

SAFETY RECALL

NORTH AMERICA

Manual Transmission Clutch



Reference: 19A / NHTSA 23V-116

FCA US LLC



Remedy available for:

2018 - 2023 (JL) Jeep Wrangler
2020 - 2023 (JT) Jeep Gladiator

Template Version 1.0

Revision	Edition	Detail
8	July 2024	Remedy now available for 2021 and 2022 model year vehicles.

IMPORTANT: Remedy requires both a clutch replacement and a PCM software update.

SYMPTOM DESCRIPTION

About 69,200 of the above vehicles equipped with manual transmissions, in some circumstances, the clutch pressure plate may become overheated through friction, which may lead the pressure plate to rapidly fracture. When a pressure plate fractures, it may result in cracks or holes in the transmission case, allowing heated debris to be expelled from the transmission case. In some circumstances, the operator may smell a clutch odor and or clutch slippage prior to the failure and may receive cluster messaging. Heated debris expelled from the transmission bellhousing may come in contact with an ignition source in the vehicle or surrounding area, potentially leading to a fire. A fire can result in increased risk of occupant injury and injury to persons outside the vehicle.

SCOPE

This recall applies only to the above vehicles equipped with a manual transmission.

NOTE: Some vehicles above may have been identified as not involved in this recall and therefore have been excluded from this recall.

IMPORTANT: Some of the involved vehicles may be in dealer new vehicle inventory. Federal law requires you to complete this recall service on these vehicles before retail delivery. Dealers should also consider this requirement to apply to used vehicle inventory and should perform this recall on vehicles in for service. Involved vehicles can be determined by using the VIP inquiry process.

REPAIR TO BE PERFORMED

Replace the clutch assembly then reprogram the Instrument Panel Cluster (IPC) first, then reprogram the Powertrain Control Module (PCM) with updated software.

ALTERNATE TRANSPORTATION

Dealers should attempt to minimize customer inconvenience by placing the owner in a loaner vehicle if the vehicle must be held overnight.

COMPLETION REPORTING / REIMBURSEMENT

Claims for vehicles that have been serviced must be submitted on the DealerCONNECT Claim Entry Screen located on the Service tab. Claims paid will be used by FCA to record recall service completions and provide dealer payments.

Use the following labor operation numbers and time allowances:

Labor Description	Number	Hrs
Replace Clutch Assembly and Inspect IPC and PCM Software Level up to date	06-19-A1-82	3.7

Optional Equipment:

Labor Description	Number	Hrs
Two Piece Propeller Shaft	06-19-A1-61	0.2

Related Operations:

Labor Description	Number	Hrs
Reprogram the IPC and PCM (JAY Sales Code – 3.5" Cluster - JL)	06-19-A1-51	0.4
(JAE Sales Code – 3.5" Cluster - JT)		
Reprogram the IPC and PCM (JAJ Sales Code – 7.0" Cluster - JL)	06-19-A1-52	0.5
(JAL Sales Code – 7.0" Cluster - JT)		
(JAJ Sales Code – 7.0" Cluster - JL)		
2018 JL Models Only		
Reprogram the IPC and PCM (JAJ Sales Code – 7.0" Cluster - JL)	06-19-A1-53	1.3

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Labor Description	Number	Allowance
Floor Plan Reimbursement	95-95-95-97	Calculate See Below

Floor Plan Reimbursement represents the vehicle's average daily allowance (see table below) multiplied by the number of days the vehicle was in dealer inventory and not available for sale. This reimbursement is limited to the number of days from the date of the stop sale to the date that the remedy was made available. Note: If the vehicle was received by your dealership (KZX date) AFTER the stop sale date, you will use the KZX date instead of the stop sale date. For this Recall, the stop sale was initiated on 03/06/2023. The remedy for 2023 model year vehicles was made available on 11/09/2023, therefore, the number of days cannot exceed 248 days. The remedy for 2018 model year vehicles was made available on 12/05/2023, therefore, the number of days cannot exceed 274 days. The remedy for 2019 model year vehicles was made available on 03/26/2024, therefore, the number of days cannot exceed 386 days. The remedy for 2020 model year vehicles was made available on 05/17/2024, therefore, the number of days cannot exceed 438 days. **The remedy for 2021 and 2022 model year vehicles was made available on 07/13/2024, therefore, the number of days cannot exceed 495 days.**

Vehicle	Average Daily Allowance
(JL) Jeep Wrangler	██████
(JT) Jeep Gladiator	██████

Add the cost of the recall parts plus applicable dealer allowance to your claim.

In addition, enter "MATL" in the Part Number section of your claim with the applicable Material Allowance where appropriate.

NOTE: See the Warranty Administration Manual, Recall Claim Processing Section, for complete recall claim processing instructions.

PARTS INFORMATION

Part No.	Qty.	Part Name
MS-6560	AR	WHEEL BEARING GREASE

Part No.	Qty.	Part Name
CSHP19A1AA	1	Campaign Kit
Campaign Kit Includes the Following Items:		
	6	HEX FLANGE HEAD (M8X1.25X20.00)
	8	HEX FLANGE HEAD (M10X1.00X26.50)
	1	CLUTCH RELEASE (BEARING)
	12	BOLT KIT
	4	HEX FLANGE HEAD (M8X1.25X40.00)
	1	EXHAUST (CLAMP)
	1	TIE STRAP (CLIP)
	1	WIRING (CLIP)
	1	WIRING HARNESS (CLIP)
	4	HEX FLANGE HEAD LOCKING (BOLT)
	1	CLUTCH RELEASE LEVER (PIVOT)

Part No.	Qty.	Part Name
CSHP19A2AA	1	PRESSURE PLATE AND DISC (CLTCH KIT)

Part No.	Qty.	Part Name
CSHP19A3AA	1	ENGINE (FLYWHEEL)

JT, Jeep Gladiator ONLY

Part No.	Qty.	Part Name
CSHP19A5AA	1	Campaign Kit
Campaign Kit Includes the Following Items:		
	8	LOCK PATCH (BOLT)
	2	HEX HEAD (M8X1.25X47.20)
	3	HEX HEAD (M10X1.50X35)

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PARTS RETURN

No parts return required for this campaign.

Render the recalled clutch components unusable and discard.

