWL TOP A-PILLAR REINFORCEMENT

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BODY SEALER LOCATIONS



PUMPABLE
VINYL
SEALER

8164c30b

Figure 7. FRONT FLOOR PAN/REAR FLOOR PAN

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BODY SEALER LOCATIONS

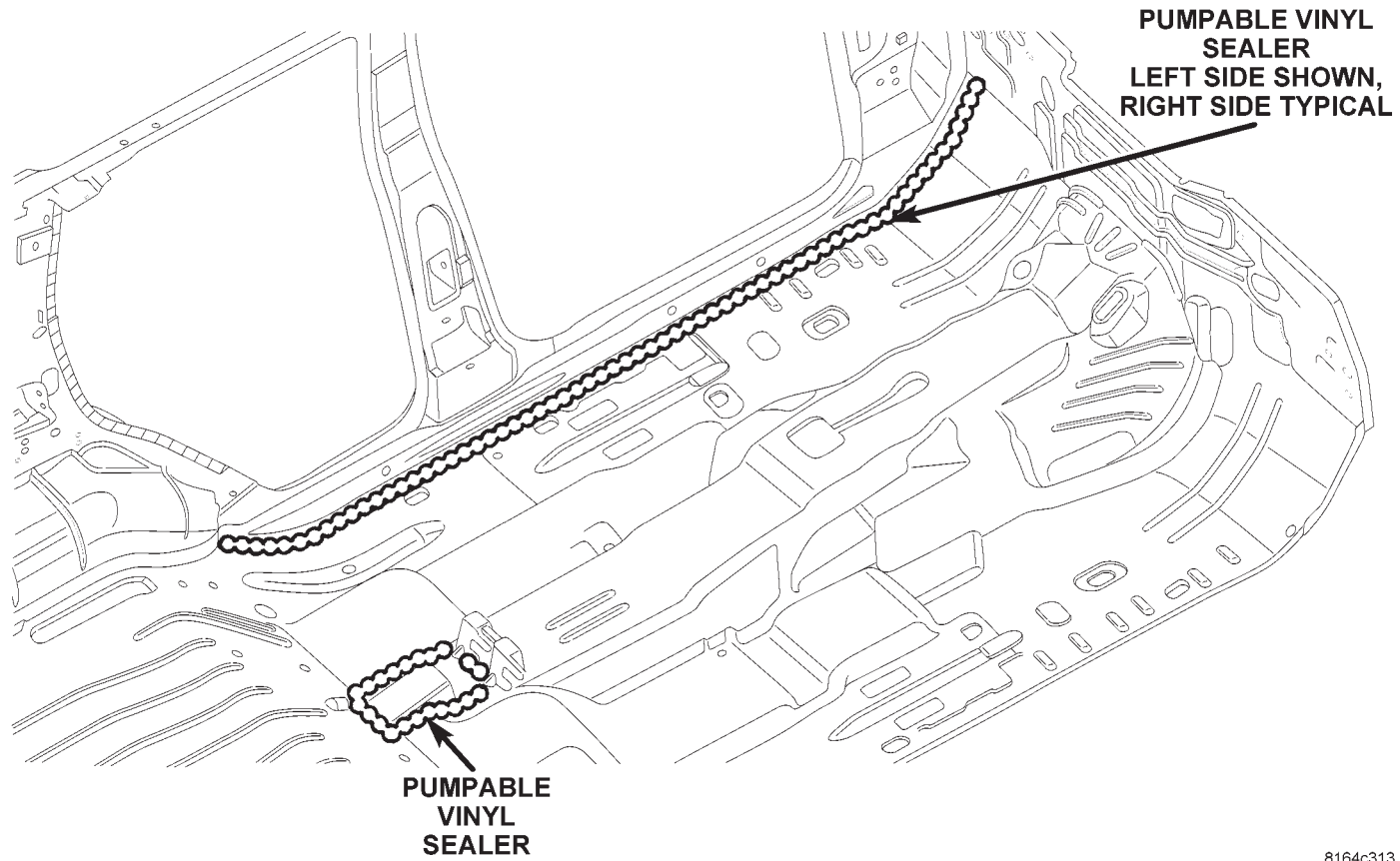
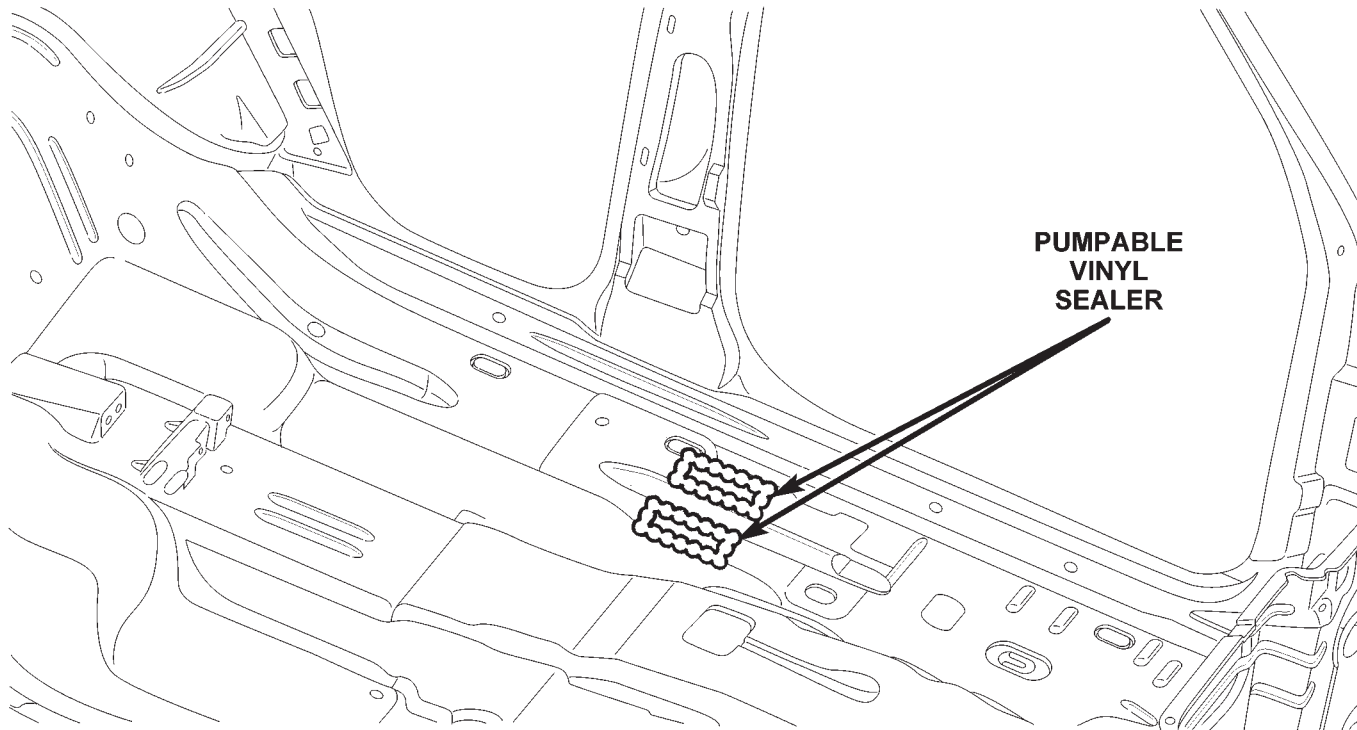


Figure 8. FLOOR PAN/SILL AND PARKING BRAKE

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BODY SEALER LOCATIONS

LEFT SIDE SHOWN,
RIGHT SIDE TYPICAL



8164c38b

Figure 9. FLOOR PAN/B-PILLAR

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BODY SEALER LOCATIONS

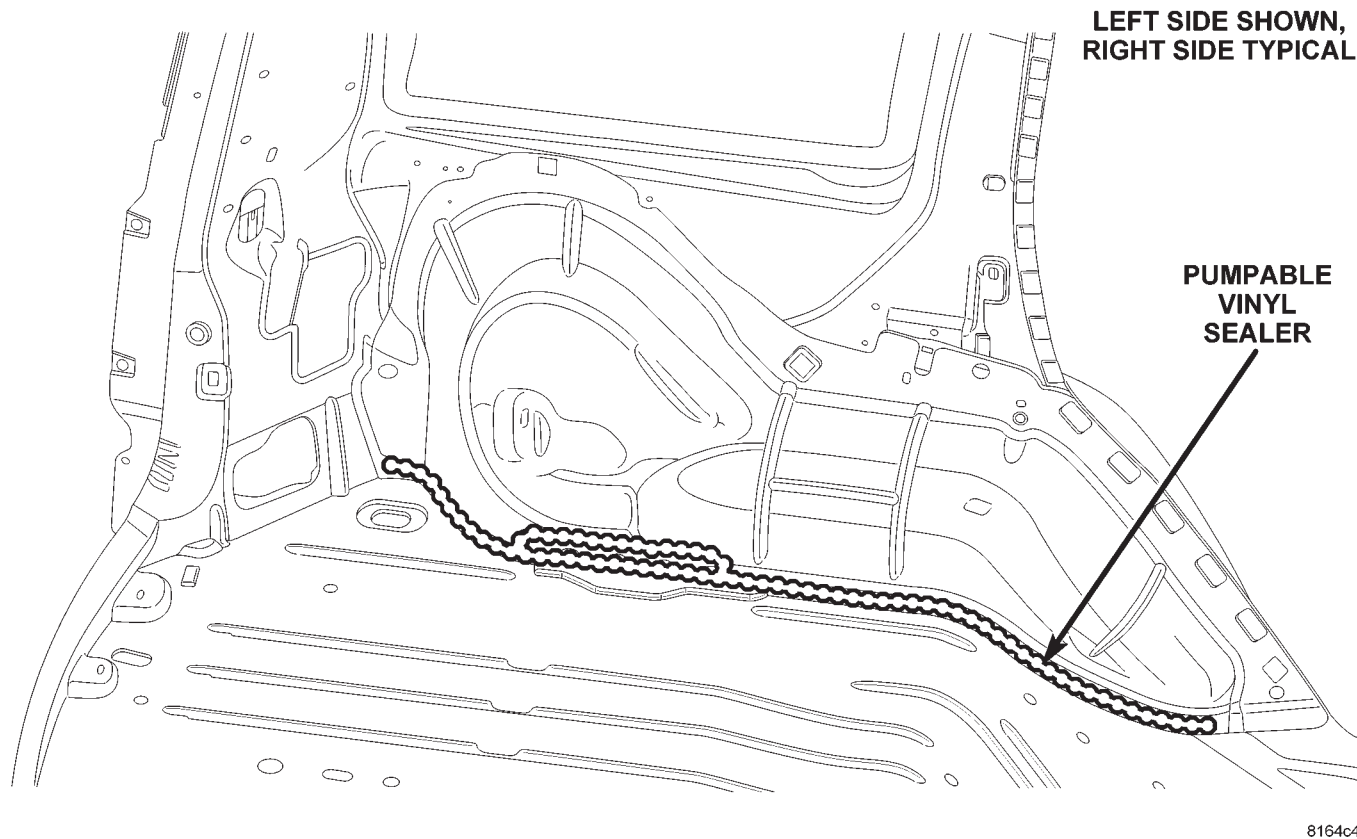
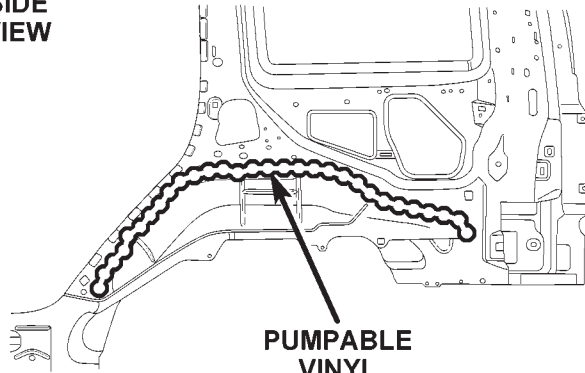


Figure 10. REAR FLOOR PAN/REAR WHEELHOUSE

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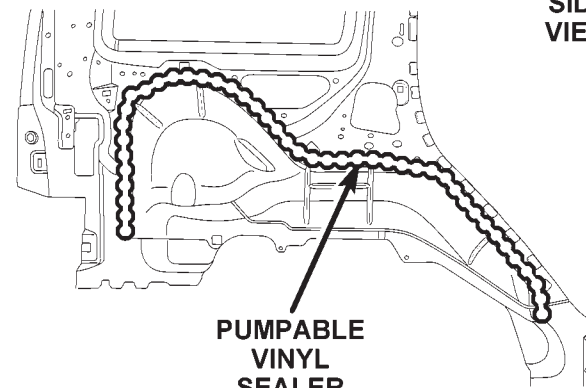
BODY SEALER LOCATIONS

RIGHT
SIDE
VIEW



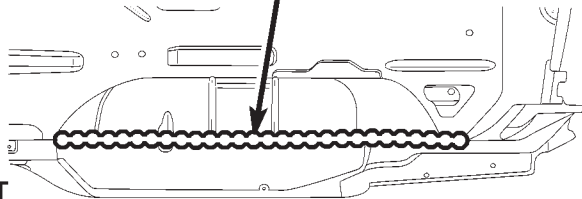
PUMPABLE
VINYL
SEALER

LEFT
SIDE
VIEW

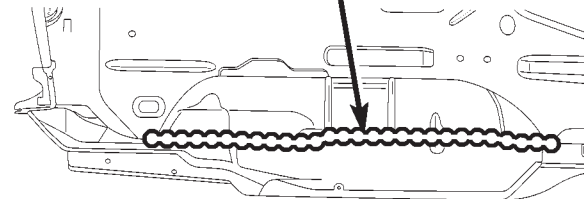


PUMPABLE
VINYL
SEALER

RIGHT
BOTTOM
VIEW



LEFT
BOTTOM
VIEW



8164dd67

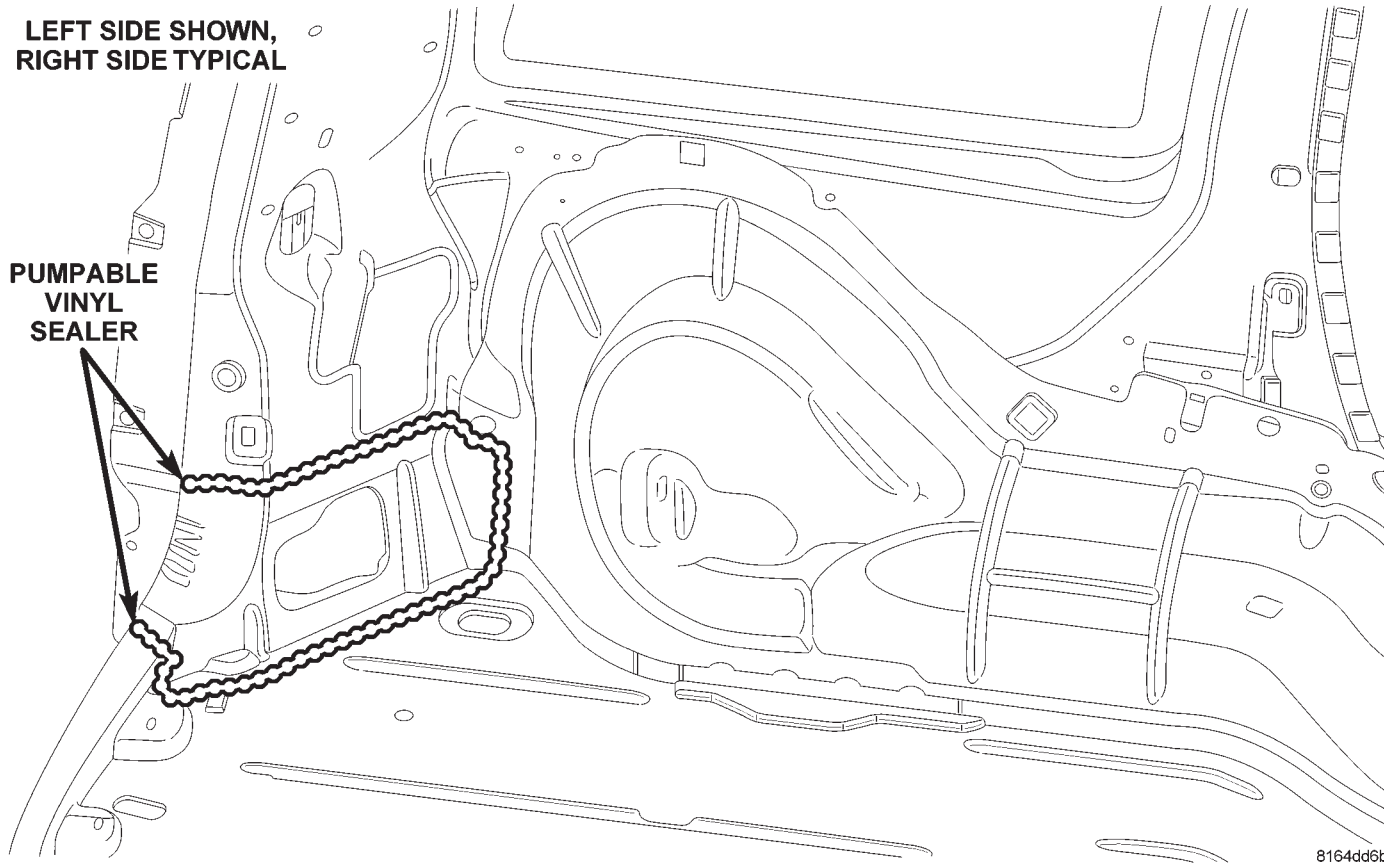
Figure 11. REAR WHEELHOUSE (UNDERSIDE)

