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BD 66RFE Transmission

2012-2018 RAM Pickup 5.7L & 6.4L Hemi Engine

	Year	Drive	Trans. + Converter
ROADMASTER *TRANSMISSION (450HP)*	12-18	2WD	1064912SS
	12-18	4WD	1064914SS

Please read the instructions and warranty disclaimer before beginning installation.
WARRANTY VOID UNLESS ALL INSTALLATION PROCEDURES ARE FOLLOWED
All learn procedures should be performed at the operating power setting of the vehicle.

Contents

DO THIS FIRST

Check off boxes to ensure you do not miss any important steps. Failure to perform some of these steps stated below may void your warranty.

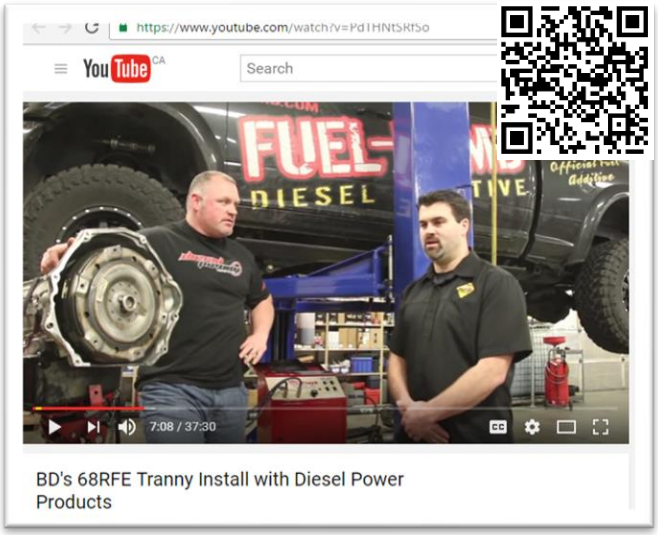
○ ***Step 1***	Read the transmission warranty statement (With Customer).
○ ***Step 2***	Complete top part of the transmission warranty form.
○ ***Step 3***	Ensure you have an OEM or equivalent scan tool. If you do not have this tool, DO NOT INSTALL THIS TRANSMISSION.
○ ***Step 4***	Record CVI's (Clutch Volume Index) of stock transmission and record on warranty form BEFORE preforming quick learn.
○ ***Step 5***	Proceed with RE & RE of transmission - see installation instructions below.
○ ***Step 6***	Install BD 66 RFE pressure module or appropriate pressure tuning in the TCM.
○ ***Step 7***	Using line pressure booster (1300368-2) record pressures on warranty sheet.
○ ***Step 8***	Proceed with relearn procedure while continuing to update warranty sheet.
○ ***Step 9***	Fax warranty sheet to BD diesel and keep a copy for your records.

Introduction

BD Diesel 66RFE Transmissions incorporate many upgrades and updates to improve transmission longevity and performance. See our website for up-to-date sales features.

IMPORTANT: Reference 68RFE YouTube videos are applicable to 66RFE applications.

Check out the following videos on YouTube for installation walk-through and detailed relearn procedure information for the 68RFE transmission.



[Transmission Installation Video]

[Quick Learn and Drive Learn Video]

Important

The 66RFE transmission has a unique TCM control strategy and it is imperative the instruction for the “Quick learn” are followed closely. Not following these directions correctly will result in a void warranty and will lead to premature failure. Do not use the vehicle for heavy towing or hauling until 300 miles of stop and go driving has elapsed to allow the computer to relearn the new transmission.

Burnt clutches are not covered by warranty. Failure to correctly adhere to this procedure may result in clutches that look like the ones shown above.

Special Tools Required

Chrysler Scanners

SCANNER	YEAR
WiTech	2012-2018

Aftermarket Scanners

SCANNER	YEAR
Snap-On Modis	**All**
Auto Enginuity (with EI04 enhanced Dodge coverage)	**All**
Other scanners with FULL OE coverage (not code readers)	

300 psi oil filled gauge, with approx. 6ft line with male 1/8” NPT fitting (for applications with line pressure module)

Maintenance

BD recommends the first transmission oil and filter change to occur at the 3 month or 5,000 miles/8,000 km interval. This quick interval will not only give you peace of mind, but will also rid the transmission of any prior debris dislodged from the cooler. After this, OE service intervals are acceptable.

Use only MOPAR ATF+4 or aftermarket equivalent ATF+4 transmission fluid.

These are the only acceptable fluids for use in this transmission.

Aftermarket Tuners and TCMs

2012-2018 Models using both the controller and tuning will set a P0868 fault code and may cause shift issues. Be sure to disable line pressure changes in your tuner for using the included pressure booster kit OR do not use said kit if you must use tuning for line pressure.

Other transmission tuning, such as raising the 4-5 and 5-6 shift points, will not conflict and may be run with the BD pressure module.

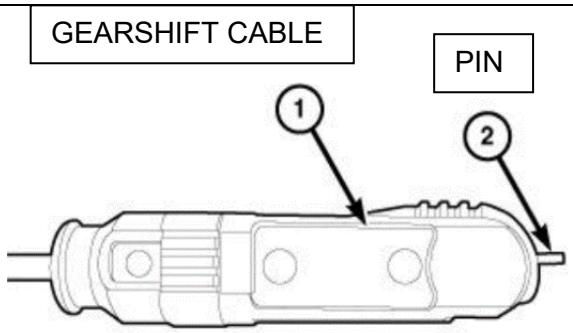
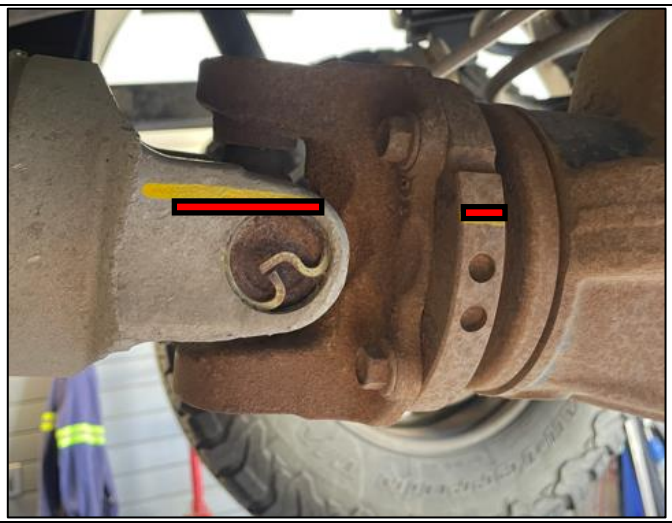
We recommend completing the drive learn process with the tuner set to the power level the truck is normally used at. Do not go full throttle during shifts until the transmission has had time to learn its new CVI values.