SPECIAL TOOLS

Number	Description
NPN	wiTECH MicroPod II / MDP
NPN	Laptop Computer
NPN	wiTECH Software
NPN	Bore scope
10272	Flywheel Locking Tool

DEALER NOTIFICATION

To view this notification on DealerCONNECT, select "Global Recall System" on the Service tab, then click on the description of this notification.

OWNER NOTIFICATION / SERVICE SCHEDULING

All involved vehicle owners known to FCA are being notified of the service requirement by first class mail. They are requested to schedule appointments for this service with their dealers. A generic copy of the owner letter is attached.

VEHICLE LISTS, GLOBAL RECALL SYSTEM, VIP AND DEALER FOLLOW UP

All involved vehicles have been entered into the DealerCONNECT Global Recall System (GRS) and Vehicle Information Plus (VIP) for dealer inquiry as needed.

GRS provides involved dealers with an updated VIN list of their incomplete vehicles. The owner's name, address and phone number are listed if known. Completed vehicles are removed from GRS within several days of repair claim submission.

To use this system, click on the "Service" tab and then click on "Global Recall System." Your dealer's VIN list for each recall displayed can be sorted by: those vehicles that were unsold at recall launch, those with a phone number, city, zip code, or VIN sequence.

Dealers must perform this repair on all unsold vehicles before retail delivery. Dealers should also use the VIN list to follow up with all owners to schedule appointments for this repair.

Recall VIN lists may contain confidential, restricted owner name and address information that was obtained from the Department of Motor Vehicles of various states. Use of this information is permitted for this recall only and is strictly prohibited from all other use.

ADDITIONAL INFORMATION

If you have any questions or need assistance in completing this action, please contact your Service and Parts District Manager.

Customer Services / Field Operations
FCA US LLC.

SERVICE PROCEDURE

A. Clutch Replacement

1. Open the engine compartment hood.
2. Disconnect and isolate the battery negative cables as follows:

NOTE: On this dual battery system the auxiliary battery ground cable connects to the main battery cable end and grounds through the main battery ground cable connection to the body, chassis, or engine (depending on vehicle). Therefore, simply disconnecting and isolating the main battery negative cable clamp from the main battery post will not isolate the auxiliary from the vehicle's electrical system. The auxiliary battery will still be grounded through its connection to the main battery negative cable end. If both battery negative cables are not isolated, it will result in the vehicle electrical system and Power Distribution Center (PDC) still having battery connection which can cause vehicle wiring damage or deployment of air bags on re-connection.

a. Turn the ignition off. Wait five minutes to allow the main modules to go to sleep.

b. Disconnect and isolate the supplemental (auxiliary) battery negative cable from the main battery negative cable end. This will disconnect and isolate the auxiliary battery ground (Figure 1).

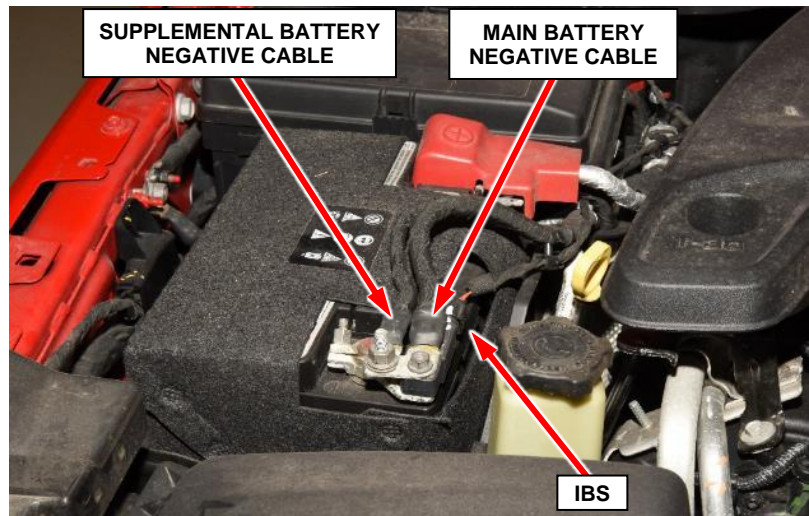


Figure 1 – Battery Negative Cable(s)

c. The main battery ground can be disconnected by removing the main battery negative cable from the negative battery cable end, or by disconnecting the Intelligent Battery Sensor (IBS) connector, loosening the negative battery clamp nut and removing the negative battery cable end from the battery post. Either method will disconnect the main battery. Both batteries should be disconnected from the vehicle electrical system (Figure 1).

d. Measure the voltage at the PDC positive battery cable connection to verify the vehicle electrical system is powered down.

3. Position the shifter in 3rd gear and push the select cable adjustment button.
4. Raise and support the vehicle.

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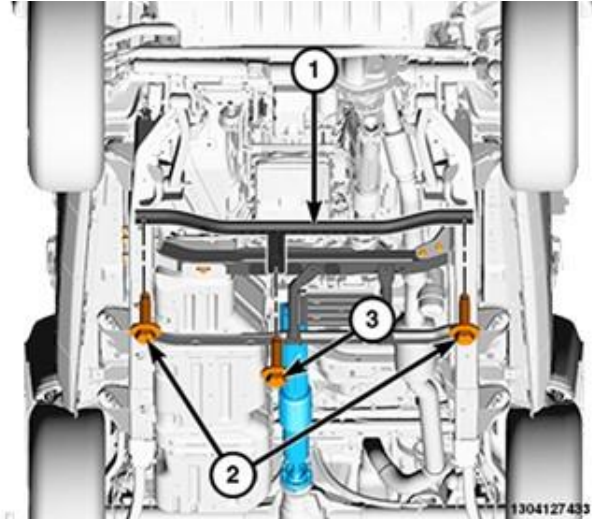


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5. Remove the front reinforcement crossmember bolt (Figure 2).

6. Remove the front reinforcement crossmember frame bolts and remove the crossmember (Figure 2).

NOTE: (JT) ONLY – DISCARD the bolts.