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BODY SEALER LOCATIONS

LEFT SIDE SHOWN,
RIGHT SIDE TYPICAL

PUMPABLE
VINYL
SEALER

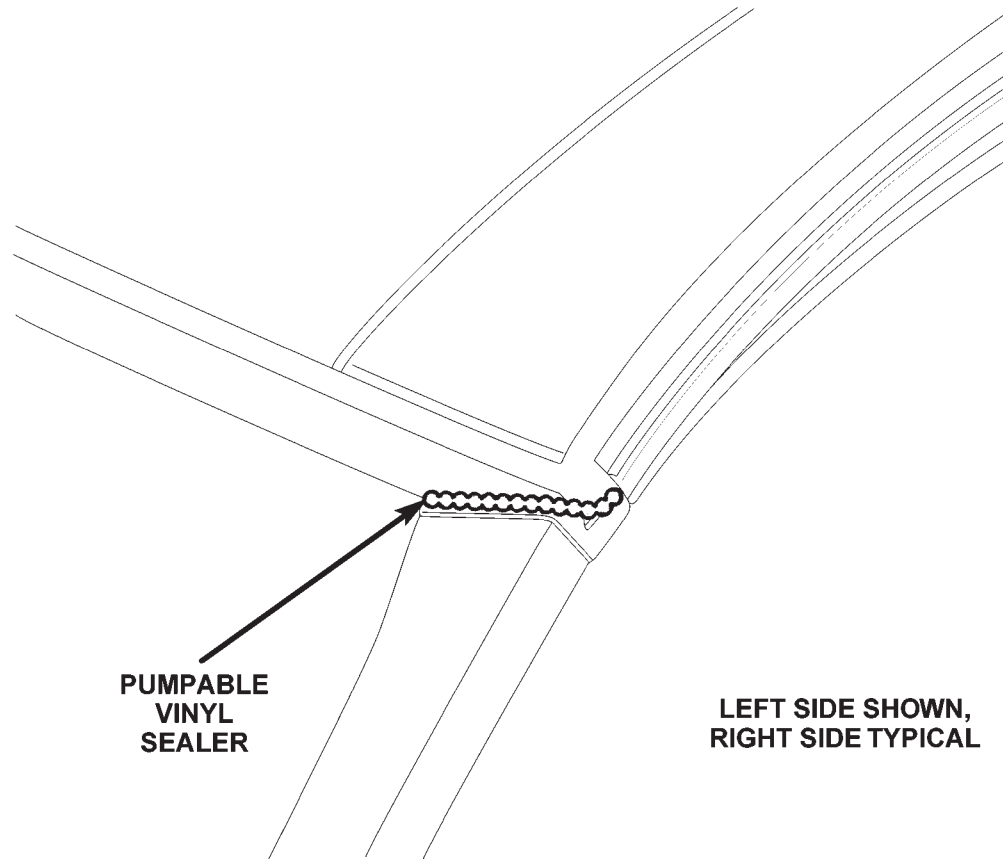


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Figure 12. D-PILLAR GUSSET

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BODY SEALER LOCATIONS



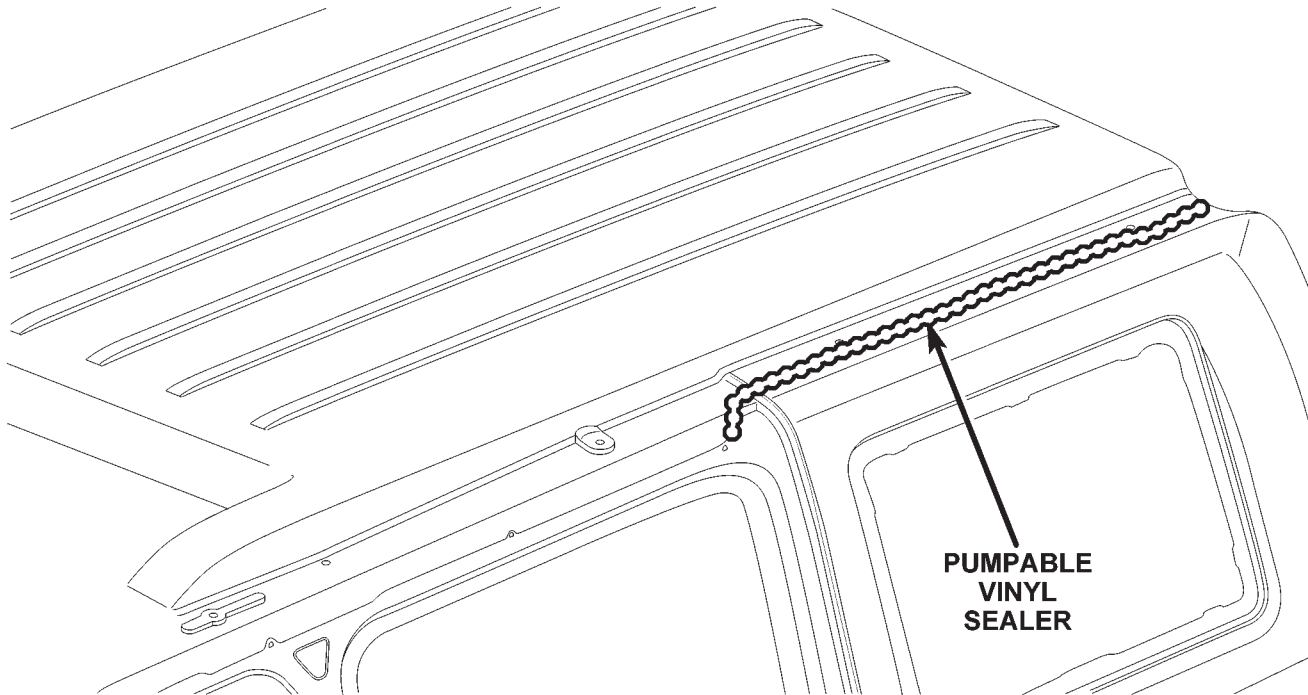
8164dd6f

Figure 13. ROOF/BODY SIDE WINDSHIELD HEADER

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BODY SEALER LOCATIONS

LEFT SIDE SHOWN,
RIGHT SIDE TYPICAL

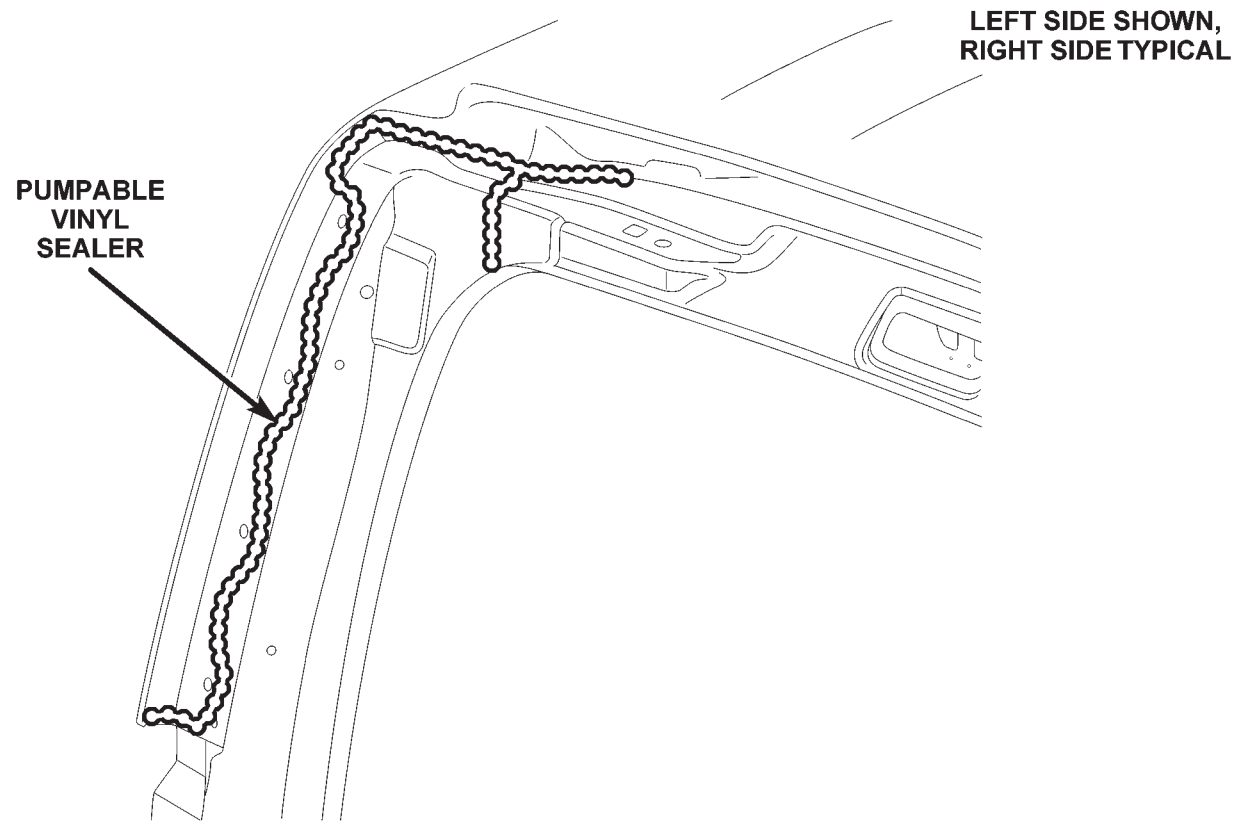


8164dd74

Figure 14. REAR ROOF/BODY SIDE APERTURE

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BODY SEALER LOCATIONS



8164dd78

Figure 15. D-PILLAR/REAR HEADER

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BODY SEALER LOCATIONS

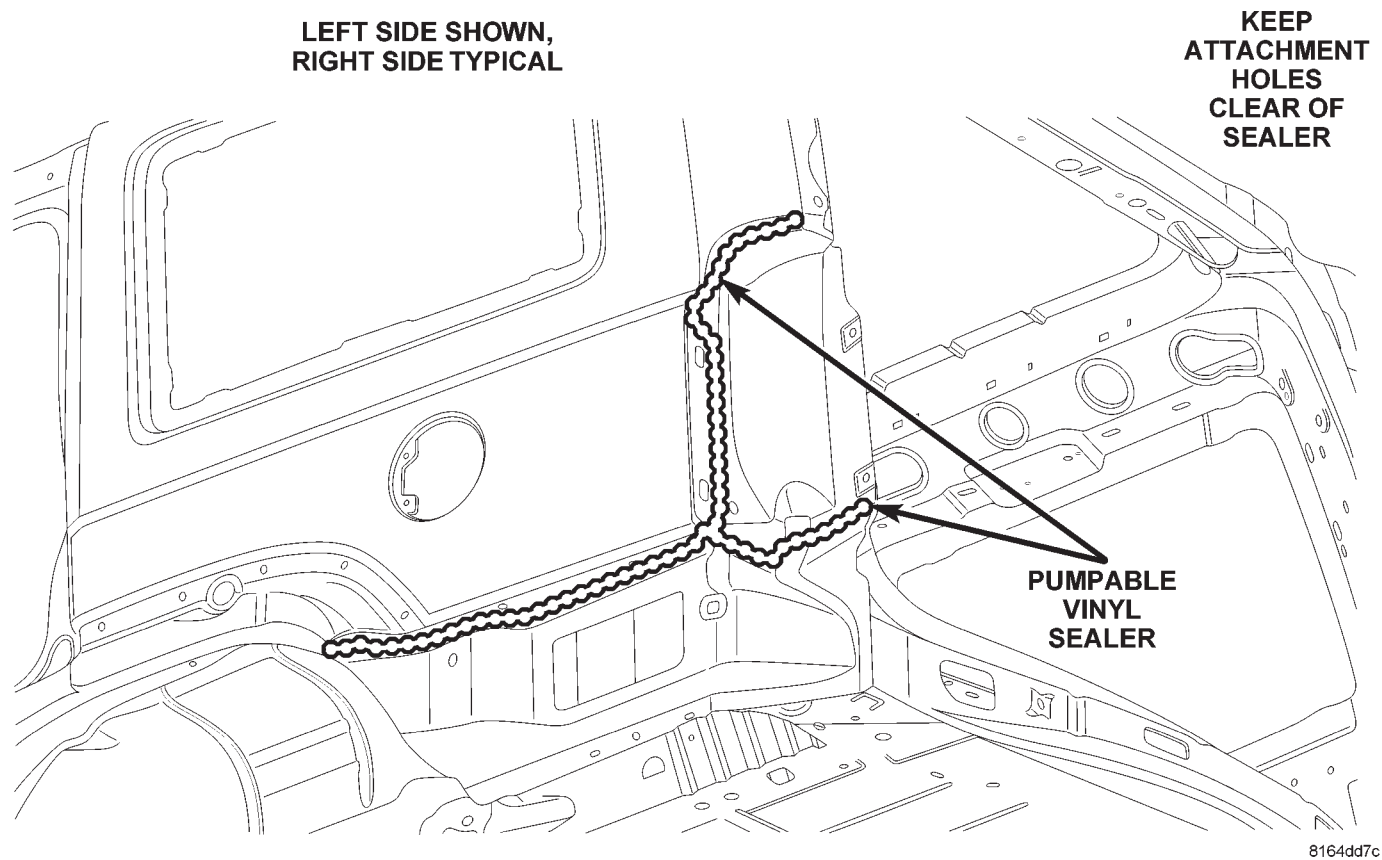


Figure 16. TAIL LAMP CAN/BODY SIDE EXTENSION

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COMMANDER STRUCTURAL ADHESIVE LOCATIONS

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STRUCTURAL ADHESIVE LOCATION INDEX

NOTE: Structural Adhesives used are a high strength epoxy and a high expansion lower strength antilflutter material. High strength epoxy is used on all areas.

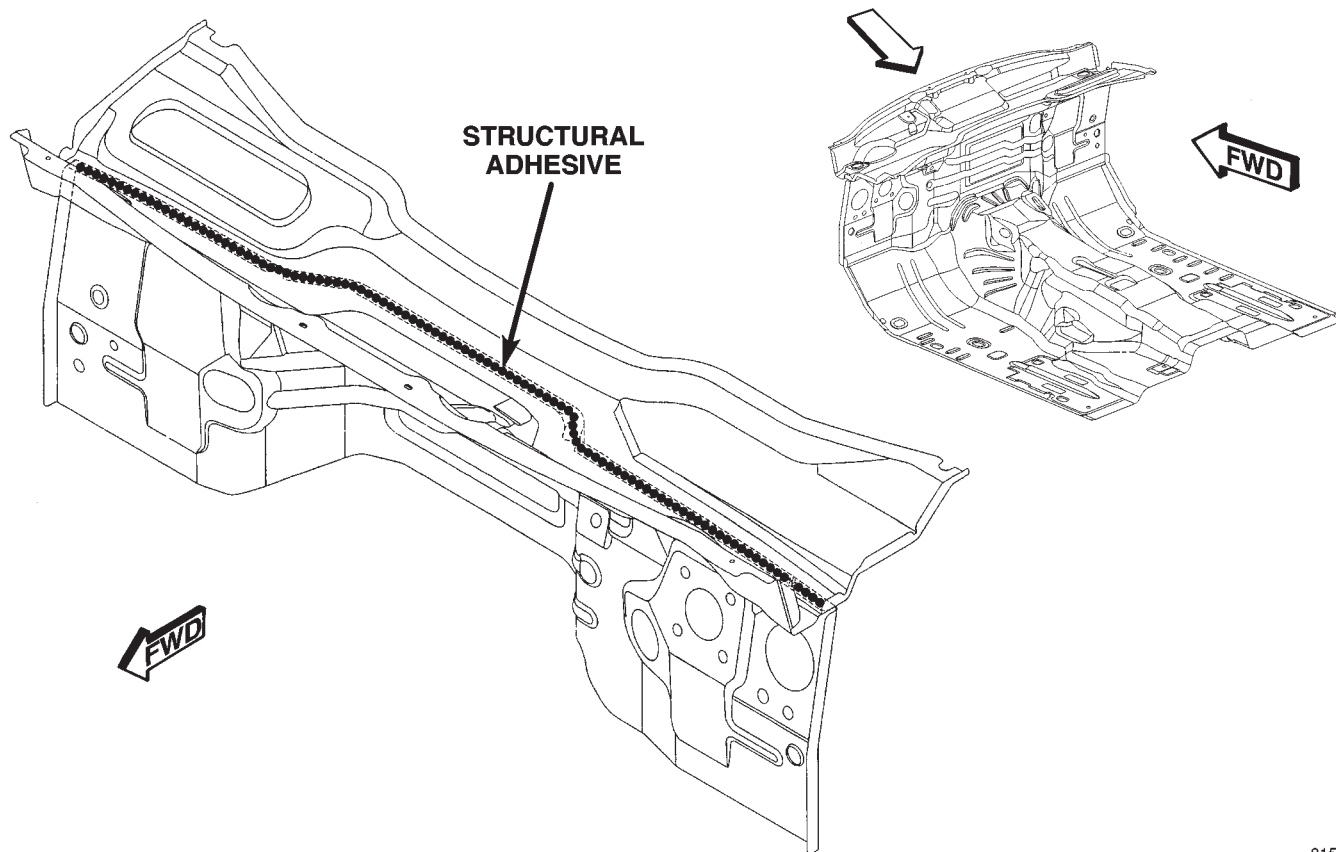
DESCRIPTION	FIGURE
LOWER PLENUM/DASH PANEL	1
DASH PANEL/FRONT FLOOR PAN	2
REAR FLOOR AND LADDER (1 OF 2)	3
REAR FLOOR AND LADDER (2 OF 2)	4
FRONT AND REAR FLOOR PAN	5
FRONT FLOOR PAN	6
OUTER BODY SIDE APERTURE/TAIL LAMP	7
INNER/OUTER BODY SIDE APERTURE-REAR	8
ROOF BOWS/BODY SIDE SILL	9
LIFTGATE HEADER/ "D" PILLAR	10
INNER RIGHT REAR WHEELHOUSE	11
INNER LEFT REAR WHEELHOUSE	12
LIFTGATE HEADER/ROOF WITHOUT SUNROOF	13
ROOF BOWS/LIFTGATE HEADER/ROOF WITH SUNROOF	14

Preferred Mopar Products:

- Mopar 147 – Part No. 05017147AA
- Mopar 112B – Part No. 05083855AA
- Dispenser – Part No. 05016570AA

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STRUCTURAL ADHESIVE LOCATIONS

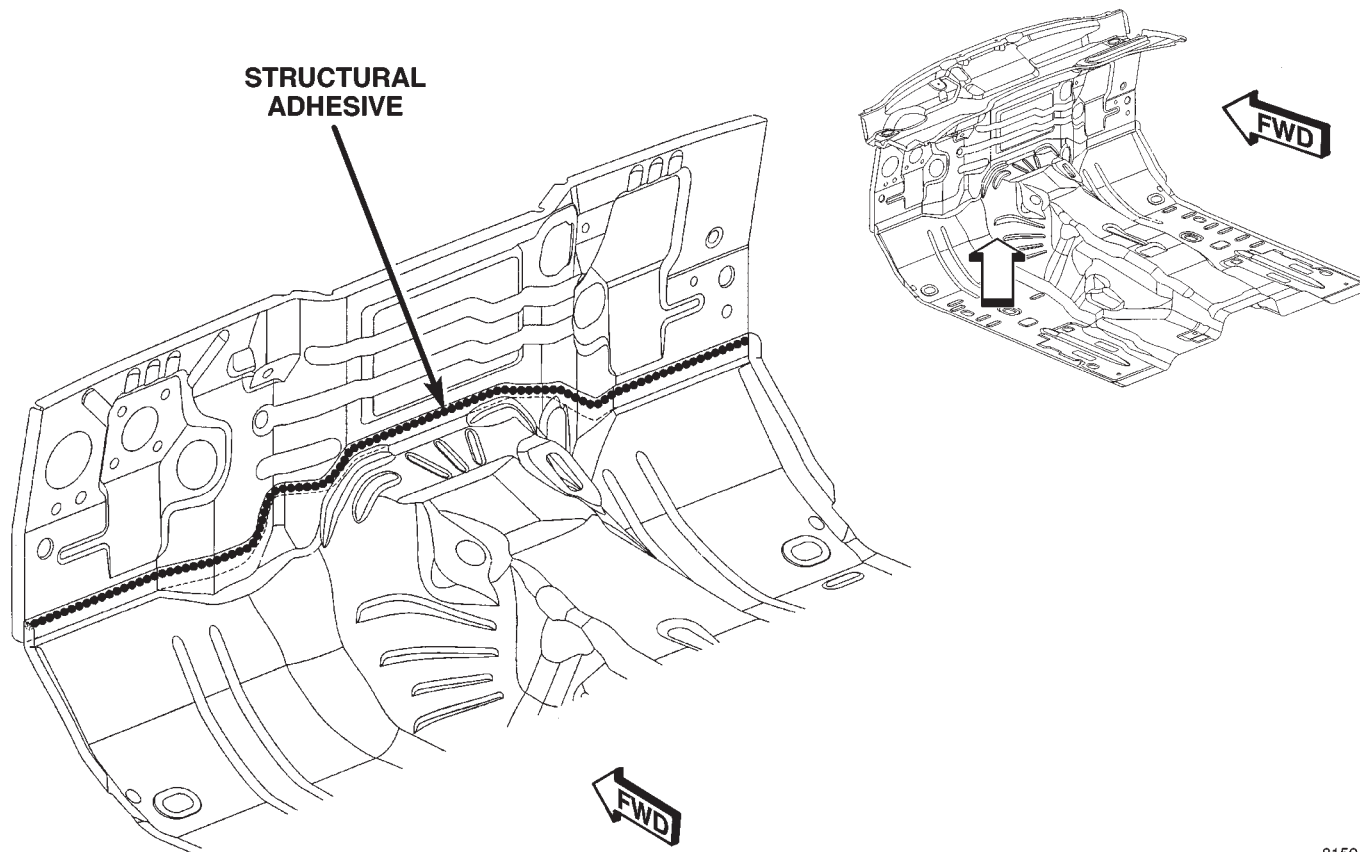


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Figure 1. LOWER PLENUM/DASH PANEL

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STRUCTURAL ADHESIVE LOCATIONS

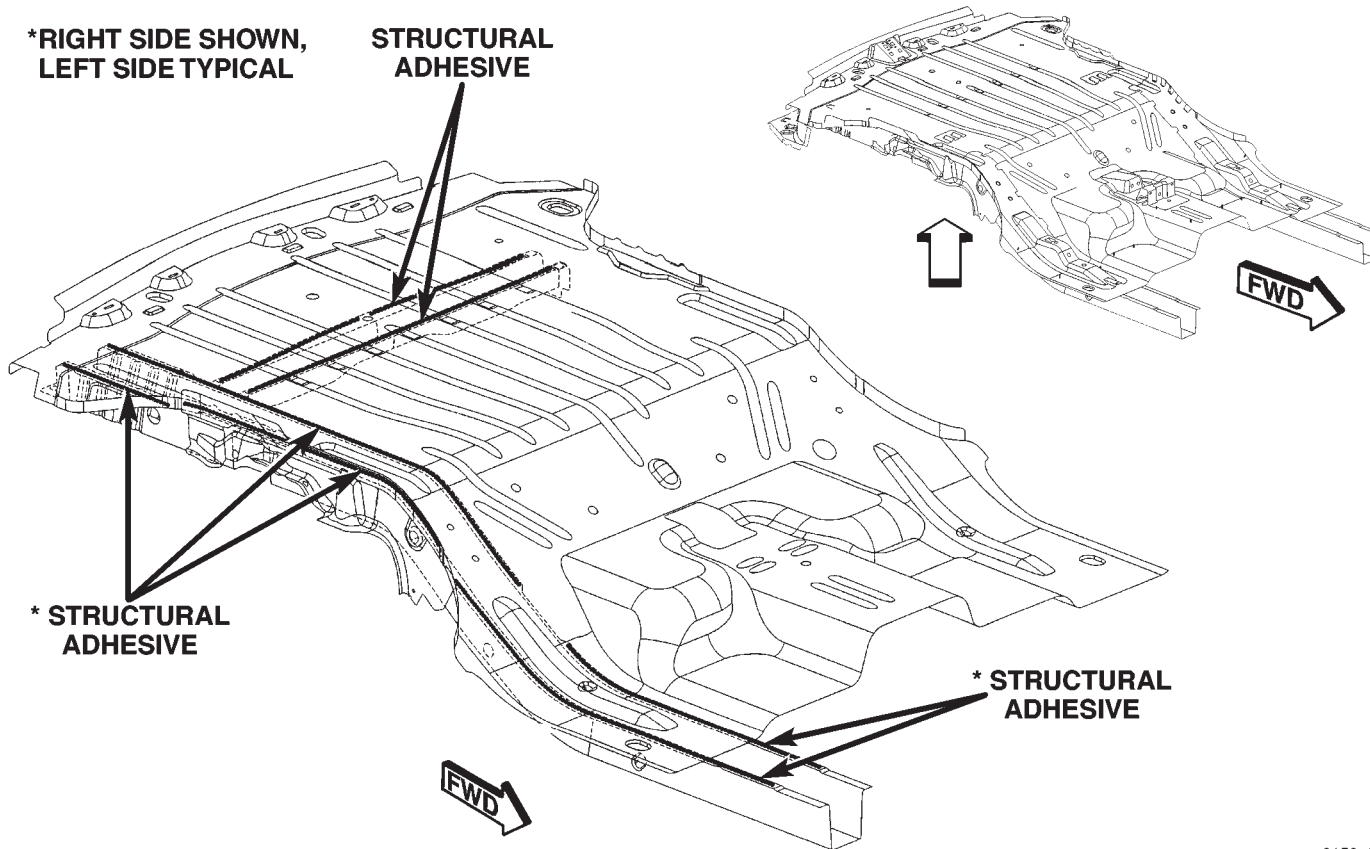


8159e6b5

Figure 2. DASH PANEL/FRONT FLOOR PAN

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STRUCTURAL ADHESIVE LOCATIONS

