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2007.5-17 Dodge 6.7L Cummins BD Electric Electronic Brake

(Uses factory exhaust brake switch & ECU control)

1027346	2007.5-17*	4" Exhaust
1027347	2007.5-17*	5" Exhaust

*Will also fit 2018-2019 but requires additional tuning changes

***** Please read this manual before starting installation. ***
OWNER'S MANUAL - LEAVE IN GLOVE BOX**

Table of Contents

Introduction	2
Tuning Requirements.....	3
Other Compatibility Requirements	3
2018-2019 Vehicle Applications	3
Kit Contents	4
Tools Required	5
Accessories	5
Installation	5
Brake Valve Installation	5
Electrical Connections.....	7
Wiring & Plumbing Diagram	9
Maintenance.....	9
Troubleshooting	10
Exhaust Back Pressure Testing	11
Off-Idle Pressure Test & Adjustment	11

Introduction

Thank you for purchasing a BD Exhaust Brake.

This exhaust brake kit allows you to keep the exhaust braking feature after the stock VGT turbocharger has been removed. The brake is controlled by ECM just like the stock VGT turbocharger meaning it is controlled by the switch already in your dash. Your new BD exhaust brake keeps all of the features of the original brake including the cold weather warmup feature, cruise control compatibility and the brake release on downshifts to reduce transmission wear. The control module comes with a wiring harness that plugs in where the stock turbocharger connected, this means there is no splicing into stock wiring, no wiring through the firewall and a much cleaner installation.

This exhaust brake has been designed to be used on vehicles with aftermarket upgraded turbochargers such as BDs single and twin turbo kits. It requires the vehicle have engine tuning to account for the turbocharger replacement and cannot be used in conjunction with the stock VGT turbocharger.

To use this kit your vehicle must have been equipped with the factory exhaust brake button on the dash or must have been upgraded to have this feature. If your vehicle was not equipped with a factory exhaust brake this product will not be compatible with your vehicle

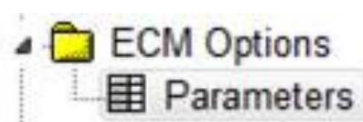
Tuning Requirements

It is important that the engine tuning not fully disable ECM VGT control for this exhaust brake kit to work. This kit relies on the VGT turbo data link to determine when the exhaust brake turns on and off.

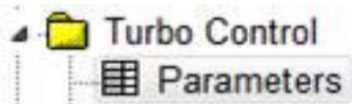
BD Diesel has tested this kit with H&S, Bully Dog and Smarty box tuners. EFI Live and other custom tuning must not disable the VGT operation. See information below.

The following is an example from a 2009 truck, others will be similar.

EFI Live: F1030 VGT Module Fitted must be set to YES, E8756 Turbo Speed Sensor Fitted must be set to YES. All relevant P-trouble codes must be disabled.



{E8515} Cruise Control Speed Limit	100
{F1030} VGT Module Fitted	Yes
{F1221} ECM Controlled Electric Fans	Yes



Description	Value
{E8756} Turbo Speed Sensor Fitted	Yes

Other Compatibility Requirements

All years of trucks require the exhaust backpressure (EBP) sensor be plugged in or the ECM will disable the exhaust brake. The EBP sensor does not need to be connected to the manifold, only plugged into the electrical connector. 2013-2017 trucks often have the EBP sensor removed from the truck however this sensor needs to be plugged in and tied out of the way for this kit to function. This is not normally an issue on 2007-2012 trucks as the sensor is mounted on the thermostat housing and is normally left in that spot and not removed from the vehicle.



2018-2019 Vehicle Applications

2018 ECM files will require additional special tuning to prevent the ECM from commanding high % VGT position during normal driving that the module would mistake for exhaust brake activation.

2018 vehicles using earlier model year ECM files do not appear to have this issue.

Kit Contents

Confirm you have all the parts listed in this kit.