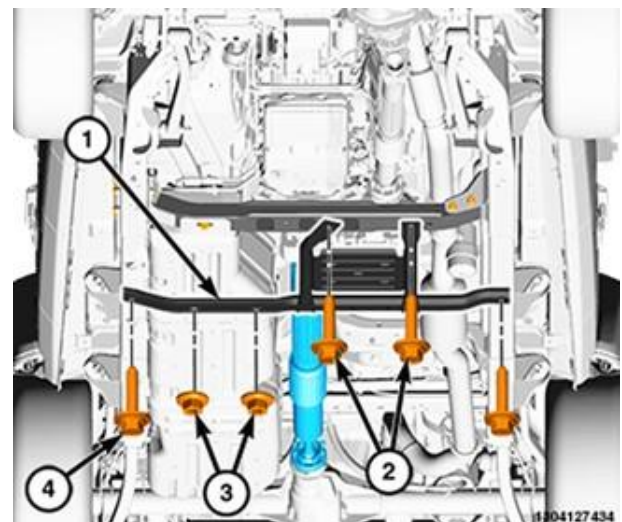
- 1 - Front Reinforcement Crossmember
- 2 - Front Reinforcement Crossmember Frame Bolt
- 3 - Front Reinforcement Crossmember Bolt

7. Remove the Transfer Case Skid Plate Bolts (Figure 3).

Figure 2 – Crossmember

8. Remove the fuel tank strap nuts (Figure 3).

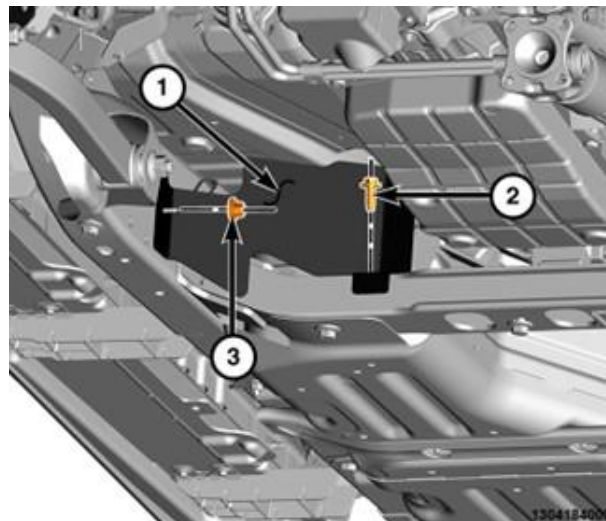
9. Remove the transfer case skid plate frame bolts and remove the transfer case skid plate (Figure 3).



- 1 - Skid Plate
- 2 - Transfer Case Skid Plate Bolts
- 3 - Fuel Tank Strap Nuts
- 4 - Transfer Case Skid Plate Frame Bolts

Figure 3 – Skid Plate

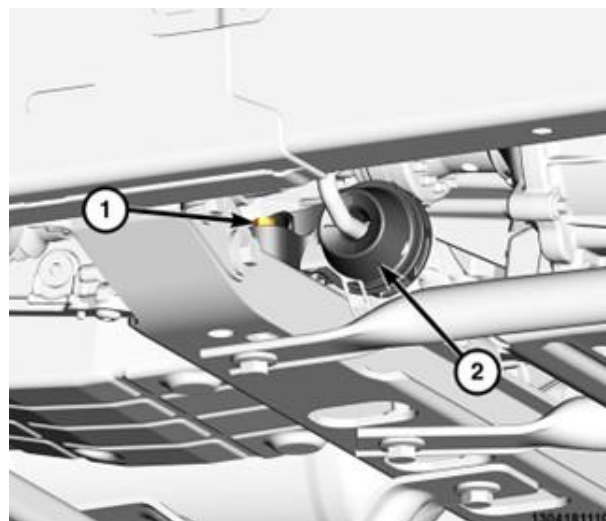
10. Remove the fasteners and remove the deflector shield (Figure 4).



- 1 - Deflector
- 2 - Deflector Screw
- 3 - Deflector Nut

Figure 4 – Deflector Shield

11. **If equipped**, remove the fasteners and separate the exhaust hanger (Figure 5).



- 1 - Fasteners
- 2 - Exhaust Hanger

Figure 5 – Exhaust Hanger

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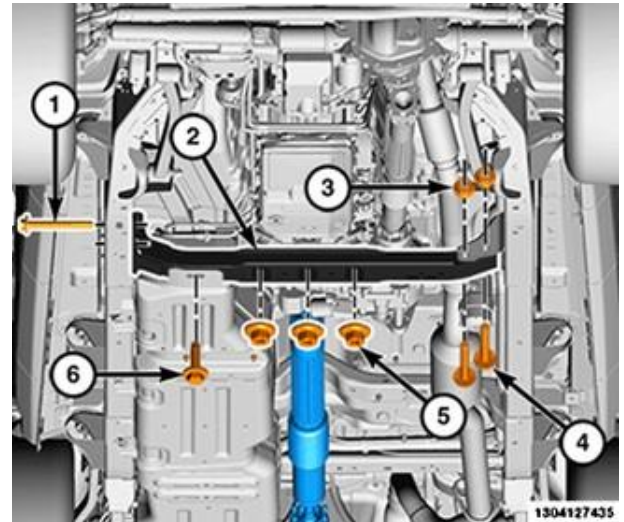
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12. Support the transmission with a suitable transmission jack.
13. Remove the transmission isolator to crossmember nuts (Figure 6).
14. Remove the bolt through the fuel tank skid plate (Figure 6).
15. Remove the transmission crossmember frame bolts (Figure 6).
16. Remove the transmission crossmember to bracket bolts and nuts (Figure 6).
17. Remove the transmission crossmember (Figure 6).



- 1 - Transmission Crossmember Frame Bolts
- 2 - Wire Harness Routing Clip
- 3 - Transmission Crossmember to Bracket Nuts
- 4 - Transmission Crossmember to Bracket Bolts
- 5 - Transmission Isolator to Crossmember Nuts
- 6 - Bolt Through the Fuel Tank Skid Plate

6 – Transmission Crossmember

18. Mark the transfer case rear flange and the propeller shaft for installation reference before removing the propeller shaft. Mark the transfer case front flange and the front propeller shaft before removing the propeller shaft (Figures 7 and 8).

