

BMW · POWERTRAIN

P1132

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P1132 · BMW

O2 Sensor Heater Control Circuit Bank 1 Sensor 1

P1132 on a BMW means the engine computer (DME) has detected a problem with the electrical heater circuit inside the upstream oxygen sensor on bank 1, sensor 1. The heater is what brings the sensor up to operating temperature quickly after a cold start, and when the circuit current or voltage falls outside the expected range, the DME stores this code and turns on the check engine light.

SYSTEM	CODE TYPE	SEVERITY	FIX DIFFICULTY	AREA
Powertrain	BMW specific	Medium	Intermediate	Fuel and air metering

Symptoms you may notice

- Check engine light illuminated, often with no other noticeable symptoms
- Rough idle or hesitation during the first minute or two after a cold start
- Slightly higher fuel consumption because the sensor stays cold longer and the mixture stays rich
- Intermittent check engine light that comes and goes with damp or cold weather
- A stored pending code or freeze-frame data showing the fault occurred during warm-up
- In rare cases, a sulfur or rotten-egg smell from the exhaust if the sensor never reaches temperature

Common causes, most likely first

- 1 Failed heater element inside the bank 1 upstream oxygen sensor
- 2 Corroded, chafed, or broken wiring between the sensor and the DME, especially at the connector or where the harness passes near the exhaust
- 3 Blown fuse or faulty relay that supplies power to the oxygen sensor heater circuit
- 4 Loose or contaminated sensor connector pins causing high resistance
- 5 DME internal driver fault on the heater control circuit (less common but documented on some BMW engines)
- 6 Aftermarket or generic oxygen sensor with incorrect heater resistance for the BMW application
- 7 Oil or coolant contamination on the sensor connector from a nearby leak



How to diagnose and fix it

- 1 Scan all modules and record freeze-frame data to confirm the fault occurred during cold-start heater activation
- 2 Inspect the oxygen sensor connector and the harness run for corrosion, chafing, or oil contamination, and clean or repair as needed
- 3 Check the heater circuit fuse and relay, and verify battery voltage and ground at the sensor connector with the key on
- 4 Measure the heater element resistance at the sensor connector and compare it to BMW specifications for that engine
- 5 Command the heater on with a scan tool and watch heater circuit current or voltage to see whether the DME driver is working
- 6 If wiring and supply are good but the heater resistance is out of spec, replace the bank 1 upstream oxygen sensor with a BMW-compatible part
- 7 Clear the code, perform a cold-start drive cycle, and verify the heater monitor completes without the code returning

Why this code often is not the sensor

- A large share of P1132 repairs on BMWs are wiring or connector faults rather than a dead sensor, so always inspect the harness before buying parts.
- The heater circuit is only active for the first minute or two after a cold start, which is why the code often sets overnight and clears after a warm restart.
- A generic oxygen sensor with the wrong heater resistance can set P1132 even when it is brand new, so match the part to the BMW engine code.
- On some BMW engines the heater supply is shared with other emissions components, so a blown fuse can set P1132 together with other codes.
- The DME can set P1132 from a heater current that is too high as well as too low, so a shorted sensor or pinched wire can be the cause.

Can I keep driving with P1132?

You can usually drive the car short distances to a workshop, but avoid long trips and heavy loads until the fault is repaired. The engine will run richer during warm-up, which wastes fuel and can eventually damage the catalytic converter, so book the repair promptly.

Tools that help

- OBD-II scan tool with BMW-specific software or a capable generic scan tool
- Digital multimeter with resistance and DC voltage ranges
- Back probe pins or breakout leads for connector testing
- Wiring diagram for the specific BMW engine and chassis
- Oxygen sensor socket and hand tools



Reading P1132

- P** Powertrain: engine, transmission and emissions.
- 1** Manufacturer-specific code (BMW): its meaning depends on the make.
- 1** Fuel and air metering.
- 32** The exact fault within that area.

Often seen with

P0130 O2 Sensor Circuit Malfunction (Bank 1 Sensor 1) · **P0131** O2 Sensor Circuit Low Voltage (Bank 1 Sensor 1) · **P0132** O2 Sensor Circuit High Voltage (Bank 1 Sensor 1) · **P0133** O2 Sensor Circuit Slow Response (Bank 1 Sensor 1) · **P0135** O2 Sensor Heater Circuit Malfunction (Bank 1 Sensor 1)

See it working

Watch the animated explainer [How Coil-on-Plug Ignition Works: Coil and Spark Plug](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/bmw-p1132/>