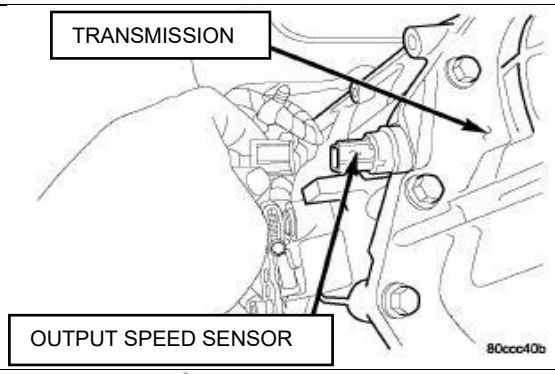
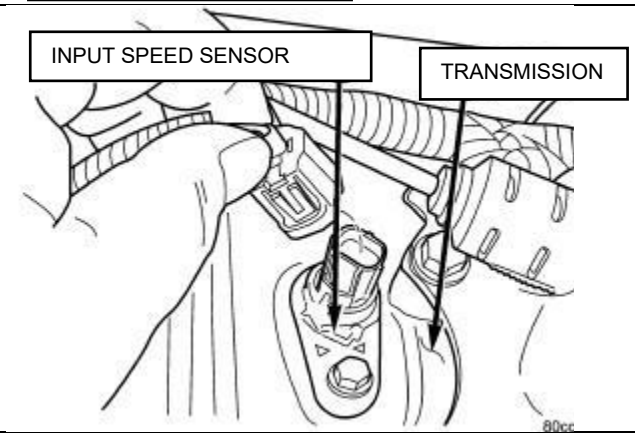
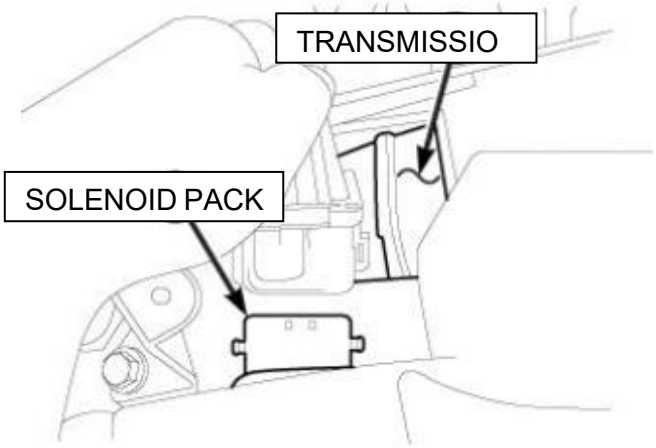
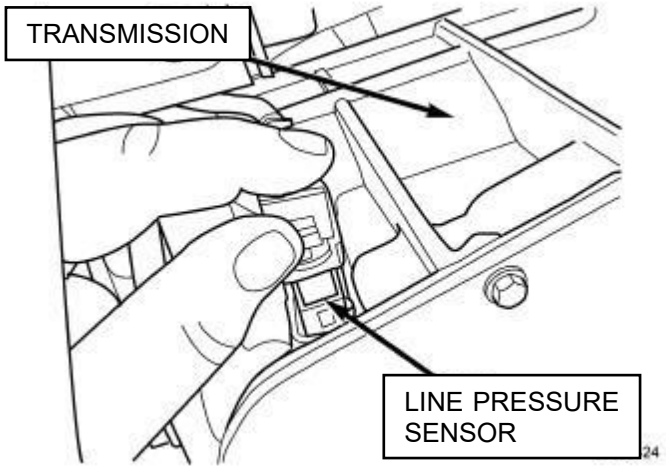
When tuner power levels change, the transmission will have to adapt shift timing, this leads to additional unnecessary wear. We suggest not frequently changing power levels.

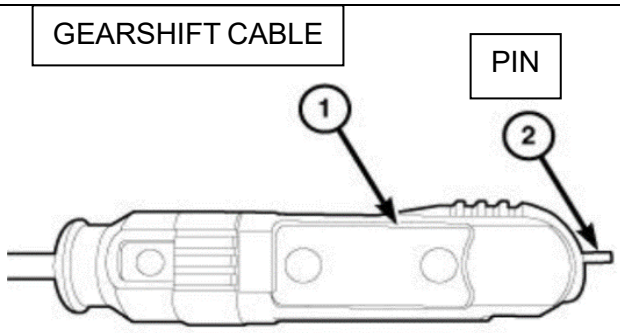
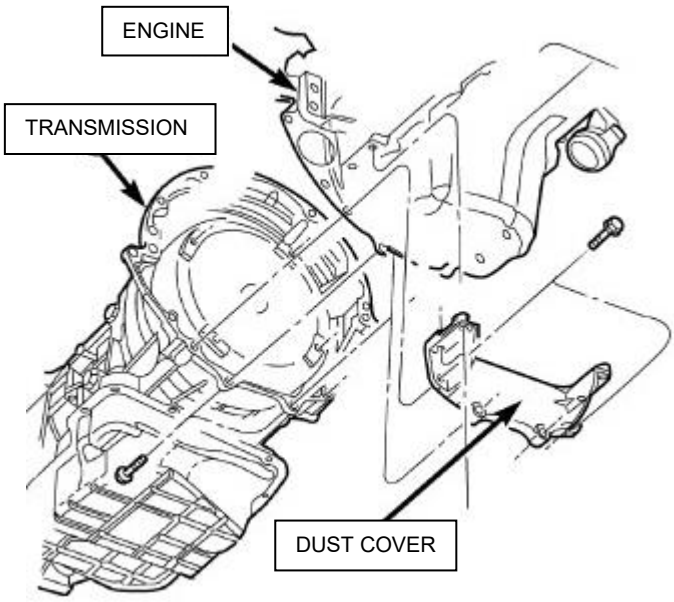
Transmission Installation

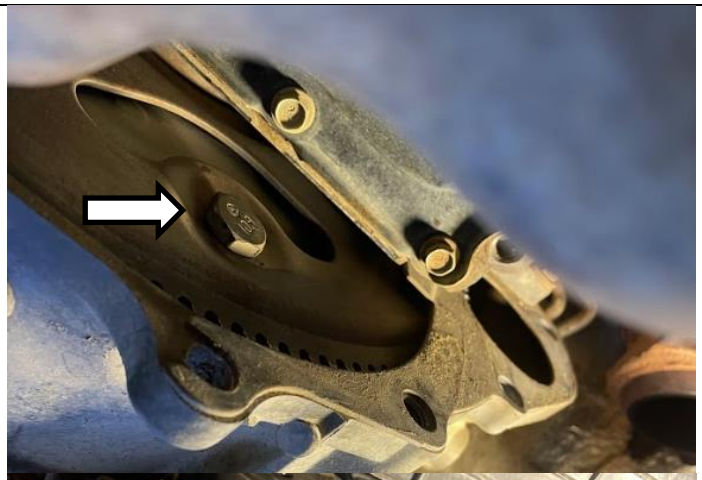
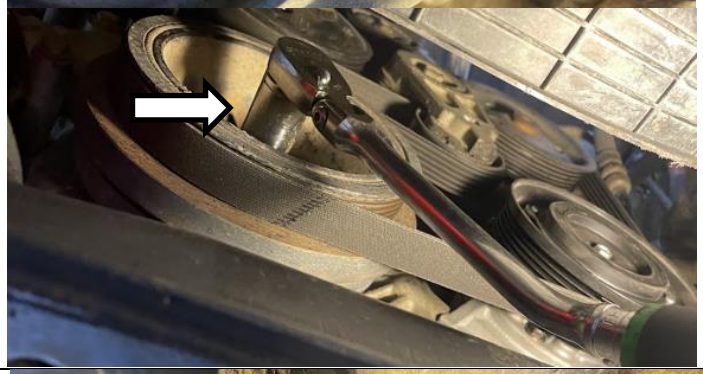
Transmission Removal

Disconnect the negative battery cable.	
Raise and support the vehicle. Remove any necessary skid plates.	

Move shift lever two clicks towards the front of the vehicle to neutral.	
NOTE: Mark drive shaft and axle companion flanges for assembly alignment. Remove the rear drive shaft.	
4WD ONLY **NOTE: Mark drive shaft and axle companion flanges for assembly alignment.** Remove the front drive shaft.	 

Disengage the output speed sensor connector from the output speed sensor.	
Disengage the input speed sensor connector from the input speed sensor.	
Disengage the transmission solenoid pack connector from the solenoid pack plug.	
Disengage the line pressure sensor connector from the line pressure sensor. Thoroughly inspect both sides of the connector for corrosion or debris. This has been a known issue and can cause severe damage to the transmission if not corrected.	

Disconnect gearshift cable from transmission manual valve lever by fully depressing pin until it locks into the release position. Remove cable end by moving upward.	
Disconnect the wiring harness brackets located on the driver's side of the transmission.	
Remove the dust cover to access torque converter bolts.	

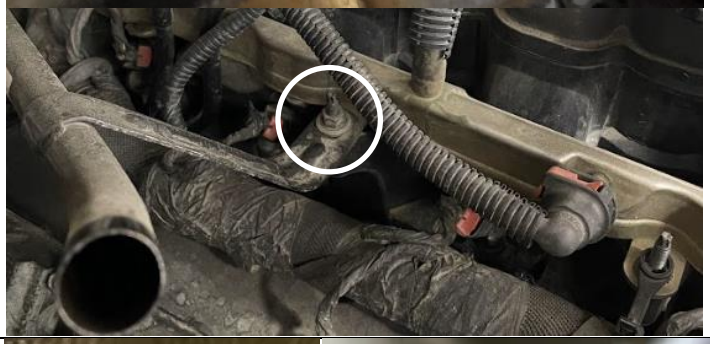
Remove **x4** torque converter bolts. **Note:** Rotate the engine using the crankshaft bolt to align each torque converter bolt with the access hole.	 
Disconnect transfer case solenoid connector.	

Disconnect **x4** dipstick bolts.

x1 bolt is located just above the transmission pan.

