

BMW · POWERTRAIN

P1350

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P1350 · BMW

Misfire During Start Cylinder 5

P1350 on a BMW means the engine control module detected a misfire specifically on cylinder 5 during the engine start phase, before the engine has fully settled into normal idle. The computer monitors crankshaft speed fluctuations during the first few firing events and flags this code when cylinder 5 fails to contribute its expected power.

SYSTEM

Powertrain

CODE TYPE

BMW specific

SEVERITY

Medium

FIX DIFFICULTY

Intermediate

AREA

Ignition system
and misfire

Symptoms you may notice

- Rough or stumbling idle immediately after a cold start, often smoothing out once the engine warms
- A flashing or steady check engine light shortly after startup
- Noticeable vibration or shaking from the engine bay during the first few seconds of running
- Occasionally a hard start or extended cranking before the engine catches
- Often no symptoms besides the warning light, especially in mild weather
- Slight loss of power or hesitation when pulling away from a stop

Common causes, most likely first

- 1 Worn or fouled spark plug on cylinder 5, especially if maintenance intervals have been stretched
- 2 Faulty ignition coil on cylinder 5 that breaks down under the higher load of a cold start
- 3 Leaking or clogged fuel injector on cylinder 5 causing an incorrect air-fuel mixture during startup
- 4 Intake manifold gasket leak or cracked vacuum hose near cylinder 5, leaning out the mixture when cold
- 5 Low compression on cylinder 5 from worn rings, valve seats, or a head gasket issue
- 6 Carbon buildup on the intake valves of cylinder 5, common on direct-injection BMW engines
- 7 Engine control module software or adaptation values that need updating or resetting

How to diagnose and fix it

- 1 Scan all stored and pending codes with a BMW-capable scan tool and record freeze-frame data for P1350
- 2 Inspect the spark plug on cylinder 5 for fouling, wear, or incorrect gap and replace if needed
- 3 Swap the ignition coil from cylinder 5 with a neighbouring cylinder and recheck for a misfire that follows the coil
- 4 Check the fuel injector on cylinder 5 for resistance, pulse signal, and signs of leakage or clogging
- 5 Perform a cold-start compression test and, if low, a cylinder leak-down test on cylinder 5
- 6 Smoke-test the intake system for vacuum leaks around cylinder 5 and the intake manifold gasket
- 7 If all mechanical and electrical checks pass, update the engine control module software and clear adaptations

Why a cold-start misfire is not always a coil

- A P1350 that only appears on the first start of the day often points to a leaking injector dribbling fuel overnight, which fouls the plug before the engine fires.
- BMW direct-injection engines commonly develop carbon deposits on intake valves, and cylinder 5 can be the first to misfire because of uneven airflow in the manifold.
- Swapping the coil and plug to another cylinder is the fastest way to rule them out, but the misfire may not follow if the fault is mechanical or fuel-related.
- A weak battery or slow cranking can cause a start-phase misfire code on any cylinder because the engine control module sees inconsistent crankshaft speed during the first revolutions.
- The code does not always mean the engine has a serious mechanical problem; software updates and adaptation resets have resolved repeat P1350 faults on some BMW models.

Can I keep driving with P1350?

You can usually drive the car gently to a workshop, but avoid hard acceleration and long trips until the misfire is diagnosed. If the check engine light flashes or the engine runs very rough, stop driving and have the vehicle towed to prevent catalytic converter damage.

Tools that help

- BMW-capable OBD-II scan tool with live data and freeze-frame capability
- Spark plug socket and torque wrench
- Compression tester
- Cylinder leak-down tester
- Smoke machine for intake leak detection
- Digital multimeter for injector and coil testing

Reading P1350

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



Often seen with

P1349 Ignition Coil Power Output Stage 2 Open · **P1348** Ignition Coil Power Output Stage 1 Open · **P1347** Bank 2 Crankshaft Camshaft Position Sensor Signal Out Of Seq · **P1346** Ignition Coil Power Output State 3 Short To B+ · **P1345** Ignition Coil Output Stage 3 Short To Ground · **P1346** VVT Sensor Range Performance Problem Bank 1 · **P1349** VVT System · **P1345** VVT Sensor Circuit Malfunction Bank 1 · **P1345** No CMP or SGC Signal · **P1345** No SGC Signal 1.6L · **P1346** Intake Camshaft Position (CMP) Sensor System Performance · **P1349** Intake Camshaft Position System · **P1345** Camshaft to Crankshaft Position Correlation Fault · **P1346** Intake Camshaft Position (CMP) Sensor System Performance · **P1345** CKP/CMP Correlation · **P1346** Misfire During Start Cylinder 3 · **P1345** Misfire Cylinder 2 With Fuel Cut-off · **P1347** Misfire Cylinder 3 With Fuel Cut-off · **P1348** Misfire During Start Cylinder 4 · **P1349** Misfire Cylinder 4 With Fuel Cut-off

See it working

Watch the animated explainer [Four-Stroke Engine Cutaway: Intake to Exhaust](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/bmw-p1350/>