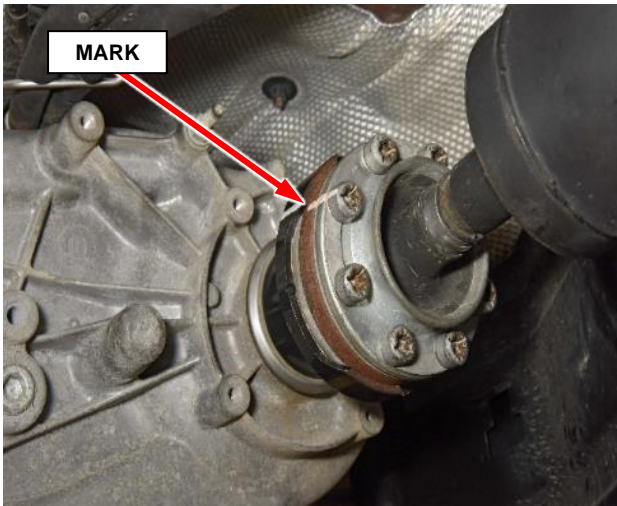


Figure 7 – Transfer Case Flange



Figure 8 – Front Propeller Shaft

19. Remove the rear drive shaft flange bolts at the transfer case and the bolts at the rear axle and remove propeller shaft and set aside (Figure 7).

NOTE: Apply rust penetrant to the exhaust bolt threads and allow to saturate to ease bolt removal.

20. Remove the exhaust clamp (Figure 9).
21. Remove the right side exhaust flange bolts (Figure 9).
22. Remove the left side exhaust flange bolts (Figure 9).
23. Remove the “Y” pipe (Figure 9).

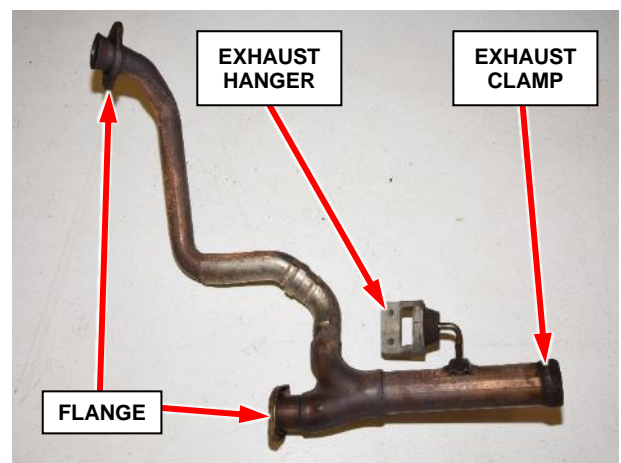


Figure 9 – “Y” Pipe

24. Remove the transmission mount (Figure 10).



Figure 10 – Transmission Mount

25. Disconnect the rod from the bracket ball stud, then remove the two bolts and nut attaching the transfer case rod to the bracket and position aside (Figure 11).

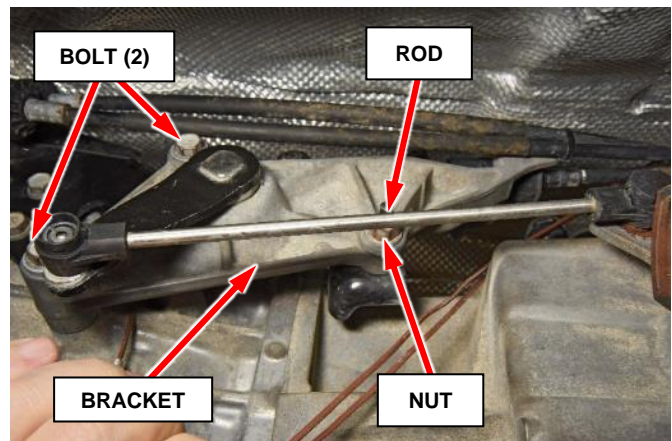


Figure 11 – Rod Bracket

26. Remove the nut attaching the wire bracket to the transfer case.

NOTE: Do NOT disconnect the clutch hydraulic line from the clutch slave cylinder or clutch master cylinder. Bleeding the clutch system is NOT part of this service procedure.

27. Remove the clutch slave cylinder hydraulic line clip bolt and the 2 nuts, then remove the clutch slave cylinder and position aside (Figure 12).

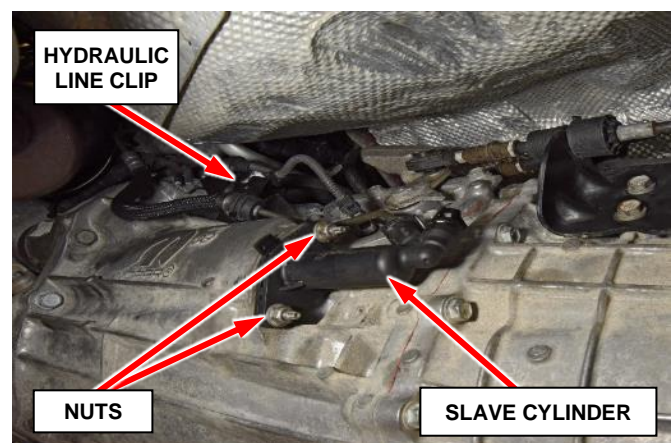


Figure 12 – Slave Cylinder

28. Disconnect the neutral switch electrical connector.
29. Using a suitable tool, disconnect the shift cables **from** the transmission bracket.

CAUTION: Do not remove the shift cable bracket.

CAUTION: If any of the shift cables or shift cable brackets are removed, the cable adjustment must be checked. This adjustment is critical. If not set correctly, transmission damage is possible.

30. Position the shift cables away from the transmission.
31. Remove the bolts attaching the fuel line bracket to the transmission (Figure 13).
32. Disconnect the wiring harness fir tree retainers from the transmission.
33. Unlock the electrical connector from the transfer case range position switch and disconnect the wire harness connector.
34. Unlock the electrical connector from the gear sensor on the transmission and disconnect the wire harness connector.