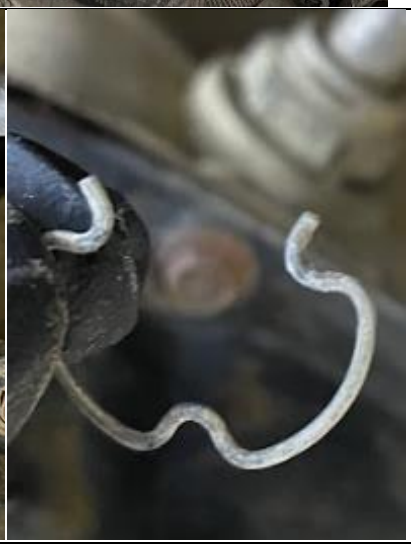
x2 bolts are mounted on a bracket attached to the bellhousing.

x1 bolt is accessible from the top of the engine bay.



Remove the cooler line caps and move them aside.

Then, remove the spring clips and carefully pull out the cooler lines.



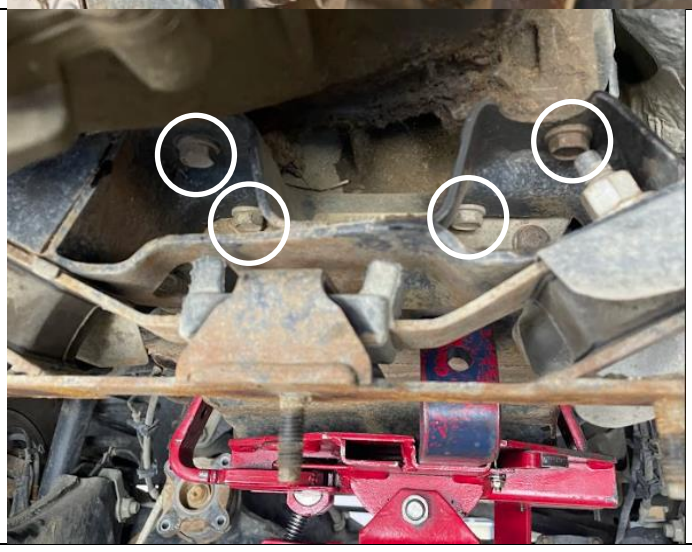
Support the transfer case using a jack.

Then, remove the three transmission mount nuts located inside the crossmember.

Remove **x4** bolts from the crossmember.

Use a hammer and pry bar to remove the crossmember.

Remove **x4** bolts from the transmission mount.



4WD ONLY

Mount a transmission jack under the transmission pan. Remove the support jack from the transfer case.

Next, remove 6 nuts securing the transfer case, and **carefully** slide the transfer case out.

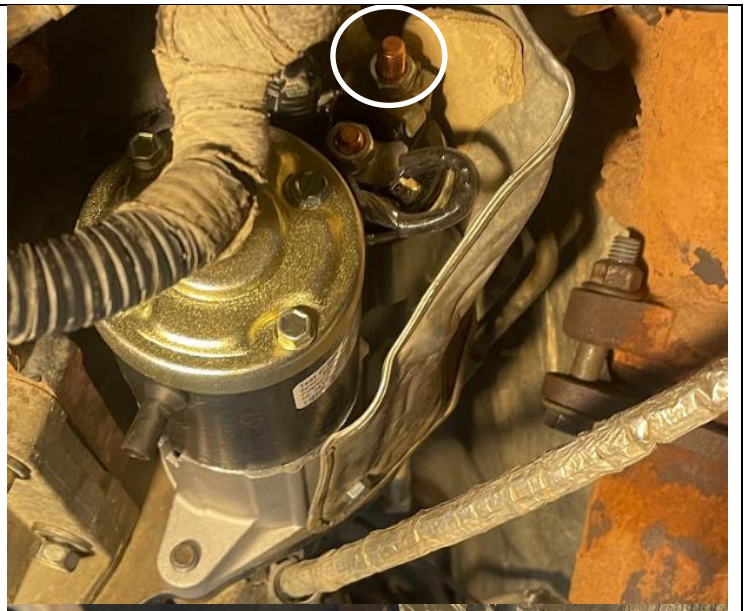
Remove the exhaust clamp and disconnect the two exhaust hangers.

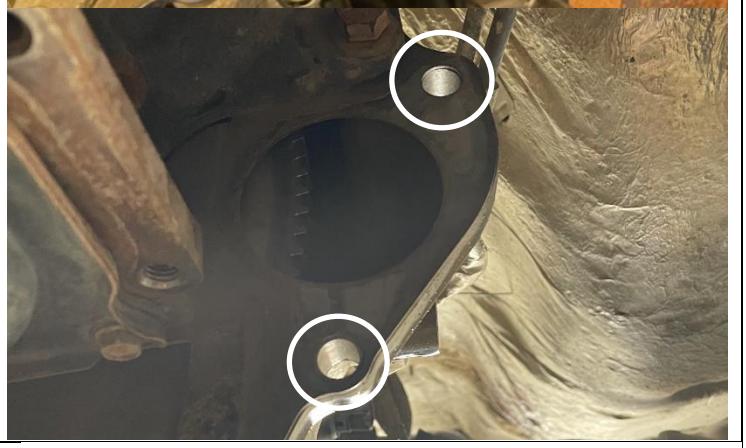
Maneuver the exhaust out of position and remove it from the vehicle.

Remove the **x2** nuts from the cover for the pressure sensor on the rear driver's side of the transmission.	
Unplug the pressure sensor.	

Remove starter motor bolts and unplug the solenoid connector.

The two circled holes shown in the bottom image are the mounting points on the bellhousing where the starter motor bolts were removed from.

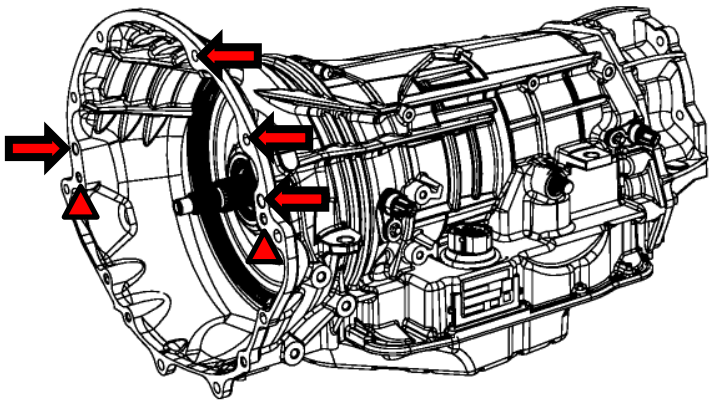




Remove remaining bellhousing bolts.

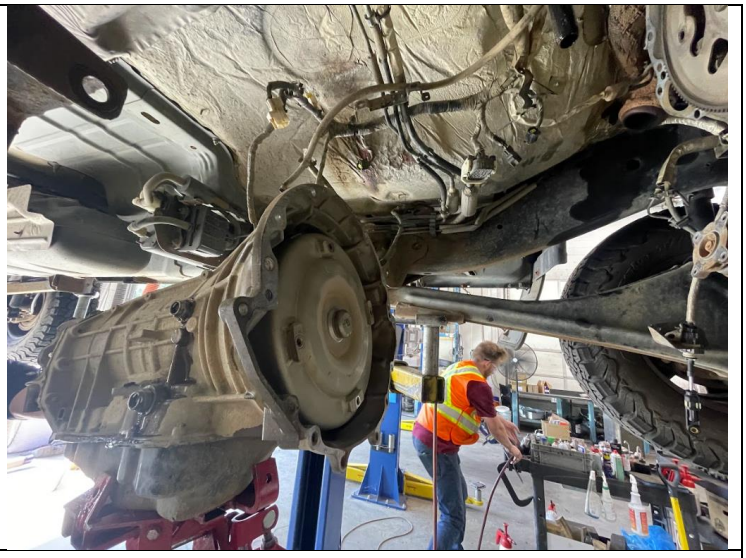
The **x2** bolts marked with **triangles** are rear-facing, threaded into the bellhousing from the back of the transmission.

The **x4** bolts marked with **arrows** are front-facing, threaded in from the engine side toward the transmission.



Separate the bellhousing from the engine dowel pins.

