U.S. Department of Transportation

National Highway Traffic Safety Administration

Part 573 Safety Recall Report 26V363

Manufacturer Name: Chrysler (FCA US, LLC)
Submission Date: Jun 04, 2026
NHTSA Recall No.: 26V363
Manufacturer Recall No.: 21D

Manufacturer Information

Manufacturer Name: Chrysler (FCA US, LLC)
Address: 800 Chrysler Drive
CIMS 482-00-91
Auburn Hills MI, 48326-2757

Population

Total number of potentially involved: 1,076,999
Estimated percentage with defect: 0.1%

Vehicle Information

Vehicle 1: 2021-2025 JEEP WRANGLER
Product Category: Light Vehicles
Product Type:
Fuel / Propulsion:
Production Dates: Jun 24, 2020 - Dec 02, 2024
Number of potentially involved: 787,887
Descriptive Information:

Some 2021-2025MY Jeep Wrangler vehicles may have an Electric Hydraulic Power Steering Pump ("EHPSP") electrical connection susceptible to high resistance.

The suspect vehicle population began on June 24, 2020, when production of Jeep Wrangler vehicles with suspect EHPSP electrical connections began, and concluded on December 2, 2024, when suspect vehicle production ended. The suspect period was determined using vehicle production records.

Similar vehicles not included in this recall were built before or after the suspect vehicle production range.

Vehicle 2: 2021-2025 JEEP GLADIATOR
Product Category: Light Vehicles
Product Type:
Fuel / Propulsion:
Production Dates: Aug 18, 2020 - Dec 02, 2024
Number of potentially involved: 289,112

Part 573 Safety Recall Report 26V363

Descriptive Information:

Some 2021-2025MY Jeep Gladiator vehicles may have an EHPSP electrical connection susceptible to high resistance.

The suspect vehicle population began on August 18, 2020, when production of Jeep Gladiator vehicles with suspect EHPSP electrical connections began, and concluded on December 2, 2024, when suspect vehicle production ended. The suspect period was determined using vehicle production records.

Similar vehicles not included in this recall were built before or after the suspect vehicle production range.

Defect / Noncompliance Description

Description of the defect or noncompliance:

In some circumstances, high resistance electrical activity may take place in the area of the EHPSP connection causing overheating of combustible materials.

FMVSS1:

FMVSS2:

Description of the safety risk, including crash, fire, death, injury:

Overheating of combustible materials in the vehicle or surrounding area may potentially lead to a fire. A fire can result in increased risk of occupant injury and injury to persons outside the vehicle.

Description of the cause:

Identification of any warning that can occur:

Some customers may experience a loss of power steering assist or a "Service Power Steering" DTC

Component Manufacturer

Tier of Supplier:

Supplier Type:

Name: Dare Auto Inc

Address: 47548 Halyard Drive, Suite B
Plymouth MI, 48170

Country: United States

Part 573 Safety Recall Report 26V363

Involved Components

Component Name 1: Electric Hydraulic Power Steering Pump

Component Description: Electric Hydraulic Power Steering Pump

Component Part Number: See attached file titled "FCA US LLC Recall Part Numbers 21D 06042026.pdf"

Chronology

- Between May of 2023 and April of 2024, the FCA US LLC ("FCA US") Technical Safety and Regulatory Compliance ("TSRC") investigated fires in certain Jeep Wrangler and Gladiator vehicles originating at the EHPSP electrical connection. The investigation was closed due to the low rate of occurrence and therefore did not pose an unreasonable risk to motor vehicle safety.
- In August of 2024, FCA US TSRC re-opened the investigation after receiving an increase in incidents originating at the EHPSP electrical connection.
- On September 6, 2024, NHTSA's Office of Defect Investigations opened an investigation (PE24-024) into engine compartment fires on 2021-2023 Jeep Wrangler and Gladiator vehicles.
- Between September 2024 and March 2025, FCA US TSRC investigated all engine compartment fires reported in Jeep Wrangler and Gladiator vehicles for origin and cause while concurrently analyzing data for trends. FCA US TSRC additionally worked with appropriate organizations to gather information requested by NHTSA.
- On March 12, 2025, NHTSA issued an Information Request in investigation PE24-024 and FCA US responded in full on May 9, 2025.
- Between April 2025 and May 2025, FCA US TSRC learned the EHPSP header was manufactured out of specified tolerances, resulting in insertion forces which exceed the specification. Increased insertion forces can lead to spread terminals and reduced likelihood the EHPSP electrical connector will be fully connected to the EHPSP header. Both of these conditions can lead to high resistance in the EHPSP electrical connection. Additionally, FCA US TSRC received notification of a terminal push out condition on the EHPSP electrical connector, which can result in high resistance.
- Between June 2025 and December 2025, FCA US TSRC attempted to duplicate the failure mode in bench testing but has been unsuccessful. FCA US TSRC continues attempts to duplicate the issue in an effort to determine root cause through vehicle testing.
- Between April 2025 and March 2026, FCA US TSRC has worked extensively to determine root cause. This includes, but is not limited to vehicle buybacks, part return and analysis, CT scans and X-rays, material analysis, investigating vehicle design and performance differences, and bench testing.
- On November 3 and 18, 2025, FCA US and NHTSA met to review respective investigative information.
- On November 4, 2025, FCA US provided the first of three requested supplemental submissions in investigation PE24-024 for new incidents after the initial investigation response.
- In April of 2026, FCA US confirmed a loose electrical connection will result in melting of the connection, which could ultimately lead to a vehicle fire.

Part 573 Safety Recall Report 26V363

- On May 4, 2026, FCA US provided the second of three requested supplemental submissions for new incidents after the initial investigation responses.
- As of May 18, 2026, FCA US is aware of 63 customer assistance records, 0 warranty claims, and 72 field reports (35 of which are confirmed to originate at the EHPSP interface), and 12 other service records potentially relating to this issue for all markets with dates of receipt ranging from July 13, 2019, to March 28, 2026.
- As of May 18, 2026, FCA US is not aware of any accidents and 1 injury potentially related to this issue for all markets.
- On May 28, 2026, FCA US determined, through the Vehicle Regulations Committee, that a safety defect exists in certain vehicles.

Related NHTSA Recall Number:

Description of Remedy

Remedy Type: Inspect, Repair, Replace

Consumer Advisories: ☐ Do Not Drive ☑ Park Outside

Description of remedy program:

FCA US will conduct a voluntary safety recall on all affected vehicles to inspect and repair or replace affected parts as necessary. Out of an abundance of caution, FCA US is advising owners of these vehicles to park away from structures or other vehicles until the remedy is obtained.

How remedy component differs from recalled component:

The remedy is an inspection and repair or replacement of affected parts as necessary.

Identify how/when recall condition was corrected in production:

Reimbursement Plan

Manufacturer used general reimbursement plan on file.

Recall Schedule

Description of recall schedule:

**06/04/2026: FCA US will notify dealers on or about 06/11/2026 and begin notifying owners on or about 07/09/2026.

Part 573 Safety Recall Report 26V363

Planned Dealer Notification Date: Jun 11, 2026 - Jun 11, 2026

☐ No Dealers

Planned Interim Owner Notification Date:

☐ No Owners

Planned Remedy Owner Notification Date: Jul 09, 2026 - Aug 03, 2026

☐ Phased Recall

Date when VIN will be searchable: Jun 11, 2026