

BMW · POWERTRAIN

P1360

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P1360 · BMW

Misfire During Start Cylinder 10

P1360 on a BMW indicates that the engine control module (DME) detected a misfire specifically during the engine start phase on cylinder 10, typically identified by abnormal crankshaft speed fluctuations. The fault is logged when the cylinder fails to contribute power smoothly in the first few firing events after cranking, often before the engine reaches normal operating temperature.

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

Symptoms you may notice

- Rough idle or shaking immediately after a cold start, smoothing out once the engine warms up
- A flashing or steady check engine light, sometimes accompanied by reduced power
- Audible popping or backfiring from the exhaust during the first few seconds of running
- Difficulty starting or extended cranking before the engine catches
- Often no symptoms besides the warning light, especially if the misfire is intermittent

Common causes, most likely first

- 1 Faulty ignition coil or spark plug on cylinder 10
- 2 Leaking or clogged fuel injector for cylinder 10
- 3 Vacuum leak at the intake manifold runner or gasket near cylinder 10
- 4 Low compression due to worn piston rings, valve seats, or head gasket issue on cylinder 10
- 5 Carbon buildup on intake valves (common on direct-injection BMW engines) affecting cylinder 10
- 6 Faulty crankshaft position sensor or wiring harness causing erratic misfire detection
- 7 Engine control module (DME) software glitch or internal fault misreporting the misfire



How to diagnose and fix it

- 1 Scan all modules for stored and pending fault codes, and record freeze-frame data to confirm the misfire occurs only during start
- 2 Perform a visual inspection of the ignition coil, spark plug, and injector connector on cylinder 10 for damage or corrosion
- 3 Swap the ignition coil and spark plug from cylinder 10 with a known-good cylinder to see if the misfire moves
- 4 Run a compression test and cylinder leak-down test on cylinder 10 to rule out mechanical faults
- 5 Check fuel injector operation with a noid light or injector balance test, and inspect for leaks
- 6 Smoke-test the intake system for vacuum leaks, paying attention to the runner for cylinder 10
- 7 If all mechanical and electrical checks pass, update the DME software and re-evaluate for a persistent misfire

Why cylinder 10 misfires only on start

- A misfire that appears only during the first few seconds of cranking often points to a weak ignition coil that fails under cold, high-load conditions but recovers as underhood temperatures rise.
BMW direct-injection engines are prone to carbon buildup on intake valves, which can cause a cold-start misfire on a single cylinder without setting a steady-state misfire code.
- A marginal battery or slow cranking speed can cause the DME to misjudge cylinder acceleration and falsely set P1360 even when no actual misfire exists.
- The code does not always mean the ignition coil is at fault; a leaking injector that drips fuel overnight can foul the plug on cylinder 10 and cause a start-up misfire.
Technicians often overlook the engine ground strap and battery terminal corrosion, which can create voltage drops that affect coil charging and trigger phantom misfire codes.

Can I keep driving with P1360?

You can usually drive the car short distances if the misfire clears once the engine warms up, but avoid hard acceleration and prolonged idling until the fault is diagnosed. If the check engine light flashes or the engine runs rough continuously, stop driving to prevent catalytic converter damage.

Tools that help

- OBD-II scan tool with BMW-specific software
- Digital multimeter
- Compression tester
- Spark plug socket and torque wrench
- Smoke machine for vacuum leaks
- Noid light or injector test kit



Reading P1360

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

Often seen with

P0300 Random/Multiple Cylinder Misfire Detected · **P0301** Cylinder 1 Misfire Detected · **P0302** Cylinder 2 Misfire Detected · **P0303** Cylinder 3 Misfire Detected · **P0304** Cylinder 4 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-p1360/>