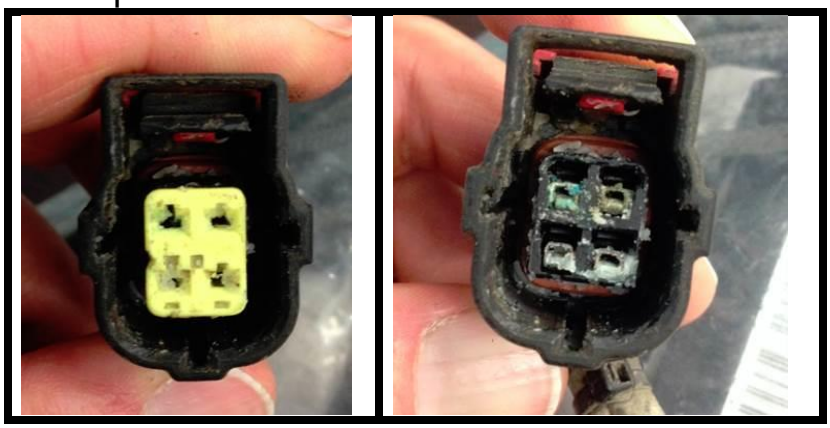
Once free, lower and remove the transmission using a transmission jack or hoist.



Important Inspection Notes

Corrosion in Connectors

You must check the Transmission Line Pressure connection for corrosion. It is not evident until you pull the yellow cap from the inside of the connector.



Corroded line pressure sensor connections are known to cause erratic shift quality concerns due to wildly varying transmission line pressure and in some cases cause broken transmission shafts. If corrosion is present, replace the entire connector assembly.

Transmission Cooler Flush

Before installing your BD transmission you must flush the transmission coolers using a backflow heated transmission flushing machine. By not doing this you may void your warranty.

If the transmission you are removing failed or has an excessive amount of debris in the pan, you should replace the transmission cooler and check valve assembly.

Torque Converter Removal

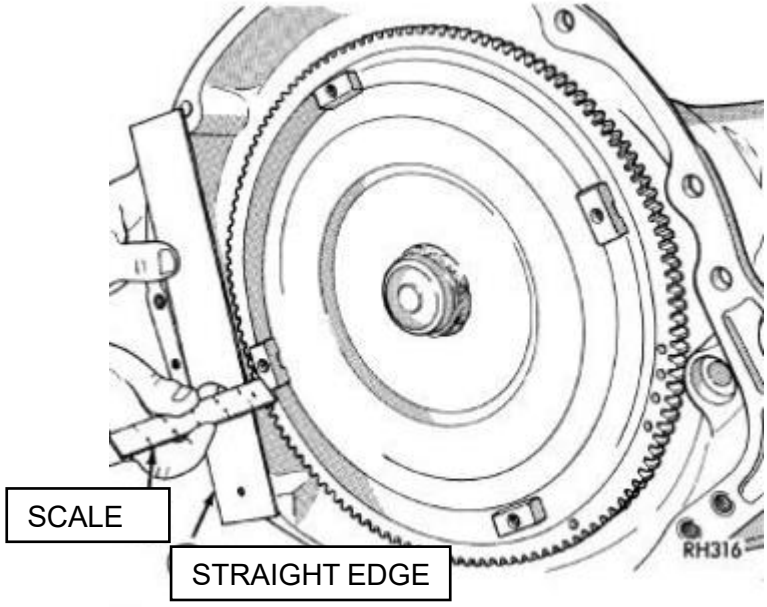
To remove the torque converter from the old transmission, carefully slide torque convert out of the transmission and drain as much fluid as possible.

All components and cores must be drained of fluid before sending back to BD for core credit.

To ship the core back, reinstall torque converter using the retainer plate that came on the new BD transmission. This will prevent damage during return shipping.

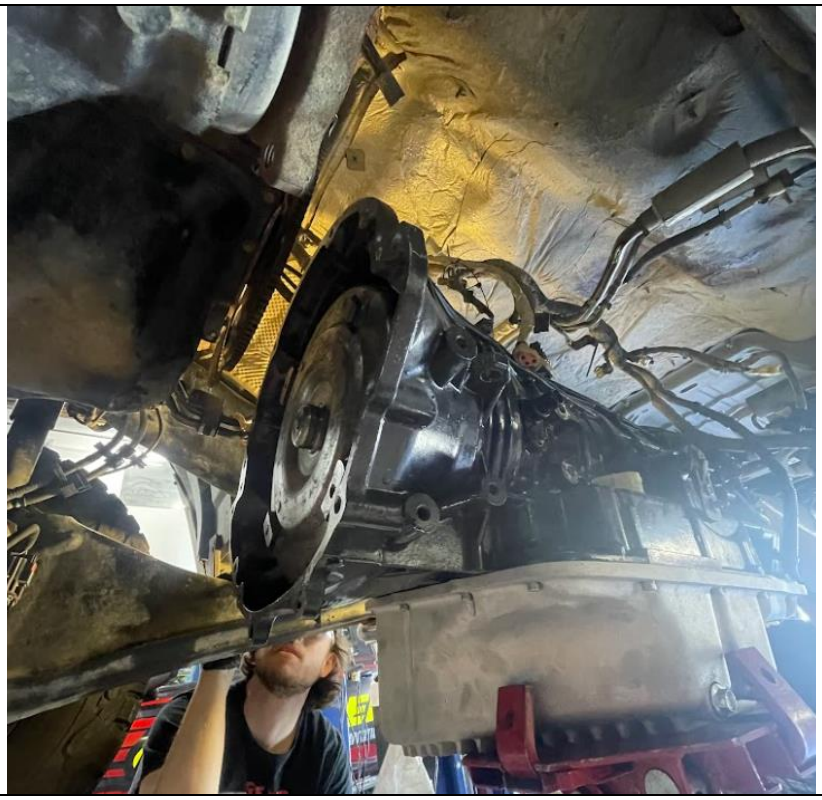
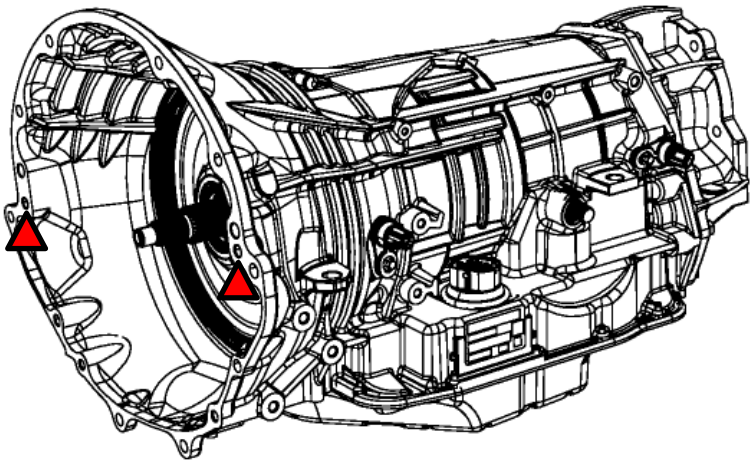
Torque Converter Installation