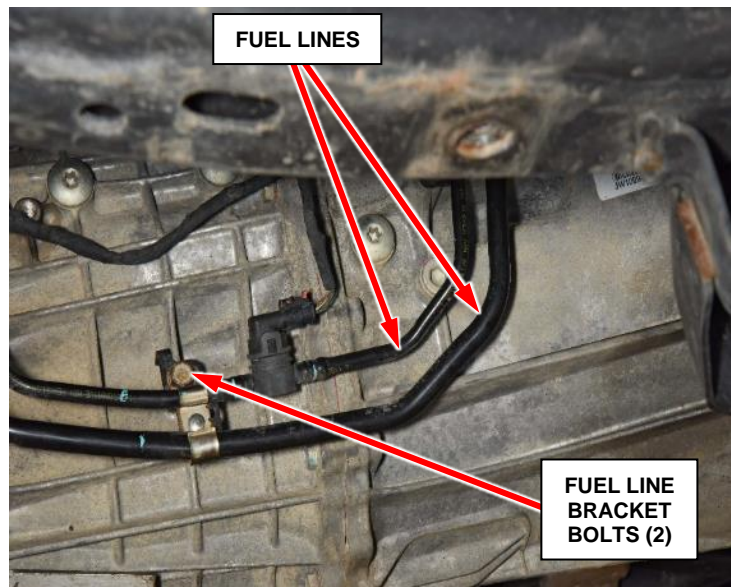


Figure 13 – Fuel Lines

35. Slightly lower the transmission.
36. Using a suitable jack, support the transfer case. Using safety chains, secure transfer case to the jack.
37. Remove the seven bolts securing the transfer case to the transmission assembly.
38. Move the transfer case assembly rearward until it is free of the transmission output shaft.

39. Lower the jack and remove the transfer case from under the vehicle
40. Disconnect the transmission vent hose from the transmission.
41. Remove the transmission to engine mounting bolts.
42. Move the transmission rearward until the input shaft is clear of the clutch assembly.
43. Lower the transmission jack and the transmission and set aside.

44. Install the **Tool, Flywheel Locking 10272** onto back of the engine block (Figure 14).

NOTE: It may be necessary to install an appropriate length 10 MM bolt, washer and nut in place of the supplied 12 MM fastener.

45. Loosen clutch assembly bolts evenly, a few threads at a time and in a diagonal pattern to prevent warping the clutch assembly (Figure 14).

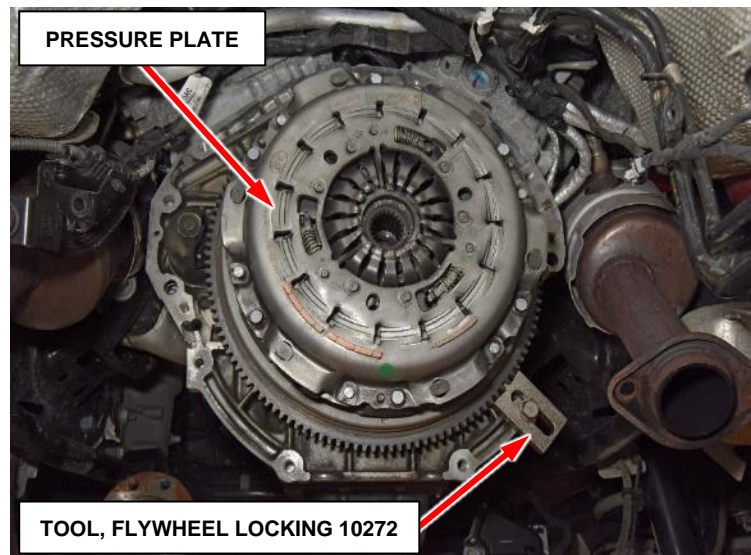


Figure 14 – Locking Tool Installed

WARNING: FCA US LLC does not manufacture any vehicles or replacement parts that contain asbestos. Aftermarket products may or may not contain asbestos. Refer to aftermarket product packaging for product information. Whether the product contains asbestos or not, dust and dirt can accumulate on manual clutch parts during normal use. Follow practices prescribed by appropriate regulations for the handling, processing and disposing of dust and debris.

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46. While holding the clutch and disc against the flywheel, remove the bolts holding the pressure plate to the flywheel then **DISCARD** the bolts, pressure plate and clutch disc.

47. Remove the flywheel bolts and the flywheel. **DISCARD** the bolts and flywheel.

48. Install the **NEW** flywheel and **NEW** bolts tighten flywheel bolts evenly and in rotation a few threads at a time. The bolts must be tightened evenly to 52N·m (38ft. lbs.) (Figure 15).

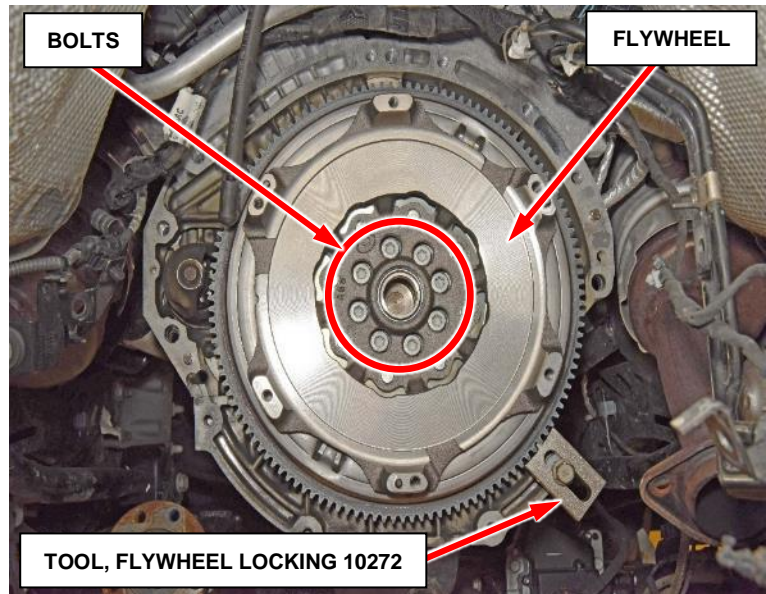


Figure 15 - Flywheel

49. Install the **NEW** clutch pressure plate to the flywheel and **NEW** clutch disc. Finger tighten the clutch assembly to flywheel bolts (Figure 16).

NOTE: Clutch disk does not require a clutch alignment tool for installation.

50. Tighten clutch assembly bolts evenly and in rotation a few threads at a time. The bolts must be tightened evenly and to specified torque to avoid distorting the clutch assembly.