1127039	1304568	1304567
		
Valve Assembly	Brake Control Module	
Qty: 1	Qty: 1	

1407042	1100404	1300131
		
Adapter Plug for 2013+ Models	4" S/S Exhaust Clamp	6" Tie Wraps
Qty: 1	Qty: 2	Qty: 12


Kit 1027342/1027343 Only (4" Pipe)	
1100400	1100740
	
4" Pipe Adapter	4" Marmon Clamp
Qty: 2	Qty: 1

Kit 1027345 Only (5" Pipe)	
1100500	90368B
	
5" Pipe Adapter	5" Exhaust Clamp
Qty: 2	Qty: 1

Tools Required

- Measuring tape or ruler
- Reciprocating saw or hacksaw
- Wire Cutters
- Socket Set
- Welder
- Heat gun or lighter

Accessories

Description		Part #
Brake Pressure Testing Gauge Kit		1030050
Cool Down Timer (Turbo Timer)	2006-2009	1081160-D1
	2010-2012	1081160-D2
	2013-2019	1081160-D3

Installation

To prevent damage to electronic components, it is recommended that both battery negative terminals be disconnected while working on the vehicle.

Please read this manual thoroughly before installing this exhaust brake.

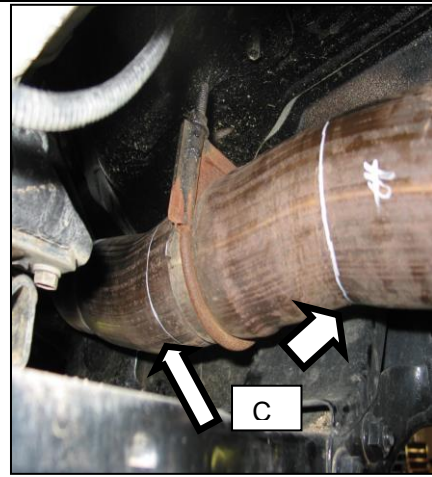
Brake Valve Installation



Raise and support the vehicle with a vehicle hoist or with appropriate jack stands.

Ensure vehicle is safely supported before proceeding to reduce possibility of damage or injury.

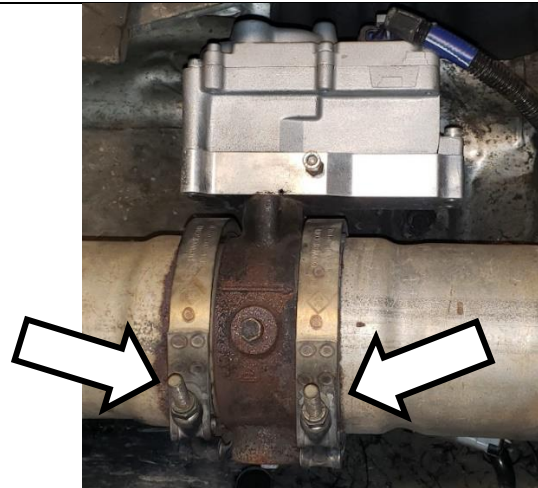
Beneath the vehicle, locate the exhaust downpipe and front exhaust pipe beside the transmission. Choose a section of pipe that is as straight as possible. Mock up the brake valve in this area to ensure it will fit before cutting the pipe. Mark a 7-1/4" section for removal.



Cut out the marked pipe section using a reciprocating saw or cutting disk. Remove any burrs left on the edge of the pipe using a file or similar tool, then slide the pipe adapters onto the two cut ends of the pipe.

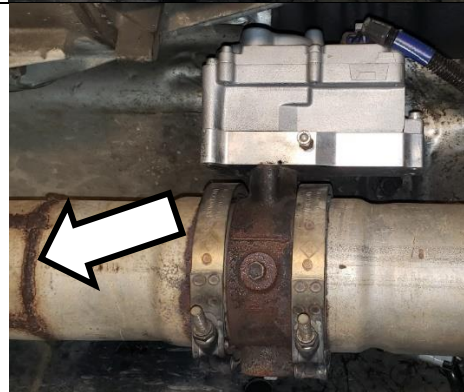


Install the brake valve between the two exhaust pipe adapters using the two supplied V-band clamps. Ensure the exhaust pipe adapters are in line with the brake valve to prevent possible leakage.