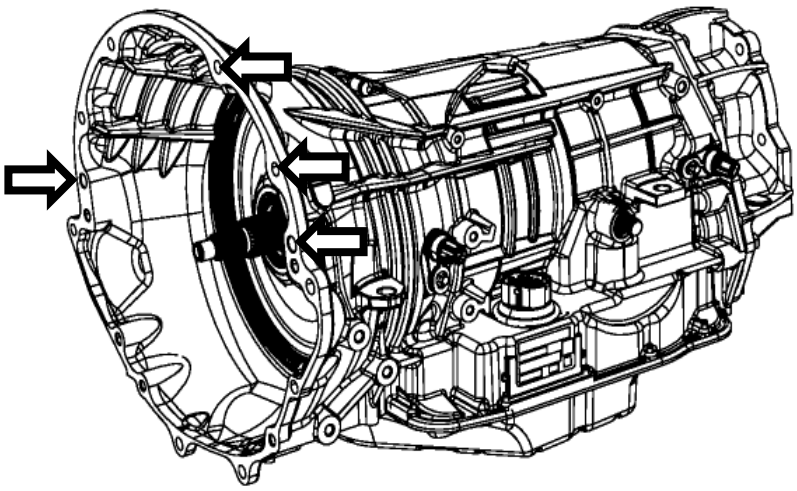
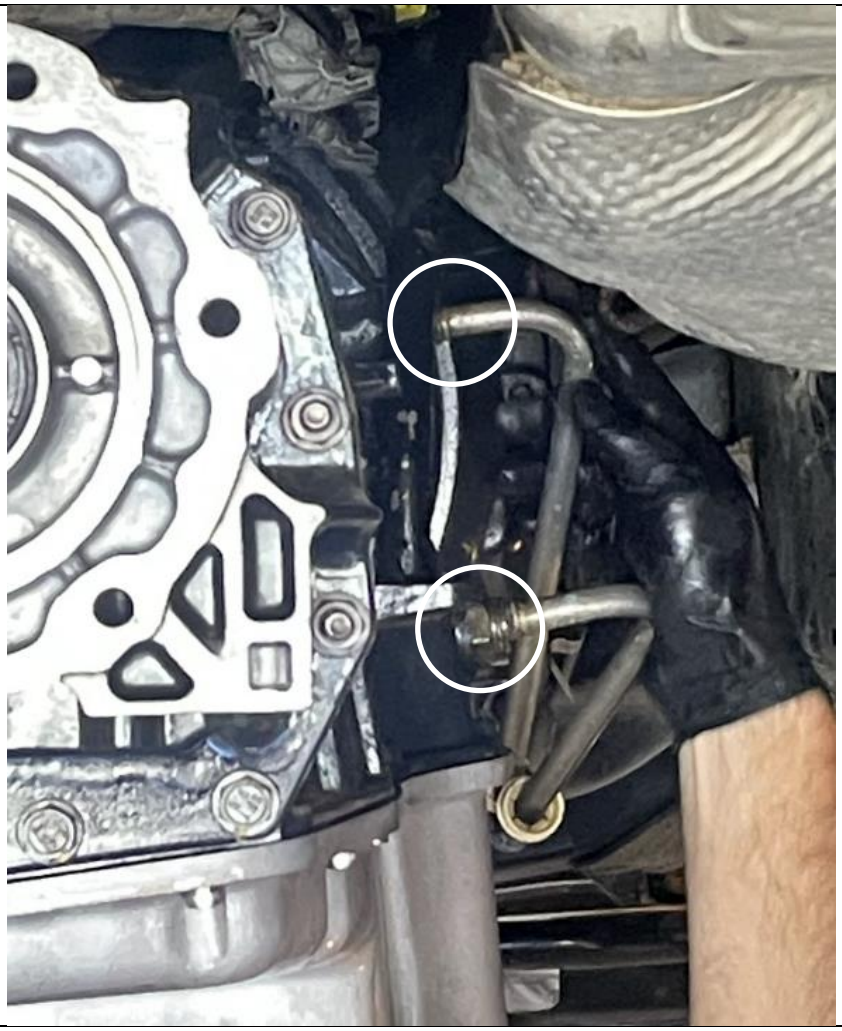
Upon installation, ensure the drain plug is installed in the torque converter and preload the torque converter with 5 quarts of MOPAR ATF+4 fluid (Or aftermarket ATF+4). Do **not** use any other transmission fluid type.

Check torque converter hub and hub drive flats for sharp edges burrs, scratches, or nicks. Polish the hub and flats with 320/400 grit paper and crocus cloth if necessary. Verify that the converter hub O-ring is properly installed and is free of any debris. The hub must be smooth to avoid damaging pump seal at installation. Lubricate oil pump seal lip with transmission fluid. Prefill torque convertor with 5 quarts of Mopar ATF+4 or aftermarket ATF+4 before installing. Align converter and oil pump. Carefully insert converter in oil pump. Then rotate converter back and forth until fully seated in pump gears. Check converter seating with steel scale and straightedge. Surface of converter lugs should be in front of the bell housing face about 25 mm (1 in.). Temporarily secure converter with C-clamp.	

Transmission Installation

Note: The following items and procedures are critical in the safe operation of your transmission. Failure to follow these recommendations will result in a VOIDED WARRANTY.

Transfer any components necessary, such as the manual shift lever and shift cable bracket, from the original transmission onto the BD performance transmission.	
Position transmission on jack and secure it with chains. Check condition of flex plate. Replace the plate if cracked, distorted or damaged. ***Also, be sure transmission dowel pins are seated in engine block and protrude far enough to hold transmission in alignment.*** ***Note: Move cooler lines out of the way while aligning transmission.***	
Thread in **x2** bellhousing bolts from the front of the vehicle, securing them into the transmission.	

The **x4** bolts marked with **arrows** are front-facing, threaded in from the engine side toward the transmission.	
Reconnect the cooler lines into the transmission.	

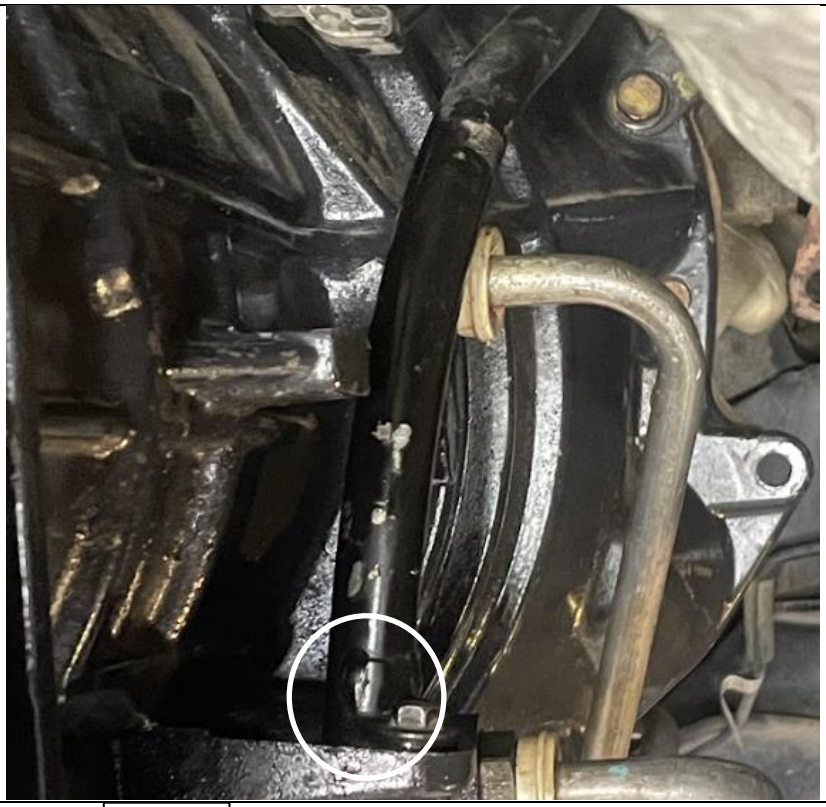
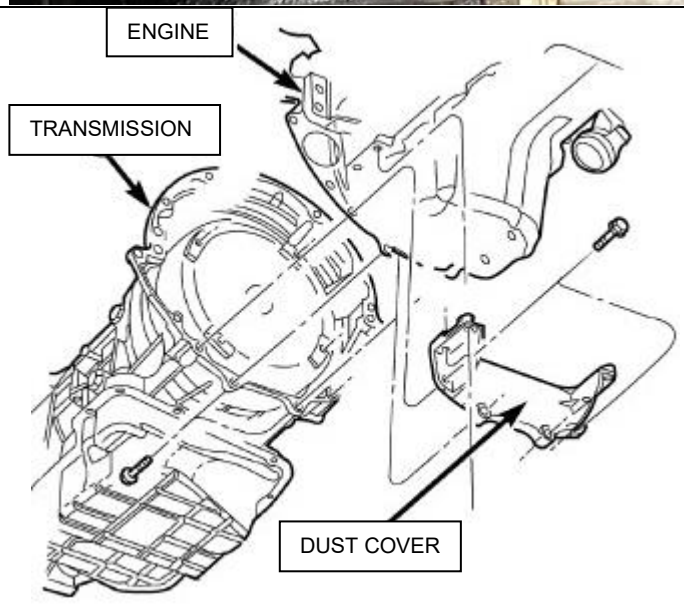
4WD ONLY

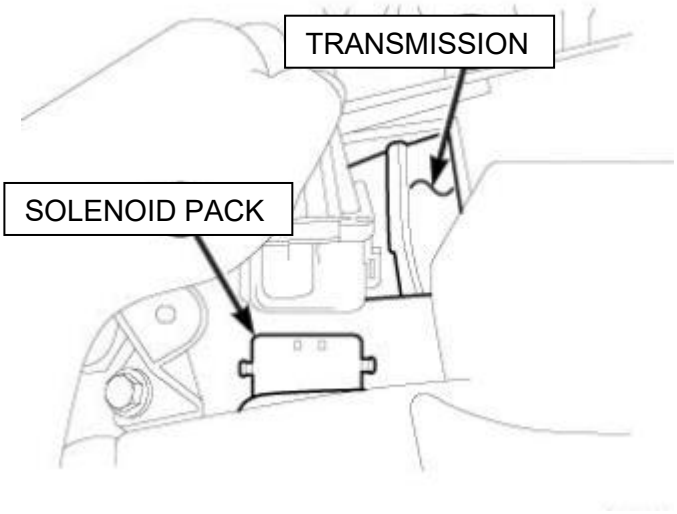
With a transmission jack, or a few sets of hands, raise the transfer case and align it on the threaded studs.