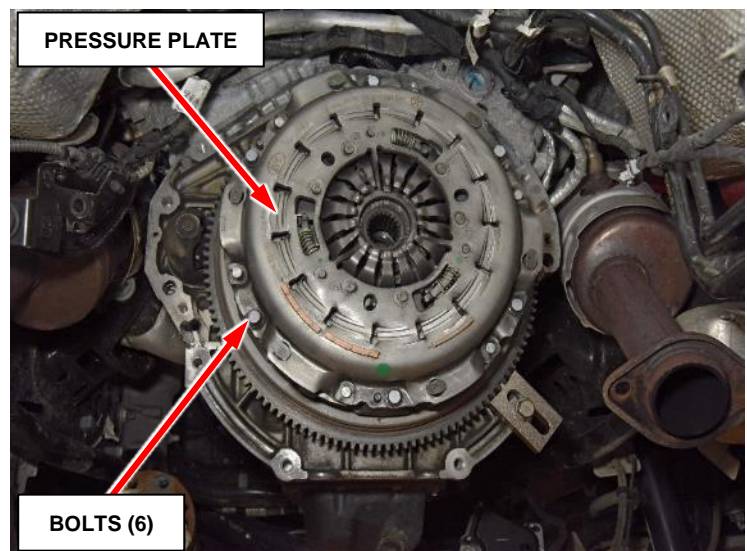


Figure 16 – Clutch Pressure Plate Installed

51. Using a “star” torque pattern, tighten the pressure plate bolts to 30N·m (22ft.lbs.).

52. Remove the Clutch Fork and wipe clean.
53. Remove the throw-out bearing and **DISCARD**.
54. Remove the pivot bolt and **DISCARD**.
55. Install the **NEW** Pivot bolt and tighten to 25N·m (18ft. lbs.) (Figure 17).

NOTE: Wipe the Transmission input Shaft Splines and Clutch Fork clean before installing NEW bearing and applying NEW grease.

56. Apply a very light coat of high temperature wheel bearing grease to the input shaft splines (0.3 grams) (Figure 17).

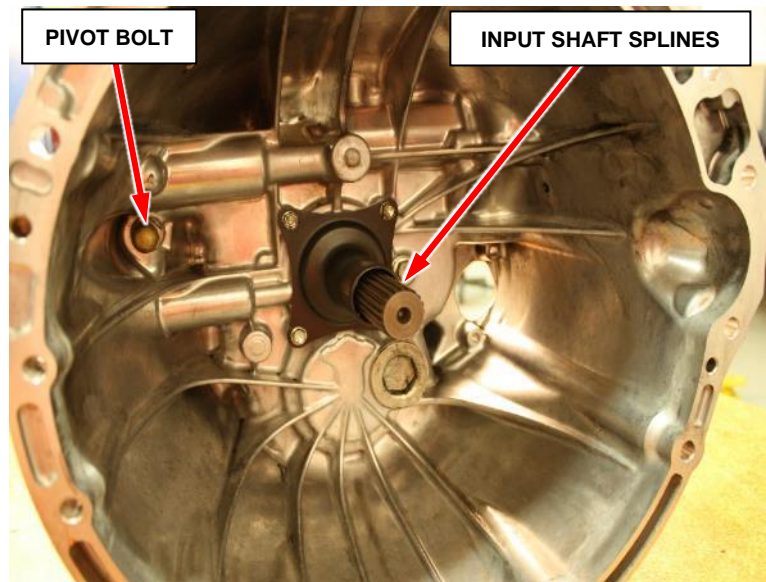


Figure 17 – Pivot Bolt

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57. Replace the clutch release bearing and apply a thin coat of high temperature wheel bearing grease to clutch fork / release bearing interface (Figure 18).
58. Position clutch release bearing to clutch release fork and properly snap in place, ensure clips are fully seated. Apply 1 gram of high temperature wheel bearing grease to fork pockets. Position spring clip to fork and snap in place as shown in figure 18. Position sub assembled fork/bearing/spring clip to trans guide shaft/quill, then slide in place. Position spring clip over trans pivot ball stud then snap in place. Ensure properly seated.

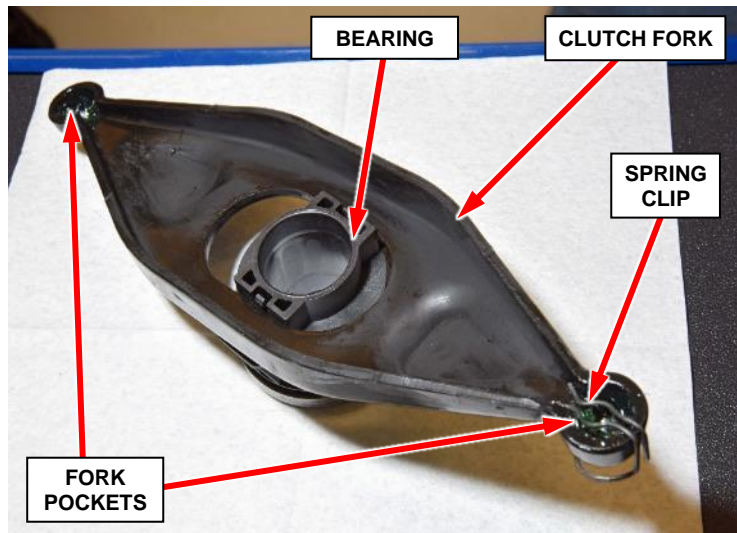


Figure 18 – Clutch Fork Assembly

59. Clean the transmission front housing mounting surface.
60. Position the transmission under the vehicle and raise the position into place.
61. Carefully push transmission forward to align the transmission input shaft and dowel pins into the transmission.
62. Install the transmission mounting bolts and tighten to 50N·m (37ft. lbs.).
63. Install the fuel line fasteners and brackets to the transmission.
64. Install the starter motor assembly and tighten the bolts to 47N·m (35ft. lbs.).
65. Connect the vent hose to the transmission.
66. Align and seat the transfer case on the transmission. Be sure the transfer case input gear splines are aligned with the transmission output shaft. Align the splines by rotating the transfer case rear output shaft yoke if necessary. Do not install any transfer case attaching bolts until the transfer case is completely seated against the transmission and tighten the bolts to 60N·m (45ft. lbs.).
67. Fasten the wire form to the transfer case and tighten the nut to 20N·m (15ft. lbs.).
68. Route and attach the wiring harnesses to the clips located on the case.
69. Reconnect the electrical connector to the transmission gear sensor.
70. Reconnect the electrical connector to the transfer case range position sensor.
71. Attach the shifter cables to the shift cable bracket and transmission ball studs.

