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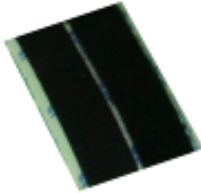

Allison Pressure Controller

Transmission Line Pressure Booster Module

1031315	2011-2016 Duramax 6.6 LML
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This kit fits both the 2011-2015.5 and 2015.5-2016 transmission controller types.

Kit Contents

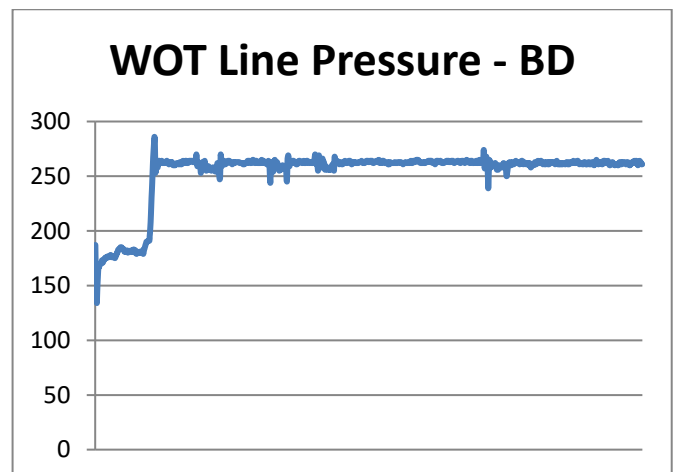
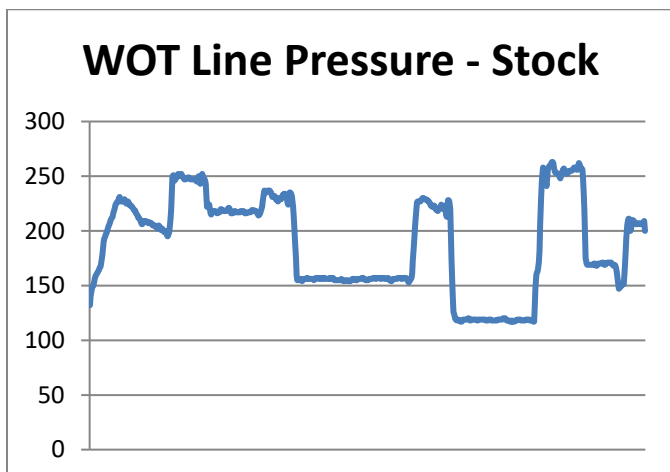
1607271	1607272	FT-10910-03116	1300131
			
Control Module Qty: 1	Wire Harness Qty: 1	Velcro Qty: 2 pcs	Tie Wrap Qty: 6

Introduction

2011-2016 Allison transmissions utilize variable line pressure that adjusts to different engine load to improve fuel economy. The problem with this is that it drops line pressure after a shift, causing clutch slippage and failure in higher powered trucks. The BD pressure controller module boosts line pressure up to 275psi when the engine is over 15psi boost and runs stock pressure under normal conditions to prevent harsh shifting.

The kit is fully plug-and-play. It plugs into factory connectors and requires no special setup.

At wide open throttle, the stock strategy raises line pressure only for shifts, dropping line pressure to different levels for each gear. First – 200psi, Second 220psi, Third 160psi, **Fourth – 130psi**, Fifth – 175psi, Sixth – 180psi. The BD pressure box keeps line pressure at 250+psi when you are at full throttle to protect your transmission.



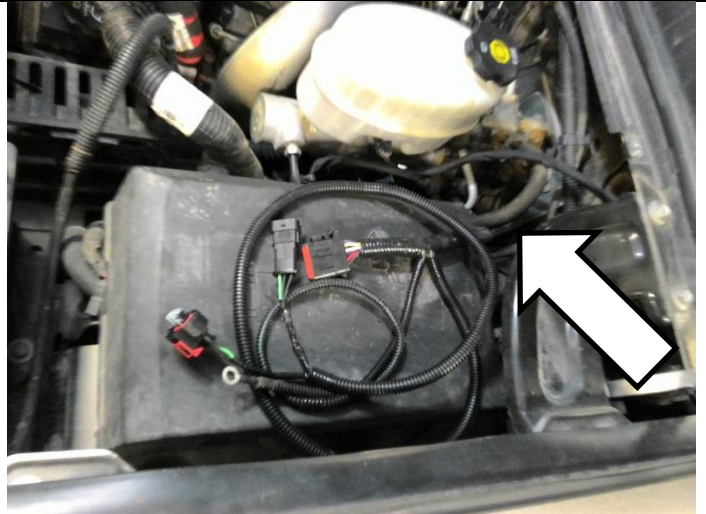
Tools Required for Installation

- 10mm wrench or ratchet
- Side cutters
- Long needle nose or Allison transmission connector tool.