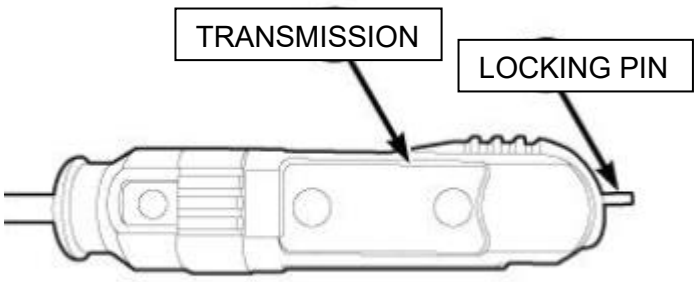
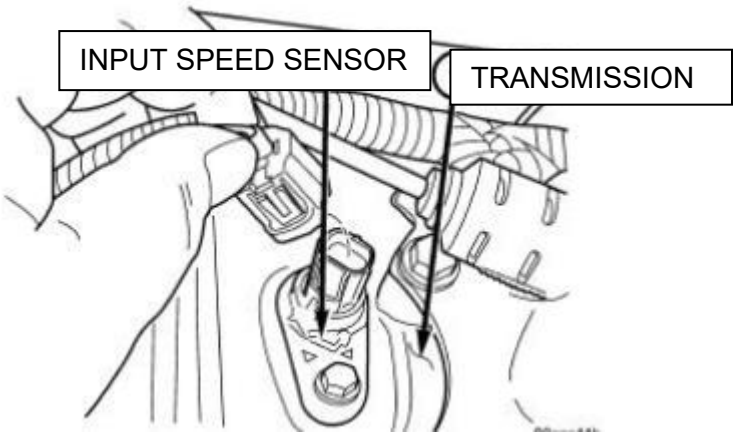
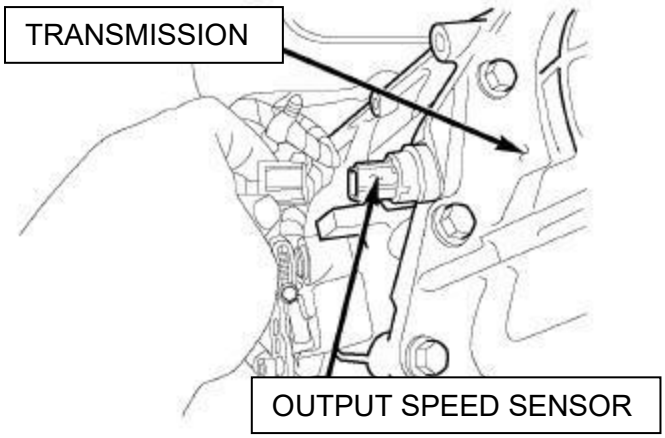
Once aligned, thread in **x6** nuts, and tighten transfer case nuts to **26 ft-lbs**.

Apply blue Loctite to **x4** torque converter-to-driveplate bolts. Install **x4** torque converter-to-flexplate bolts. torque them to **65 ft-lbs.**

Note: Rotate the crankshaft using the crankshaft bolt to access each of the 4 torque converter bolts through the access opening.

Insert a new dipstick grommet into the dipstick tube opening. Position a socket over the grommet and gently tap it in with a mallet until it sits flush with the transmission case. Next, install the dipstick tube into the grommet, ensuring it is fully seated.	
Install the structural dust cover to the transmission and the engine. Initially tighten the dust cover bolts to **80 in-lbs.** Torque the dust cover bolts to **40 ft-lbs.**	

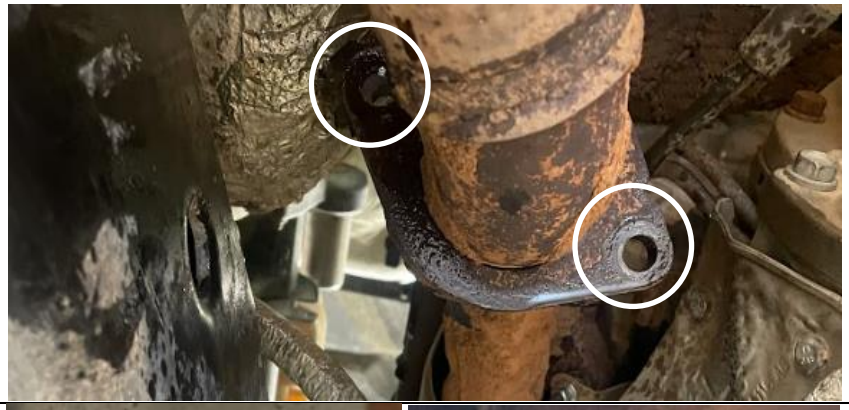
Install the transmission lines support bracket onto the transmission and tighten the bolts until snug.	
Connect the solenoid pack to its corresponding connector.	

Connect gearshift cable to transmission from the top in a downward direction. Cable locking pin will snap outward when is fully seated.	
Connect wiring to input speed sensor.	
Connect wiring to output speed sensor.	

Route the exhaust back into its original position.

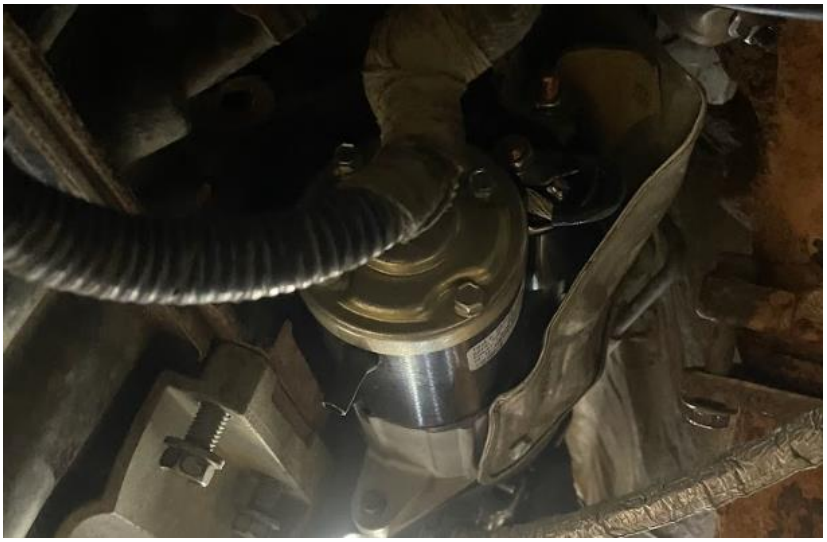
Slide Y-pipe into the rear exhaust pipe.

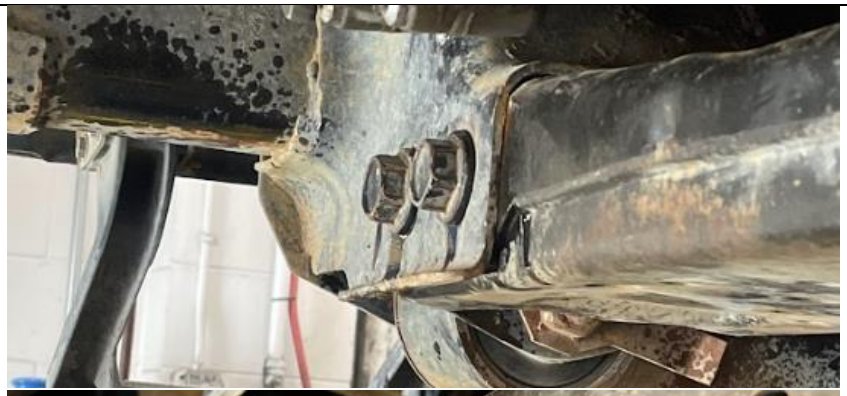
Reattach the Y-pipe to manifold and torque bolts to **24 ft-lbs.**



Install the exhaust hangers and torque the exhaust clamp to **45 ft-lbs**.

