



SIB 51 01 26

Recall 26V-478 Software Update and Ignition Switch Function Check

2026-10-01

NOTICE: A software bug was detected in the I-level K001-26-07-502 which prevents bikes of the MU1 generation (type codes 0E61/0E63/0E60/0E64) from being updated. These model codes have been therefore blocked in ISTA until further notice.

MODEL

Model	Model Description	Model version	Model Code				Model Year
			US	EUROPEAN	BRAZIL	THAILAND	
K67	S 1000 RR	MU1	0E23	0E21	0E20	0E24	2019-2022
K67	S 1000 RR	MU1	0E63	0E61	0E60	0E64	2023-2024
K67	S 1000 RR	MU2	0P23	0P21	0P20	0P24	2025-2026

AFFECTED MOTORCYCLES

The affected Motorcycles have been marked with campaign number **0000510200**.

In order to determine if a specific motorcycle is affected by this campaign, it will be necessary to verify the Motorcycle VIN in AIR (Aftersales Information Research), and/or AWP (Aftersales Workplace). Based on the response of the system, either proceed with the repair or take no further action. Please note, open campaigns or Motorcycle stops may not appear in DCS Warranty Motorcycle Inquiry or sales systems until 24-72 hours after they are announced, therefore AIR is always the recommended method for determining open campaigns and Motorcycle stops.

Please make sure you check your dealer inventory as soon as possible. You can see a list of affected Motorcycles in Inventory Campaign Details (ICD) under ROSS.

ATTENTION:

Model Code Coverage Other Market Model Codes (AG Codes) have been included because the repair timeline is determined by Model Code. This helps ensure coverage for affected motorcycles that may be traveling and brought to a dealer outside their original market.

This code is part of the VIN. These 4 digits are the 4th, 5th 6th and 7th place of the VIN.



SITUATION

On affected motorcycles, a component of the ignition steering lock may, in individual cases, develop signs of wear caused by vibration, which can lead to a loss of electrical contact and, consequently, to ignition misfiring.

If the ignition is interrupted, the engine cuts out and all electrical functions (lights, instrument cluster, assistance systems) are no longer available.

The affected Motorcycles have been placed under the delivery stop STOP510001 associated with campaign number 0000510200, which will be lifted upon completion of this technical campaign.

NHTSA STATEMENT:

Please be reminded that it is a violation of federal law (The Safety Act) for you to sell, lease or deliver any new motorcycle covered by this notification until the recall repair has been performed. This means that dealers may not legally deliver new motorcycles to consumers until they are fixed or use/sell replacement equipment/parts subject to this recall. Note also that substantial civil penalties apply to violations of the Safety Act. Also, you should not sell, lease or deliver any used motorcycles subject to a safety recall until the repair is completed. Please follow any special instructions that we provide to you for the return or disposition of recall parts.

CORRECTION

For Motorcycles that have not been delivered, the Recall must be carried out before delivery to customers.

For Motorcycles already retailed, letters are being mailed to owners via First Class mail advising them of this recall and asking them to schedule an appointment with an authorized BMW Motorrad dealer to have the recall performed.

The software version of the Motorcycle must be programmed to a current I level, at least to I level **K001-26-07-501** in accordance with repair instructions "61 00 510 – Programming Motorcycle control units" (expected to be available from 09/01/2026 with ISTA version 4.61.2x)

ATTENTION: THE SOFTWARE UPDATES ARE NOT AVAILABLE FOR ALL MODELS.

1. MU2 version S 1000 RR's (see list above for production date and model code market variant). can be programmed with ISTA version 4.61.2X available from 09/01/2026.

2. MU1 version S 1000 RR's version software is not available yet. As soon as software is confirmed we will update this SIB to reflect this.

Because of this split software release **always verify the ROSS remedy status** (Green ✓ or Red X) using the ROSS or WVI systems before scheduling appointments. A Red X may indicate that required programming is not yet available.

In addition to the software update, any unit exceeding 932 miles (1500 km) must additionally have the function check performed.

NOTE: if a function check is required, make sure the oil is not changed prior to testing if the unit also comes in for a service.

PROCEDURE

Preliminary items before scheduling any repair:

Check repair remedy status in ROSS or WVI.

Make sure the Workshop computer has the latest **ISTA version 4.61.2X or newer** that can program the unit with the appropriate version I-Level.

Software update:

Using the workshop computer with the latest **ISTA version 4.61.2x or newer** with the available I-Level. 1. Program the unit the latest I-Level

Function check:

If the unit is in excess of 932 miles (1500 km) then the function check must be performed:

Note: If the unit came in for a service, make sure the **oil has not been changed before** performing the function check below.

