



U.S. Department
of Transportation

National Highway
Traffic Safety
Administration

Part 573 Safety Recall Report

26V525

Manufacturer Name: BMW of North America, LLC

Submission Date: Aug 12, 2026

NHTSA Recall No.: 26V525

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: 27,720
Estimated percentage with defect: 0.2%

Vehicle Information

Vehicle 1: 2022-2026 BMW 8 Series

Product Category: Light Vehicles

Product Type: Passenger Car

Fuel / Propulsion: Spark Ignition Fuel

Production Dates: Mar 05, 2021 - Mar 25, 2026

Number of potentially involved: 7,372

Descriptive Information:

840i, 840i xDrive

Approximately 7,372 vehicles have been manufactured with connection between the driveshaft and rear axle differential that may, over time, be subject to excessive wear.

Basis for recall population determination: Vehicle assembly information and supplier production records were used to determine the number and production dates of potentially affected vehicles.

Recall component difference to non-recall component: The connection between the driveshaft and the rear axle differential may, over time, be subject to excessive wear.

Vehicle 2: 2024-2026 BMW 750e xDrive

Product Category: Light Vehicles

Product Type: Passenger Car

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26V525**Fuel / Propulsion:** Plug-In Hybrid**Production Dates:** Jun 20, 2023 - May 26, 2026**Number of potentially involved:** 2,198**Descriptive Information:**

750e xDrive

Approximately 2,198 vehicles have been manufactured with connection between the driveshaft and rear axle differential that may, over time, be subject to excessive wear.

Basis for recall population determination: Vehicle assembly information and supplier production records were used to determine the number and production dates of potentially affected vehicles.

Recall component difference to non-recall component: The connection between the driveshaft and the rear axle differential may, over time, be subject to excessive wear.

Vehicle 3: 2021-2023 BMW 5 Series**Product Category:** Light Vehicles**Product Type:** Passenger Car**Fuel / Propulsion:** Spark Ignition Fuel**Production Dates:** Mar 15, 2021 - Jun 29, 2023**Number of potentially involved:** 18,150**Descriptive Information:**

540i, 540i xDrive, M550i xDrive

Approximately 18,150 vehicles have been manufactured with connection between the driveshaft and rear axle differential that may, over time, be subject to excessive wear.

Basis for recall population determination: Vehicle assembly information and supplier production records were used to determine the number and production dates of potentially affected vehicles.

Recall component difference to non-recall component: The connection between the driveshaft and the rear axle differential may, over time, be subject to excessive wear.

Defect / Noncompliance Description

Description of the defect or noncompliance:

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This safety recall involves the connection between the driveshaft and the rear differential. The connection may, over time, be subject to excessive wear.

FMVSS1:

FMVSS2:

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

In rare cases, this could lead to a loss of power to the rear wheels, which could increase the risk of a crash. In rare cases, if the vehicle is not secured by the parking brake, this could lead to a vehicle rollaway.

Description of the cause:

Identification of any warning that can occur:

Component Manufacturer

Tier of Supplier:

Supplier Type:

Name: BMW AG

Address:

Country:

Involved Components

Component Name 1:

Component Description:

Component Part Number:

Chronology

In December 2024, after noticing an increasing number of incidents from the field, an engineering investigation was initiated.

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In the first quarter of 2025, a parts return program was created to obtain parts from the field for examination. At the time, the focus was on vehicles with high mileage which corresponded with the field incidents. Initial examinations included the interface between the driveshaft and the rear axle differential.

Between the first and third quarter of 2025, computer simulation (Finite Element Modeling (FEM)) was performed, including simulations of surface pressure at the interface between the driveshaft and the rear axle differential. A comprehensive review of enterprise-wide data ("Big Data") was performed, including production data from applicable vehicle assembly plants. This data was compared across manufacturing plants to look for inconsistencies and/or anomalies. Bench tests were planned and conducted in order to reproduce damage observed from the field return parts, with the intent to understand how parts might have become damaged during vehicle operation. Metallurgical testing was performed to assess various material properties of drivetrain components.

Discussions and analyses with the supplier were conducted. Quality checks of their production process were performed, including parts inspections focused upon build quality.

Further reviews and analyses in 2025, and into the second quarter of 2026, included attempts to identify factors that could result in the outcomes as noted in the field incidents. This also involved comparisons to other vehicle types, driveshaft designs, and build configurations. Multi-Body Simulation (MBS) calculations of the bending angles for various axle configurations and propeller shaft mounting positions were performed.

The field continued to be monitored, and statistical forecasting was conducted including Weibull analyses. Further analyses and evaluations were conducted.

Vehicle assembly information and supplier production records were reviewed to determine the number and production dates of potentially affected vehicles.

On August 5, 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: Inspect, Replace

Consumer Advisories: ☐ Do Not Drive ☐ Park Outside

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Description of remedy program:

The connection between the driveshaft and the rear axle differential will be checked, and either adhesive will be applied or, if necessary, the driveshaft and rear axle differential will be replaced.

How remedy component differs from recalled component:

Identify how/when recall condition was corrected in production:

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

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 Group's reimbursement plan in accordance with 49 CFR 573.13 and 49 CFR 577.11.

Period of reimbursement:

Costs to be reimbursed:

Address for reimbursement claims:

Recall Schedule

Description of recall schedule:

Dealer notification is planned to begin and end on August 12, 2026.
Owner notification is planned to begin and end on October 2, 2026.

Planned Dealer Notification Date: Aug 12, 2026 - Aug 12, 2026

☐ No Dealers

Planned Interim Owner Notification Date:

☐ No Owners

Planned Remedy Owner Notification Date: Oct 02, 2026 - Oct 02, 2026

☐ Phased Recall

Date when VIN will be searchable: Oct 02, 2026