If an exhaust leak is detected, further tighten the clamp as needed until the leak is eliminated.

Re-attach the starter motor. Torque starter mounting bolts and nut to **50 ft-lbs.**	
Install the transmission mount and tighten the **x4** mounting bolts to **85 ft-lbs.**	

Install the crossmember using a hammer and pry bar as needed for leverage. Install and torque **x4** cross member nuts to **160ft-lbs.**	 
Install and torque **x3** transmission mount-to-crossmember nuts to **45 ft-lbs.**	

Line up drive shaft marks and attach the rear driveshaft and torque the bolts to **85 ft-lbs.**

Note: Ensure drive shaft marks are aligned.

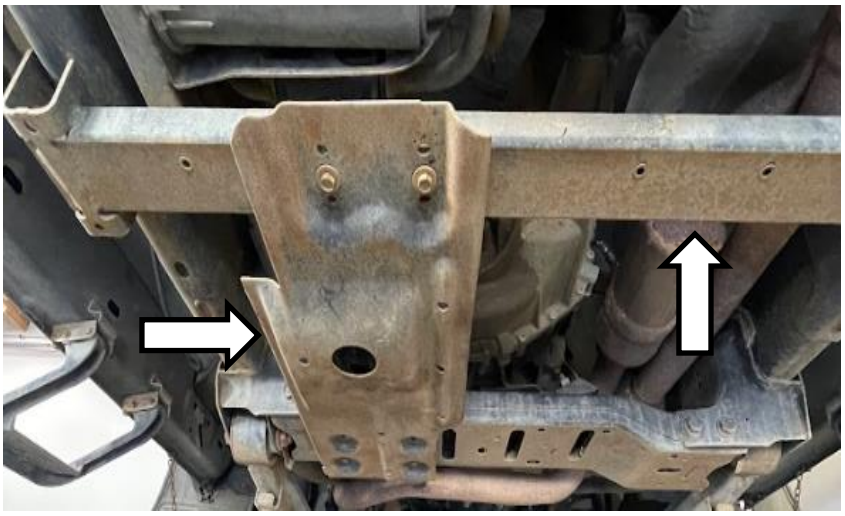
Note: Grease the splines of the slip yoke.

4WD ONLY

Attach the front driveshaft.

Torque the bolts at the front axle to **85 ft-lbs,** and the bolts at the transfer case to **65 ft-lbs.**

Note: Ensure drive shaft marks are aligned.

Install the remaining two skid plates and tighten the fasteners until snug.	
Install the line pressure booster by connecting the two wire sets between the sensor pack and the harness. The booster should be positioned underneath the cover. Once connected, reinstall the cover and tighten the nuts until secure.	 

Adjust gearshift cable if necessary.	
Tighten pan drain plug to **20ft-lbs.**	

Fluid Fill and Check

Fill transmission with MOPAR ATF+4 fluid or applicable aftermarket ATF+4 approved by the manufacturer (see table below for suggested amounts).

NOTE: *Fill capacities listed only as a guide.* ***Correct fluid level should always be determined by marks on dipstick****. Capacities listed are total system capacity including torque converter* and BD pan.

Application	***First Fill Quarts (Liters)***	***Secondary Fill Quarts (Liters) (Includes TC Preload)***	***Total Capacity Quarts (Liters)***
2012-2018	7 (6.62)	Approx 7 (6.62)	14 (13.24)

Once transmission fluid is filled, start truck but **do not** drive it yet. Allow the transmission to pump fluid into the converter, coolers etc. Re-check fluid level.

Transmission Quick Learn

CRITICAL STEP!

Connect a Chrysler or equivalent aftermarket scan tool to the vehicle.
Clear any existing transmission fault codes from last transmission.

BEFORE you begin the QUICK LEARN process, record the CVI values from the old transmission on your warranty sheet.

Follow the steps in the scan tool and perform ‘Quick Learn’ when prompted.

Select QUICK LEARN from the special function menu. If your scan tool does not have the QUICK LEARN function STOP. Do not drive vehicle. You will not be able to complete installation.

Follow the instruction on the scan tool. The transmission will engage the various clutches to determine base CVI values and will clear its adaptive learning history.

BEFORE you drive the vehicle, record the new CVI values on your warranty sheet.
The transmission is now ready for drive learning and pressure checks.

On newer model years look for and preform the EMCC reset/relearn. This will reset the learn of the torque converter.

See BD Diesel YouTube video for more information on this procedure. Check out the Introduction section above for YouTube links!

Road Test and Pressure Checks

Before leaving for the road test, verify transmission pressures. If transmission pressures idle pressure are not as expected do not test drive vehicle. Re-check fluid level, check for fault codes or unplugged sensors. Call BD tech support for assistance.

Mainline Pressures (66 RFE)	
At Idle	**Wide Open Throttle (WOT)**
60-120 psi	150 psi

Line pressure varies depending on load, operating state of the transmission etc.
At idle in PARK with foot off the brake 60psi is expected.
Applying the brake or shifting into gear will yield approximately 120psi.

Do not allow the vehicle to shift at full throttle when obtaining the WOT line pressure check as it will not yet fully relearned. Instead, use the factory tap shifter buttons to prevent shifting above 4th gear. Lightly accelerate until in fourth and in lockup. Then accelerate to WOT in this gear to get a pressure reading.

See BD Diesel YouTube video for more information on this procedure. Check out the Introduction section above for YouTube links!

Drive Learn Procedure

Accelerate with the minimum throttle required when leaving the shop and get onto a quiet stretch of road.

Slowly accelerate the vehicle from first gear up to fourth gear.

Repeat this process a few times until the shift quality becomes consistent.
Increase throttle slightly and repeat the procedure.

As shift quality improves, allow truck to shift into 5th and 6th gears also. Generally if gears 1-4 are correctly learned 5th and 6th will shift nicely as they use the same clutches as 2nd and 3rd.

Complete a series of N to D and N to R shifts and verify shift quality is acceptable.
See detailed transmission drive learn information below to target specific shifts and for more detailed information.

See BD Diesel YouTube video for more information on this procedure. Check out the Introduction section above for YouTube links!

Final Check and Gauge Removal

After drive learn and pressure checks are complete, bring truck back into shop and remove the transmission pressure gauge adapter.

Use the scan tool to view CVI values and record these on the transmission warranty sheet. Record the pressure readings from the gauge or scan tool as appropriate.

Verify the fluid level now that it is hot and top up if required.

Returning the Vehicle to the Customer

When returning the vehicle to the customer they must be informed the truck is not to be used for heavy towing or hauling until 300 miles of stop and go driving has been completed so that the TCM has time to adjust shift timing correctly.

Go over the warranty statement with them again at this time if not done before and ensure they are aware of the 5000 mile / 8000km first fluid change requirement. See maintenance section at front of manual.

Detailed Relearn Information

You must perform a transmission quick learn, in order for the TCM to recalibrate to the new CVI indexes. This can be accomplished with an OE level scan tool.

The quick learn/drive learn procedure must be performed should any of the following repairs are applied on the vehicle.

1) Transmission Replacement
2) Transmission Control Module Replacement (TCM)
3) Solenoid Pack Replacement
4) Clutch Plate and/or Seal Replacement
5) Valve Body Replacement or Recondition
6) Torque Convertor Replacement
7) Battery Disconnect or Replacement
8) Power Upgrade or Flash Programmer Installation and/or Updates.

