

# Owner's Manua

# Banks Bullet™ Diesel Tuner

#### 2001-2004 (LB7) Chevy/GMC 6.6L Duramax Turbo-Diesel Pickups

THIS MANUAL IS FOR USE WITH SYSTEMS 66516-66517

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#### THIS IS A HIGH PERFORMANCE PRODUCT. USE AT YOUR OWN RISK.

Do not use this product until you have carefully read the following agreement.

This sets forth the terms and conditions for the use of this product. The installation of this product indicates that the BUYER has read and understands this agreement and accepts its terms and conditions.

#### **Disclaimer of Liability**

Gale Banks Engineering Inc., and its distributors, employees, and dealers (hereafter "**SELLER**") shall in no way be responsible for the product's proper use and service. The **BUYER** hereby waives all liability claims.

The **BUYER** acknowledges that he/she is not relying on the **SELLER**'s skill or judgment to select or furnish goods suitable for any particular purpose and that there are no liabilities which extended beyond the description on the face hereof and the **BUYER** hereby waives all remedies or liabilities, expressed or implied, arising by law or otherwise, (including without any obligations of the **SELLER** with respect to fitness, merchantability, and consequential damages) whether or not occasioned by the **SELLER**'s negligence.

The **BUYER** is responsible to fully understand the capability and limitations of his/her vehicle according to manufacturer specifications and agrees to hold the **SELLER** harmless from any damage resulting from the failure to adhere to such specifications.

The **SELLER** disclaims any warranty and expressly disclaims any liability

for personal injury or damages. The **BUYER** acknowledges and agrees that the disclaimer of any liability for personal injury is a material term for this agreement and the **BUYER** agrees to indemnify the **SELLER** and to hold the **SELLER** harmless from any claim related to the item of the equipment purchased. Under no circumstances will the **SELLER** be liable for any damages or expenses by reason of the use or sale of any such equipment.

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The **SELLER** assumes no liability regarding the improper installation or misapplication of its products. It is the installer's responsibility to check for proper installation and if in doubt, contact the manufacturer.

The **BUYER** is solely responsible for all warranty issues from the automotive manufacturer.

#### **Limitation of Warranty**

Gale Banks Engineering Inc. (hereafter "SELLER"), gives Limited Warranty as to description, quality, merchantability, fitness for any particular purpose, productiveness, or any other matter of SELLER's product sold herewith. The SELLER shall be in no way responsible for the product's open use and service and the BUYER hereby waives all rights except those expressly written herein. This Warranty shall not be extended or varied except by written instrument signed by SELLER and BUYER.

Please see enclosed warranty information card, or go to **www.bankspower.com/warranty**, for warranty information regarding your product. All products that are in question of Warranty must be returned shipping prepaid to the **SELLER** and must be accompanied by a dated proof of purchase receipt. All Warranty claims are subject to approval by Gale Banks Engineering Inc.

Under no circumstance shall the **SELLER** be liable for any labor charged or travel time incurred in diagnosis for defects, removal, or reinstallation of this product, or any other contingent expense.

Under no circumstances will the **SELLER** be liable for any damage or expenses incurred by reason of the use or sale of any such equipment.

#### IN THE EVENT THAT THE BUYER DOES NOT AGREE WITH THIS AGREEMENT:

The BUYER may promptly return this product, in a new and unused condition, with a dated proof-of-purchase, to the placeof-purchase within thirty (30) days from date-of-purchase for a full refund, less shipping and/or restocking fee.

The installation of this product indicates that the BUYER has read and understands this agreement and accepts its terms and conditions.

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#### Dear Customer,

If you have any questions concerning the installation of your Banks Bullet Diesel Tuner, please call our Technical Service Hotline at (888) 839-2700 between 7:00am and 5:00pm (PST). If you have any questions relating to shipping or billing, please contact our Customer Service Department at (888) 839-5600.

#### Thank you.

The Banks Bullet Diesel Tuner has 3 power levels adjustable via controls on the interface module. Level 1 is stock, Level 2 is towing and Level 3 is sport.

To prevent damage to the factory transmission, Banks recommends that both automatic and manual transmission vehicles do not exceed Level 2 while the vehicle is experiencing load (towing, climbing a steep grade, carrying a load, etc.).

To use the Bullet Diesel Tuner in Level 2 while towing or climbing, airflow improvements must be made to lower the exhaust gas temperature (EGT) entering the turbocharger's exhaust turbine. The EGT should not exceed 1300° F (1050° F if measured at the turbine outlet) for more than a few seconds. Elevated EGT can damage the turbocharger and engine.

#### **Attention!**

Before proceeding with these instructions, please carefully read the DISCLAIMER OF LIABILITY and LIMITATION OF WARRANTY statement located on page 2 of this manual.

