



U.S. Department
of Transportation

National Highway
Traffic Safety
Administration

Part 573 Safety Recall Report

26V478

Manufacturer Name: BMW of North America, LLC

Submission Date: Jul 23, 2026

NHTSA Recall No.: 26V478

Manufacturer Recall No.:

Manufacturer Information

Population

Manufacturer Name: BMW of North America, LLC

Address: P.O. Box 1227
Westwood NJ, 07675-1227

Total number of potentially involved: 16,736

Estimated percentage with defect: 0.5%

Vehicle Information

Vehicle 1: 2024-2024 BMW S 1000 RR US

Product Category: Motorcycles

Product Type: Motorcycles

Fuel / Propulsion: Spark Ignition Fuel

Production Dates: Jun 27, 2023 - Aug 29, 2024

Number of potentially involved: 2,988

Descriptive Information:

S 1000 RR US

Approximately 2,988 motorcycles were produced with an ignition lock that may not have been designed with sufficient robustness for use under certain conditions.

Basis for recall population determination:

Motorcycle manufacturing information was reviewed to determine the number and production date range of potentially affected motorcycles.

Recall component difference to non-recall component: The recall remedy is yet to be determined.

Vehicle 2: 2020-2026 BMW S 1000 RR

Product Category: Motorcycles

Product Type: Motorcycles

Fuel / Propulsion: Spark Ignition Fuel

Part 573 Safety Recall Report

26V478

Production Dates: Mar 12, 2019 - Jul 07, 2026

Number of potentially involved: 13,748

Descriptive Information:

S 1000 RR

Approximately 13,748 motorcycles were produced with an ignition lock that may not have been designed with sufficient robustness for use under certain conditions.

Basis for recall population determination:

Motorcycle manufacturing information was reviewed to determine the number and production date range of potentially affected motorcycles.

Recall component difference to non-recall component: The recall remedy is yet to be determined.

Defect / Noncompliance Description

Description of the defect or noncompliance:

This safety recall involves the ignition lock. The ignition lock may not have been designed with sufficient robustness for use under certain conditions.

As a result, the vibration level of the motorcycle may cause an internal component of the ignition lock to wear prematurely, causing sporadic loss of electric contact within the ignition lock. As a consequence, the ignition may be interrupted. This can happen both at standstill or while riding. Loss of ignition results in engine stalling, the loss of the display/instrument cluster, rear lamp and indicator functions, and of electrically powered assistance systems (e.g., ABS).

FMVSS1:

FMVSS2:

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

If stalling occurs while riding, or the turn signal, brake lamp or ABS is not functioning, this could increase the risk of a crash.

Description of the cause:

Identification of any warning that can occur:

Part 573 Safety Recall Report

26V478

Component Manufacturer

Tier of Supplier:**Supplier Type:****Name:** GKS GmbH Schliess Systems**Address:** Eifelstrasse
Haan Foreign States, 42781**Country:** Germany

Involved Components

Component Name 1: Ignition Lock**Component Description:** Ignition Lock**Component Part Number:** 51257108720

Chronology

In April 2025, BMW became aware of an increasing number of ignition locks on S 1000 RR models replaced under warranty.

An engineering investigation was initiated. Field parts were requested to be returned for analysis. At that time, the rate of occurrence in the field was less than 0.1%.

Between May and November, parts were returned, and analyzed. Preliminary information suggested that vibration-induced wear on the contact pin within the ignition lock could occur. However, further analysis was necessary to understand specific conditions in which vibration could play a role and, if so, the specific parameters or characteristics involved with vibration.

Further investigations were initiated as a systematic pattern was not yet clear from an examination of the field cases. Among other factors, the possible influence of decoupling of the fork bridge was analyzed using NVH profiles, and comparing these profiles with S 1000 RR model updates that had occurred since 2018. Additional evaluations involved comparing these analyses with other, similar, four-cylinder models. The ongoing field observation indicated that the rate of occurrence remained at less than 0.1%.

Between November 2025 and April 2026, the investigation continued, and was focused on analysis of the wear process of the contact pin.

Part 573 Safety Recall Report

26V478

In April 2026, a detailed analysis involving field data, and statistical forecasting, was initiated. By June, the rate of occurrence in the field was less than approximately 0.5%, which indicated that, as mileage increased, the rate of occurrence could also increase.

On July 16, 2026, BMW decided to conduct a voluntary safety recall.

BMW has not received any reports, nor is BMW otherwise aware, of any accidents or injuries related to this issue.

Related NHTSA Recall Number:

Description of Remedy

Remedy Type:

Consumer Advisories: ☐ Do Not Drive ☐ Park Outside

Description of remedy program:

The remedy has not yet been determined.

Owners will be notified by First Class mail and instructed to take their motorcycle to an authorized BMW motorcycle dealer to have the remedy performed for free.

How remedy component differs from recalled component:

Identify how/when recall condition was corrected in production:

Reimbursement Plan

Description of reimbursement program:

Owners who have had this remedy performed at their own expense prior to the recall notification may be eligible for reimbursement according to BMW's reimbursement plan in accordance with 49 CFR 573.13 and 49 CFR 577.11.

Period of reimbursement:

Costs to be reimbursed:

Part 573 Safety Recall Report**26V478**

Address for reimbursement claims:

Recall Schedule**Description of recall schedule:**

Notification to dealers is planned to begin and end on July 30, 2026.

Notification to owners is planned to begin and end on September 14, 2026.

Planned Dealer Notification Date: Jul 30, 2026 - Jul 30, 2026☐ No Dealers**Planned Interim Owner Notification Date:** Sep 14, 2026 - Sep 14, 2026☐ No Owners**Planned Remedy Owner Notification Date:**☐ Phased Recall**Date when VIN will be searchable:** Sep 14, 2026