

BMW · POWERTRAIN

P1328

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P1328 · BMW

Knock Sensor 2 Bank 1 High Input

P1328 on a BMW means the engine control module (DME) has detected an abnormally high voltage signal on the knock sensor circuit for sensor 2 on bank 1. The DME expects a small AC voltage that rises with engine knock, but instead it sees a signal that is stuck high or out of range, so it flags the circuit as faulty.

SYSTEM	CODE TYPE	SEVERITY	FIX DIFFICULTY	AREA
Powertrain	BMW specific	Medium	Intermediate	Ignition system and misfire

Symptoms you may notice

- Illumination of the check engine light, often with no other symptoms
- Reduced engine performance or power due to the DME retarding ignition timing as a safety measure
- Rough running or hesitation under acceleration if the DME cannot reliably detect knock
- Poor fuel economy from overly conservative timing strategies
- In rare cases, a slight knocking or pinging noise if the DME fails to retard timing correctly

Common causes, most likely first

- 1 Damaged or chafed knock sensor wiring harness, especially near the intake manifold or engine block
- 2 Corroded or loose knock sensor electrical connector
- 3 Failed knock sensor 2 on bank 1 (internal short or open circuit)
- 4 Improperly torqued or loose knock sensor mounting bolt
- 5 Engine mechanical noise (e.g., noisy lifters or loose components) mimicking a knock signal
- 6 Faulty engine control module (DME) knock sensor input circuit (rare)

How to diagnose and fix it

- 1 Read stored fault codes and freeze-frame data with a BMW-capable scan tool to confirm P1328 and check for related codes
- 2 Visually inspect the knock sensor 2 wiring and connector on bank 1 for damage, corrosion, or loose pins
- 3 Measure the knock sensor resistance and compare to BMW specifications; replace the sensor if out of range
- 4 Check the sensor mounting bolt torque and ensure the sensor is seated correctly on the engine block
- 5 Perform a wiggle test on the harness while monitoring live knock sensor voltage to detect intermittent faults
- 6 If the circuit tests good, check for engine mechanical noises that could be misinterpreted as knock
- 7 Clear the fault memory and test-drive the vehicle to verify the repair and ensure the code does not return



Don't overlook the harness before replacing the sensor

- A common mistake is replacing the knock sensor without checking the wiring harness, which often rubs through near the intake manifold on BMW engines.
- The DME may set P1328 even when the sensor itself is good, if engine mechanical noise (such as a failing timing chain guide) is picked up as a false knock signal.
- Knock sensor mounting bolt torque is critical; an over-torqued or under-torqued sensor can produce erratic signals and set this code.
- On some BMW models, a weak battery or charging system issue can cause voltage spikes that mimic a high knock sensor signal, so check system voltage first.
- P1328 is often accompanied by other knock sensor or misfire codes, so diagnosing the root cause requires looking at the full picture rather than just this one code.

Can I keep driving with P1328?

You can usually drive the vehicle with P1328, but avoid heavy acceleration or towing until the fault is repaired, as the DME may retard timing and reduce performance. Prolonged driving with a faulty knock sensor circuit can lead to increased fuel consumption and, in severe cases, engine damage if knock goes undetected.

Tools that help

- BMW-capable OBD-II scan tool
- Digital multimeter
- Torque wrench
- Socket set and extensions
- Wiring diagram for the specific BMW model

Reading P1328

P	Powertrain: engine, transmission and emissions.
1	Manufacturer-specific code (BMW): its meaning depends on the make.
3	Ignition system and misfire.
28	The exact fault within that area.

Often seen with

P1327 Cylinder 3 Knock Control Limit Attained · **P1329** Cylinder 5 Knock Control Limit Attained · **P1327** Knock Sensor 2 Bank 1 Low Input · **P0300** Random/Multiple Cylinder Misfire Detected · **P0325** Knock Sensor 1 Circuit Malfunction (Bank 1) · **P0330** Knock Sensor 2 Circuit



See it working

Watch the animated explainer [How Airbags Work: A 50 km/h Crash in Slow Motion](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/bmw-p1328/>