#### **Bullet and Supplied Wiring Harness**



## **General Installation Practices**

**1.** Before starting work, familiarize yourself with the installation procedure by reading all of the instructions.

**2.** The exploded views provide only general guidance. Refer to each step and section diagram in this manual for proper instruction.

**3.** Throughout this manual, the left side of the vehicle refers to the driver side, and the right side to the passenger side.

**4.** Disconnect the negative (ground) cable from the battery (or batteries, if there are two) before beginning work.

**5.** Route and tie wires and hoses a minimum of 6" away from exhaust heat, moving parts and sharp edges. Clearance of 8" or more is recommended where possible.

**6.** When raising the vehicle, support it on properly weight-rated safety stands, ramps or a commercial hoist. Follow the manufacturer's safety precautions. Take care to balance the vehicle to prevent it from slipping or falling. When using ramps, be sure the front wheels are centered squarely on the topsides. When raising the front of the vehicle, put the transmission in park (automatic) or reverse (manual), set the parking brake, and block the rear wheels. When raising the back of the vehicle, be sure the vehicle is on level ground and the front wheels are blocked securely.

CAUTION: Do not use floor jacks to support the vehicle while working under it. Do not raise the vehicle onto concrete blocks, masonry or any other item not intended specifically for this use. **7.** During installation, keep the work area clean. Do not allow anything to be dropped into intake, exhaust, or lubrication system components while performing the installation, as foreign objects will cause immediate engine damage upon start-up.

**8.** Save this Owner's Manual as a reference for system maintenance and service.

**9.** Banks also recommends the following airflow improvements (see Table 1) to maintain safe engine operating conditions and provide increased power gains.

#### **Tools Required:**

- Standard and Metric sockets and wrenches
- Standard and Phillips screwdrivers
- Foot-pound torque wrench
- Drill motor
- 3/16" Drill bit
- 7/16" Drill bit
- 1/4" NPT tap and tap handle

# Highly recommended tools and supplies:

- Penetrating oil or light lubricant spray
- Heatgun

# Recommended Airflow Improvements

Banks Monster® Exhaust Std. Cab Long Bed
TechniCooler® 200125976 2002-0425977
Ram-Air® Intake System 2001-200442132
Ram-Air® Filter 2001-200541518
Service Kit90094
Gauge Assembly, Boost and Pyro 2001-200664507
Gauge Holder 2-Gauge pillar63305 3-Gauge pillar63306
Thermocouple63042 Thermocouple Leadwire63061
Banks BigHead® Actuator 2001-0424396

#### Section 1 EXHAUST GAS THERMOCOUPLE INSTALLATION INSTRUCTIONS

NOTE: If not installing or connecting an EGT thermocouple to the Banks Bullet Diesel Tuner then install the supplied EGT thermocouple bypass plug. The bypass plug is installed on the two-pin connector attached to the backside of the Banks Bullet.

<u>-If your vehicle already has a Banks</u> DynaFact EGT probe installed, please skip to Step 8.

-If your kit does not have EGT sensing and limiting functions, please skip to Section 2.

#### Installation

**1.** The thermocouple monitors the temperature of the exhaust gases entering the turbocharger at the turbine housing. Installation requires that the exhaust manifold be drilled near the manifold outlet. It is recommended that the manifold be removed from the engine to thoroughly clean out all metal chips from drilling. If manifold is not removed from the vehicle, all chips must be removed from the manifold. This may be accomplished by using a magnet to extract the chips after

drilling. The tap should be greased before use and the chips again removed with a magnet. All metal shavings must be cleaned from the manifold to avoid turbine damage.

**2.** To access the exhaust manifold, remove front passenger wheel well by removal of plastic retainers.

**3.** On the passenger side, remove the hardware retaining the turbine inlet exhaust pipe to the exhaust manifold using a 12mm, 12pt socket along with a 12mm, 12pt wrench, then remove the exhaust manifold from vehicle. Pay special attention to the orientation of the manifold outlet gasket. Retain the hardware and gaskets for re-assembly.

**4.** Center punch and drill through the passenger side exhaust manifold into the rear passage at the location shown (see **Figure 1**). Use a 7/16" drill, keeping the drill perpendicular to the manifold surface.

**5.** Tap the drilled hole with a  $\frac{1}{4}$ " NPT pipe tap. Check the thread depth as you tap by periodically removing the tap and screwing the thermo-couple insert into the tapped hole.



**6.** Install the thermocouple insert into the manifold using anti-seize compound on the threads. Install the probe in the thermocouple insert.

**7.** Make sure to remove all shavings from inside the exhaust manifold. Reinstall the exhaust manifold. Torque to 28 ft-lb in the sequence shown **Figure 1**.