CAUTION: If any of the shift cables or shift cable brackets are removed, the cable adjustment must be checked. This adjustment is critical. If not set correctly, transmission damage is possible

72. Install the transfer case rod bracket and tighten the 2 bolts and nut to 24N·m (18ft. lbs.) (Figure 11).

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73. Attach the transfer case rod to the ball lever, use channel lock style pliers to press the rod back on the lever (Figure 11).
74. Install the wire bracket on the transfer case tighten the nut to 20N·m (15ft. lbs.).
75. Insert the slave cylinder into the transmission, and install the nuts and bolt, and tighten to 17 N·m (13ft. lbs.) (Figure 12).

NOTE: Slave cylinder must be inserted in-line with the mounting studs, failure to install the slave cylinder correctly may result in damaging the slave cylinder.

CAUTION: Bore scope inspection required to ensure clutch fork to slave cylinder alignment. Failure to inspect and verify proper seating of the slave may result in transmission damage or loss of clutch function.

NOTE: Ensure slave cylinder is properly seated within fork pocket.

76. Install the front driveshaft to axle flange with the reference marks aligned and tighten the **NEW** front driveshaft to front axle flange bolts to 121N·m (89ft. lbs.) Tighten the **NEW** front driveshaft to transfer case flange bolts to 39N·m (29ft. lbs.) (Figure 8).
77. Install the rear driveshaft with the reference marks aligned and tighten the **NEW** bolts to 39N·m (29ft. lbs.) (Figure 7).
78. JT Model: Align and Install **NEW** center bearing mount bolts and tighten to 62 N·m (46ft. lbs.).
79. Install the "Y" exhaust pipe and install **NEW** bolts tighten to 18N·m (13ft. lbs.) and install a **NEW** exhaust clamp and tighten to 26Nm (19ft. lbs.) (Figure 9).
80. Install the transmission mount and tighten the bolts to 54N·m (40ft. lbs.) (Figure 10).
81. Install the transmission crossmember to the vehicle (Figure 6).
82. Install the transmission crossmember to bracket bolts and nuts. Tighten to 115 N·m (85 Ft. Lbs.) (Figure 6).
83. Install transmission crossmember frame bolts. Tighten to 70 N·m (52 Ft. Lbs.) (Figure 6).
84. Install the bolt through the fuel tank skid plate. Tighten to 20 N·m (15 Ft. Lbs.) (Figure 6).
85. Install the transmission isolator to crossmember nuts. Tighten to 175 N·m (129 Ft. Lbs.) (Figure 6).
86. Remove the transmission support jack.
87. If equipped, install the exhaust hanger fasteners. Tighten to 25 N·m (18 Ft. Lbs.) (Figure 5).
88. Install the deflector shield and securely tighten the fasteners (Figure 4).
89. Install the transfer case skid plate and install the transfer case skid plate frame bolts. Tighten to 75 N·m (55 Ft. Lbs.) (Figure 3).
90. Install the fuel tank strap nuts. Tighten to 35 N·m (26 Ft. Lbs.) (Figure 3).

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91. Install the Transfer Case Skid Plate Bolts. Tighten to 75 N·m (55 Ft. Lbs.) (Figure 3).
 92. Install the front reinforcement crossmember and the frame bolts. Tighten to 75 N·m (55 Ft. Lbs.) (Figure 2).
NOTE: (JT) ONLY - Use NEW bolts.
 93. [Install the front reinforcement crossmember center bolt, Tighten to 75 N·m (55 Ft. Lbs.) (Figure 2).
 94. Lower the vehicle.
 95. Connect the main battery negative cable clamp to the battery negative post then tighten to 7 N·m (62 In. Lbs.) (Figure 1).
 96. Connect the IBS harness connector if disconnected (Figure 1).
 97. Connect the auxiliary battery negative cable to the main battery negative cable clamp. Tighten the nut to 8 N·m (71 In. Lbs.) (Figure 1).
NOTE: Overtightening of the nuts connecting the negative cables to the IBS may cause damage to the IBS or break the stud.
 98. Proceed to Section B. Reprogram Instrument Panel Cluster (IPC) and Powertrain Control Module (PCM).

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B. Reprogram Instrument Panel Cluster (IPC) and Powertrain Control Module (PCM)

NOTE: The wiTECH scan tool must be used to perform this recall. The wiTECH software is required to be at the latest release level before performing this procedure. If the reprogramming flash for the IPC or PCM is aborted or interrupted, repeat the procedure. The IPC and PCM software must be at the latest software calibration level after completing this recall.

1. Open the hood and install a battery charger. Verify that the charging rate provides 13.0 to 13.5 volts. Do not allow the charger to time out during the flash process. Set the battery charger timer (if so equipped) to continuous charge.

NOTE: Use an accurate stand-alone voltmeter. The battery charger volt meter may not be sufficiently accurate. Voltages outside of the specified range will cause an unsuccessful flash. If voltage reading is too high, apply an electrical load by activating the park or headlamps and/or HVAC blower motor to lower the voltage.

2. Connect the wiTECH micro pod II to the vehicle data link connector.
3. Place the ignition in the **"RUN"** position.
4. Open the wiTECH 2.0 website.
5. Enter your **"User id"** and **"Password"** and your **"Dealer Code"**, then select **"Sign In"** at the bottom of the screen. Click **"Accept"**.
6. From the **"Vehicle Selection"** screen, select the vehicle to be updated.
7. From the **"Action Items"** screen, select the **"All Flashes"** tab.
 - Select **"IPC"** by clicking the arrow on the right side of the screen. Read the special flash instructions, then select **"OK"**. Continue with **Step 8**.
 - If **"IPC"** is not displayed as one of the available flashes, the PCM software is already at the current software level and does not require updating. Proceed to **Step 12**.
8. From the **"Flash ECU Agreement"** page, agree to terms by **"Checking the Box"**.
9. Select **"Flash ECU"** and then follow the wiTECH screen instructions to complete the flash.
10. Once the software is confirmed to be at the latest available calibration level, select **"View DTCs"**.
11. Select the **"Clear All DTCs"** tab, then click **"Clear All DTCs"** and then select **"Close"**. It may be necessary to cycle the ignition OFF to RUN to clear the codes.