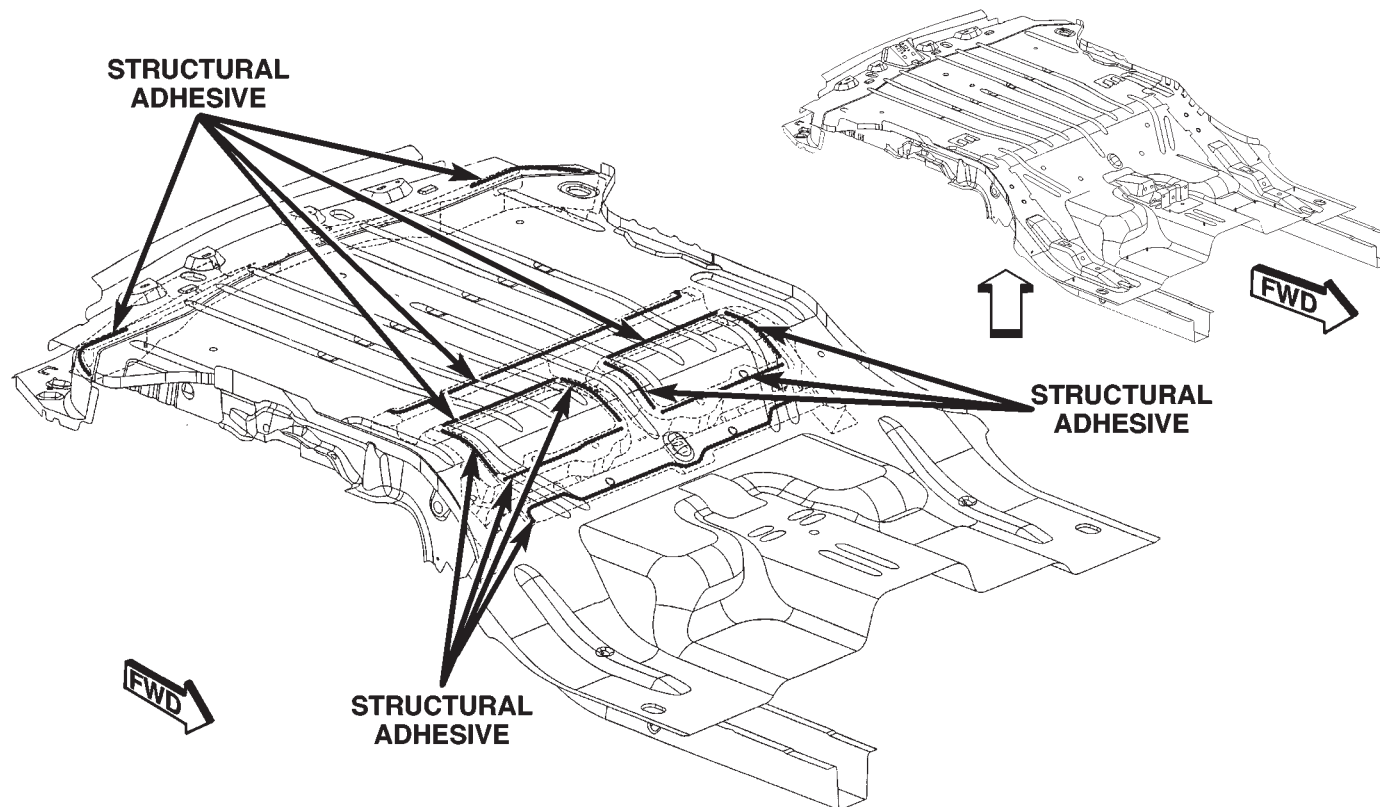


8159e6b9

Figure 3. REAR FLOOR AND LADDER (1 OF 2)

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STRUCTURAL ADHESIVE LOCATIONS



8159e77c

Figure 4. REAR FLOOR AND LADDER (2 OF 2)

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STRUCTURAL ADHESIVE LOCATIONS

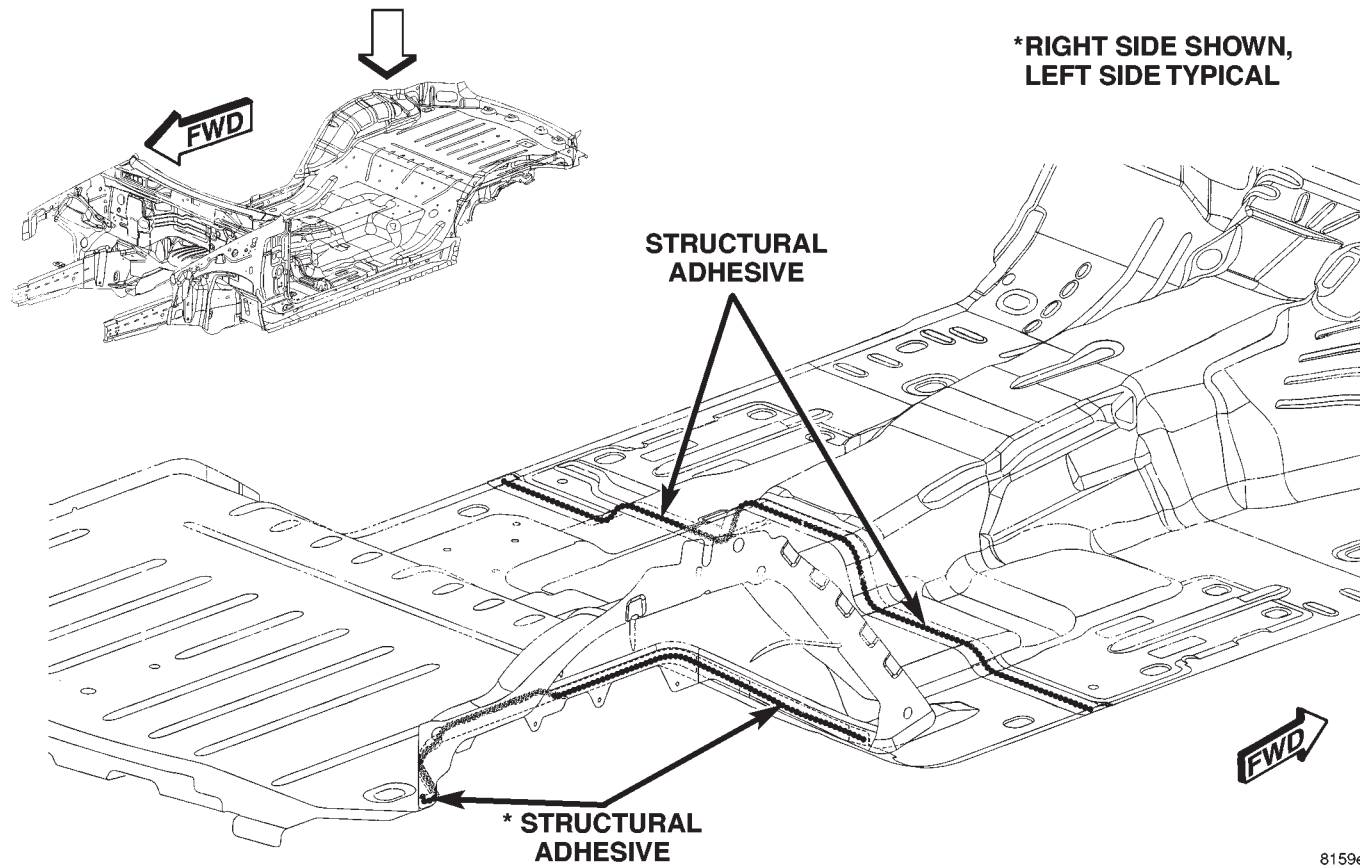
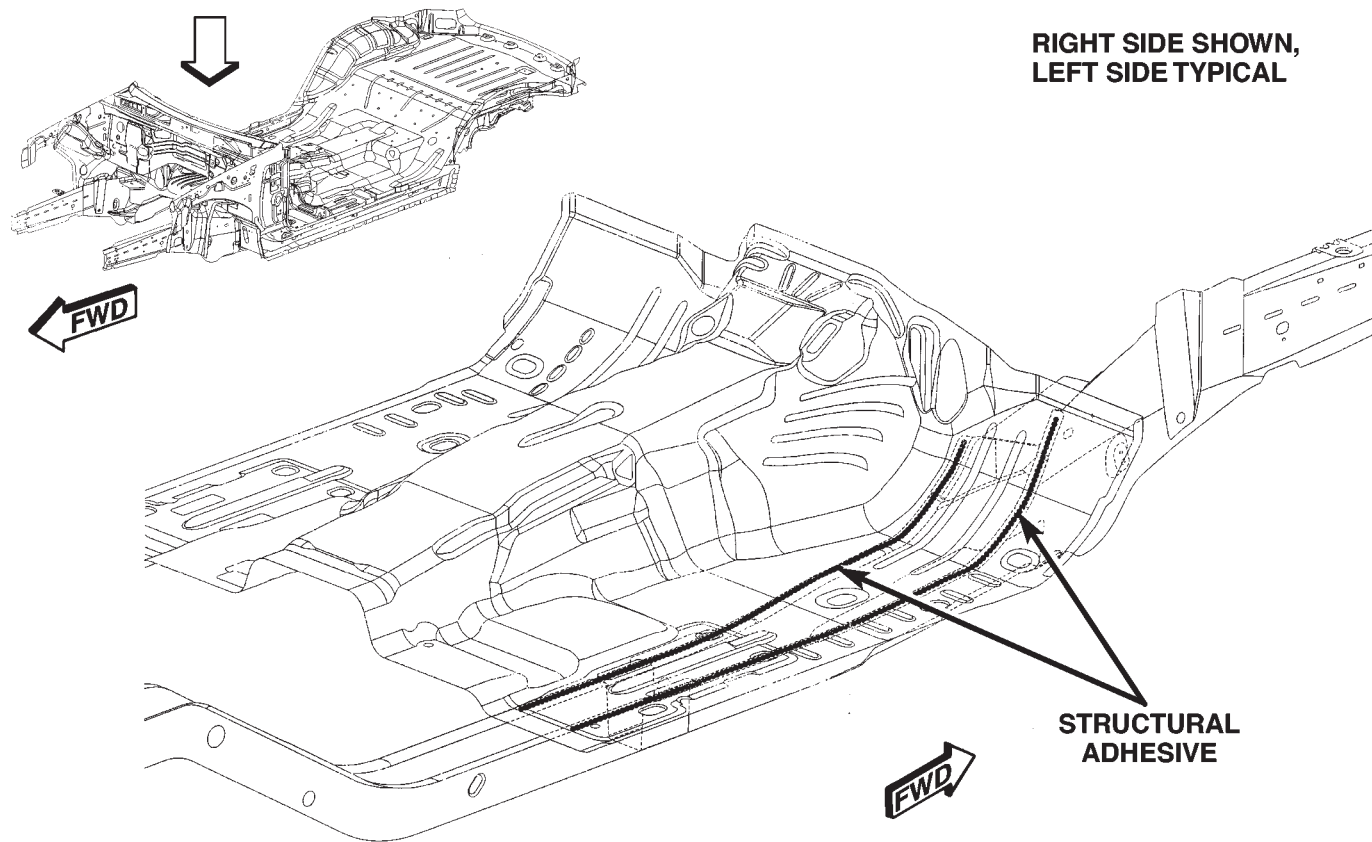


Figure 5. FRONT AND REAR FLOOR PAN

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STRUCTURAL ADHESIVE LOCATIONS



8159e794

Figure 6. FRONT FLOOR PAN

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STRUCTURAL ADHESIVE LOCATIONS

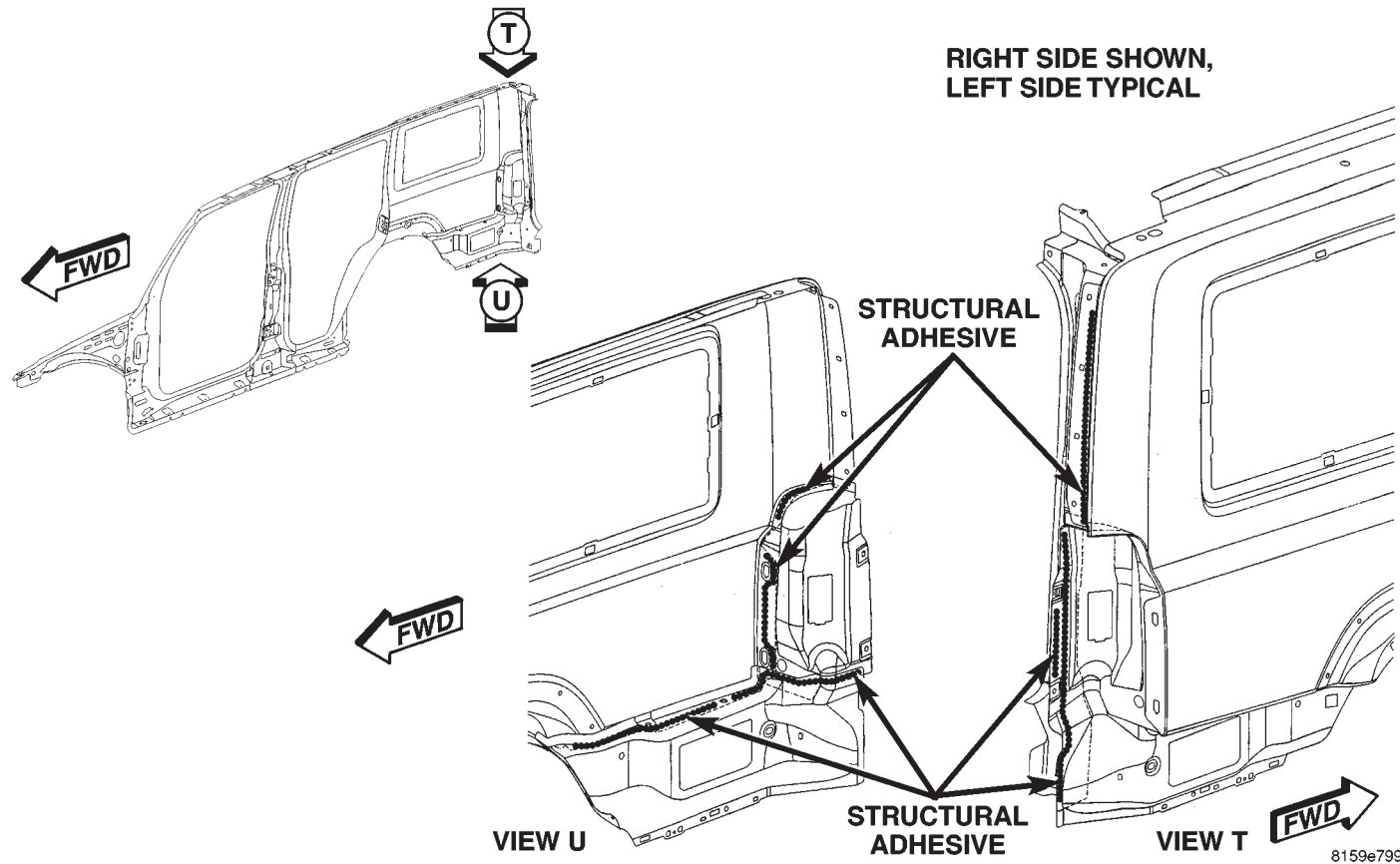
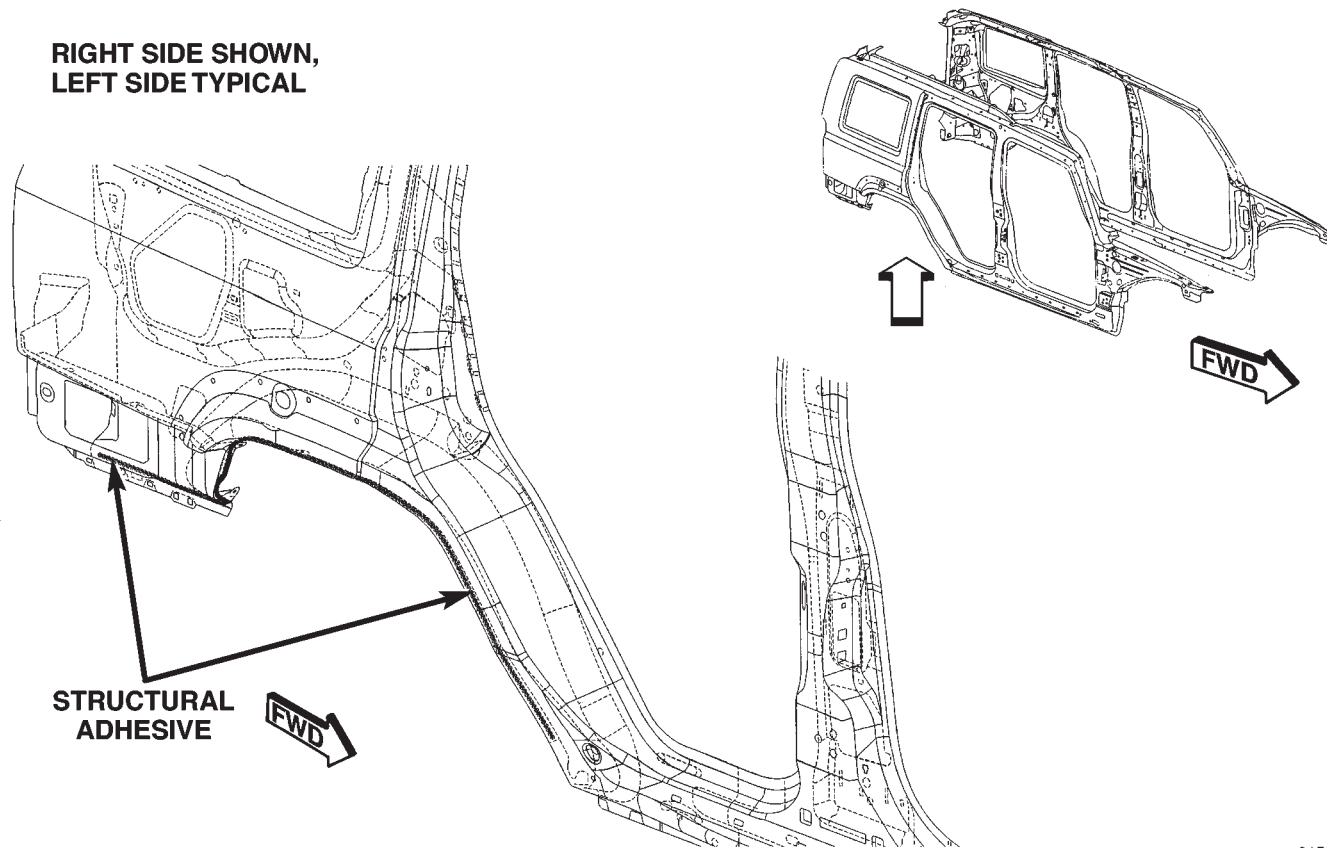


Figure 7. OUTER BODY SIDE APERTURE/TAIL LAMP

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STRUCTURAL ADHESIVE LOCATIONS



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Figure 8. INNER/OUTER BODY SIDE APERTURE-REAR

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STRUCTURAL ADHESIVE LOCATIONS