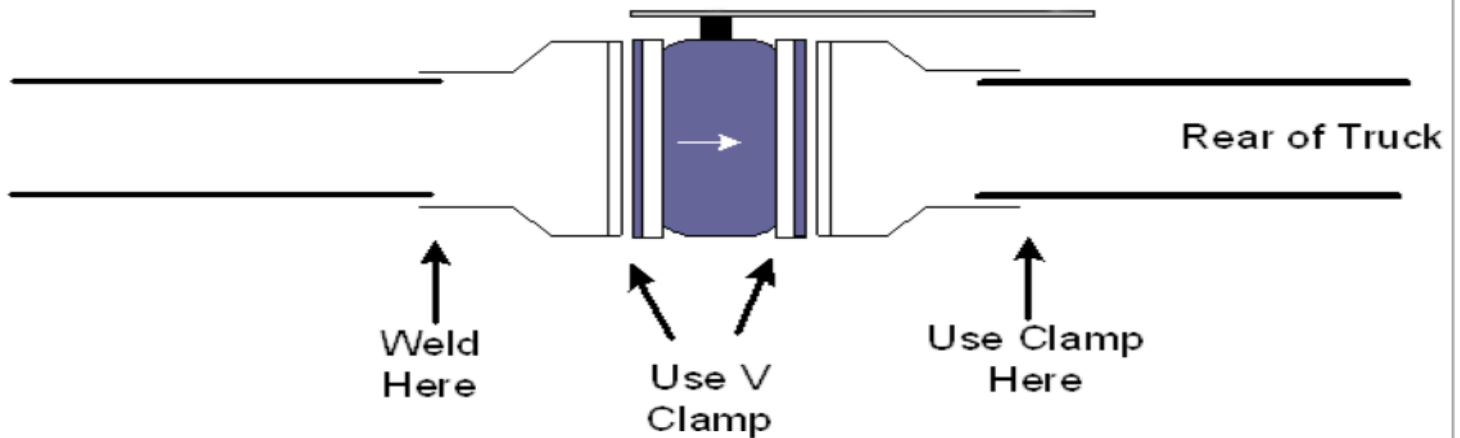
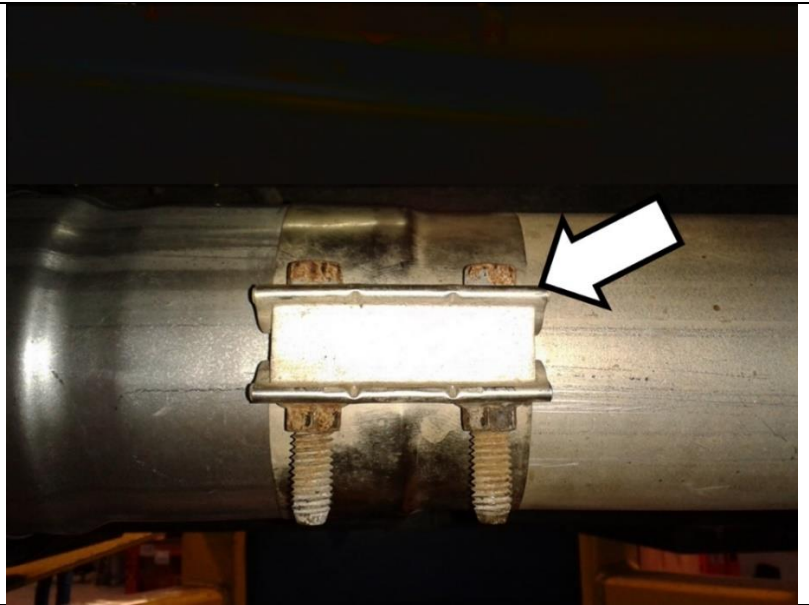
Weld the front adapter to the exhaust pipe. This weld must completely seal the exhaust system as it must retain pressure.

Note It is recommended that the weld be spray painted to slow down corrosion along the weld bead.



