

BMW · POWERTRAIN

P1362

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P1362 · BMW

## Misfire During Start Cylinder 11

P1362 on a BMW indicates that the engine control module detected a misfire specifically on cylinder 11 during the engine start sequence, based on crankshaft speed fluctuations. The fault is logged when the cylinder fails to contribute power consistently in the first few firing cycles after cranking.

| 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 startup, especially when cold
- Extended cranking time before the engine catches
- Noticeable vibration or hesitation under light acceleration from a stop
- Intermittent check engine light with no other drivability complaints
- Often no symptoms besides the warning light, particularly in warm weather

### Common causes, most likely first

- 1 Worn or fouled spark plug on cylinder 11
- 2 Faulty ignition coil or coil boot for cylinder 11
- 3 Leaking or clogged fuel injector on cylinder 11
- 4 Intake manifold gasket leak near cylinder 11 runner
- 5 Low compression due to valve seat wear or piston ring issues on cylinder 11
- 6 Damaged wiring or connector at the cylinder 11 coil or injector
- 7 Carbon buildup on intake valves causing poor cold-start mixture

### How to diagnose and fix it

- 1 Scan all modules and record freeze-frame data to confirm the misfire counter for cylinder 11
- 2 Swap the ignition coil from cylinder 11 with a neighbouring cylinder and recheck misfire counts
- 3 Remove and inspect the spark plug for cylinder 11; replace if fouled or worn
- 4 Perform a compression test and cylinder leak-down test on cylinder 11
- 5 Check fuel injector resistance and listen for injector pulse with a noid light
- 6 Smoke-test the intake manifold for vacuum leaks around cylinder 11
- 7 If mechanical faults are ruled out, perform a crank sensor relearn or software update per BMW service information



## Why cylinder 11 misfires only at startup

- A misfire that appears only during the first few seconds of cranking often points to a weak ignition coil that fails under cold, rich conditions rather than a dead coil.
- BMW cylinder numbering on V12 engines places cylinder 11 on the passenger side rear bank, so access requires removing the engine cover and often the microfilter housing.
- A leaking injector can flood cylinder 11 overnight, causing a startup misfire that clears once the excess fuel burns off; this often leaves no stored fault after the engine warms up.
- Carbon buildup on direct-injected BMW engines restricts cold-start airflow and can trigger P1362 even when ignition and fuel delivery test normal.
- The code does not always mean the cylinder is mechanically damaged; a loose spark plug or a cracked coil boot can set the same fault.

## Can I keep driving with P1362?

You can drive the car short distances to a workshop, but avoid hard acceleration and prolonged idling until the misfire is diagnosed. Continued driving with a persistent misfire can overheat the catalytic converter and cause costly damage.

## Tools that help

- BMW-compatible scan tool with misfire counter and freeze-frame capability
- Spark plug socket and torque wrench
- Compression gauge
- Noid light or injector pulse tester
- Smoke machine for intake leak testing
- Digital multimeter for coil and injector resistance checks

## Reading P1362

|           |                                                                    |
|-----------|--------------------------------------------------------------------|
| <b>P</b>  | Powertrain: engine, transmission and emissions.                    |
| <b>1</b>  | Manufacturer-specific code (BMW); its meaning depends on the make. |
| <b>3</b>  | Ignition system and misfire.                                       |
| <b>62</b> | The exact fault within that area.                                  |



## Often seen with

**P1363** Cylinder 3 Ignition Circuit Short To Ground · **P1361** Cylinder 3 Ignition Circuit Open · **P1361** TDC Sensor Intermittent Interruption · **P1361** Ignition Coil B Secondary Circuit · **P1361** Ignition Coil Cylinder 1 No Activation · **P1363** Ignition Coil Cylinder 3 No Activation · **P1361** TDC Sensor Intermittent Interruption · **P1361** IC Circuit Low Voltage · **P1363** IC Cylinder 3 Not Toggling After Enable · **P1361** Ignition Control IC Circuit Low Voltage · **P1363** Ignition Coil D Secondary Circuit Malfunction · **P1361** IC Circuit Low Voltage · **P1363** IC Cylinder 3 Not Toggling After Enable · **P1361** Misfire Cylinder 10 With Fuel Cut-off · **P1363** Misfire Cylinder 11 With Fuel Cut-off · **P0171** System Too Lean (Bank 1) · **P0301** Cylinder 1 Misfire Detected · **P0300** Random/Multiple Cylinder 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-p1362/>