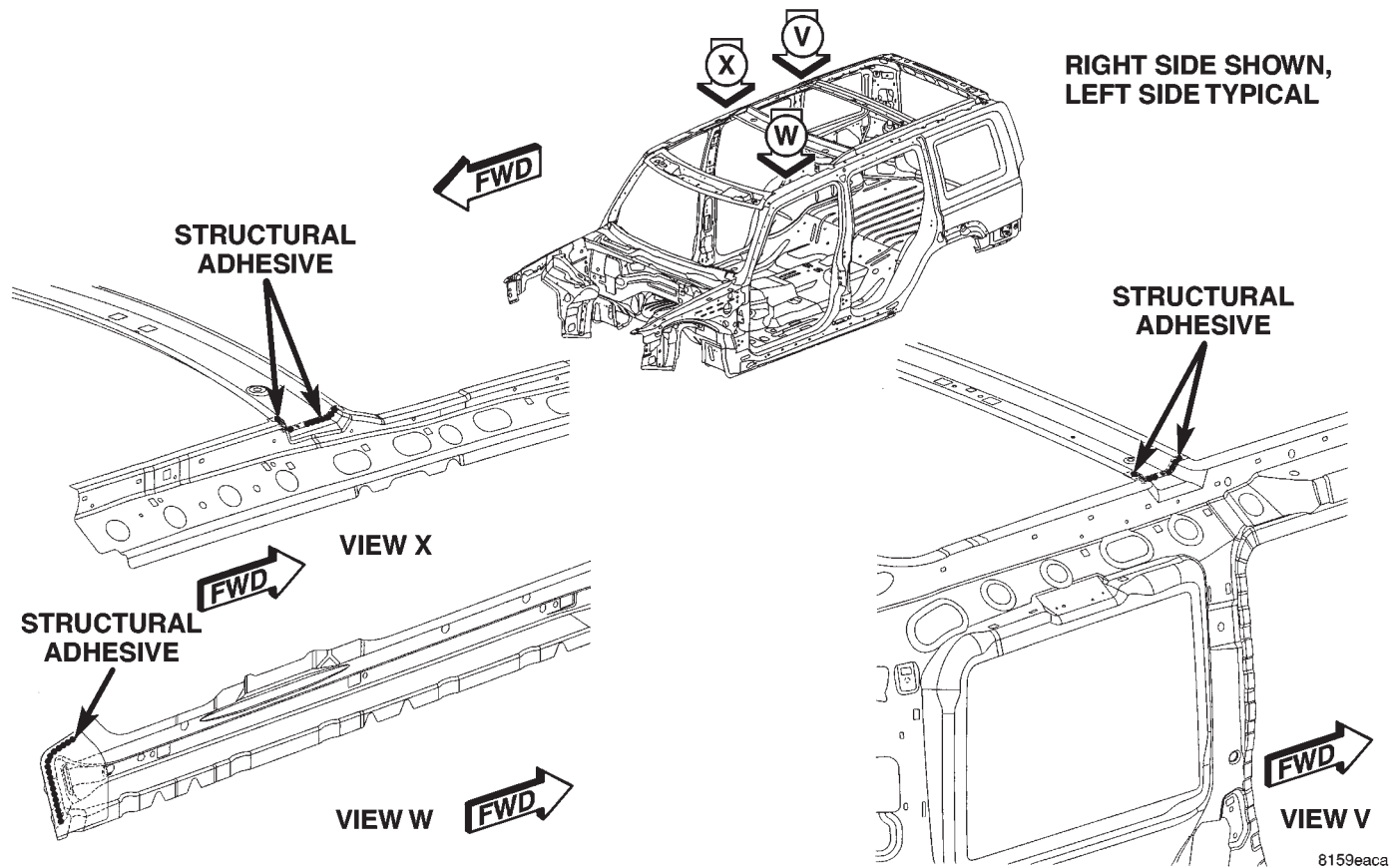
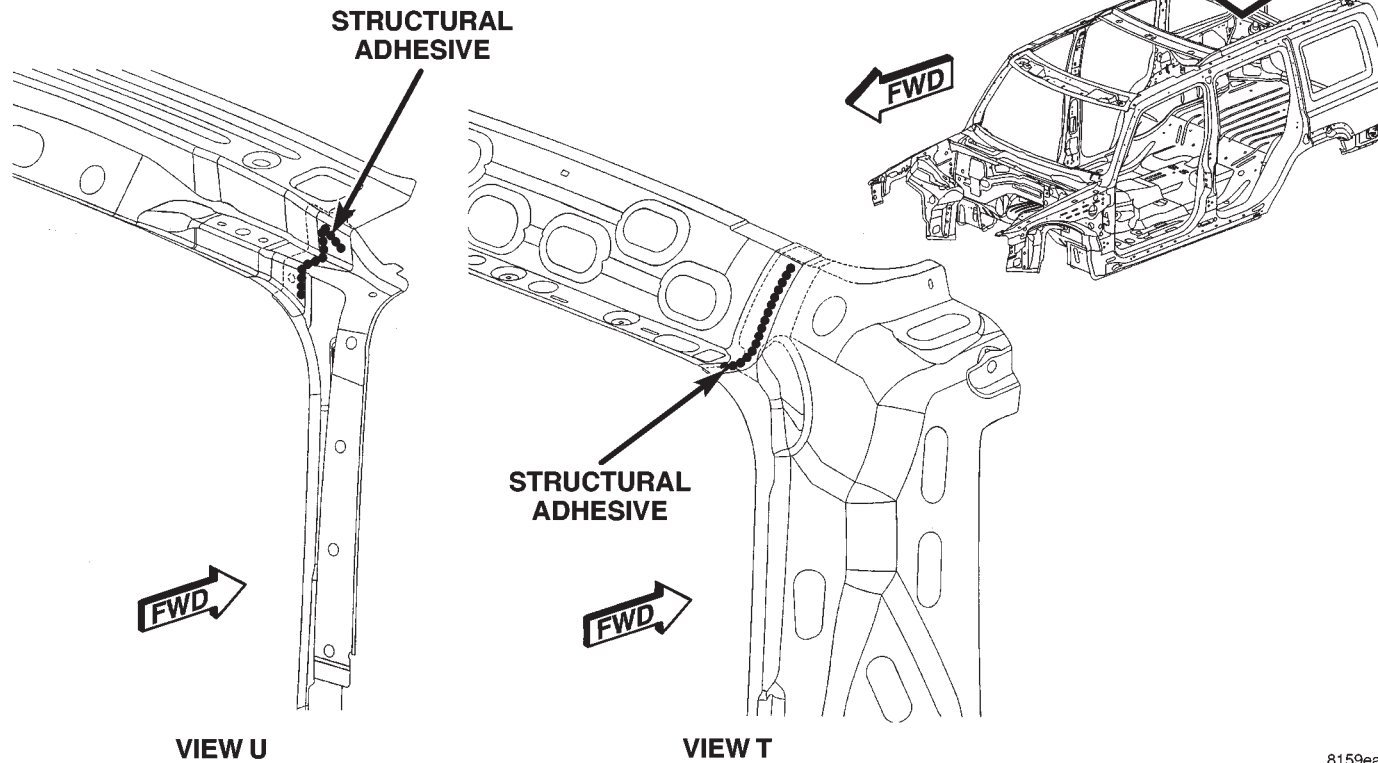


Figure 9. ROOF BOWS/BODY SIDE SILL

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STRUCTURAL ADHESIVE LOCATIONS

RIGHT SIDE SHOWN,
LEFT SIDE TYPICAL

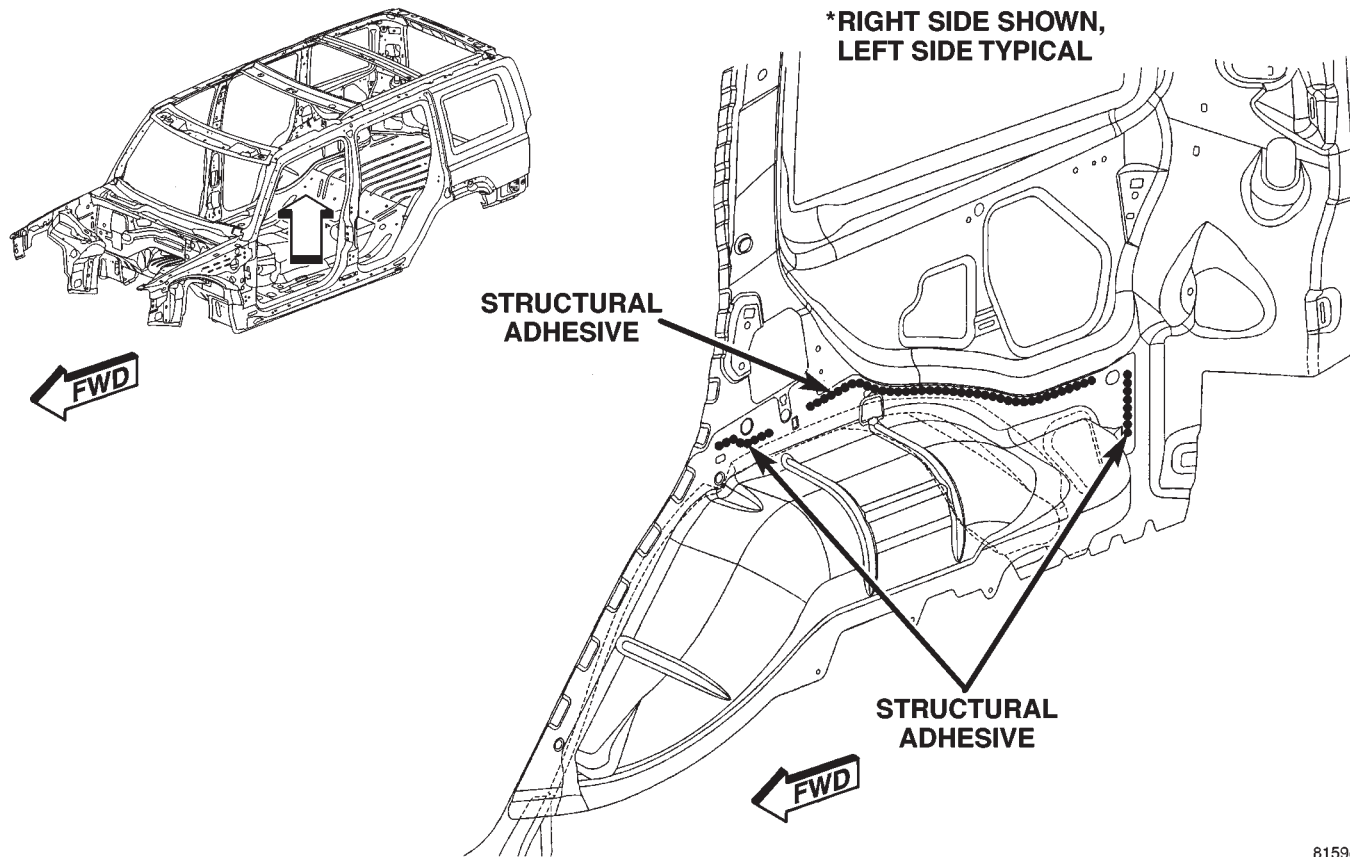


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Figure 10. LIFTGATE HEADER/ "D" PILLAR

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STRUCTURAL ADHESIVE LOCATIONS

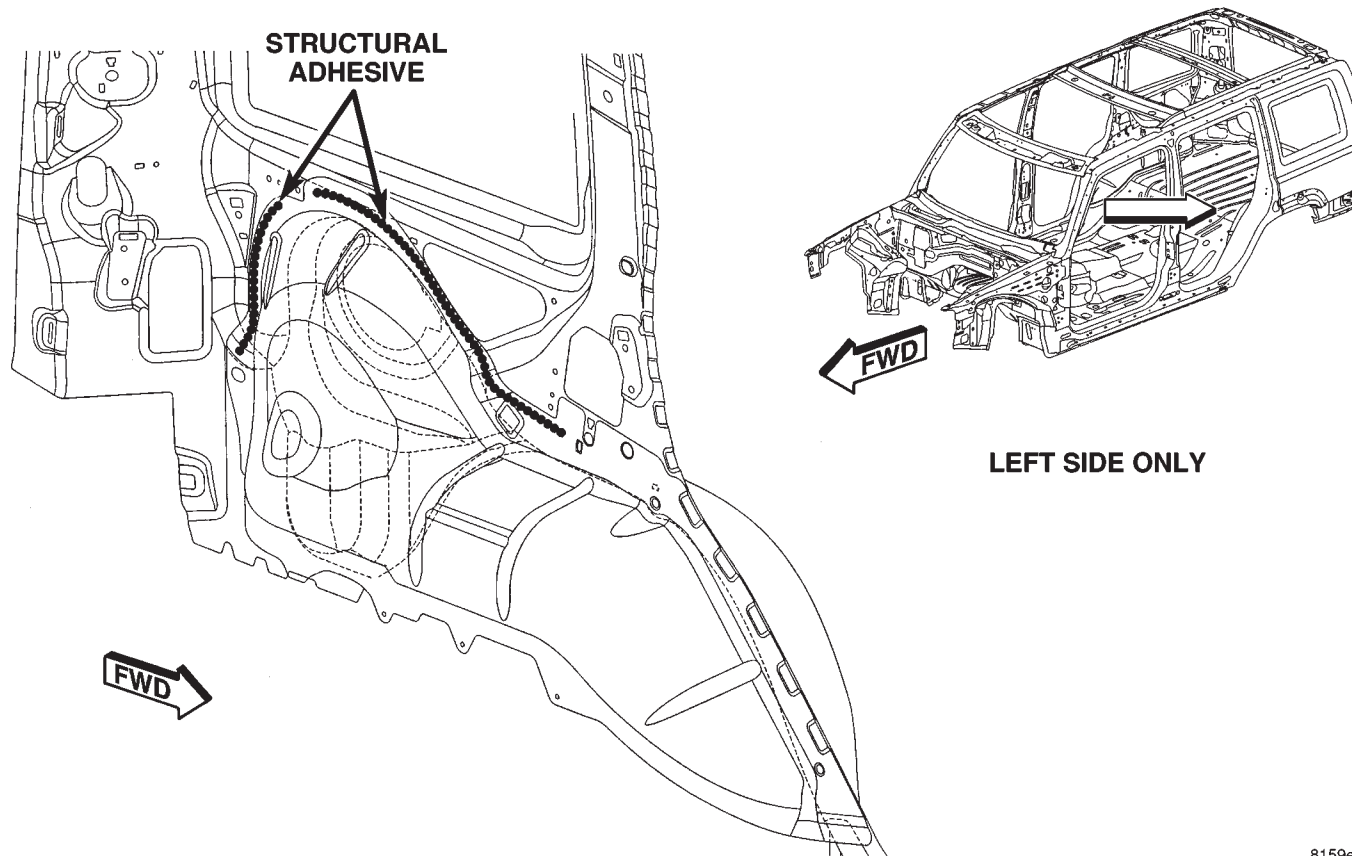


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Figure 11. INNER RIGHT REAR WHEELHOUSE

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STRUCTURAL ADHESIVE LOCATIONS



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Figure 12. INNER LEFT REAR WHEELHOUSE

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STRUCTURAL ADHESIVE LOCATIONS

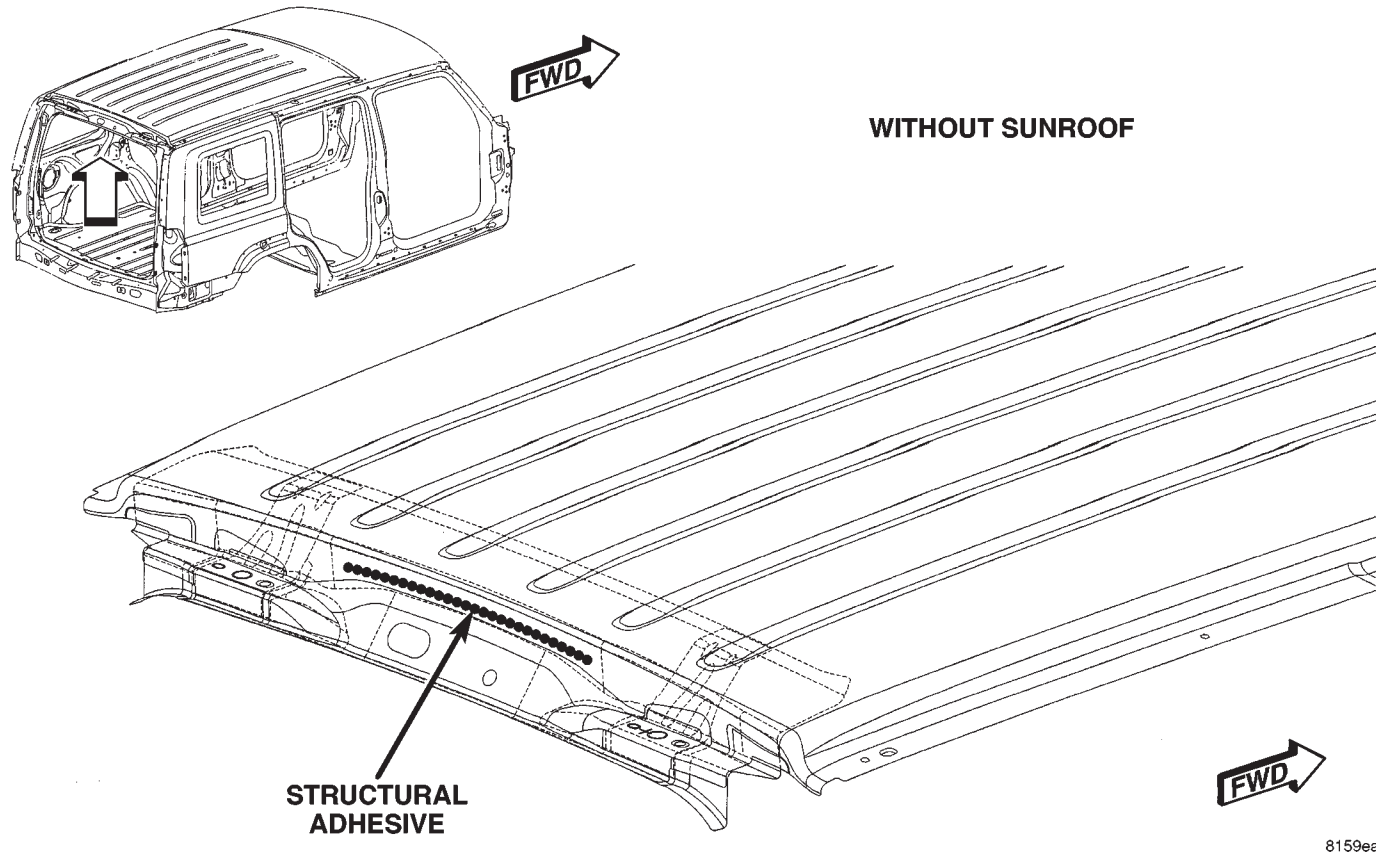
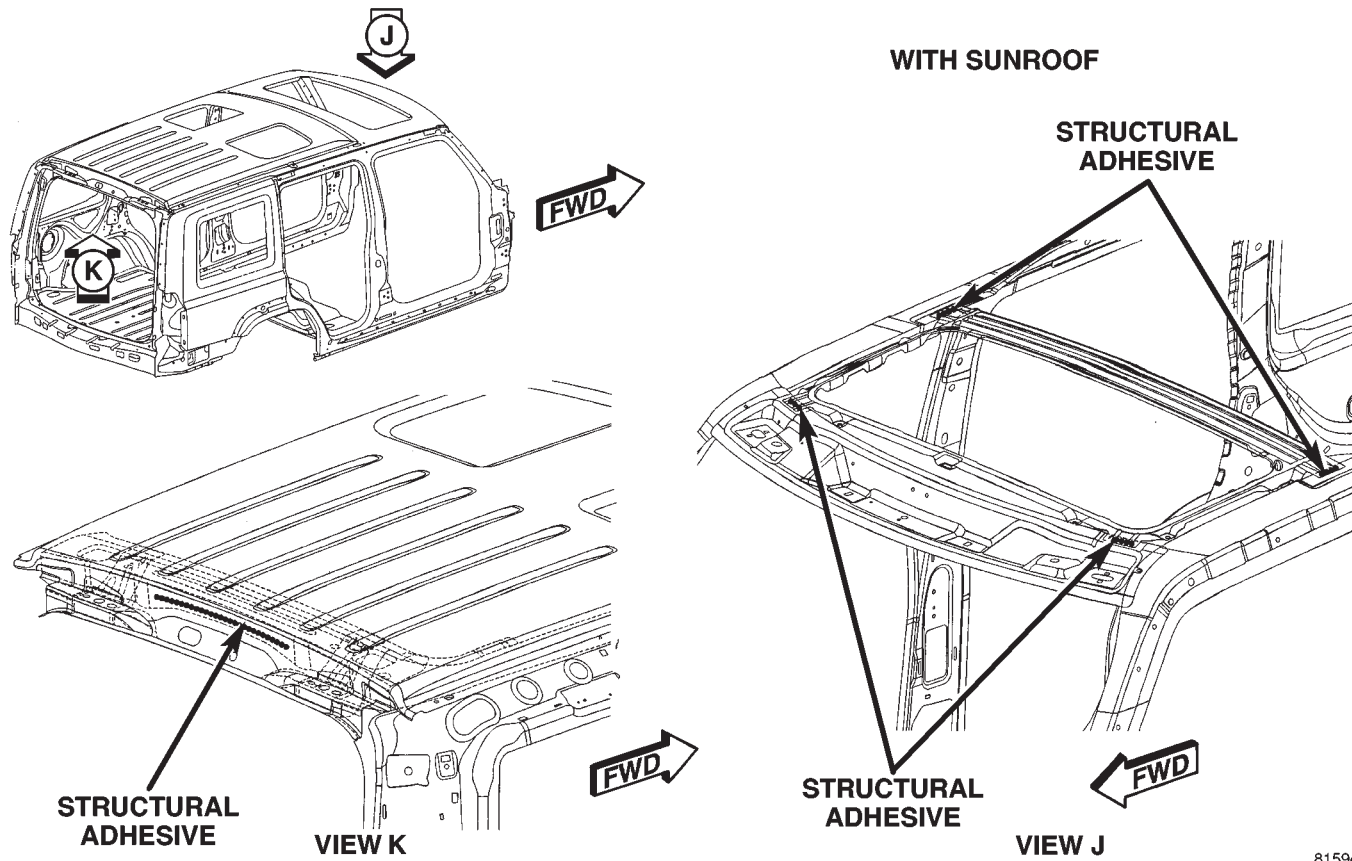


Figure 13. LIFTGATE HEADER/ROOF WITHOUT SUNROOF

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STRUCTURAL ADHESIVE LOCATIONS



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Figure 14. ROOF BOWS/LIFTGATE HEADER/ROOF WITH SUNROOF

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Jeep Commander

**NVH/STRUCTURAL FOAM
INFORMATION**

SOUND DEADENER

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**JEEP COMMANDER
NVH/STRUCTURAL FOAM/
SOUND DEADENER LOCATIONS**

FIGURE	DESCRIPTION
1	"A" Pillar Body Access Holes
2	"B" Pillar Cavity and "C" Pillar Body Access Holes
3	Floor Pan
4	Right Side Rear Wheelhouse
5	Left Side Rear Wheelhouse
6	"D" Pillar Body Access Holes

Preferred Mopar Products:

- Expandable Foam – Part No. 05142864AA
- Dispenser – Part No. 05016570AA

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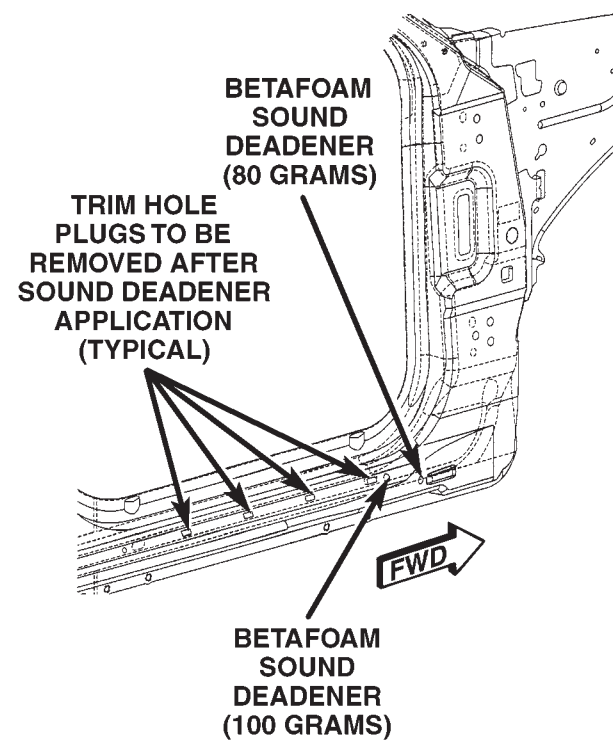
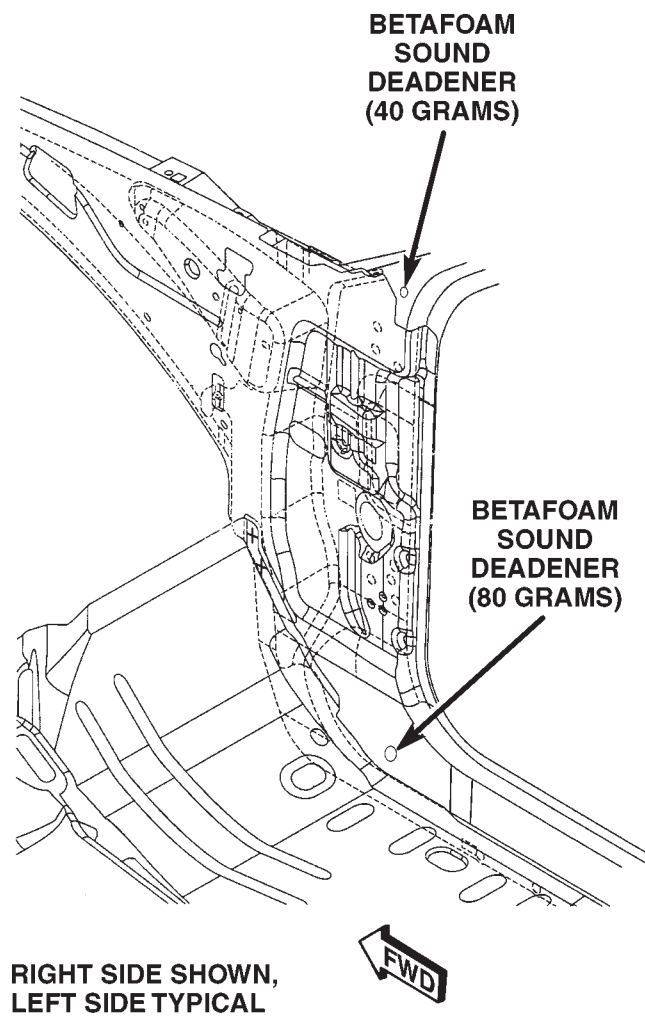


Figure 1. "A" PILLAR BODY ACCESS HOLES

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**RIGHT SIDE SHOWN,
LEFT SIDE TYPICAL**

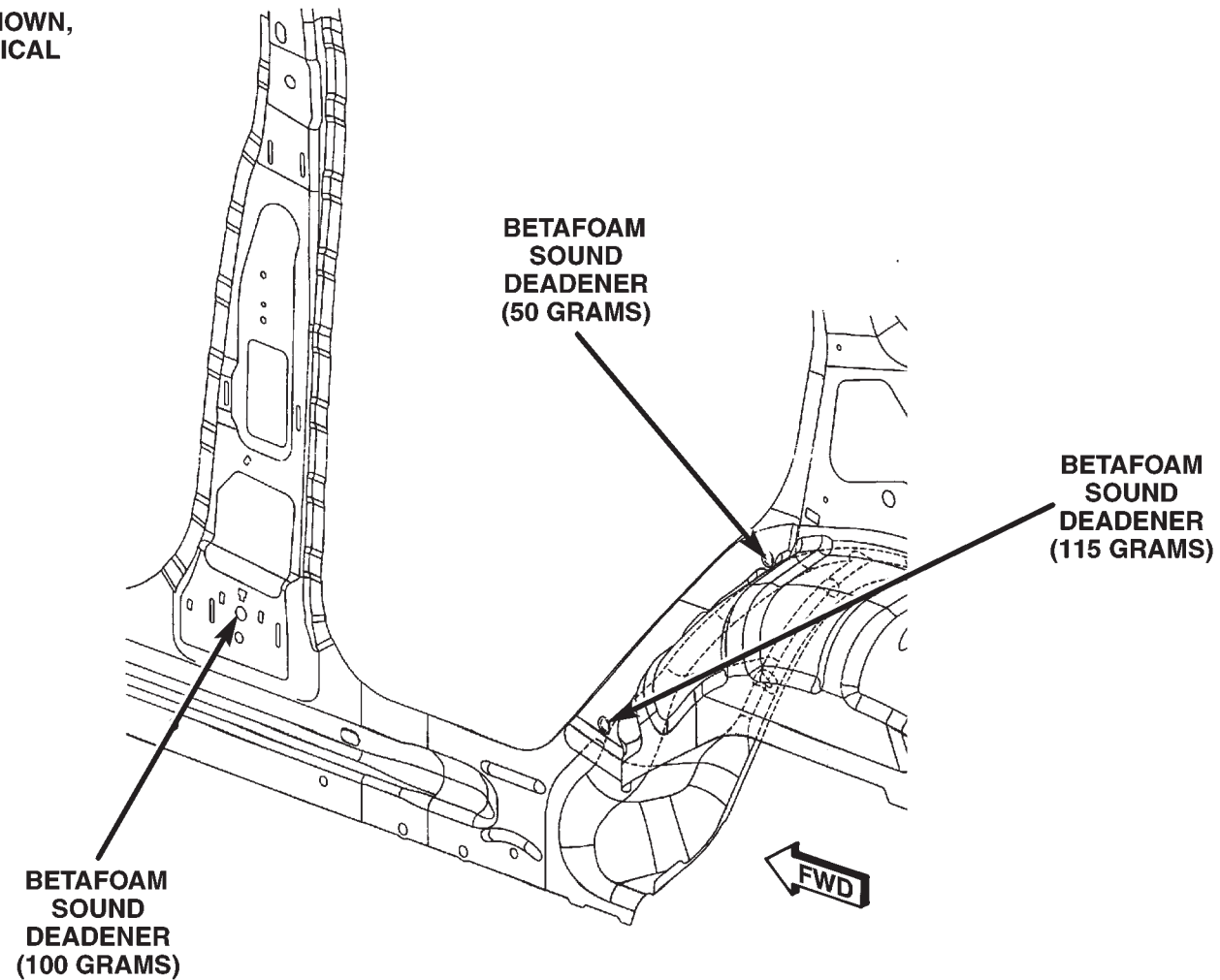


Figure 2. "B" PILLAR CAVITY AND "C" PILLAR BODY ACCESS HOLES

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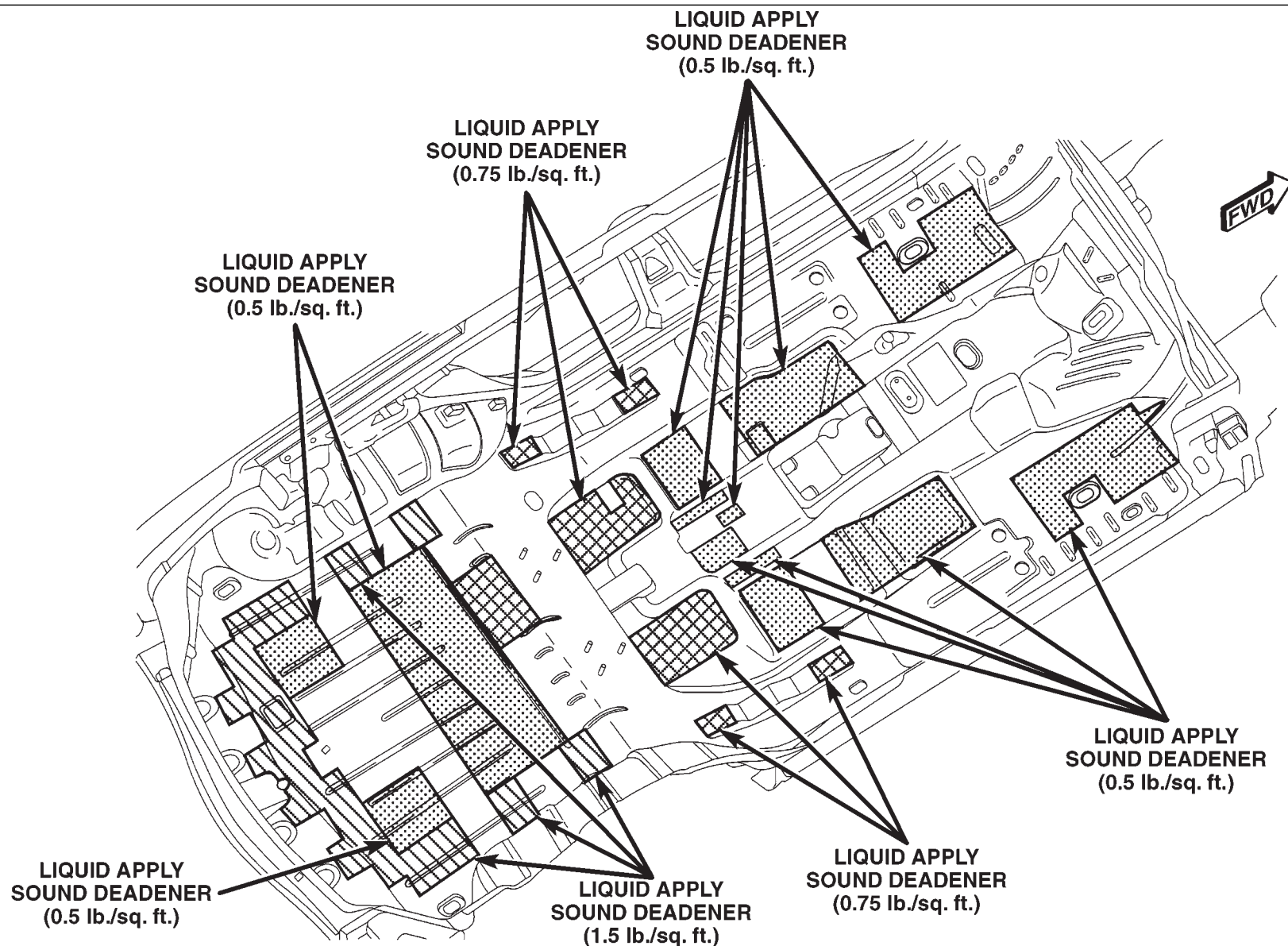


Figure 3. FLOOR PAN

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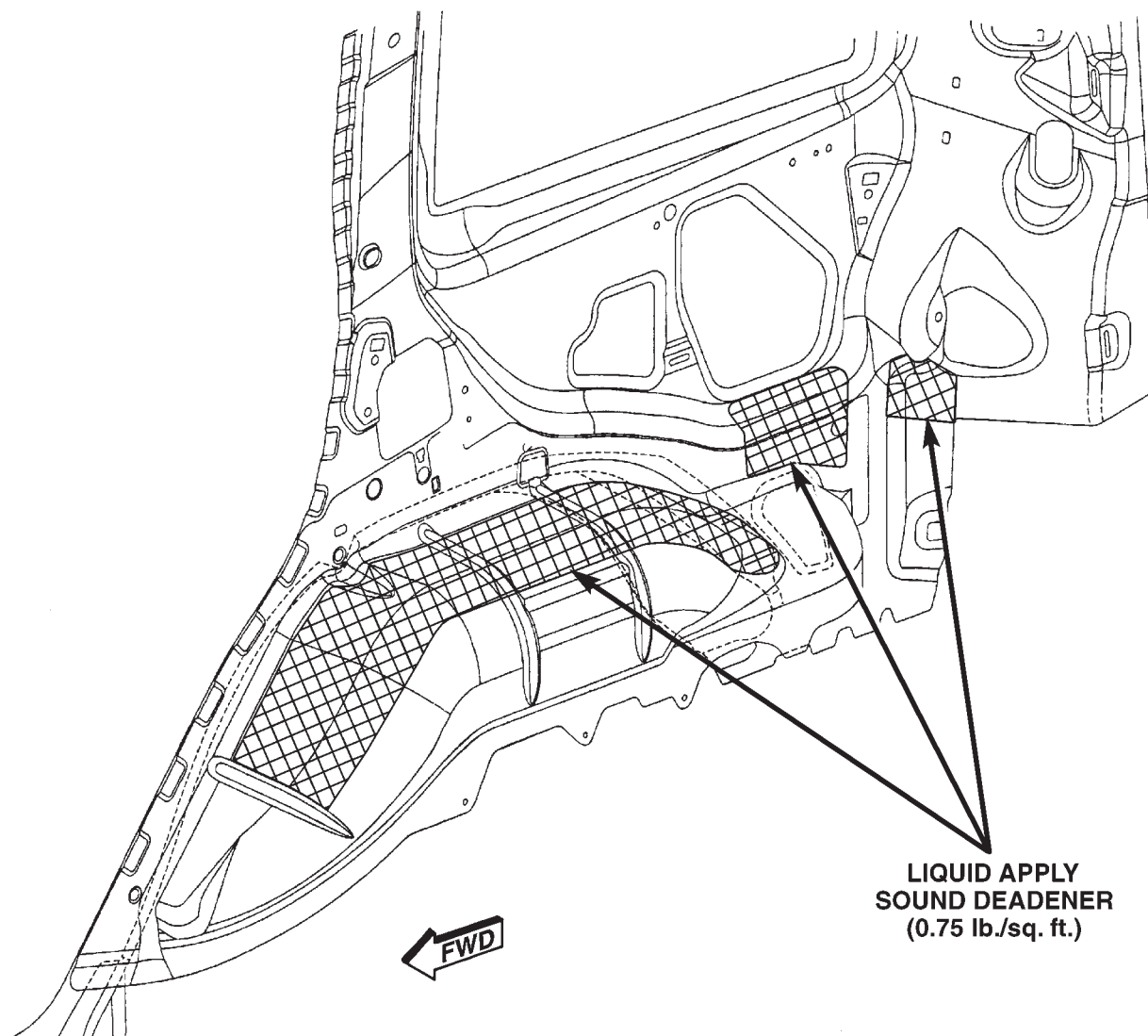


Figure 4. RIGHT SIDE REAR WHEEL HOUSE

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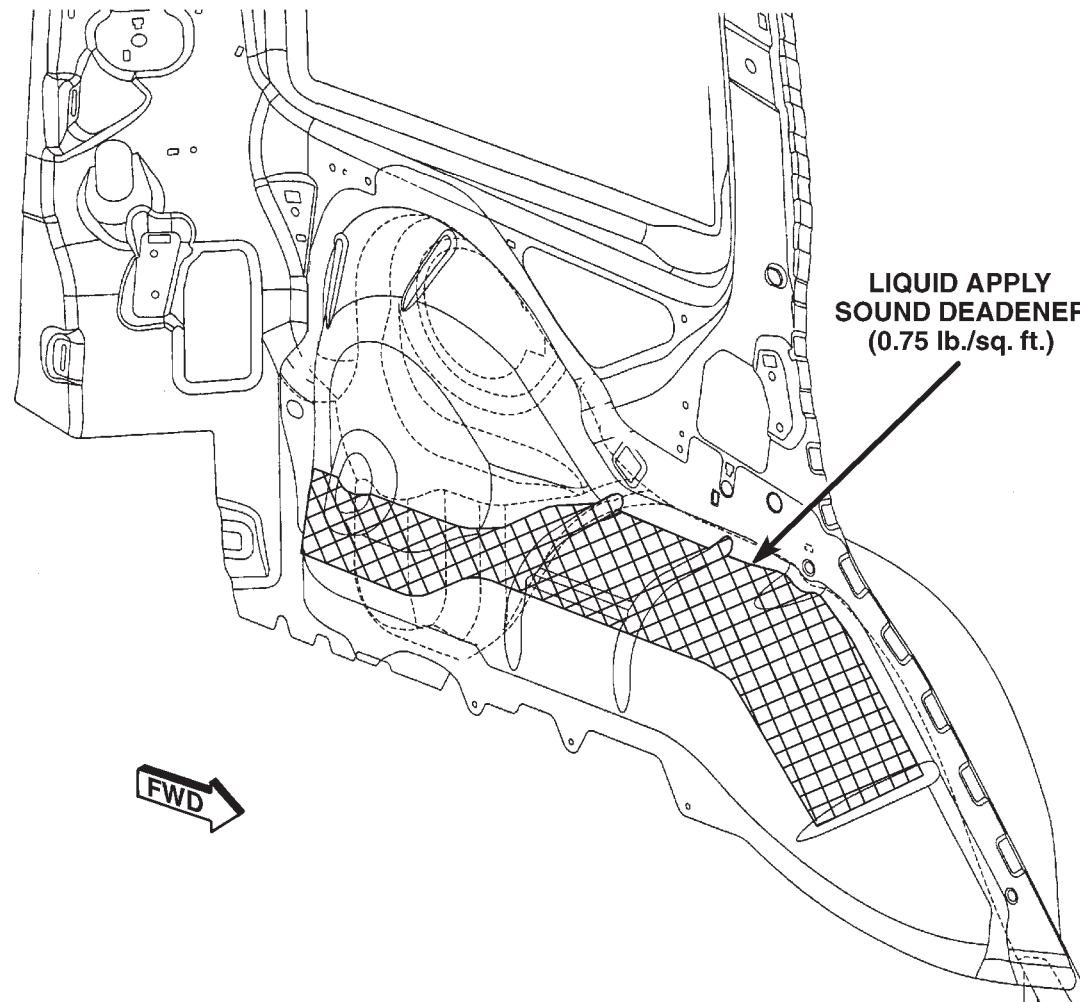
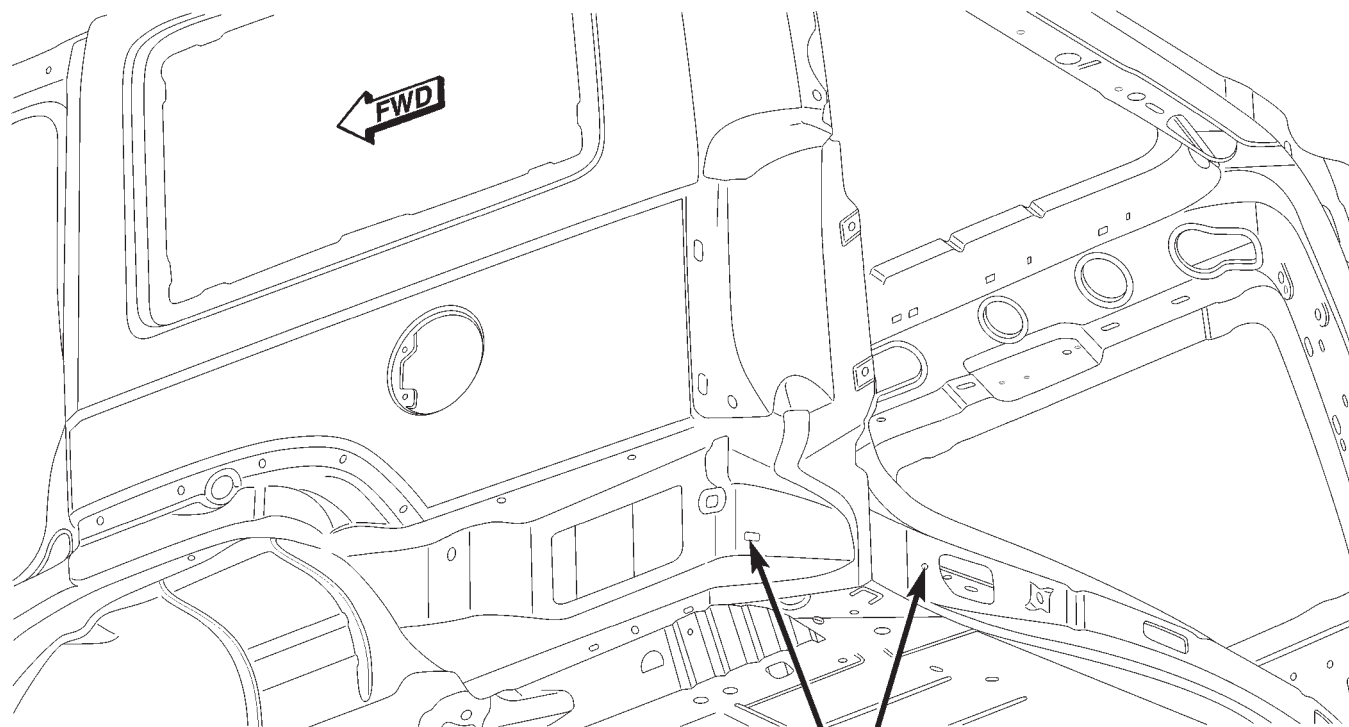


Figure 5. LEFT SIDE REAR WHEEL HOUSE

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**LEFT SIDE SHOWN,
RIGHT SIDE TYPICAL**

**BETAFOAM
SOUND
DEADENER
(200 GRAMS)**

Figure 6. "D" PILLAR BODY ACCESS HOLES

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HEMI.com, the official DaimlerChrysler HEMI® Web site. Learn about the history of the early HEMI®, built by Chrysler, DeSoto, and Dodge. Get all the details on the 426 HEMI on the street and in race cars, from NASCAR stock cars at Daytona and Darlington, to NHRA Super Stock, Funny Cars, and Top Fuel dragsters. Meet the engineers who designed the original HEMI, the 426 HEMI and the new 5.7 HEMI. Learn how Don Garlits and other legendary racers adopted the 331, 354, 392, and finally the 426 Hemi as they set records year after year.