Installation

Open the hood, fish the wire harness supplied in this kit down the firewall behind the fuse box to below the vehicle to be connected to the transmission.

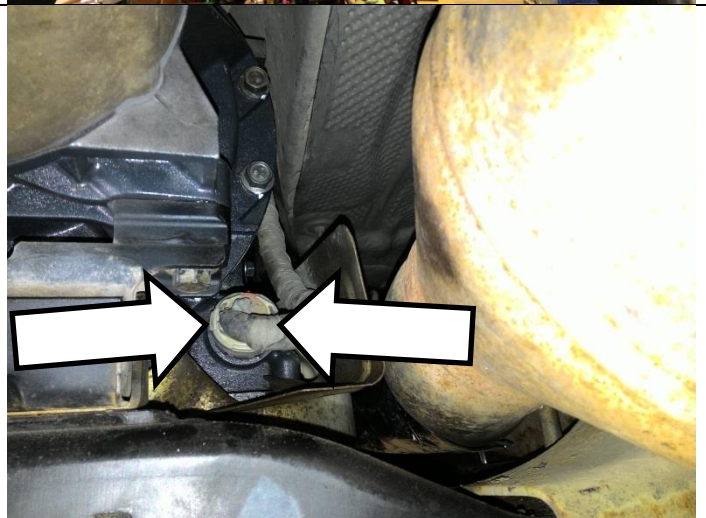
The transmission portion of the harness is the round 20 pin plugs. Leave the remainder in the engine bay as shown.



Feed the 20 pin round connector of the BD harness up over the transmission and down the back side by the main transmission connector.



Disconnect the transmission 20 way round electrical connector by squeezing on both sides and wiggling it off. You may either use the special Allison tool for this, long needlenose pliers or remove the heat shield to get your fingers on the connector.



Connect the BD harness inline and carefully zip tie the harnesses so that they stay away from the exhaust pipe.



Zip tie the new harness to the existing vehicle harnesses, out of the way of the front drive shaft and other moving parts on its route to the engine bay.



Back up in the engine bay; attach the ground terminal to the body. This is the single black wire with ring terminal. The suggested ground location is the large stud on the firewall. Use a 10mm wrench to remove and reinstall the nut over the ring terminal.

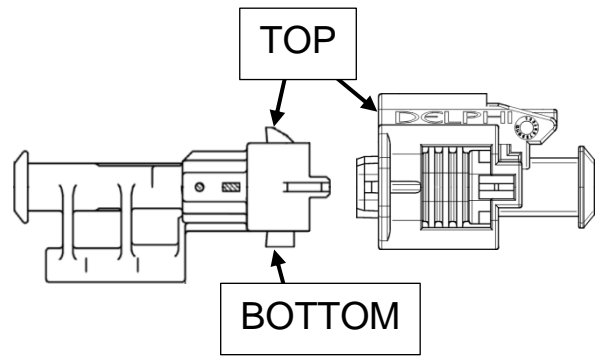


Locate the engine MAP sensor and plug the BD harness inline. Zip tie the wiring to keep it away from moving or hot parts.

NOTE It may be possible to connect this plug upside-down. Refer to the pictures below for correct orientation.



LML Map Plug Orientation



Connect the module to the gray plug from the transmission/engine wiring harness.

