

BMW · POWERTRAIN

**P1459**

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P1459 · BMW

## Heated Catalyst Heater Power Supply Open Circuit Bank 2

P1459 on a BMW means the engine control module has detected an open circuit in the power supply wire to the heated catalyst heater for bank 2, which is the side of the engine that does not contain cylinder 1. The heater is an electrical element that warms the catalytic converter quickly after a cold start to reduce emissions, and an open circuit means the module sees no continuity or current flow when it commands the heater on.

SYSTEM

Powertrain

CODE TYPE

BMW specific

SEVERITY

Medium

FIX DIFFICULTY

Intermediate

AREA

Auxiliary emission controls

### Symptoms you may notice

- Illumination of the check engine light, often with no other symptoms noticed by the driver.
- A slight delay in catalyst light-off after a cold start, which may cause a brief emissions smell from the exhaust.
- Possible reduction in fuel economy if the engine management system alters cold-start strategy to compensate.
- In some cases, the engine may enter a limited-operation mode with reduced power, though this is less common.
- No noticeable change in driveability during normal warmed-up operation.

### Common causes, most likely first

- 1 Broken or corroded power supply wire between the heated catalyst control module or relay and the bank 2 heater element.
- 2 Failed heater element inside the bank 2 catalytic converter, causing an open circuit within the heater itself.
- 3 Blown fuse or faulty relay that supplies power to the heated catalyst heater circuit.
- 4 Loose, damaged, or corroded connector pins at the heater or at the control module.
- 5 Faulty heated catalyst control module or engine control module driver circuit, though this is less common.
- 6 Rodent damage or physical abrasion of the wiring harness near the exhaust system.



## How to diagnose and fix it

- 1 Connect a scan tool and verify P1459 is current, then check for any related codes in other modules that might affect the heater circuit.
- 2 Inspect the wiring harness and connectors at the bank 2 heated catalyst for visible damage, corrosion, or loose pins.
- 3 Check the fuse and relay that supply power to the heated catalyst heater circuit, replacing any failed components.
- 4 Measure resistance of the bank 2 heater element with a multimeter and compare to the manufacturer's specification to confirm an open circuit.
- 5 Perform a voltage drop test on the power supply wire from the control module to the heater while commanding the heater on with the scan tool.
- 6 If the heater element is open, replace the bank 2 catalytic converter assembly as required by BMW procedures.
- 7 Clear the fault memory and perform a drive cycle to confirm the repair and ensure the code does not return.

## What BMW technicians check before replacing parts

- A common mistake is replacing the catalytic converter immediately, but the open circuit is often in the wiring or connector rather than the heater element itself.
- The power supply wire can chafe against the exhaust heat shield or underbody, so inspect the entire route from the control module to the heater.
- On some BMW models, the heated catalyst heater is controlled by a separate module that can fail and set this code without any issue in the heater circuit.
- A weak battery or charging system fault can cause the control module to disable the heater and set a false open-circuit code, so always check system voltage first.
- The bank 2 designation refers to the side of the engine opposite cylinder 1, so confirm which side that is on the specific BMW engine before testing.

## Can I keep driving with P1459?

You can generally continue driving with P1459 because the fault mainly affects cold-start emissions and does not cause an immediate safety risk. Avoid prolonged idling from cold and have the circuit inspected soon to prevent further emissions system damage and to ensure the vehicle passes any emissions inspection.

## Tools that help

- OBD-II scan tool with BMW-specific software
- Digital multimeter
- Wiring diagram for the specific BMW model
- Fuse puller and test light
- Socket set and trim removal tools for access



## Reading P1459

- P** Powertrain: engine, transmission and emissions.
- 1** Manufacturer-specific code (BMW): its meaning depends on the make.
- 4** Auxiliary emission controls.
- 59** The exact fault within that area.

## Often seen with

**P1457** Exhaust Gas Temperature Sensor 2 Open Short To B+ · **P1458** Exhaust Gas Temperature Sensor 2 Short To Ground · **P1457** Evaporative Emission Control System Leak Detected Control Ca · **P1457** Purge Solenoid Control System · **P1458** A/C Compressor Clutch Signal Fault · **P1457** Purge Solenoid Valve Low System Malfunction · **P1458** A/C Compressor Clutch Signal Fault · **P1457** Evaporative Emission Control System Leak Detected Control Ca · **P1457** Unable To Pull Vacuum In Tank · **P1457** Heated Catalyst Heater Power Switch Temperature Sensor Elect · **P0130** O2 Sensor Circuit Malfunction (Bank 1 Sensor 1) · **P0420** Catalyst System Efficiency Below Threshold (Bank 1) · **P0430** Catalyst System Efficiency Below Threshold (Bank 2)

## See it working

Watch the animated explainer [How an Elevator Works: Traction Lift in X-Ray](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/bmw-p1459/>