**8.** Attach the thermocouple to the supplied thermocouple lead wire

extension with the supplied nuts and bolts. Cover this joint with the supplied heat shrink tubing and heat until the tubing conforms to the joint. Make sure the entire joint is insulated.

**9.** Refer to Section 2 for instructions on routing the thermocouple lead wire to the Banks Bullet tuner.

-END, SECTION 1-

#### Section 2 INSTALLATION OF WIRING HARNESS, CONNECTIONS AND BULLET DIESEL TUNER

**1.** Disconnect the battery ground cables from each of the batteries. Secure the cables so that they do not come in contact with the battery posts during the installation.

**2.** The Glow Plug Relay located in the top center of the engine must be removed to facilitate access to the Fuel Rail Pressure Sensor (FRP). Remove the two ring terminals attached to the Glow Plug Relay, then remove the screws securing the Glow Plug Relay. See **Figure 2** and **Figure 3**. Remove the Glow Plug Relay and set aside.

**3.** After the Glow Plug Relay is removed locate the Fuel Rail Pressure (FRP) sensor located in close proximity to the previously removed glow plug relay.

NOTE: Access to the FRP is limited so be careful when removing and installing connectors to the sensor. DO NOT force the connector onto the FRP sensor. Use of hand tools such as long nose pliers must be used with care to avoid damage to connector, wires and sensor. See **Figure 4**.

**4.** Unplug the factory connector and plug it into the corresponding male FRP sensor connector on the Banks Bullet harness.

**5.** Plug in the Banks Bullet's female connector into the sensor. Route wires and connectors so that they are clear from obstructions.

**6.** Reinstall the previously removed Glow Plug Relay and fasten it to its mounting point. Reinstall the two ring terminals to the Glow Plug Relay. Make sure that the wires and connectors are clear and not pinched.

**7.** The Manifold Pressure (MAP) sensor is located on the right top side of the engine. To gain access to the MAP sensor, the intake tube and the



Figure 3





compressor outlet boost hose must be temporarily removed.

**8.** Loosen the Intake tube hose clamps connected to the air box cover and turbo inlet. Separate and remove the intake tube from the engine and set aside.

**9.** Loosen the turbo outlet boost hose clamp and separate the boost hose from turbo outlet. Move the boost hose to provide access to the MAP sensor. See **Figure 5** 

**10.** Locate the MAP sensor on top of the intake manifold. Unplug the factory connector and plug it into the corresponding (male) MAP sensor connector on the Banks Bullet harness. Plug the Banks Bullet's (female) MAP sensor connector into the MAP sensor. See **Figure 6**. Route wires and connectors so that they are clear from obstructions. **11.** Reconnect all previously removed boost hoses and tighten all previously loosened hose clamps.

**12.** Locate the rubber grommet on the drivers side firewall. Using a utility knife, make a 1.5-inch-long slit in the grommet next to the wire harness. Be careful not to cut or damage the harness. See **Figure 7**. Insert a screwdriver from the engine compartment into the cut hole and gently thrust it through the grommet.

**13.** Route the Banks Bullet wire harness (and EGT thermocouple lead wire harness, if so equipped) through the firewall to the passenger compartment, leaving enough slack harness length in the engine bay to allow for engine movement without straining the sensor connectors.

**14.** Inside the cab, remove the lower dash panel under the steering column to allow access to cable.













NOTE: There are also two (2) clips located at the top corners of the panel, which hold the panel in place. These clips can be released by gently pulling on the corners of the panel. Use caution to avoid damaging the panel during removal.

**15.** Inside the truck cab, gently remove the dashboard panel, starting with the lower right hand corner. Next, unclip the headlamp control panel. See **Figure 8**.

**16.** With the head lamp control panel removed, place one of the supplied snap-on wire taps onto wire exiting the back of the instrument dimmer switch. See the following:

#### 2001-02 year model trucks use GREEN with WHITE-stripped wire.

#### 2003-04 year model trucks use BROWN with WHITE-stripped wire.

NOTE: Be sure that the wire tap snaps closed securely – firmly squeezing it shut with a pair of pliers will help ensure a proper electrical connection.

**17.** Locate the Banks Bullet wiring harness where it passes through the firewall. Route the ORANGE wire with the shielded male connection tab up behind the dash and to the back of the headlight control panel. Plug the male connector tab into the wire tap installed in **step 16**, then reinstall the headlight control panel should push easily in and snap back into place – if it does not, look for kinked or pinched wiring.) See **Figure 9**.

**18.** Remove the fuse box cover, located in left front side of the engine compartment. Locate the corresponding mini-fuse listed below and remove it.

