STELLANTIS
PARTS & SERVICES

Technical Service Bulletin (TSB)

Loss Of Power Steering Assist

REFERENCE:	**TSB:** 08-185-25 **GROUP:** 08 - Electrical	**Date:**	June 11, 2025	**REVISION:**	—
VEHICLES AFFECTED:	**2024 - 2025 (WS) Jeep Wagoneer / Grand Wagoneer**			**MARKET APPLICABILITY:** ☒ NA ☐ MEA ☐ SA ☐ IAP ☐ EE ☐ CH **NOTE: This bulletin applies to North America market.**	
CUSTOMER SYMPTOM:	**Customers must experience a Malfunction Indicator Lamp (MIL) illumination and the vehicle must exhibit/set one or more of the following Diagnostic Trouble Codes (DTCs) as active:** • C1593-00 - Steering Torque Sensor Circuit. • C0051-64 - Steering Angle Sensor (EPS) - Signal Plausibility Failure. **Customers may experience one or more of the following:** • "EPS" indicator is illuminated on the Instrument Panel Cluster (IPC). • Partial or full loss of power steering assist. • Once the DTC is set, the reduction or loss of assist will remain for the remainder of the key cycle.				
CAUSE:	**Over greased wire harness connector**				

REPAIR SUMMARY:

This bulletin involves involved inspecting the Electronic Power Steering (EPS) wire harness connector, cleaning the connector or possibly replacing the electric rack and pinion gear.

CLAIMS DATA:

Labor Operation No:	Labor Description	Skill Category	Labor Time
19-00-05-9E	Connector, Wire Harness Grease Inspection and Cleanup (2 - Skilled)	6 - Electrical and Body Systems	0.3 Hrs.
19-00-05-9F	Gear, Rack And Pinion, Electric - Inspect and Replace (Includes Toe Adjustment) (2 - Skilled)	6 - Electrical and Body Systems	1.2 Hrs.
Failure Code	ZZ	Service Action	

OPTIONAL EQUIPMENT:

Labor Operation No:	Labor Description	Skill Category	Labor Time
19-00-05-66	Air Suspension Equipped (2 - Skilled)	6 - Electrical and Body Systems	0.2 Hrs.

SPARE PARTS:

Qty	Part No.	Description	Notes
1 (AR)	68565868AG	Gear, Rack And Pinion, Electric	Short wheel base
1 (AR)	68581260AG	Gear, Rack And Pinion, Electric	Long wheel base
1 (AR)	06512925AA	Intermediate Shaft Lower Pinch Bolt	
(AR)	NPN	Dielectric Grease	

DIAGNOSIS:

Using a Scan Tool (wiTECH) with the appropriate Diagnostic Procedures available in DealerCONNECT/ Service Library, verify all related systems are functioning as designed. If DTCs or symptom conditions, other than the ones listed above are present, record the issues on the repair order and repair as necessary before proceeding further with this bulletin.

If the customer describes any of the symptoms listed above in the customer symptom section, perform the Repair Procedure.

SPECIAL TOOLS/EQUIPMENT:

Description	Ref. No.	Notes
wiTECH or Equivalent	-	-
Cotton Swab	-	-

REPAIR PROCEDURE:

1. Raise and support the vehicle. Refer to the detailed service procedures available in DealerCONNECT/ Service Library under: Service Info>04 - Vehicle Quick Reference / Hoisting / Standard Procedure.
2. Inspect the connector tab lock feature on the torque sensor harness connector to confirm if it is in the fully engaged position Fig. 1.

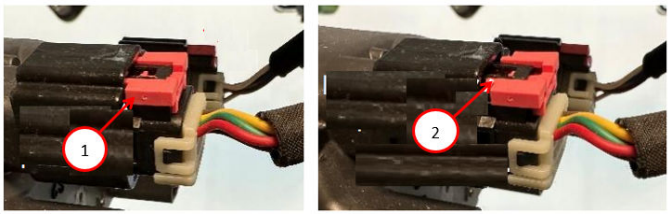

Fig. 1
Connector Tab Locking Feature

1 - Connector Tab Lock Fully Engaged
2 - Connector Tab Lock Not Fully Engaged

3. Is the connector tab lock feature in the fully engaged position Fig. 1?
   - YES>>> Proceed to Step 4.
   - NO>>> Proceed to Step 6.
4. Apply a small load to pull the connector by hand in the disengagement direction to confirm that the connector is fully latched.
5. Does the connector come loose or disconnect?
   - YES>>> Proceed to Step 6.
   - NO>>> This bulletin does not apply. Further diagnose should be performed.
6. Fully disconnect the connector.
7. Inspect the inside of the connector to ensure the latching feature is not damaged Fig. 2.