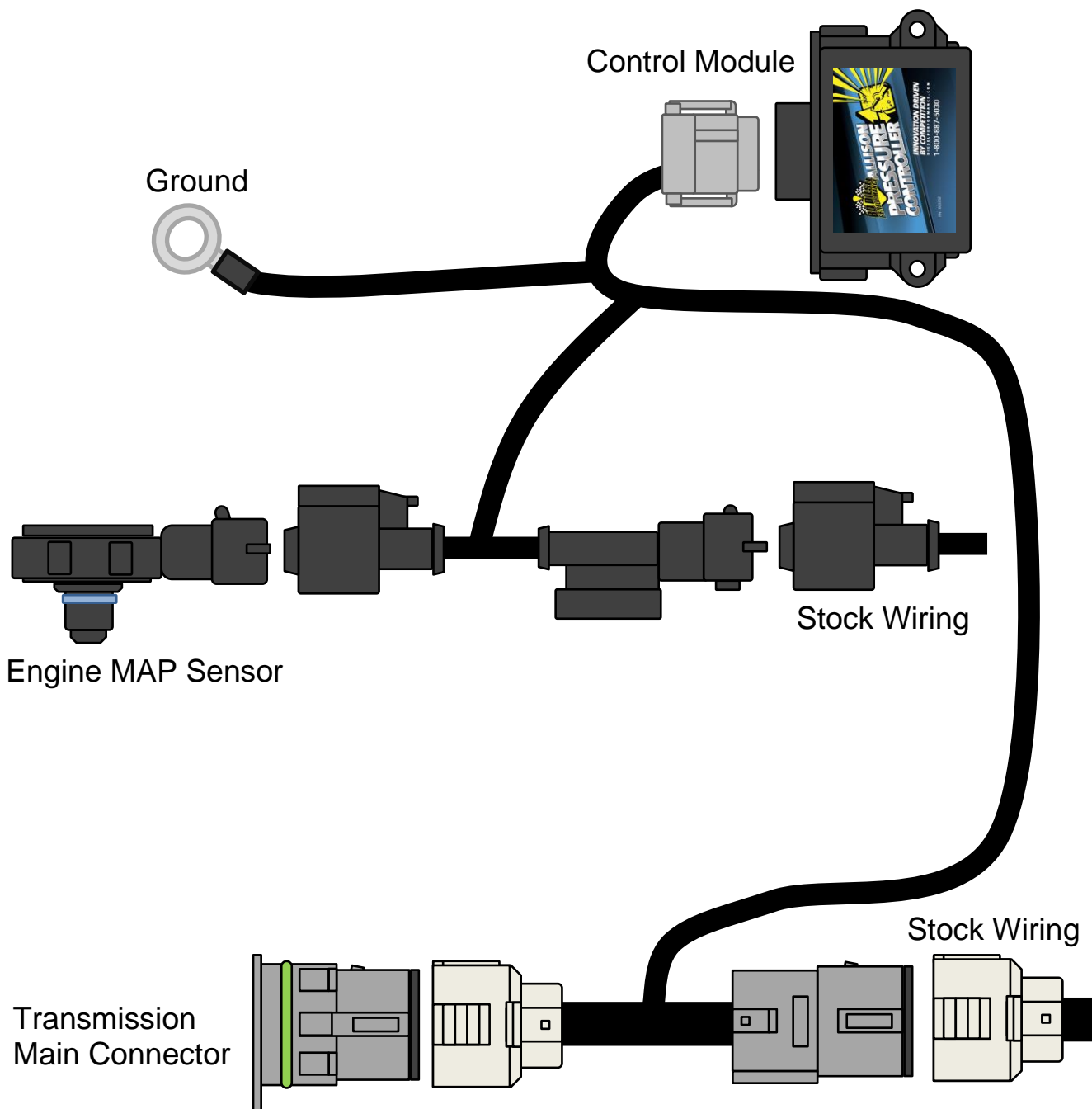
The module may now be zip tied to existing wiring at the firewall or mounted to the fuse box with Velcro.



To check operation of the pressure controller, attach a mechanical pressure gauge to the Allison transmission test port. Whenever the truck is over 15 psi of boost the line pressure should go to maximum (250-275psi).



Wiring Diagram



Pressure Indicator LED

An indicator LED (not supplied) can also be added to show when line pressure boosting is active. This will light up whenever the PCS solenoid is being controlled.



Gray Plug
 10 – 12V for Pressure Light
 11 – Ground for Pressure Light



General Policy

All core returns must be,

- like for like, no mixed models
- drained of all fluids (\$50 Charge)
- be returned in the original packaging
- Part Disassembled
- No junkyard cores (core must have been removed from vehicle)
- No fire damage
- Free of excessive Rust or Water Damage

Returned cores that fail to follow the above conditions will be disallowed and scrapped or returned at the customer's expense. Freight and removal damage are not covered. BD Diesel reserves the right to adjudicate cores as it sees fit and may deviate from its policy.

BD FUEL INJECTION CORE ACCEPTANCE POLICY

Model	Deduction	No Credit
P7100 Injection Pump	<ul style="list-style-type: none"> • AFC Housing Damaged (25% Deduction) • Governor Housing Damaged Front or Back (25% Deduction) 	<ul style="list-style-type: none"> • Contaminated/Bio Diesel • Damaged Camshaft on 911/913 pumps. • Main Body Damaged
Bosch VE Pump	<ul style="list-style-type: none"> • AFC Housing Damaged (25% Deduction) • Cold Advanced Housing Damaged (50% Deduction) • Governor housing damaged front or back (25% deduction) • Main Body Damaged (50% Deduction) 	<ul style="list-style-type: none"> • Contaminated/Bio Diesel • Seized Head (Does not turn)
CP3		<ul style="list-style-type: none"> • Contaminated/Bio Diesel • Seized (Does not turn) • Catastrophic Shaft Failure (Frost Plugs Damaged or Missing) • Front Cover Damaged
VP44	<ul style="list-style-type: none"> • Damaged Electronics (50% Deduction) 	<ul style="list-style-type: none"> • Contaminated/Bio Diesel • Seized Head (Does not turn)
Common Rail Injectors	<ul style="list-style-type: none"> • Solenoid melted or destroyed, stretched terminals (25% Deduction) • 5.9/6.7 Broken Solenoid Terminal Divider (No Deduction) 	<ul style="list-style-type: none"> • Contaminated/Bio Diesel • Damaged Body
Mechanical Injectors		<ul style="list-style-type: none"> • Contaminated/Bio Diesel • Damaged Body