Function check procedure:

1. Allow the Motorcycle to warm up.
2. Slowly increase the idling speed from 2,000 rpm to 12,000 rpm over approx. 3 seconds and then reduce it again just as slowly over approx. 3 seconds.
3. Repeat step 2 a total of 3 times.
4. Switch off the ignition using the Motorcycle key
5. Read out the fault memory and check whether any of the following fault codes are present:
 1. 0x3A196C
 2. 0x3A196D
 3. 0x3A196E

Procedure results:

1. No yellow or red warning message for “engine control fault” appears in the instrument cluster and No faults stored after the function check in a fault memory check in ISTA.

- a. The ignition switch **does not** need to be replaced.

2. Yes, Yellow or Red warning message “engine control fault” appear in the instrument cluster and or the above errors are stored after the function check in a fault memory check in ISTA.

- a. The Ignition switch must be replaced using the repair instruction in AWP/AIR “52 25 041 – Replacing ignition steering lock including aerial ring”.

ATTENTION: For any failures during or after the I-Level updates, please create a TSARA case.

PARTS INFORMATION – If ignition switch is required to be replaced

Obtain and confirm the part numbers for your specific Motorcycle by entering the chassis number in ETK, which takes into account specific equipment and/or options.

Additional parts like gaskets, hardware, and chemicals may be required for the complete repair.

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Part Number

51 25 7 108 720	Ignition steering lock including ring aerial	1 QTY
51 25 8 561 426	Shear screw	2 QTY

CLAIM INFORMATION

Please submit claims via the normal claim process using the information below:

Defect code

00 00 51 02 00	Updating Software and checking ignition lock function
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Labor Operations:

NOTE: Please make sure you are using the right labor operations selection below as the labor codes vary based on mileage of the unit and extent of repair.

If unit has LESS than 932 miles (1500 km)

00 60 337	Updating software	4 FRU
+00 60 712	Updating software	3 FRU
+46 52 510	Mounting and dismounting the rear-wheel stand with special tools (for motorbikes without a center stand)	1 FRU

If unit has MORE than 932 miles (1500 km) ignition switch IS NOT NEEDED

00 60 458	Updating software	7 FRU
+00 60 958	Updating software	6 FRU
+46 52 510	Mounting and dismounting the rear-wheel stand with special tools (for motorbikes without a center stand)	1 FRU

If unit has MORE than 932 miles (1500 km) ignition switch IS NEEDED

00 60 458	Updating software	7 FRU
+00 60 958	Updating software	6 FRU
+51 25 606	Replacing ignition switch/steering lock including ring aerial	6 FRU
+46 52 510	Mounting and dismounting the rear-wheel stand with special tools (for motorbikes without a center stand)	1 FRU

FRUs includes all repair procedures to complete the task with allowance for necessary ancillary tasks (e.g., visual inspection, lubrication, cleaning parts etc.) and administrative tasks.

Labor operation code 00 60 458 and 00 60 337 are main labor operation codes depending on mileage is a Main labor operation. If you are using a Main labor code for another repair, use the Plus code labor operations instead.

TREAD ACT REIMBURSEMENT**Qualifying Prior Customer-Pay Repairs**

If your center is presented with a reimbursement request, BMW of North America, LLC will reimburse qualifying customer-pay repairs that were performed on affected Motorcycles up to 10 days after the date the owner notification letter was sent out by BMW.

If the customer previously paid for a qualifying repair, verify in AIR that the VIN is affected by the recall campaign and proceed as applicable:

The customer arrives with an affected Motorcycle to your workshop

- Perform the open Recall repair outlined in this bulletin, regardless of previous repair history.
- If the prior repair qualifies (see below), submit for both the Recall repair and the customer-pay reimbursement (Separate repair line items/separate defect codes).

Or:

The customer only presents your center with a customer-pay invoice for the prior repair

- If the Motorcycle and the prior repair qualifies (see below), submit for the customer-pay reimbursement portion only.

Customer-pay Invoice Review and Reimbursement Qualification and Procedure

Review and verify that the prior customer-pay invoice (BMW center or independent repair shop) contains a repair that pertains to the recall campaign. Only the repair outlined in the published safety recall service bulletin is eligible for reimbursement.

If this prior repair qualifies, submit a claim for reimbursement:

- Verify in AIR that the VIN was affected by the recall campaign.
- Use defect code 85 99 00 45 NA for the amount requested under sublet 03.
- Comment: (RECALL 26V-478: IGNITION SWITCH PROGRAMMING) - Reimbursement for allowable expenses that relate to performing the prior qualifying customer-pay repair.
- Use current repair date and mileage for claim submission.
- Retain copies of the customer paid invoice and the current repair invoice in your records.
- Reimburse the customer directly (parts and labor).

Contact warranty via an IDS ticket with any questions.

Retain the original customer pay invoice in your files; this documentation may be requested by BMW during the claim review process.

Note: A repair performed on a non-affected Motorcycle, or the diagnosis and repair of other unrelated issues do not qualify for reimbursement.