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COMMANDER FRAME/BODY DIMENSIONS

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FRAME DIMENSIONS

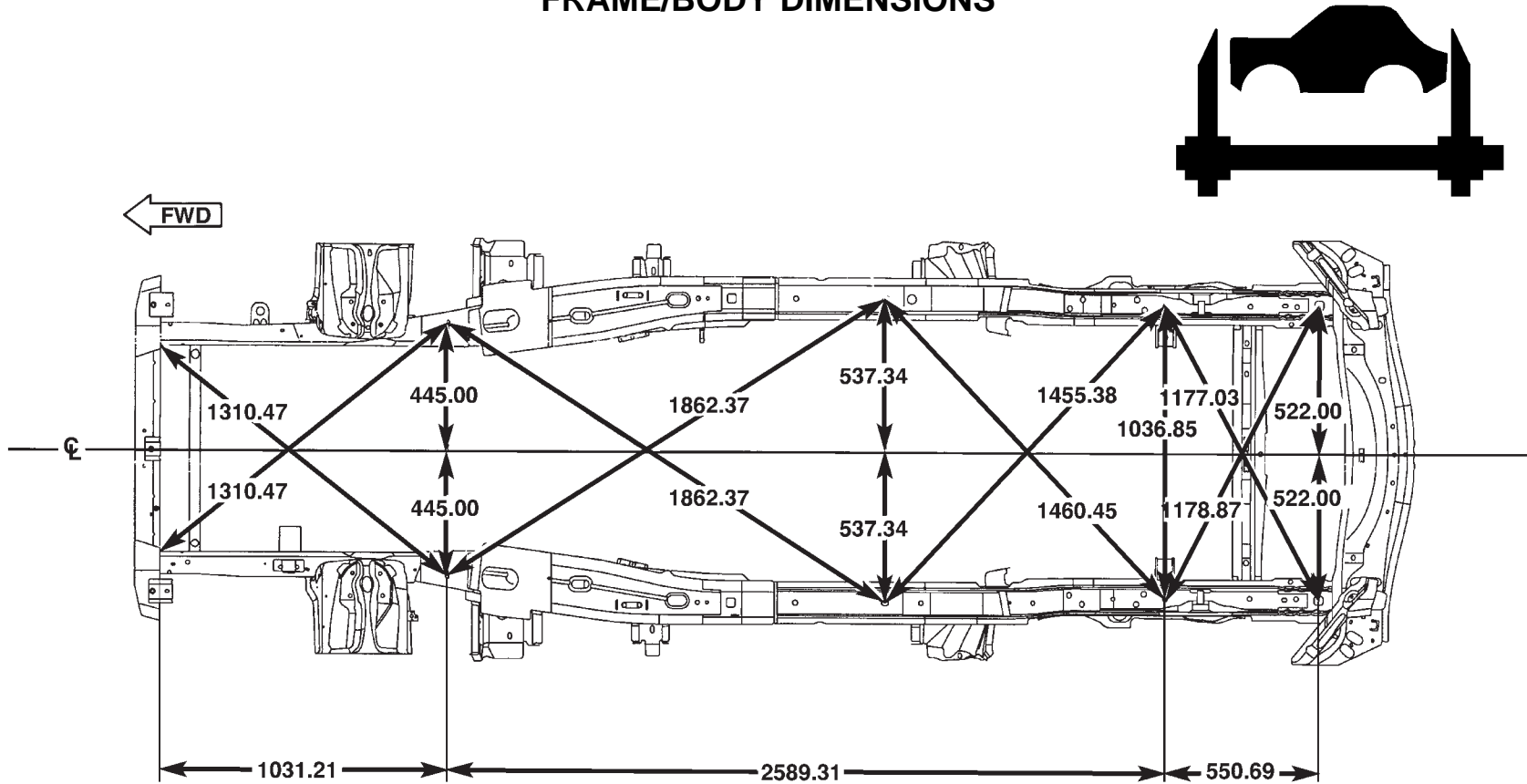
Frame dimensions are listed in metric scale. All dimensions are from center of Principal Locating Point (PLP), or from center to center of PLP and transfer location. Vertical dimensions can be taken from the work surface to the locations indicated.

INDEX

DESCRIPTION	FIGURE
FRAME DIMENSIONS (PLAN VIEW)	1
FRAME DIMENSIONS (SIDE VIEW)	2

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FRAME/BODY DIMENSIONS



ALL DIMENSIONS ARE IN MILLIMETERS

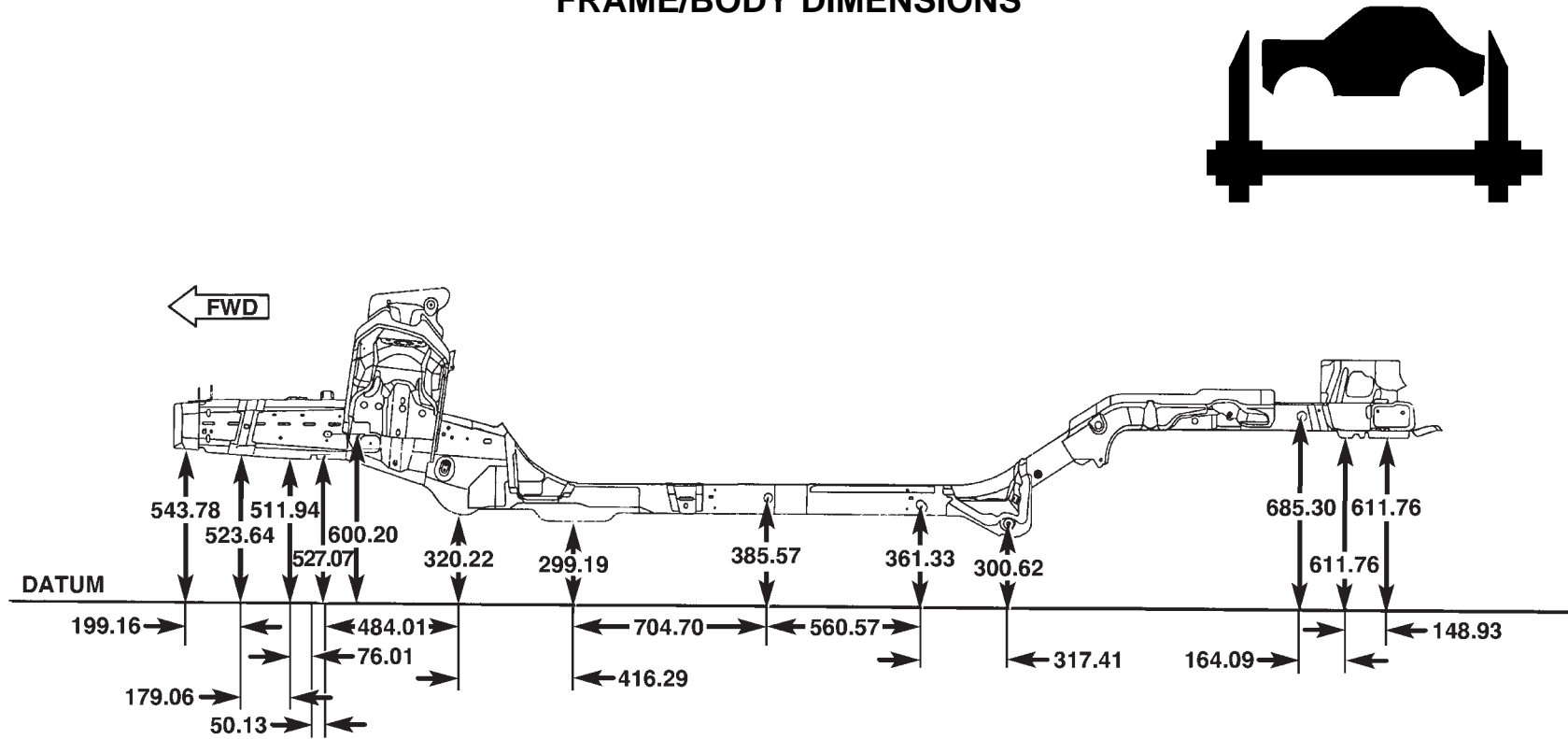
MEASUREMENTS ARE FROM CENTER
LINES OF HOLES (PLP's)

Figure 1. FRAME DIMENSIONS (PLAN VIEW)

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FRAME/BODY DIMENSIONS



ALL DIMENSIONS ARE IN MILLIMETERS

Figure 2. FRAME DIMENSIONS (SIDE VIEW)

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OPENING DIMENSIONS

DESCRIPTION	FIGURE
ENGINE BOX OPENING	1
WINDSHIELD OPENING	2
FRONT DOOR OPENING	3
REAR DOOR OPENING	4
QUARTER WINDOW OPENING	5
LIFTGATE OPENING	6

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FRAME/BODY DIMENSIONS

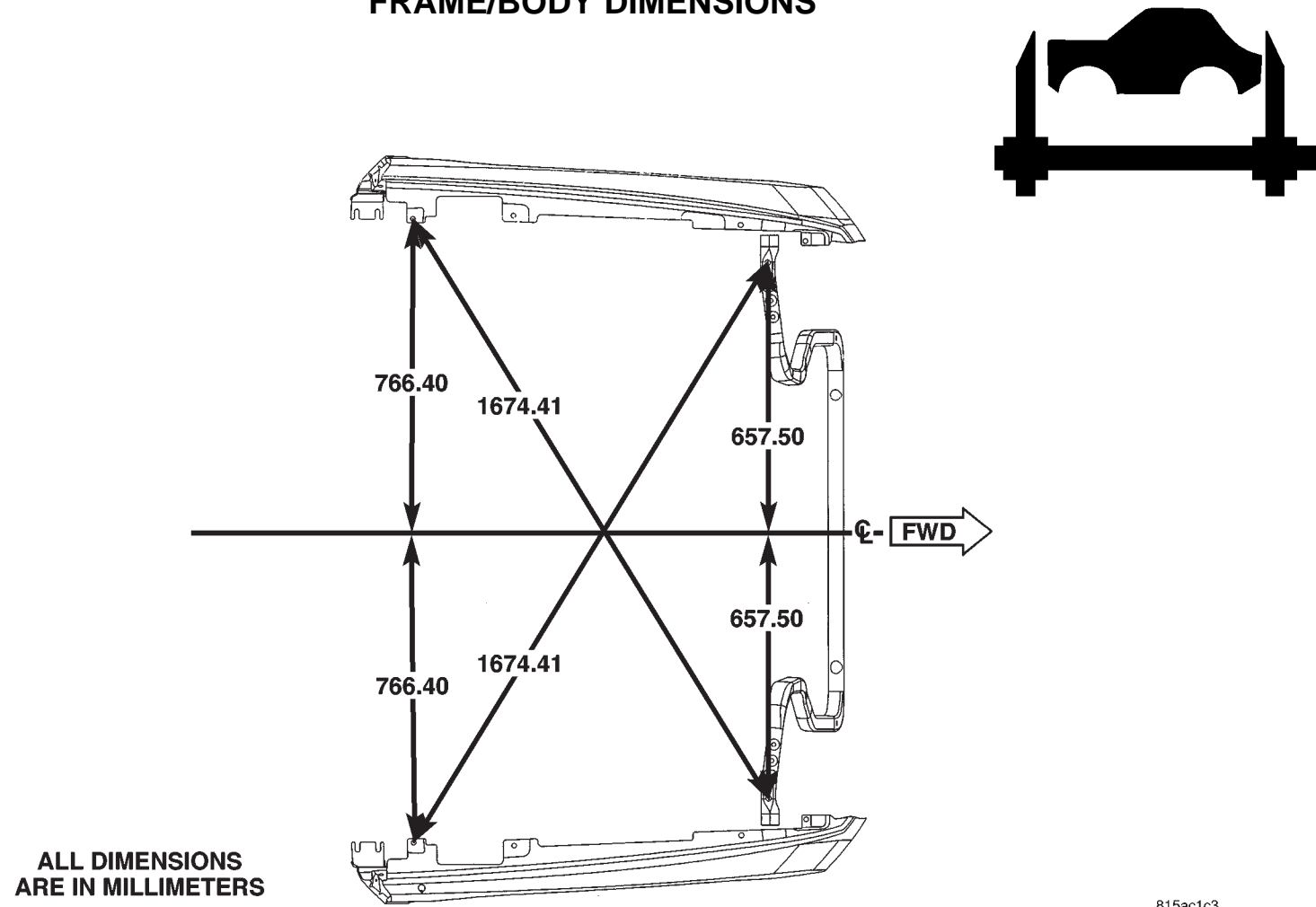
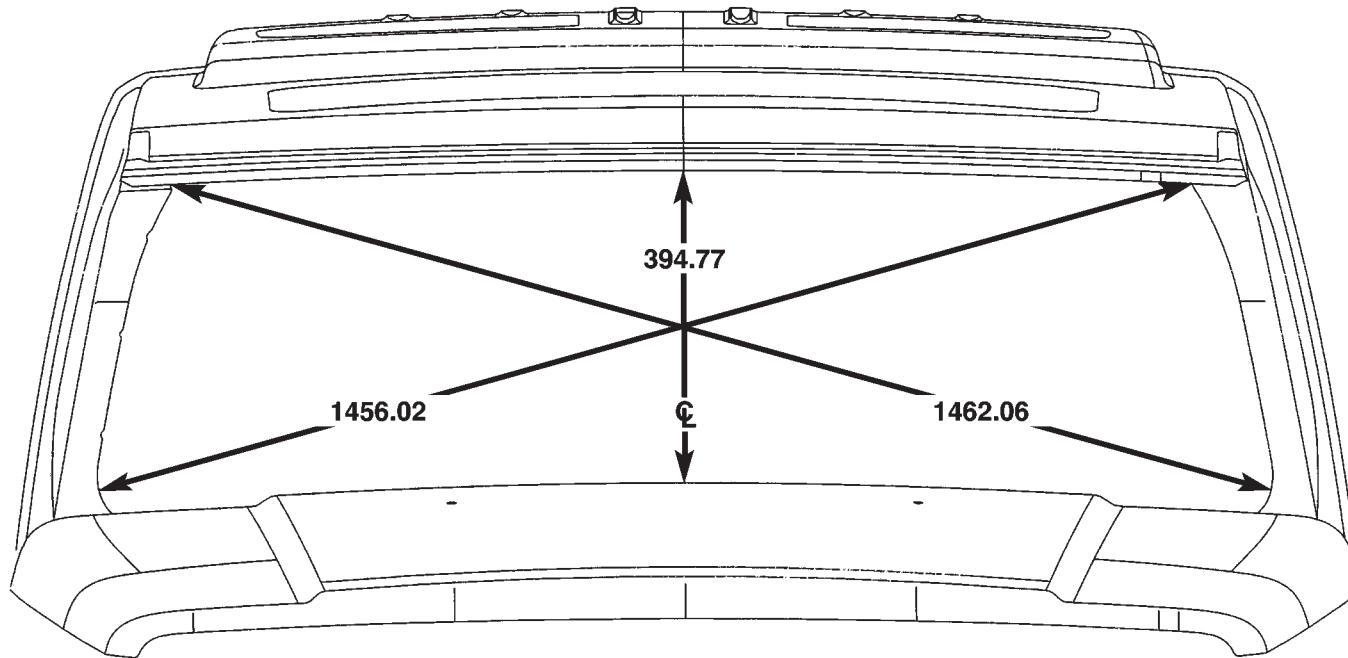


Figure 1. ENGINE BOX OPENING

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FRAME/BODY DIMENSIONS



ALL DIMENSIONS ARE IN MILLIMETERS

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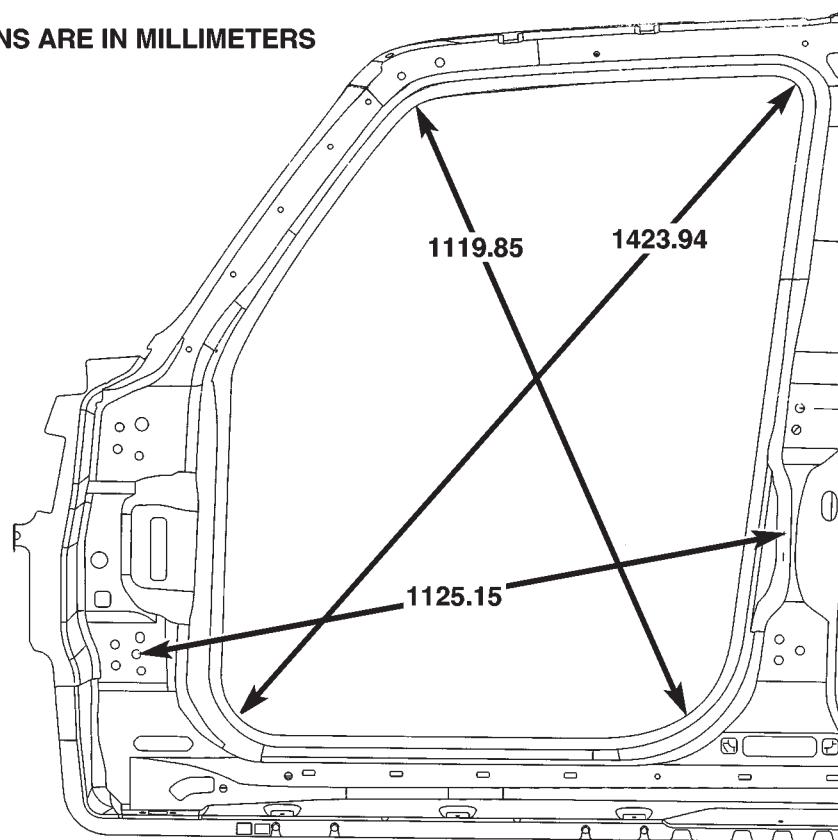
Figure 2. WINDSHIELD OPENING

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FRAME/BODY DIMENSIONS



ALL DIMENSIONS ARE IN MILLIMETERS

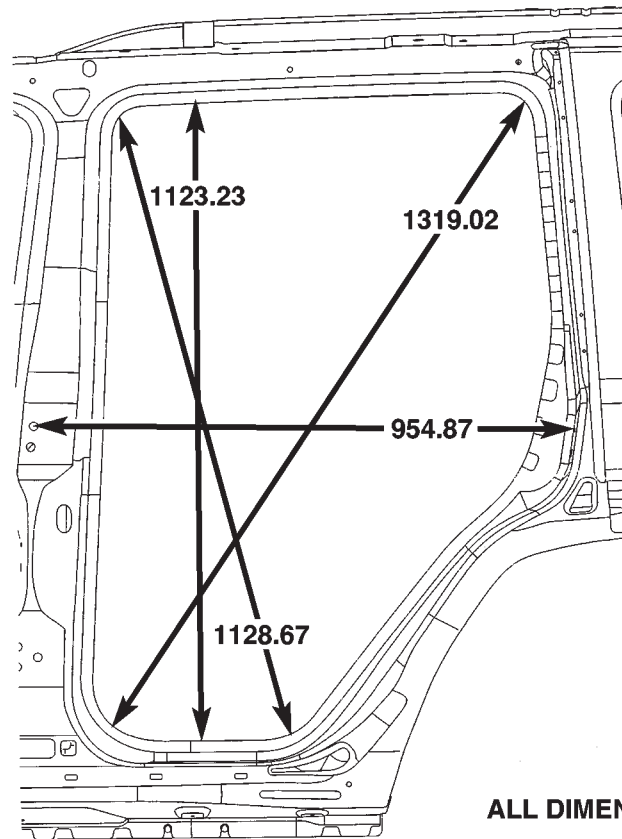


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Figure 3. FRONT DOOR OPENING