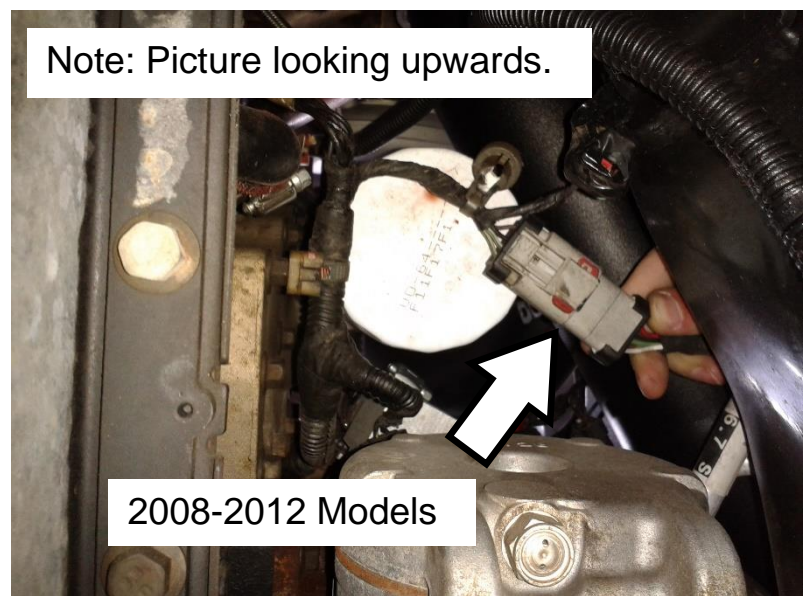
IMPORTANT The front exhaust connection **MUST** be welded. Using a band clamp or conventional exhaust clamp on this joint will cause leaks and will not retain full exhaust brake pressures.

Install the supplied stainless-steel band clamp on the rear exhaust pipe adapter. Tighten bolts until the band fully conforms to both pipes creating a seal.

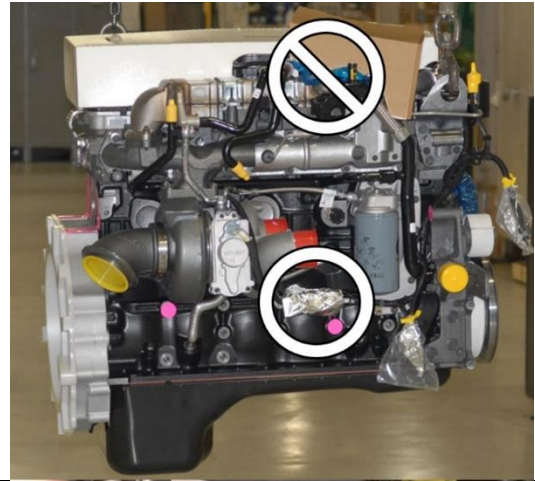


Electrical Connections

Locate the factory turbocharger actuator electrical connector. For 2008-2012 this is a light gray connector located near the oil pan on the passenger side of the engine. For 2013-2018 this is a black 4 pin connector that previously plugged into the turbo. It will have been disconnected when the VGT turbocharger was removed. Connect this to the supplied wiring harness with the kit. (2013+ use adapter 1407042)

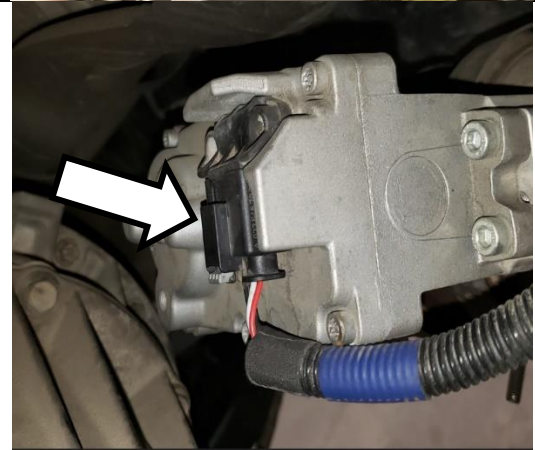


IMPORTANT Do not connect the harness to the EGR valve connector by mistake, it uses the same gray plug! Make sure the harness is connected to the VGT connector at the bottom of the motor.



Route the electrical harness grey 12 pin connector up to the top rear of the passenger side battery.

Connect the wiring harness to the module and secure the harness with wire ties to keep it well clear of the turbocharger(s).

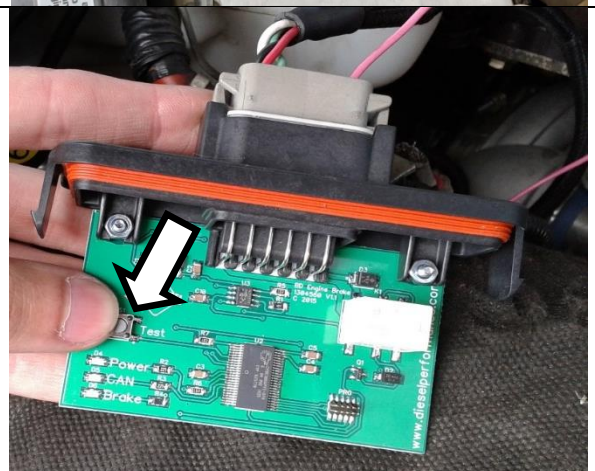


Lastly, route the harness with the black 4 pin connector down the firewall, along the frame rail to the exhaust brake actuator. Connect to the actuator and secure harness along frame.