A relearn may be caused due to:

1) Faulty electrical connection
2) Sensor failure

66RFE Transmission Learn Procedure

Once the transmission is installed and full of fluid a scan tool must be connected. The first step is to locate the TCM or ECM Reset and complete the test. Next, locate the Clutch Fill Volume Index (CVI) values in the data section of the Transmission Control Module (TCM). This data is in the Powertrain Control Module (PCM) on 2010-12 models. Record these values on the data sheet provided. Next, a Quick Learn will need to be performed. This test will be located in the MISC section of the TCM or PCM. After the Quick Learn has completed, the CVI values will need to be recorded again.
Now you are ready for the initial test drive. It is imperative on this test drive not to accelerate aggressively. Bring the vehicle up to normal operating temperature. Try to locate a long level stretch of road with very little to no traffic. To initiate the first part of the drive learn bring the vehicle to a complete stop, place the transmission into reverse

gear for 2-3 seconds and then back into drive. While watching throttle percentage accelerate holding a 15 degree throttle angle through the 1-2, 2-3 and 3-4 upshifts and bring the vehicle back to a stop. Now repeat the acceleration and upshift procedure at least 2-4 times before the next reverse or park gear selection. This complete procedure needs to be repeated until the CVI values stabilize (stop changing during shifts). When the CVI values have stabilized the drive learn can process is now ready for some heavier throttle upshifts. The vehicle should be accelerated from a stop at a 30 degree throttle angle through all gears to verify quick clean shifts**. If any stumble, chatter, clunking is felt repeat the initial drive learn test again to re-stabilize the CVI values.** When upshifts are feeling quick and crisp the vehicle can be accelerated at a higher and higher throttle percentage through all gears until 50-60 percent throttle is reached. **If at any time the transmission upshifts become irregular initial drive learn procedure will need to be applied.**

After the drive learn is complete and the transmission is shifting correctly a final recording of the CVI values should be entered on to data sheet provided. As well any particularly objectionable shifts can be fine-tuned by following the applicable procedure below.

At this time vehicle can be released to customer to complete break in period.

NOTE: It is not necessary to perform the complete Drive Learn procedure every time the TCM is Quick Learned. Perform only the portions which target the objectionable shift.

LEARN A SMOOTH 1ST NEUTRAL TO DRIVE SHIFT

Perform this procedure only if the complaint is for a delayed or harsh shift the first time the transmission is put into gear after the vehicle is allowed to set with the engine not running for at least 10 minutes. Use the following steps to have the TCM learn the 1st N-D UD CVI.

NOTE: The transmission oil temperature must be between 80 - 110°F (27 - 43°C).
Start the engine only when the engine and ignition have been off for at least ten (10) minutes.
With the vehicle at a stop and the service brake applied, record the 1st N-D UD CVI while performing a Neutral to Drive shift. The 1st N-D UD CVI accounts for air entrapment in the UD clutch that may occur after the engine has been off for a period of time.
Repeat 1 and 2 until the recorded 1st N-D UD CVI value stabilizes.

NOTE: It is important that this procedure be performed when the transmission temperature is between 80 - 110°F (27 - 43°C). If this procedure takes too long to complete fully for the allowed transmission oil temperature, the vehicle may be returned to the customer with an explanation that the shift will improve daily during normal vehicle usage. The TCM also learns at higher oil temperatures, but

these values (line pressure correction values) are not available for viewing on the scan tool.

LEARN A SMOOTH NEUTRAL TO DRIVE GARAGE SHIFT

Perform this procedure if the complaint is for a delayed or harsh shift when the transmission is put into gear after the vehicle has had its first shift. Use the following steps to have the TCM learn the Norm N-D UD CVI.

NOTE: The transmission oil temperature must be between 80 - 110°F (27 - 43°C) to learn the UD CVI. Additional learning occurs at temperatures as low as 0°F and as high as 200°F. This procedure may be performed at any temperature that experiences poor shift quality. Although the UD CVI may not change, shift quality should improve.

Start the vehicle engine and shift to drive.
Move the vehicle forward to a speed of at least 16 km/h (10 MPH) and come to a stop. This ensures no air is present in the UD hydraulic circuit.

Perform repeated N-D shifts at a stop while pausing in Neutral for at least 2-3 seconds and monitor Norm N-D UD CVI volume until the value stabilizes. The value will change during the N-D shift. This is normal since the UD value is different for the N-D shift then the normal value shown which is used for 4-3 coastdown and kickdowns. Perform repeated shifts in this temperature range until the Norm N-D UD CVI value stabilizes and the N-D shifts become smooth.

LEARN THE 1ST 3-4 SHIFT AFTER A RESTART OR SHIFT TO REVERSE

Use the following steps to have the TCM learn the 1st 3-4 shift OD CVI.

NOTE: The transmission oil temperature must be above 80°F (27°C).

With the vehicle engine running, select reverse gear for over 2 seconds.
Shift the transmission to Drive and accelerate the vehicle from a stop at a steady 15 degree throttle opening and perform a 3-4 shift while noting the 1st 3-4 OD CVI.
Shift the transmission to Drive and accelerate the vehicle from a stop at a steady 15 degree throttle opening and perform a 3-4 shift while noting the 1st 3-4 OD CVI.

Repeat 1 and 2 until the 1st 3-4 upshift becomes smooth and the 1st 3-4 OD CVI stabilizes.

LEARN A SMOOTH 3-4 AND 4-5 UPSHIFT

NOTE: The transmission oil temperature must be above 110°F (43°C).

Use the following steps to have the TCM learn the OD and 4C CVI's.
Accelerate the vehicle from a stop at a steady 15 degree throttle opening and perform multiple 1-2, 2-3, 3-4 and 4-5 upshifts. The 2nd 3-4 shift following a restart or shift to reverse will be shown during the shift as a value between the 1st 3-4 OD CVI and the normal OD CVI. Updates to the normal OD CVI will occur after the 2nd shift into 4rd gear, following a restart or shift to reverse.

Repeat 1 until the 3-4 and 4-5 shifts become smooth and the OD and 4C CVI become stable.

LEARN A SMOOTH 5-4 COASTDOWN AND PART THROTTLE 5-4 KICKDOWN

NOTE: The transmission oil temperature must be above 110°F (43°C).

Use the following steps to have the TCM learn the UD shift volume.
At a vehicle speed between 64-97 km/h (40-60 MPH), perform repeated 5-4 kickdown shifts.
Repeat 1 until the UD volume becomes somewhat stable and the shift becomes smooth.

LEARN A SMOOTH 1-2 UPSHIFT AND 3-2 KICKDOWN

Use the following steps to have the TCM learn the 2C shift volume.

NOTE: The transmission oil temperature must be above 110°F (43°C).

With a vehicle speed below 48 km/h (30 MPH) and the transmission in 3rd gear, perform multiple 3-2 kickdowns.

Repeat 1 until the 3-2 kickdowns become smooth and the 2C CVI becomes stable.

LEARN A SMOOTH MANUAL 2-1 PULLDOWN SHIFT AS WELL AS A NEUTRAL TO REVERSE SHIFT

NOTE: The transmission oil temperature must be above 110°F (43°C).

Use the following steps to have the TCM learn the LR volume.

With the vehicle speed around 40-48 km/h (25-30 MPH) in Manual 2nd, perform manual pulldowns to Low or 1st gear at closed throttle.
Repeat 1 until the LR CVI becomes stable and the manual 2-1 becomes smooth.

LEARN A SMOOTH NEUTRAL TO REVERSE SHIFT

NOTE: The transmission oil temperature must be above 110°F (43°C).

With the vehicle at a stop, perform Neutral to Reverse shifts until the shift is smooth. An unlearned Neutral to Reverse shift may be harsh or exhibit a double bump.

If any of the shifts are still not smooth after the clutch volume stabilizes, an internal transmission problem may be present.

LEARN A SMOOTH 5-6 UPSHIFT

NOTE: The transmission oil temperature must be above 110°F (43°C).

Use the following steps to have the TCM learn the Alt 2C CVI.

Accelerate the vehicle through 88 km/h (55mph) at a steady 10-15 degree throttle opening and perform multiple 5-6 upshifts.

Repeat 1 until the 5-6 shift become smooth and the Alt 2C CVI become stable. There is a separate 2C volume used and learned for 5-6 shifts, 2CA. It is independent of the 2C CVI learned on 3-2 kickdowns.

Troubleshooting

Truck sets a P0868 Low Line Pressure fault code

Code present at idle

- Indicates a pressure module issue or connection issue
- Temporarily remove BD pressure box, clear code and retest to confirm if it is a pressure box issue. With the BD module removed the truck should run stock pressures.

Code present at WOT

- Possible connector issue or module issue
- If no problems found with connector, attach mechanical gauge and compare pressure on scan tool to mechanical gauge at WOT. If pressure is below 230psi it is likely there is an issue with the transmission cooler causing reduced flow. If replacing the cooler does not remedy this, contact BD.

Transmission Cooler Check

Disconnect cooler line and verify cooler flow rate. At idle it should be a minimum of 1.5GPM. You can use a clean bucket to drain into for this test. If it does not meet the requirement you will need to replace your cooler and check valve assembly.