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FRAME/BODY DIMENSIONS



ALL DIMENSIONS ARE IN MILLIMETERS

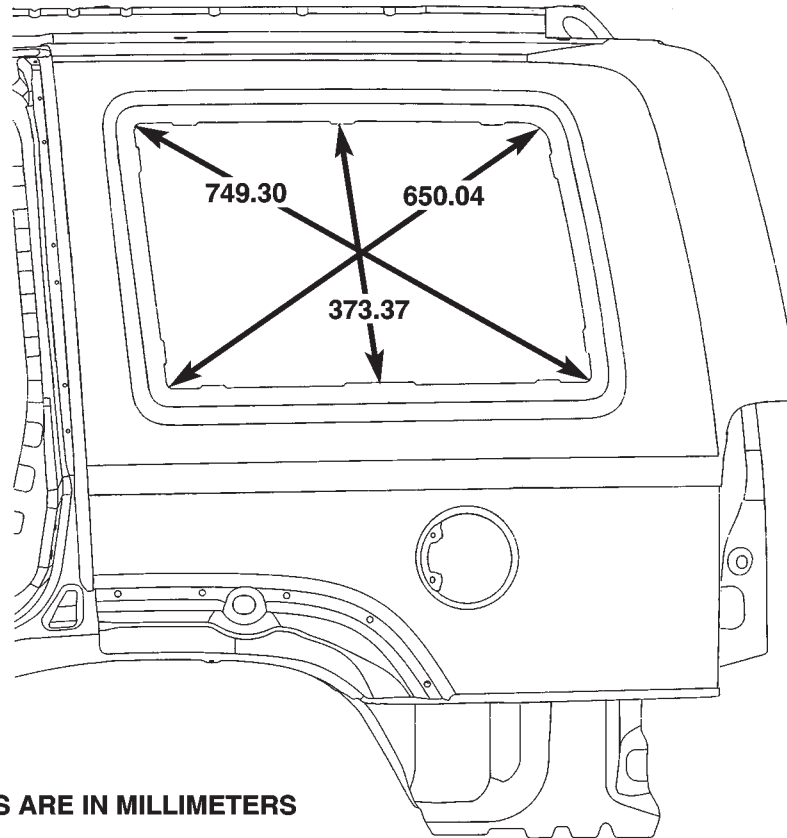
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Figure 4. REAR DOOR OPENING

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FRAME/BODY DIMENSIONS



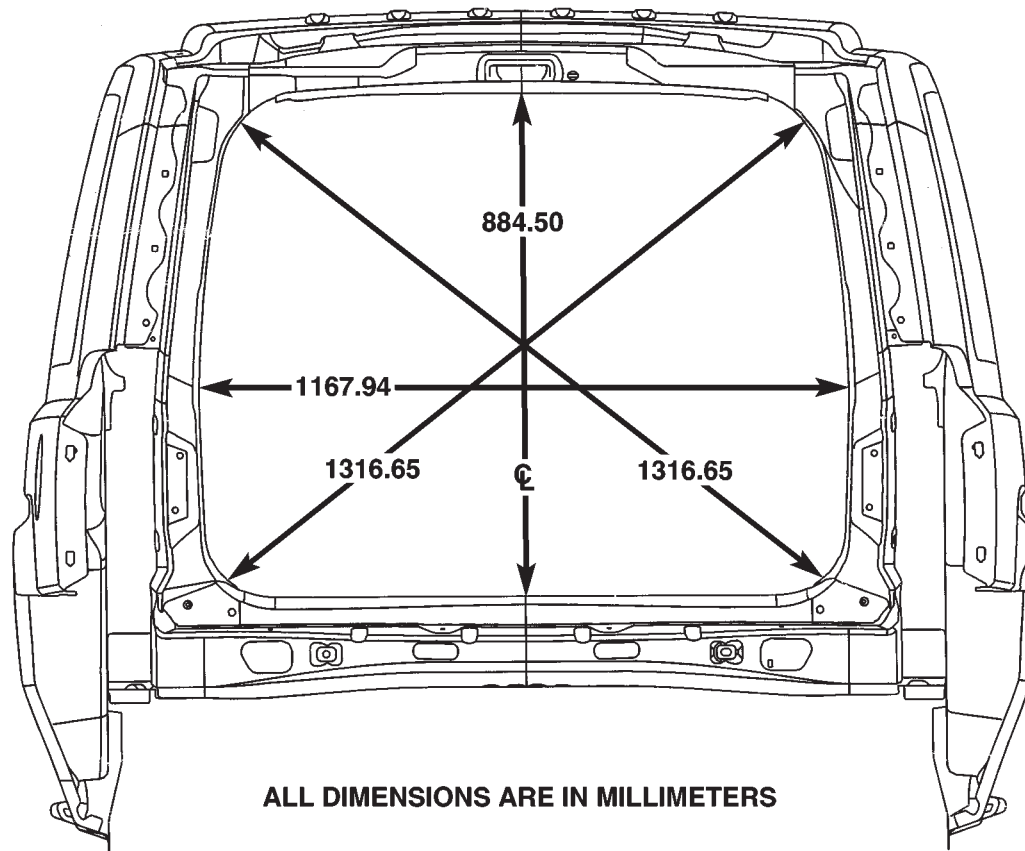
ALL DIMENSIONS ARE IN MILLIMETERS

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Figure 5. QUARTER WINDOW OPENING

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FRAME/BODY DIMENSIONS



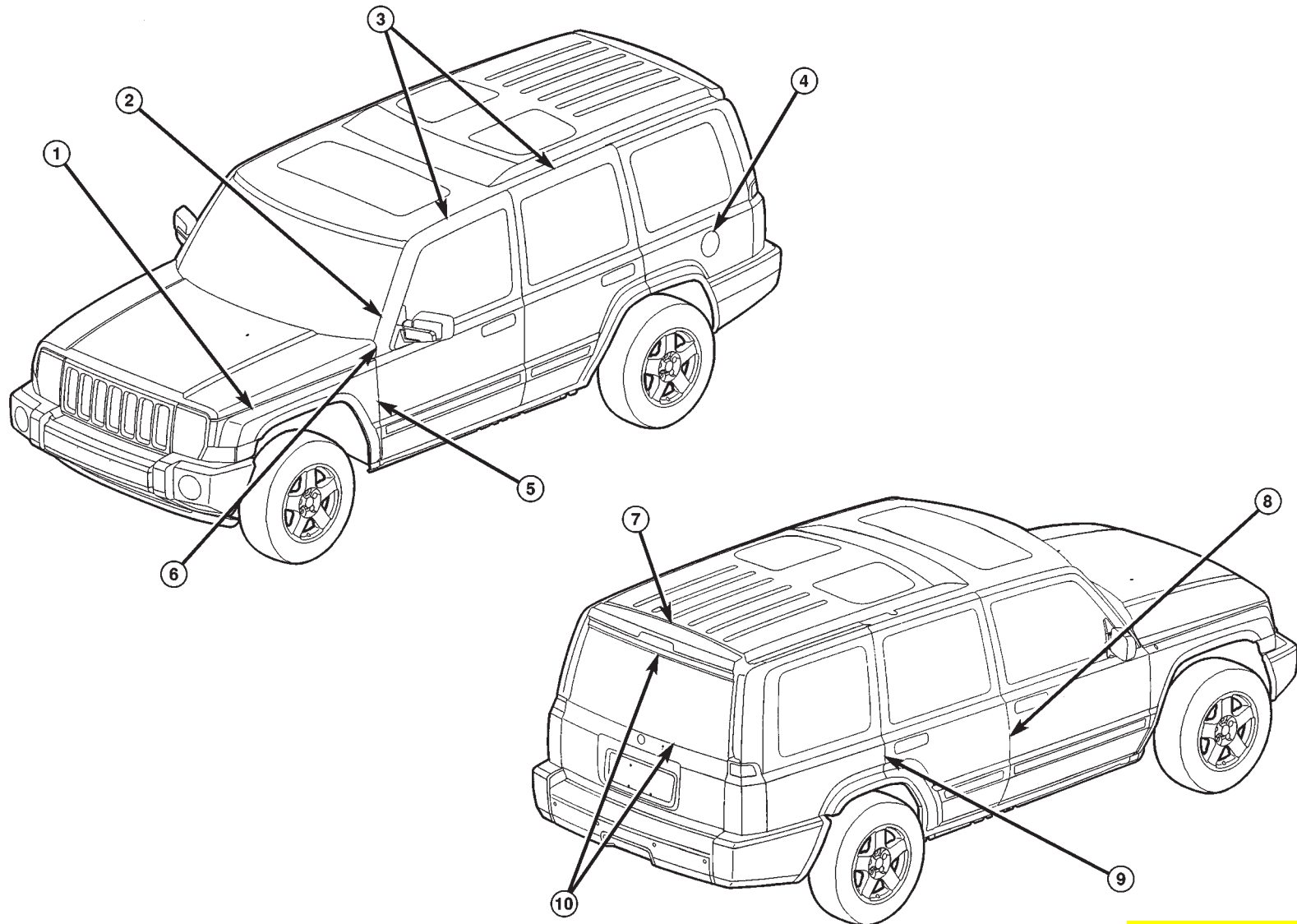
ALL DIMENSIONS ARE IN MILLIMETERS

815ac1de

Figure 6. LIFTGATE OPENING

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GAP AND FLUSH DIMENSIONS



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GAP AND FLUSH

	DESCRIPTION	GAP	FLUSH
1	HOOD TO FENDER	6.0 +/- 2.0 PARALLEL WITHIN 2.0	HOOD OVERFLUSH -0.75 +/- 1.5 (FRONT ONLY)
2	WINDSHIELD MOULDING TO FRONT DOOR	6.0 +/- 2.0 PARALLEL WITHIN 1.5	MOULDING OVERFLUSH 3.0 +/- 1.0
3	FRONT AND REAR DOORS TO ROOF	6.0 +/- 1.5 PARALLEL WITHIN 2.5	DOORS OVERFLUSH 3.0 +/- 1.5
4	FUEL DOOR TO BODY SIDE	3.0 +/- 1.0	FUEL DOOR UNDERFLUSH -0.5 +/- 1.0
5	FENDER TO FRONT DOOR	4.5 +/- 1.25 PARALLEL WITHIN 1.25	FENDER OVERFLUSH 0.5 +/- 1.0
6	HOOD TO FRONT DOOR	6.0 +/- 2.0 PARALLEL WITHIN 1.25	--
7	LIFTGATE TO ROOF	9.0 +/- 2.0	LIFTGATE UNDERFLUSH -1.0 +/- 1.5 PARALLEL WITHIN 1.5
8	FRONT DOOR TO REAR DOOR	4.5 +/- 1.0 PARALLEL WITHIN 1.0	0.0 +/- 1.0 PARALLEL WITHIN 1.5
9	REAR DOOR TO BODY SIDE	4.5 +/- 1.0 PARALLEL WITHIN 1.0	0.0 +/- 1.0 PARALLEL WITHIN 1.5
10	FLIPPER GLASS TO LIFTGATE	5.0 +/- 1.5 PARALLEL WITHIN 1.0	GLASS UNDERFLUSH -2.0 +/- 2.0 PARALLEL WITHIN 2.0

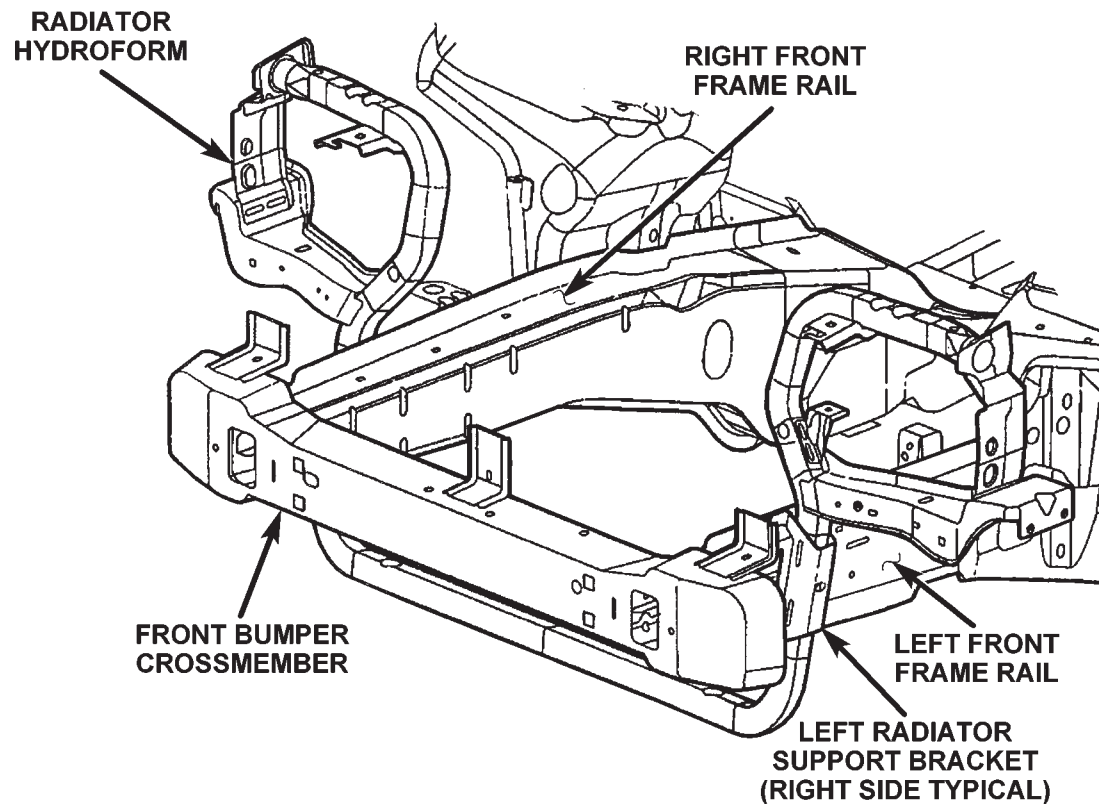
ALL DIMENSIONS ARE IN MILLIMETERS

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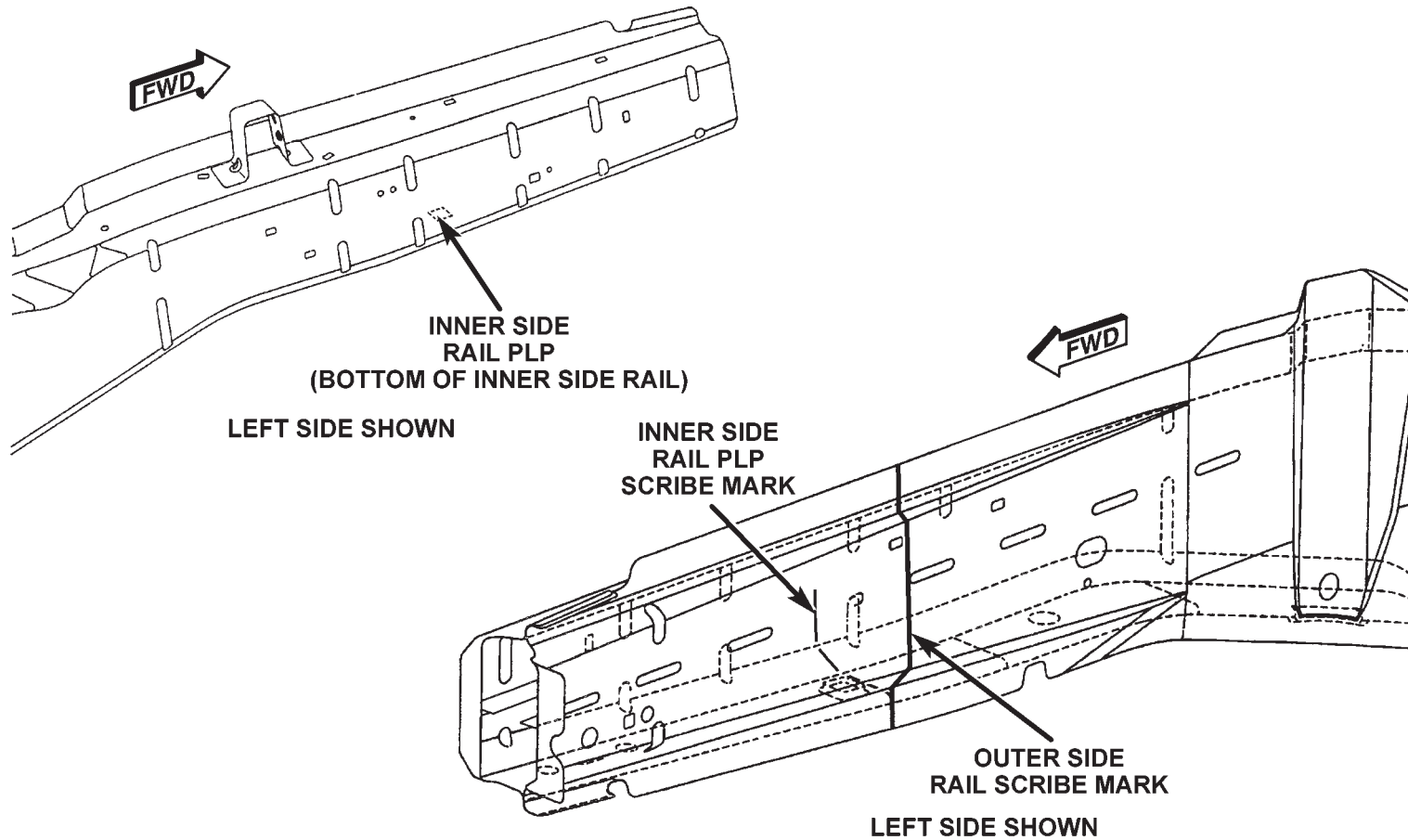
JEEP COMMANDER FRONT FRAME RAIL SECTIONING PROCEDURE

1. Remove front bumper cross member using a Rotabroach (hole saw).
2. Release welds securing radiator support brackets to the side of outer frame rails using a Rotabroach (hole saw) and only mill through the bracket if possible. If replacing one frame rail, replacing part of radiator hydroform can be done.



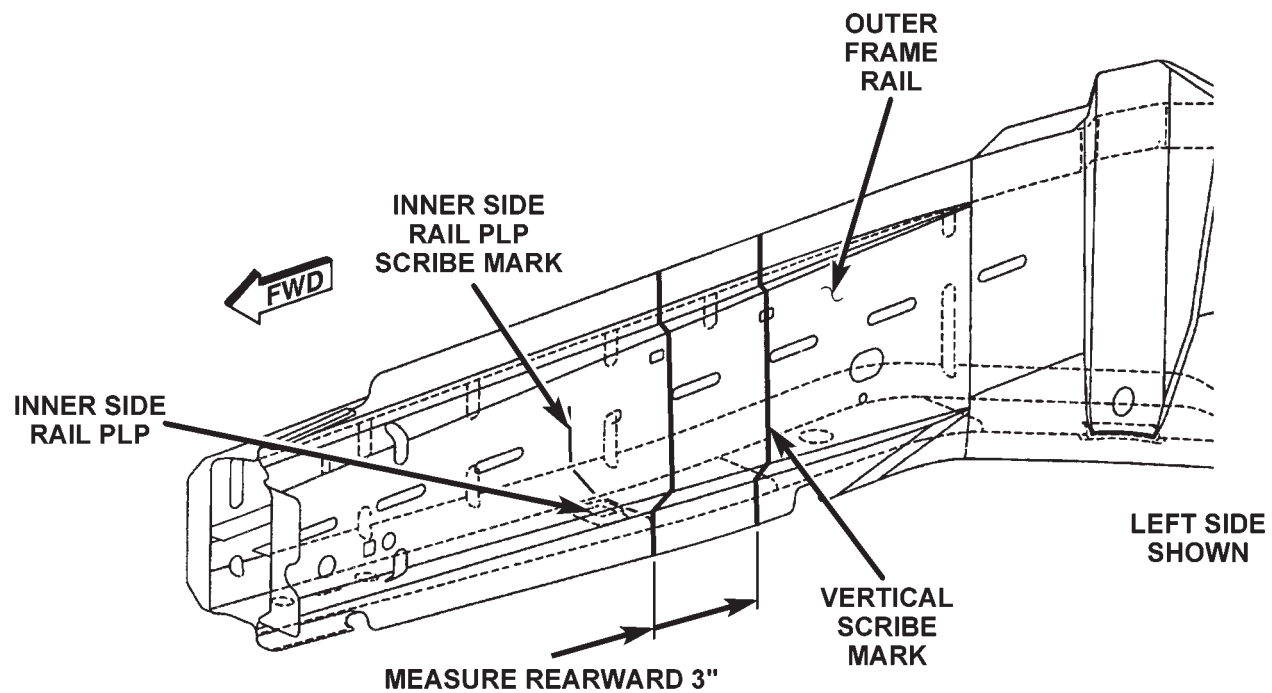
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3. Using the forward edge of PLP hole on bottom of inner side member as reference, mark outer rail at top and bottom then create vertical scribe mark on outer frame rail.