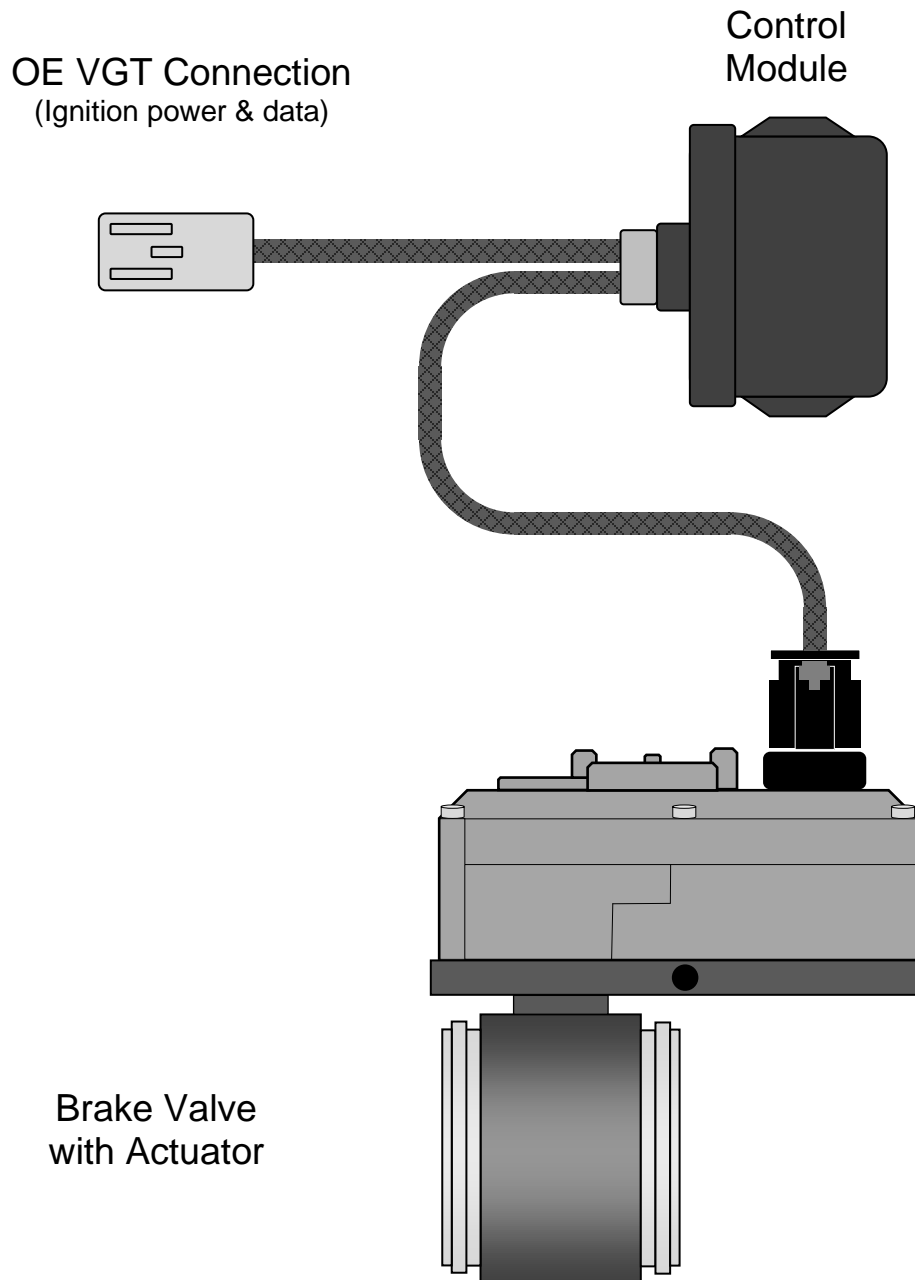


This is a perfect opportunity to test the exhaust brake function.