This claim submission for the prior customer-pay reimbursement, when it is submitted as outlined under Defect Code 85 99 00 45 NA, **will not close** the Open Safety Recall on the Motorcycle.

QUESTIONS REGARDING THIS BULLETIN

Technical inquiries	Contact the BMW Technical Support Group via TSARA
Warranty inquiries	Submit an IDS ticket to the Warranty Department
Parts inquiries	Submit an IDS ticket to the Motorrad Parts Department

Supporting Materials

[insert_drive_file 510126~1.PDF](#)

Service Information Bulletin

Body Equipment

Aug 25, 2026

51 01 26

RECALL 26V-478: SOFTWARE UPDATE AND IGNITION SWITCH FUNCTION CHECK



**BMW
MOTORRAD**

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Note: A repair performed on a non-affected Motorcycle, or the diagnosis and repair of other unrelated issues do not qualify for reimbursement.

This claim submission for the prior customer-pay reimbursement, when it is submitted as outlined under Defect Code 85 99 00 45 NA, **will not close** the Open Safety Recall on the Motorcycle.

QUESTIONS REGARDING THIS BULLETIN

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Warranty inquiries	Submit an IDS ticket to the Warranty Department
Parts inquiries	Submit an IDS ticket to the Motorrad Parts Department

Duplicate UPDATE: 51 01 26 Recall 26V-478 Software Update and Ignition Switch Function Check

Delivery Stop STOP510001 K67 Ignition Switch has been updated to SI 51 01 26 Recall 26V-478.

UPDATE 10-1-2026

NOTICE: A bug was found in the software that was released 9-30-2026 in the I-level K001-26-07-502 which prevents bikes of the MU1 generation (type codes 0E61/0E63/0E60/0E64) from being updated. These model codes have been therefore blocked in ISTA until further notice.

UPDATE Since the morning update 10-1-2026:

It has come to my attention that some recipients may not have access to Motorrad TIS, which may have caused confusion regarding this morning's update. The Dealer Direct notification was also sent from a different email address, causing addition confusion.

1. MU1 (type Codes 0E61/0E63/0E60/0E64) = Model Year 2019-2024 S 1000 RR's
2. The different email address is being investigated. It may be related to reposting a previous Dealer Direct post, as reposted notifications may be sent from this alternate address.

Note: Since Dealer Direct launched, Motorrad Aftersales has used it to share delivery-stop and recall information quickly with the appropriate dealership personnel to support compliance.

To prevent duplicate or outdated documents, we link to the latest delivery-stop and recall bulletins in TIS. Keeping them in one location reduces confusion and ensures access to current information without updating the same bulletins across multiple platforms.

UPDATE 8-25-26:

Hi Dealer Personnel,

SI 51 01 26 has posted

Always check ROSS or WVI for Remedy Status before any repairs are scheduled.

BMW Dealer Motorrad TIS link:

51 01 26 Recall 26V-478 Software Update and Ignition Switch Function Check

BMW Internal Motorrad TIS link:

51 01 26 Recall 26V-478 Software Update and Ignition Switch Function Check

Regards,

BMW Motorrad USA

S 1000 RR Model

Hi Dealer Personnel,

A delivery stop has been announced for S 1000 RR model.

During a quality inspection in individual cases a level of vibration of the bike may cause ignition switch components to prematurely wear. Causing a loss of electric contact within the switch.

As a consequence, the ignition may be interrupted. This can happen while riding or when at a standstill. This results in the engine stalling, loss of instrument cluster/display, rear light and indicator functions (headlight function continues for 3-4 seconds) and loss of electrically powered assistance system (e.g. ABS)

Resetting the ignition by turning the key is possible, all functions are then fully available again.

Potentially affected vehicles are flagged in AWP/**AIR** (Aftersales Information Research) with campaign code STOP510001.

Please note that open campaigns or vehicle stops may not appear in Warranty Vehicle Inquiry (WVI) or sales systems until 24–72 hours after announcement;

therefore, AWP/AIR is the recommended method for confirming open campaigns and vehicle stops. If you have a vehicle in your new/used inventory matching the above description it cannot be retailed until repaired.

NO vehicles should be impromptu repaired until the technical campaign has been posted with an approved repair.

Next steps are being finalized, and a technical campaign will be published as soon as additional information becomes available.

If you have a vehicle in your new/used inventory matching the above description it cannot be retailed until repaired.

NHTSA STATEMENT:

Please be reminded that it is a violation of federal law (The Safety Act) for you to sell, lease or deliver any new motorcycle covered by this notification until the recall repair has been performed. This means that dealers may not legally deliver new motorcycles to consumers until they are fixed or use/sell replacement equipment/parts subject to this recall. Note also that substantial civil penalties apply to violations of the Safety Act. Also, you should not sell, lease or deliver any used motorcycles subject to a safety recall until the repair is completed. Please follow any special instructions that we provide to you for the return or disposition of recall parts.

Regards

BMW Motorrad USA