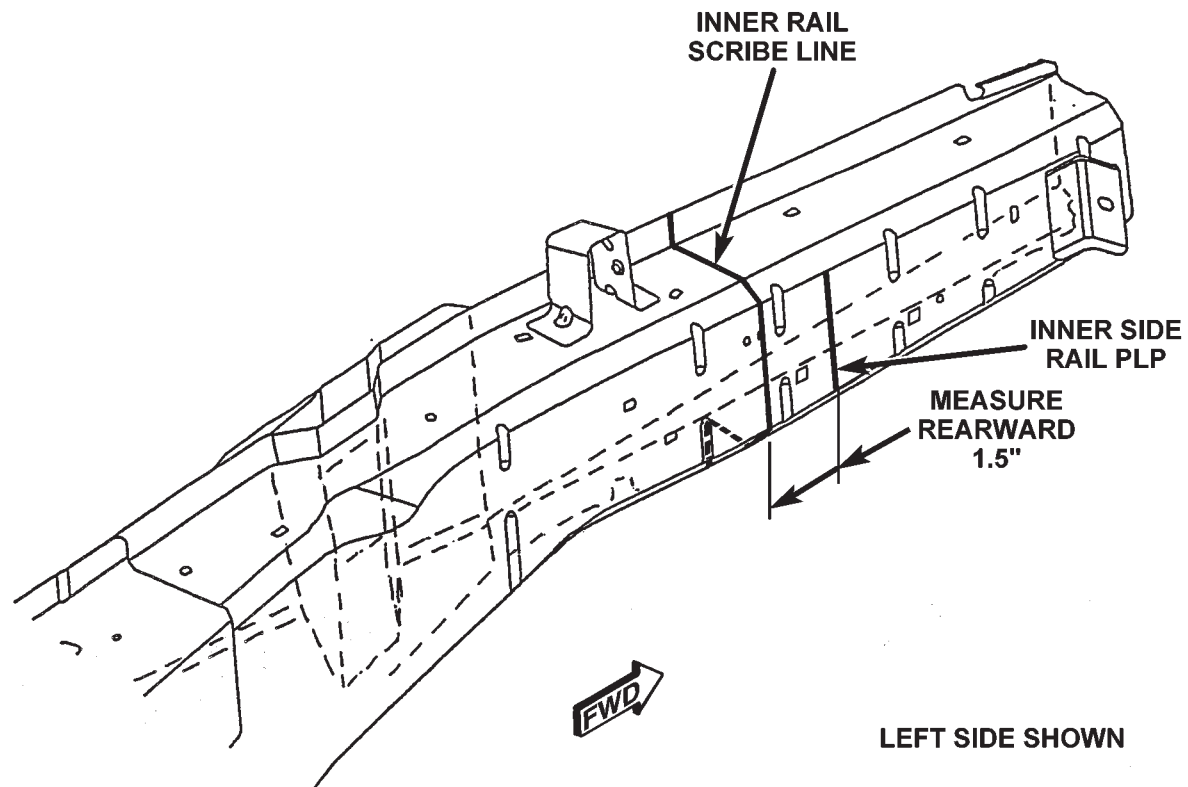
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4. Using the forward edge of PLP hole on bottom of inner side member as reference, measure rearward 3" and mark outer rail at top and bottom then create vertical scribe mark on outer frame rail.



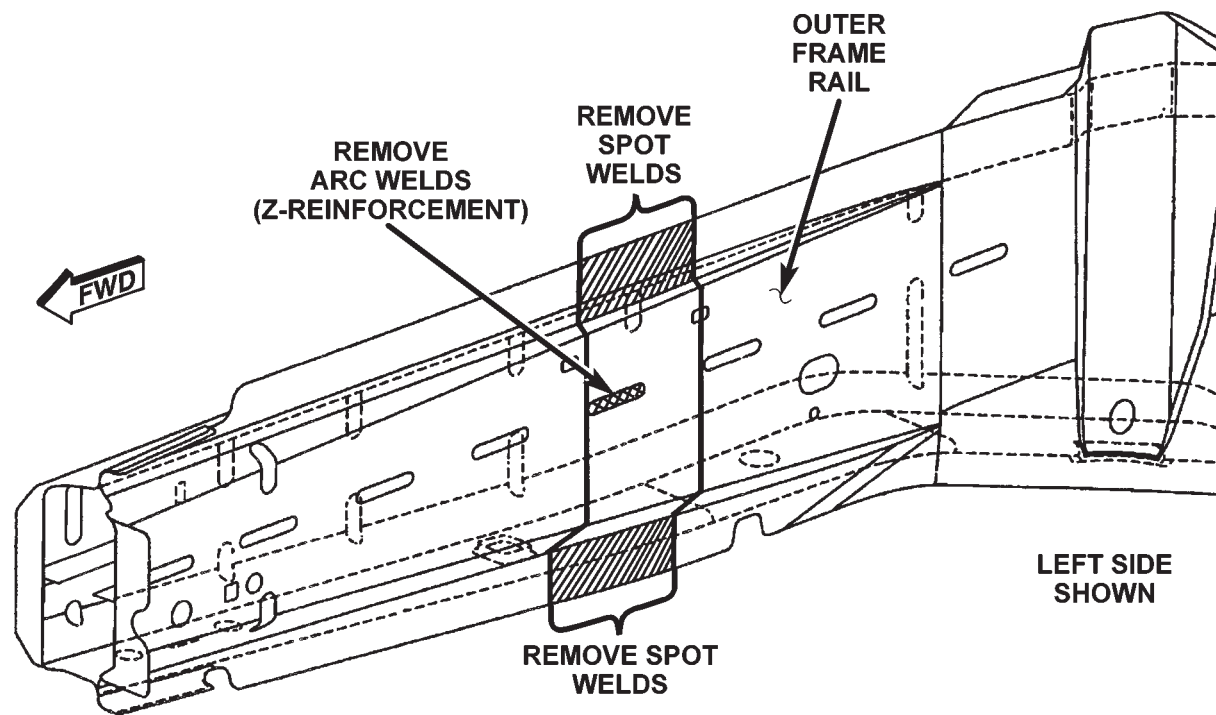
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5. Using the forward edge of PLP hole on bottom of inner side member as reference, measure rearward 1.5" and mark inner rail at top and bottom then create vertical scribe mark on inner frame rail.



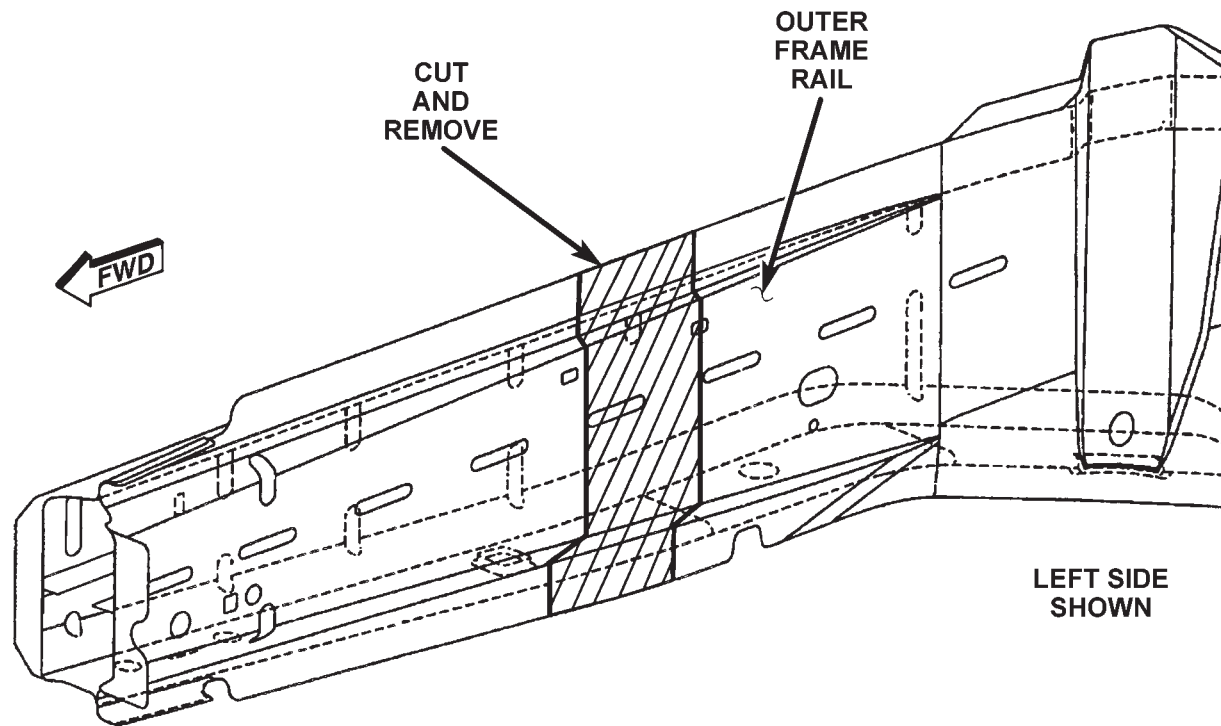
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6. Remove spot welds holding the inner and outer side members together between the two scribe lines on the outer rail.
7. Remove the MIG welds holding the internal Z-reinforcement to the outer rail between the two scribe lines.



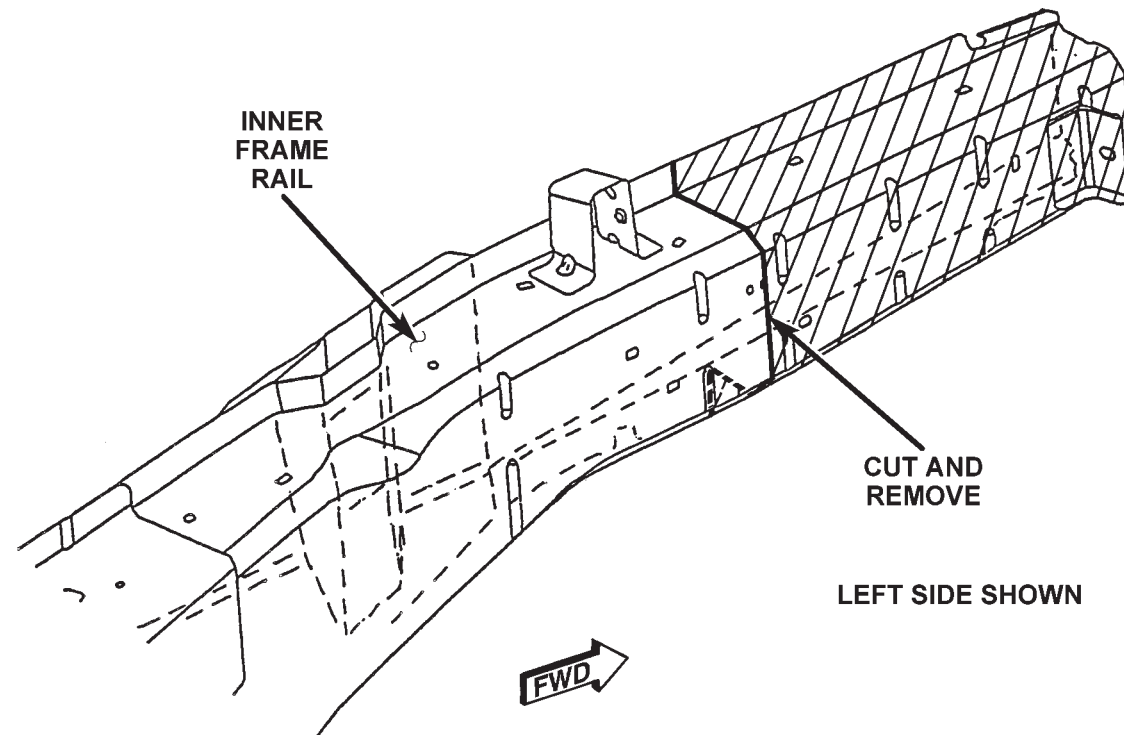
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8. Carefully cut the outer side member top to bottom at the scribe lines using a cut-off wheel without damaging the inner side member or the Z-reinforcement inside the rail and remove the access panel or "window".



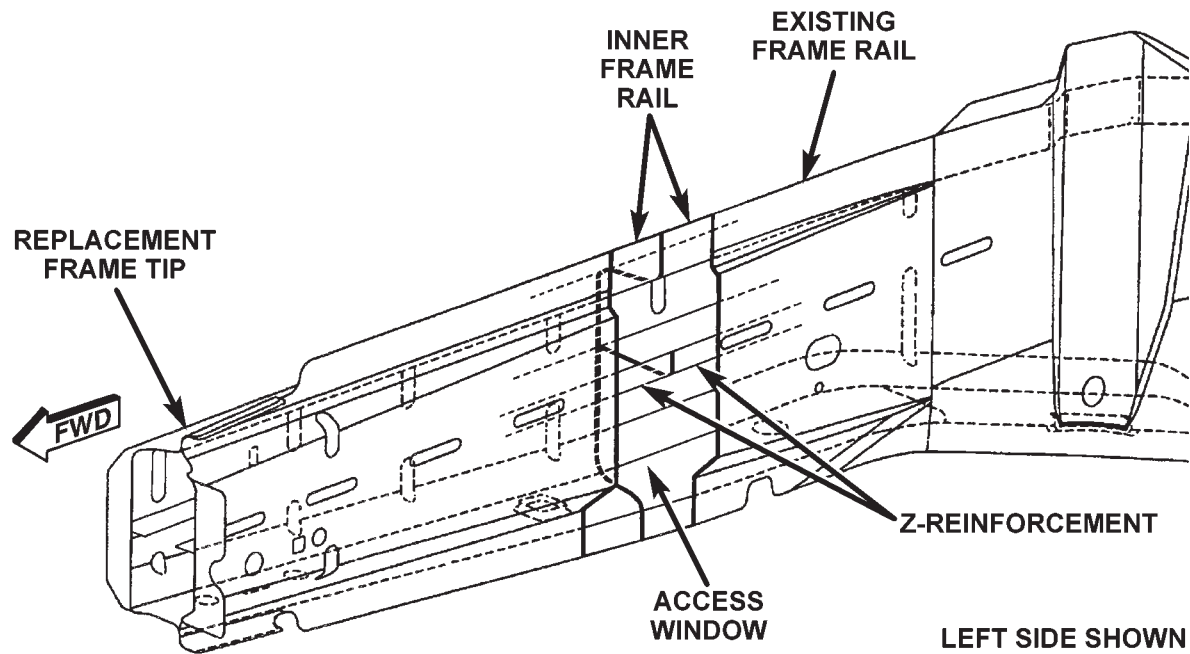
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9. Using a reciprocating saw, cut vertically down through the inner frame rail and Z-reinforcement at the scribe location on the inner rail.



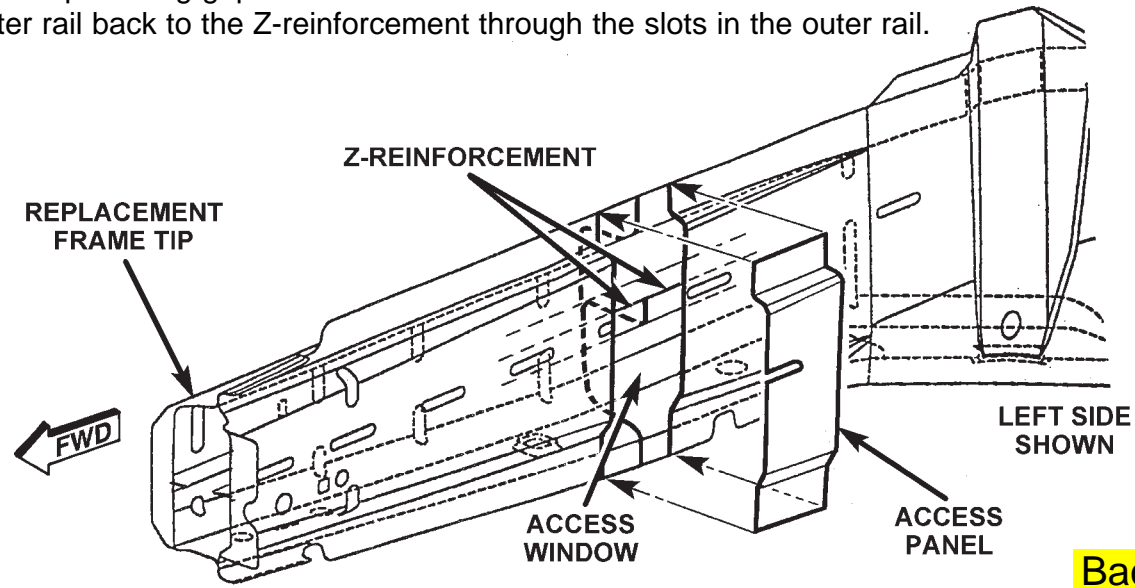
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10. Carefully clean and de-burr all cut edges and prepare for welding.
11. Remove any paint, e-coat, or other coatings within 1-inch of any weld area.
12. Using the same procedures previously described, prepare the service rail tip for installation.
13. Fit and position the new rail tip to the vehicle using xyz dimensions and measurement equipment.
14. Confirm good joint fit-up with inner frame rail and Z-reinforcement and root gap equal to width of saw cut.
15. Tack weld the new tip into position using the weld chart located at the end of repair procedure section.
16. Reconfirm proper tip location.



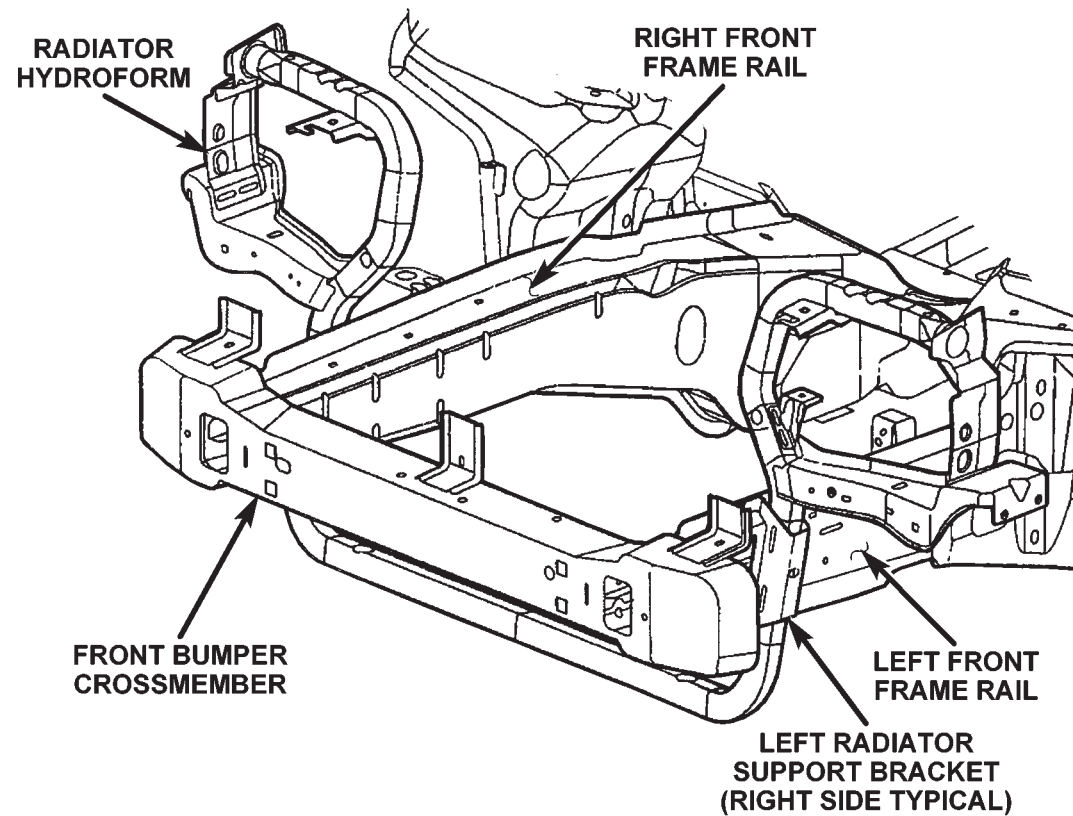
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17. Weld inner frame rail in the following sequence.
 - a. Upper half from the access window.
 - b. Lower half from exterior of rail
 - c. Clean backside of above two welds in preparation for welding.
 - d. Upper half from exterior.
 - e. Lower half from access window.
18. Weld Z-reinforcement from top and from bottom, from inner side rail to outer side rail.
19. Prepare access panel for reinstallation.
20. Clamp the access panel back to rail assembly.
21. Weld the butt-joints completely using a skip/stitch method to reduce the heat affected zone and distortion.
22. Weld the access window at the top and bottom to the inner frame rail using ring filet (puddle) welds.
23. Install clamp to snug gap between outer rail and inner Z-reinforcements and MIG weld the outer rail back to the Z-reinforcement through the slots in the outer rail.



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24. Install the radiator hydroform with four MIG welds holding each bracket to the outer frame rails at the location of the original welds.
25. Ensure that the cut-off location of the hydroform is the same as that removed earlier and modify if not.
26. Install the front bumper crossmember using MIG welds where the original spot welds were removed.



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WELD PROCESS

CAUTION: All welds should conform to DaimlerChrysler vehicle engineering process standard "ps 9472".

WELDING PARAMETERS

WELDING PROCESS	FLUX CORED ARC	GAS METAL ARC (MIG)*	SHIELDED METAL ARC (STICK)
Material Thickness	3.7 mm to 4.2 mm	3.7 mm to 4.2 mm	3.7 mm to 4.2 mm
Electrode Type	Lincoln Electrical Co. Product #: NR-211 MP (Do Not Substitute)	AWS ER70S-3 (Do Not Substitute)	** AWS E 7018
Electrodes Size Inches	.045 Tubular	.035 Solid	3/32"
Electrode Stick Out	3/8" - 1/2"	1/2" - 5/8"	N/A
Polarity	Electrode "-" Work Piece "+"	Electrode "+" Work Piece "-"	Electrode "+" Work Piece "-"
Shielding Gas	Self Shielded	75% Ar 25% CO ₂	Self Shielded
Gas Flow Rate	N/A	25 - 35 CFM	N/A
Wire Feed Speed (inches per minute)	110 - 130 Vertical Down 70 - 90 Flat & Overhead	245 - 250 Vertical Down 210 - 225 Flat & Overhead	N/A
Approximate Amperage			
Vertical	110 - 130	175	85 (3/32" Diameter)
Flat & Overhead	70 - 90	155	90 (3/32" Diameter)
Voltage	15 - 18	19 - 20	N/A
Direction of Welding			
Vertical	Vertical Down Hill (only)	Vertical Down Hill (only)	Vertical - Up Hill (only)
Flat & Overhead	Flat - Push or Drag	Flat - Push or Drag	Flat - Drag

***First choice - Gas Metal Arc Welding Process:** Butt joints - apply two layers (passes) of weld metal. First pass should only fill approximately 1/2 the thickness. Vertical position welds - maintain electrode wire at leading edge of weld puddle while traveling down hill to produce maximum penetration into the sleeve. These techniques work for FCAW as well.

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Additional Support and Technical Information



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