BD TURBOCHARGER CORE ACCEPTANCE POLICY

Turbo Model/ Application	Deduction	No Credit
Cummins ISX VGT Air or Electronic Actuated	<ul style="list-style-type: none"> • Damaged Electronics (50% Deduction) • Missing Clamps (25% Deduction) • Missing Parts or Actuators (50% Deduction) • Turbine Wheel Separation (50% Deduction) 	<ul style="list-style-type: none"> • Knock Off Models (Not Genuine) • Part Disassembled
Caterpillar (Ball Bearing) Models		<ul style="list-style-type: none"> • Knock Off Models (Not Genuine) • Wheel Separation
Caterpillar (Standard Turbocharger) 704604-9007, 704604-9011		<ul style="list-style-type: none"> • Knock Off Models (Not Genuine) • Turbo with 3 support Webs

Detroit Diesel VGT	<ul style="list-style-type: none"> • Damaged Electronics (50% Deduction) 	<ul style="list-style-type: none"> • Knock Off Models (Not Genuine) • Wheel Separation
Ford 6.4 Powerstroke	<ul style="list-style-type: none"> • Missing Parts or Actuators (50% Deduction) 	<ul style="list-style-type: none"> • Knock Off Models (Not Genuine) • Part disassembled • Wheel Separation
Ford 6.7 Powerstroke	<ul style="list-style-type: none"> • Missing Parts or Actuators (50% Deduction) 	<ul style="list-style-type: none"> • Wheel Separation
GM 6.6 L5P	<ul style="list-style-type: none"> • L5D Version (due to incorrect compressor cover) (25% Deduction) • Missing Parts or Actuators (50% Deduction) 	<ul style="list-style-type: none"> • Knock Off Models (Not Genuine) • Wheel Separation
Dodge Cummins 6.7 HE351VG/HE300VG	<ul style="list-style-type: none"> • Missing Parts or Actuators (50% Deduction) 	<ul style="list-style-type: none"> • Knock Off Models (Not Genuine)
Standard Turbochargers (All Models, Non VGT)	<ul style="list-style-type: none"> • Damaged Electronics (50% Deduction) • Missing Clamps (25% Deduction) • Missing Parts or Actuators (50% Deduction) 	<ul style="list-style-type: none"> • Knock Off Models (Not Genuine) • Wheel Separation

The above criteria apply to customer core returns. The following criteria will apply for core purchases.

Deduction	No Credit
<ul style="list-style-type: none"> • Cracked or Damaged due to freight • Damaged Electronics • Missing Parts or Actuators • Heavily Damaged Wheels and/or Shaft • Missing Clamps • Turbine Wheel Separation • Heavily Modified Turbochargers 	<ul style="list-style-type: none"> • Knock Off Models (Not Genuine)

BD TRANSMISSION/TORQUE CONVERTOR CORE ACCEPTANCE POLICY

Model	Deduction	No Credit
Transmissions	<ul style="list-style-type: none"> • Cracked Overdrive housings (\$100 Deduction) • 68rfe Cracked Case (25% Deduction) • Part disassembled (50% Deduction) • Missing Transmission Shipping Crate (\$200 Deduction) • Missing TC/Transmission bracket (\$50 Deduction) 	<ul style="list-style-type: none"> • Cracked Case (Except 68rfe)
Torque Convertors	<ul style="list-style-type: none"> • Hub and Impeller damaged. (50% Deduction) 	<ul style="list-style-type: none"> • Excessive corrosion • Part disassembled
Valve Bodies	<ul style="list-style-type: none"> • Missing electronics (25% Deduction) 	<ul style="list-style-type: none"> • Excessive corrosion • Part disassembled

GENERAL CORE ACCEPTANCE POLICY

Model	Deduction	No Credit
EGR Cooler		<ul style="list-style-type: none"> • Brackets broken

Please note that all cores have a time eligibility restriction. Please see BD Terms & Conditions for further details. https://cdn.bddiesel.com/downloads/bd_terms_general.pdf