To turn the brake on for testing, remove the cover from the control module and press the "TEST" button inside. Pressing this button will activate the brake actuator.



Wiring Diagram



Maintenance

The wires and clamps should be inspected on a regular basis for any deterioration, damage or leaks.

To increase the life of your exhaust brake, we recommend daily operation. By simply switching the brake on and off a couple times a day, it will prevent the butterfly valve from sticking due to carbon build-up.

If you have any problems or need replacement parts, call us at 1-800-887-5030, between 8:30am and 5:00pm Pacific Time.

Troubleshooting

This guide assumes that your exhaust brake system is using a “Dodge 6.7L Brake Control Module” rather than a DFIV or micro-switch on the throttle. For other systems see the appropriate instruction manual.

Brake does not engage	No	Yes										
Is the control module powered?	Check fuse box for blown fuse: <ul style="list-style-type: none">• 2007-2009 MY Fuse #37 - 15A• 2010-2012 MY Fuse M51 – 20A• 2013-2018 MY Fuse 78 – 10A• 2019 MY Fuse F22 – 25A Check wiring harness for connection or for damage.	Test brake function using the test button on the module.										
Does the brake activate when the test button is pushed?	Indicates a mechanical or electronic issue with the brake. Open module and observe the “BRAKE” LED, this will light when the module activates the output.	Indicates the brake is mechanically sound, and the issue is related to the command signal between the ECM and the module.										
Is the CAN light on the module PCB flashing consistently?	Check wiring harness for shorts or exposed wires. It is common for the harness to rub against the transmission bell housing. Temporarily remove the NOx sensor and try again to check for internal shorts.	Indicates module is working correctly. Check the actual and desired brake positioning using a scan tool.										
Do the actual and desired VGT positions match on the scan tool?	Indicates a communication error between the vehicle ECM and the module.	Check that the ECM commands the correct VGT position for a given engine RPM as per the table below.										
Brake command table.	<table><tr><th>Minimum VGT position</th><th>Engine RPM in exhaust braking conditions</th></tr><tr><td>94.1%</td><td>1500RPM and below</td></tr><tr><td>91.1%</td><td>2000RPM</td></tr><tr><td>89.2%</td><td>2500RPM</td></tr><tr><td>73.5%</td><td>3000RPM and above</td></tr></table> <p>If your ECM is commanding less than the minimum VGT position for the given RPM while braking, contact your tuning provider.</p>		Minimum VGT position	Engine RPM in exhaust braking conditions	94.1%	1500RPM and below	91.1%	2000RPM	89.2%	2500RPM	73.5%	3000RPM and above
Minimum VGT position	Engine RPM in exhaust braking conditions											
94.1%	1500RPM and below											
91.1%	2000RPM											
89.2%	2500RPM											
73.5%	3000RPM and above											
The brake comes on but there’s little or no holdback	No	Yes										
Check off idle brake pressure. (See back pressure chart) Are you getting maximum allowable backpressure at full RPM?	Check for exhaust leaks. A small leak can result in a significant decrease in back pressure. If no leaks are found try adjusting air regulator. Check for air leaks in brake system.	Try down shifting more aggressively. More RPM will give more holdback. Transmission or torque converter could be slipping internally.										
Everything seems to work, but the brake valve won’t close	No	Yes										
Is the actuator exhibiting noise while attempting to activate the brake valve?	Check module LED. Test button. Check harness connections.	Cylinder or brake valve are seized.										

Exhaust Back Pressure Testing

To test exhaust brake system pressure, a minimum 0-100psi pressure gauge is required.

We recommend purchase of a BD brake pressure gauge kit #1030050.