SAFETY RECALL

NORTH AMERICA

Manual Transmission Clutch



Reference: 19A / NHTSA 23V-116

FCA US LLC

12. From the “**Action Items**” screen, select the “**All Flashes**” tab.
 - Select “**PCM**” by clicking the arrow on the right side of the screen. Read the special flash instructions, then select “**OK**”. Continue with **Step 13**.
 - If “**PCM**” is not displayed as one of the available flashes, the PCM software is already at the current software level and does not require updating. Proceed to **Step 17**.
13. From the “**Flash ECU Agreement**” page, agree to terms by “**Checking the Box**”.
14. Select “**Flash ECU**” and then follow the wiTECH screen instructions to complete the flash.
15. Once the software is confirmed to be at the latest available calibration level, select “**View DTCs**”.
16. Select the “**Clear All DTCs**” tab, then click “**Clear All DTCs**” and then select “**Close**”. It may be necessary to cycle the ignition OFF to RUN to clear the codes.
17. Place the ignition in the “**OFF**” position and then remove the wiTECH micro pod II device from the vehicle.
18. Remove the battery charger from the vehicle.
19. Close the vehicle hood and Road Test vehicle to verify proper vehicle performance and verify transfer case shifts and functions in all ranges (2HI, 4HI, NEUTRAL, and 4LO) shift functionality, before returning the vehicle to the customer.

This notice applies to your vehicle,

[Model Year and Model]

VIN XXXXXXXXXXXXXXXXXXXX

19A/NHTSA 23V-116

LOGO

VEHICLE PICTURE

YOUR SCHEDULING OPTIONS

- 1. RECOMMENDED OPTION**
Call your authorized Chrysler / Dodge / Jeep® / RAM Dealership
- 2. Call the FCA Recall Assistance Center at 1-800-853-1403. An agent can confirm part availability and help schedule an appointment**
- 3. Visit recalls.mopar.com, scan the QR code below, or download the Mopar Owner's Companion App.**

QR Code

Get access to recall notifications, locate your nearest dealer, and more through this website or Mopar Owner's Companion App. You will be asked to provide your Vehicle Identification Number (VIN) to protect and verify your identity. The last eight characters of your VIN are provided above.

DEALERSHIP INSTRUCTIONS

Please reference Safety Recall 19A.

IMPORTANT SAFETY RECALL

Clutch

Dear [Name],

This notice is sent to you in accordance with the National Traffic and Motor Vehicle Safety Act.

FCA US LLC has decided that a defect, which relates to motor vehicle safety, exists in certain [2018 through 2023 Model Year (JL) Jeep® Wrangler and 2020 through 2023 Model Year (JT) Jeep® Gladiator] vehicles equipped with a manual transmission.

It is extremely important to take steps now to repair your vehicle to ensure the safety of you and your passengers.

WHY DOES MY VEHICLE NEED REPAIRS?

The manual transmission clutch pressure plate on your vehicle ^[1] may, in some circumstances, become overheated through friction, which may lead the pressure plate to rapidly fracture. When a pressure plate fractures, it may result in cracks or holes in the transmission bellhousing, allowing heated debris to be expelled from the transmission bellhousing. In some circumstances, the operator may smell a clutch odor and or clutch slippage prior to the failure and may receive cluster messaging. **Heated debris expelled from the transmission bellhousing may come in contact with an ignition source in the vehicle or surrounding area, potentially leading to a fire. A fire can result in increased risk of occupant injury and injury to persons outside the vehicle.**

HOW DO I RESOLVE THIS IMPORTANT SAFETY ISSUE?

FCA US will repair your vehicle ^[2] free of charge (parts and labor). To do this, your dealer will replace the clutch assembly and update software to provide escalating visual and audible warnings to the operator, ultimately resulting in the potential reduction of engine torque capability when clutch assembly temperatures rise to a level that may damage the inner pressure plate. The estimated repair time is six hours. In addition, your dealer will require your vehicle for proper check-in, preparation, and check-out during your visit, which may require more time. Your time is important to us, so we recommend that you schedule a service appointment to minimize your inconvenience. Please bring this letter with you to your dealership.

**TO SCHEDULE YOUR FREE REPAIR,
CALL YOUR CHRYSLER, DODGE, JEEP OR RAM DEALER TODAY**

WHAT IF I ALREADY PAID TO HAVE THIS REPAIR COMPLETED?

If you have already experienced this specific condition and have paid to have it repaired, you may visit www.fcarecallreimbursement.com to submit your reimbursement request online. ^[3] Once we receive and verify the required documents, reimbursement will be sent to you within 60 days. If you have had previous repairs performed and/or already received reimbursement, you may still need to have the recall repair performed.

We apologize for any inconvenience, but are sincerely concerned about your safety. Thank you for your attention to this important matter.

Customer Assistance/Field Operations
FCA US LLC



Mr. Mrs. Customer
1234 Main Street
Hometown, MI 48371

[1] If you no longer own this vehicle, please help us update our records. Call the FCA Recall Assistance Center at 1-800-853-1403 to update your information.

[2] If your dealer fails or is unable to remedy this defect without charge and within a reasonable time, you may submit a written complaint to the Administrator, National Highway Traffic Safety Administration, 1200 New Jersey Ave., S.E., Washington, DC 20590, or you can call the toll-free Vehicle Safety Hotline at 1-888-327-4236 (TTY 1-800-424-9153), or go to safercar.gov.

[3] You can also mail in your original receipts and proof of payment to the following address for reimbursement consideration: FCA Customer Assistance, P.O. Box 21-8004, Auburn Hills, MI 48321-8007, Attention: Recall Reimbursement.

Note to lessors receiving this recall notice: Federal regulation requires that you forward this recall notice to the lessee within 10 days.