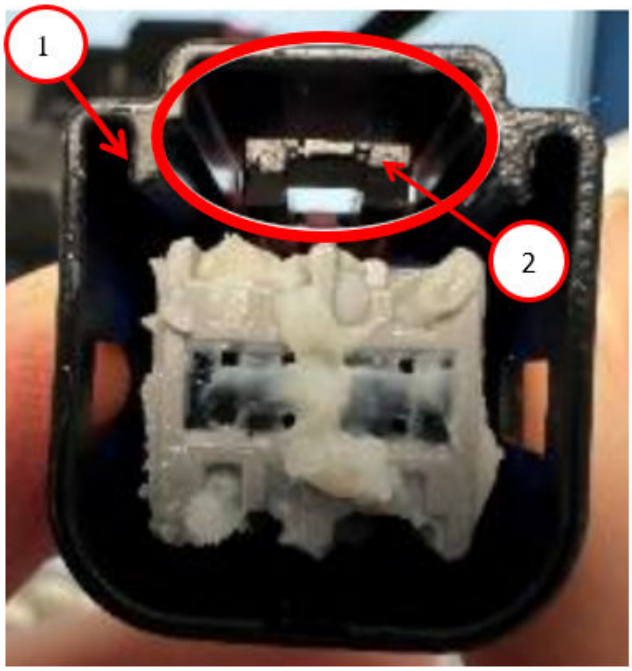

Fig. 2
Inside Connector

1 - Connector Assembly
2 - Tab Lock Latch

8. Is a damaged connector tab lock latch causing the connector tab lock feature to not be able to fully engage?
   - YES>>> Proceed to Step 9.
   - NO>>> Proceed to Step 10.
9. Replace the Electric Power Steering (EPS) gear. Refer to the detailed service procedures available in DealerCONNECT/Service Library under: Service Info> 19 - Steering / Gear / Removal and Installation. After EPS gear replacement, proceed to Step 16.
10. Inspect the grease pattern on both halves of the connector to ensure that grease is present on the connector Fig. 3.

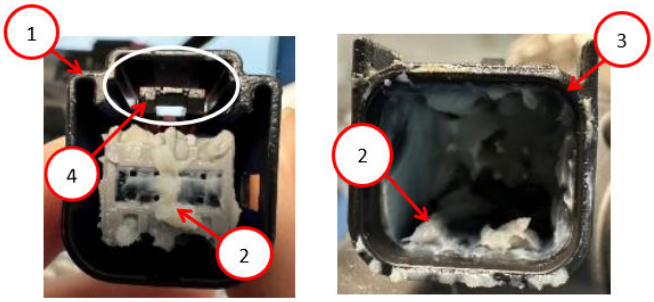

Fig. 3
Connector Halves

1 - Connector
2 - Grease
3 - Connector Mating Header
4 - Connector Tab Lock Latch

11. Is grease present on the both halves of the connector?
    - YES>>> Proceed to Step 13.
    - NO>>> Proceed to Step 12.
12. Apply a small amount of grease to the marked connectors.
13. Inspect the connector mating header for any excessive grease build up Fig. 4.

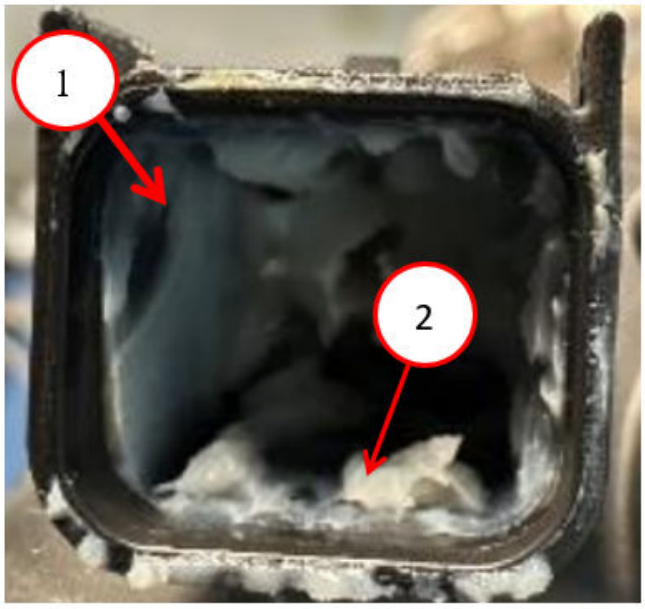

Fig. 4
Connector Mating Header

1 - Connector Mating Header
2 - Grease

14. Is grease build up seen in the connector mating header Fig. 3?
    - YES>>> Proceed to Step 15.
    - NO>>> Proceed to Step 17.
15. Move the connector tab lock feature to the pre-latched position.
16. Using a cotton swab, carefully wipe away any grease build up from the inside walls of the mating header near the front face Fig. 5.

    CAUTION!
    When wiping away grease from the connector walls, avoid touching the metal pins in the header to prevent damage.

Fig. 5
Remove Excess Grease

17. Engage the connector and confirm that an audible click is heard indicting that the connector is fully engaged.

    NOTE: When pushing in the connector, do not push the connector tab lock feature as the connector is inserted as this may result in a false engagement.
18. Apply a small load to pull the connector by hand in the disengagement direction to confirm that the connector is fully engaged.
19. Engage the connector tab lock feature.
20. Clear DTCs.

POLICY:

Reimbursable within the provisions of the warranty.