

BMW · POWERTRAIN

P1359

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P1359 · BMW

Misfire Cylinder 9 With Fuel Cut-off

P1359 on a BMW indicates that the engine control module has detected a misfire on cylinder 9 and has deliberately cut off fuel delivery to that cylinder to protect the catalytic converter from unburned fuel. The misfire counter for cylinder 9 exceeded the manufacturer's threshold, triggering the fuel cut-off strategy and storing this code.

SYSTEM	CODE TYPE	SEVERITY	FIX DIFFICULTY	AREA
Powertrain	BMW specific	High	Professional	Ignition system and misfire

Symptoms you may notice

- Rough idle or shaking that is most noticeable when the engine is cold or under light load
- A flashing or steady check engine light, sometimes accompanied by a message to drive to a workshop
- Noticeable loss of power and reduced throttle response, especially during acceleration
- Audible popping or backfiring from the exhaust due to unburned fuel entering the exhaust stream
- Often no symptoms besides the warning light if the misfire is intermittent and the fuel cut-off has not yet caused a noticeable power loss

Common causes, most likely first

- Faulty ignition coil on cylinder 9, which is a common failure on BMW engines with individual coil-on-plug setups
- Worn or fouled spark plug on cylinder 9, often due to extended service intervals or oil contamination
- Failed fuel injector for cylinder 9, causing a lean or rich condition that leads to misfire
- Vacuum leak at the intake manifold runner or gasket near cylinder 9, upsetting the air-fuel mixture
- Mechanical fault such as a burnt valve, worn camshaft lobe, or failed hydraulic lifter on cylinder 9
- Low compression on cylinder 9 from worn piston rings or a damaged head gasket
- Faulty engine control module software or wiring harness issue affecting the cylinder 9 ignition or injection circuit



How to diagnose and fix it

- 1 Scan all stored codes and freeze-frame data with a BMW-capable scan tool to confirm cylinder 9 misfire and check for related codes
- 2 Perform a visual inspection of the cylinder 9 ignition coil, spark plug, and injector connector for damage or oil contamination
- 3 Swap the ignition coil and spark plug from cylinder 9 to an adjacent cylinder and recheck misfire counters to see if the fault follows
- 4 Conduct a compression test and cylinder leak-down test on cylinder 9 to rule out mechanical failure
- 5 Check fuel injector operation with a noid light or injector balance test, and inspect the injector wiring for continuity
- 6 Smoke-test the intake system for vacuum leaks near cylinder 9 and verify intake manifold gasket integrity
- 7 If all electrical and mechanical checks pass, update the engine control module software and re-evaluate the misfire counters

Cylinder 9 Misfire Traps on BMW V8 Engines

- Cylinder 9 is only present on BMW V8 and V12 engines, so this code will never appear on a four- or six-cylinder model and should prompt a check of the vehicle's engine configuration.
- A misfire code with fuel cut-off does not always mean the ignition coil is at fault; a leaking injector or intake leak can cause the same counter to trip, so swapping parts without testing often leads to repeat repairs.
- BMW's misfire detection is sensitive to crankshaft position sensor signal quality, and a failing sensor or reluctor ring can create phantom misfire counts on a specific cylinder.
- After repairing the root cause, the fuel cut-off strategy may remain active until the misfire counters are cleared with a scan tool, so the engine may still run poorly until codes are reset.
- Oil fouling from a failed valve cover gasket or spark plug tube seal is a frequent cause of cylinder 9 misfire on older BMW V8s, and the plug often appears wet with oil rather than worn.

Can I keep driving with P1359?

Do not continue driving with an active P1359 code because the fuel cut-off leaves cylinder 9 dead and unburned fuel can overheat and destroy the catalytic converter. Limit driving to moving the vehicle to a safe location or a short distance to a repair shop, and avoid heavy throttle or high speeds.

Tools that help

- BMW-capable OBD-II scan tool with live misfire counter and freeze-frame data
- Compression tester and cylinder leak-down tester
- Spark tester and noid light for ignition and injector testing
- Digital multimeter for wiring and coil resistance checks
- Smoke machine for intake leak detection
- Mechanic's hand tools including torque wrench and spark plug socket



Reading P1359

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

Often seen with

P1358 Cylinder 2 Ignition Circuit Open · **P1360** Cylinder 2 Ignition Circuit Short To Ground · **P1358** Ignition Diagnostic Monitor Signal Out Of Self Test Range · **P1360** Ignition Coil A Secondary Circuit · **P1358** IC Output High Pulse Detected When Grounded Cyl 8 · **P1360** Ignition Control Circuit Group B · **P1358** Ignition Diagnostic Monitor Signal Out of Self-Test Range · **P1360** Ignition Coil A Secondary Circuit Malfunction · **P1358** IC Output High Pulse Detected When Grounded Cyl 8 · **P1360** Ignition Control Circuit Group B · **P1358** Misfire During Start Cylinder 9 · **P1360** Misfire During Start Cylinder 10 · **P0171** System Too Lean (Bank 1) · **P0300** Random/Multiple Cylinder Misfire Detected · **P0309** Cylinder 9 Misfire Detected

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-p1359/>

