

BMW · POWERTRAIN

P1468

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P1468 · BMW

Heated Catalyst Battery Disconnecting Switch Plausibility

P1468 on BMW vehicles means the engine control module (DME) has detected an implausible signal from the battery disconnecting switch circuit that serves the heated catalytic converter system. The DME monitors the switch's electrical behavior during cold-start heating phases and flags the code when the circuit's voltage or resistance does not match the expected profile for the commanded state.

SYSTEM

Powertrain

CODE TYPE

BMW specific

SEVERITY

Low

FIX DIFFICULTY

Intermediate

AREA

Auxiliary emission controls

Symptoms you may notice

- Illumination of the check engine light, often with no other noticeable symptoms
- Extended cold-start fast idle or rough running during the first few minutes after a cold start
- A slight delay in catalytic converter light-off, which may not be perceptible to the driver
- In rare cases, a stored fault that returns immediately after clearing if the switch circuit is electrically open
- No driveability complaints in most cases because the fault affects only the cold-start heating strategy

Common causes, most likely first

- 1 Failed or sticking battery disconnecting switch (also called the heated catalyst switch) mounted near the battery or in the trunk area
- 2 Corroded, loose, or damaged wiring and connector pins in the switch circuit between the DME and the switch
- 3 Blown fuse or poor ground connection serving the heated catalyst switch circuit
- 4 Internal fault in the engine control module (DME) driver circuit for the switch
- 5 Low battery voltage or a weak battery causing implausible switch signals during cold starts
- 6 Aftermarket alarm or accessory wiring tapped into the battery circuit and disturbing switch signals



How to diagnose and fix it

- 1 Clear the fault and perform a cold-start drive cycle to confirm whether P1468 returns before replacing any parts
- 2 Inspect the battery disconnecting switch connector and wiring for corrosion, looseness, or chafing, and clean or repair as needed
- 3 Check the fuse and ground for the heated catalyst switch circuit with a multimeter and restore proper voltage and ground
- 4 Test the battery disconnecting switch electrically by measuring resistance or voltage drop across it in both commanded states and replace it if out of specification
- 5 Verify battery health with a load test and charge or replace the battery if it fails, then recheck for the code
- 6 If the switch and wiring test good, check the DME driver circuit output with a scope or bidirectional scan tool and repair or replace the DME only as a last resort
- 7 After repair, clear adaptations and perform a cold-start relearn drive cycle to confirm the heated catalyst monitor completes without resetting P1468

What BMW techs check before replacing parts

- The battery disconnecting switch is often confused with the main battery safety terminal, but on BMW heated catalyst systems it is a separate switch that only affects the cold-start heating circuit and will not leave the car unable to start.
- A weak or aging battery is a common hidden cause because the DME compares switch voltage against battery voltage during the heating phase, and a sagging battery makes a healthy switch look implausible.
- Aftermarket wiring for alarms, trackers, or audio equipment tapped into the battery positive or ground circuit frequently disturbs the switch signal and sets P1468 without any genuine switch failure.
- The code can set intermittently only on cold mornings, so a warm-engine scan may show no fault; always perform the cold-start monitor after clearing to confirm the repair.
- Do not replace the DME based on P1468 alone, because the switch and its wiring fail far more often than the control module driver circuit.

Can I keep driving with P1468?

You can keep driving with P1468 because the fault only affects cold-start catalyst heating and does not create a safety risk. Avoid repeated short cold-start trips until it is repaired, and address it soon if the check engine light returns with rough running or if the battery is weak.



Tools that help

- OBD-II scan tool with BMW-specific software or a bidirectional scan tool
- Digital multimeter
- Battery load tester
- Wiring diagram for the heated catalyst battery disconnecting switch circuit
- Socket and trim removal tools for accessing the switch and battery area

Reading P1468

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

Often seen with

P1467 EVAP Canister Purge Solenoid Valve Short To B+ · **P1469** EVAP Canister Purge Solenoid Valve Open · **P1469** Low Air Conditioning Cycling Period · **P1467** Heated Catalyst Comparison Battery Voltages of Power Switches · **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 a Padlock Works: Pin Tumbler Lock 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-p1468/>