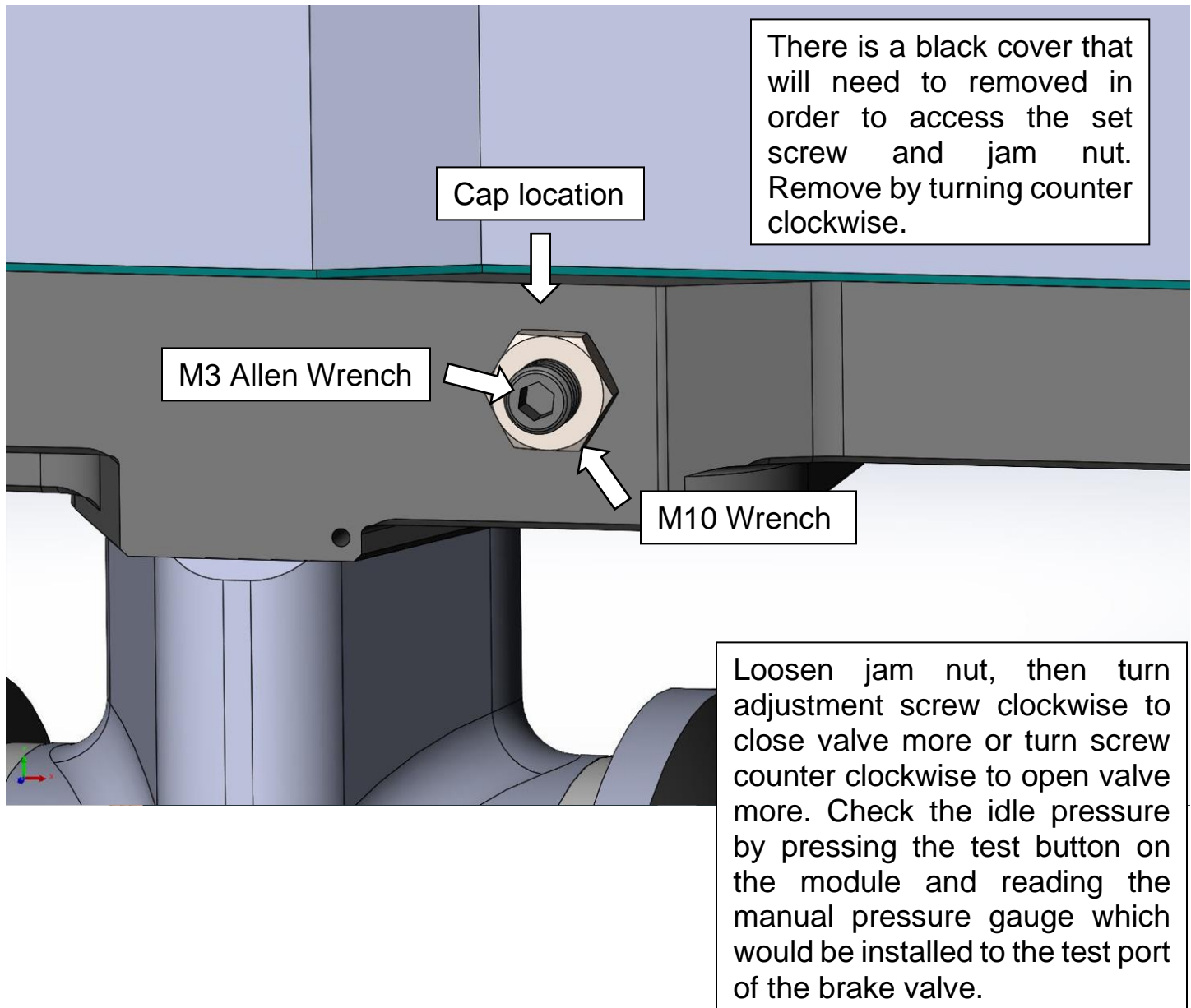
Off-Idle Pressure Test & Adjustment

Get the truck up to speed (a downhill grade or a load in the truck is helpful) and activate the exhaust brake. Note the maximum backpressure achieved. You should get peak backpressure at higher RPM (try 3000 RPM in Drive). If you cannot reach the desired backpressure (compare table below) you can begin troubleshooting, the first step is to look for exhaust leaks either from the clamps, exhaust manifolds or feed pipes. Also look for leaks at the clamps located at the back of the turbo and also at the down pipe. If all connections are sealed, you can then use the adjusting regulator to increase the backpressure. Note that small regulator adjustments can have a significant effect on off-idle backpressure.

NOTE: Over the next two weeks, the backpressure at idle may rise due to initial carbon build up on the inside of the brake housing and on the butterfly. The stop bolt may need to be adjusted again to compensate.

Application	Maximum Back Pressure
Dodge Cummins 2007.5 to 2017	65 psi

We generally do not recommend adjusting the stop bolt, please consult BD before doing this as it may void your warranty.



Serial # _____

Date Purchased _____

Purchased from _____

Installed by _____