2001-02 year model trucks pull fuse (#4 – ECMI / 10A)

#### 2003-04 year model trucks *pull fuse* (PCM 1 / 15A)

NOTE: reference the fuse and relay map located on the inside of the fuse block cover. See **Figure 10** and **11**.

**19.** Install the mini-auto blade tap onto the removed mini fuse as shown in **Figure 12**.

NOTE: Install the mini-auto blade tap on the terminal leg closest to the firewall. This is the "hot" side of the circuit.

#### CAUTION: It is very important that you select the proper fuse. The Banks Bullet Tuner will not function properly if installed incorrectly.

**20.** Locate the RED power wire with the attached inline fuse holder and connect it to the mini-auto blade tap. Replace the fuse cover and make sure not to pinch the power wire.

NOTE: Make sure the inline fuse holder is routed outside the factory fuse box.

**21.** Locate the BLACK Ground wire with the ring terminal on the Banks Bullet wire harness. Install ring terminal on top of existing ring terminals into the firewall ground stud and re-install the nut. See **Figure 13**.

**22.** Route the 6-pin connector from the Banks Bullet harness, the 10-pin connector from the power harness, and the 2-pin connector from the EGT thermocouple leadwire (if so equipped) to the back of the Banks Bullet module and plug them in.

**23.** If using a module mounting method other than the supplied bracket, complete the mount installation per the supplied directions. Double-check all wire harness routing for proper clearance around moving and sharp objects as well as heat sources, then use the supplied nylon

#### Figure 10 2001-2002



#### Figure 11 2003-2004



tie straps to secure the wire harnesses safely away from any control linkages and the operator's feet underneath the dashboard.

**24.** Re-attach any previously removed interior trim panels, re-connect the negative battery cables and lower the vehicle. Start the vehicle, checking for normal engine operation and listening carefully for exhaust leaks and rattles. Re-torque any exhaust manifold fasteners as needed.

NOTE: Go over the entire installation as a precautionary check to ensure that all clamps are tight, wiring and hoses are properly routed, and connections are correct and tight. Make sure that the Bullet wire harness is not lying in



the way of the brake and gas pedals, or any moving parts.

-END, SECTION 2-



#### Section 3 OPERATION OF THE BULLET MODULE

If your Banks Bullet Diesel Tuner module has been properly installed as outlined in the previous section, it will power up and briefly scroll '**BANKS POWER**' across the screen, then display the current power level setting after you switch your ignition key on.

If the Bullet module detects any errors in installation wiring, sensor readings, or internal hardware functions, it will flash a message with the detected errors immediately after displaying the current power level setting. Please refer to the following section, 'Troubleshooting', for a full explanation of the error codes, their causes, and corrective actions.

NOTE: The Bullet module will automatically detect an EGT thermocouple when one is properly connected, and will configure the available menus accordingly. If you do not have a Banks EGT thermocouple installed and properly connected to the Bullet module, none of the EGT-related menus will be displayed. If the Bullet module does not detect any errors in the system, it will monitor and display the selected default engine parameter in the following format:

- Boost is displayed in PSI the letter 'B' and one or two digits
- EGT is displayed in degrees Fahrenheit – three or four digits with no prefacing letter
- Fuel amount is displayed as a percentage of stock fuel amount entering the engine the letter '**F**' and three digits
- VER displays the tuner part number and current firmware/calibration version

This is the Bullet module's normal display mode. Power level selection, EGT limiting, display options and diagnostics information are all accessed by pressing the 'MENU' button on the face of the module.



#### **Setting Desired Power Level:**

To set the desired power level from the normal display mode, press the 'MENU' button until '**PWR**' is displayed, then press the 'SELECT' button.

The current power level setting will be displayed – press the 'SELECT' button to continue operating at this power level and return to normal operating mode (the module will display a '**SAVED**' message confirming your selection), or press the 'MENU' button to cycle through power levels '**STK**' (stock), '**TOW**' (tow) and '**SPT**' (sport).

Press 'SELECT' when your desired power level is displayed, and the Bullet module will instantly make the necessary corrections to engine fueling, display a '**SAVED**' message confirming your selection, and return to the normal display mode. If no buttons are pressed within five (5) seconds, the module will return to the standard display mode without saving any changes.

#### **Quick Power Level Changes:**

Power levels can also be quickly changed at any time from the normal display mode by pressing the 'SELECT' button. The currently selected power level will be displayed – pressing the 'SELECT' button again within five (5) seconds will increase the power level by one; repeatedly pressing the 'SELECT' button will cycle through power levels 'STK'- 'SPT'.

Pressing the 'MENU' button will set the currently displayed power level as the new operating level, and display a '**SAVED**' message before returning to the normal display mode. If no buttons are pressed within five (5) seconds, the module will return to the standard display mode without saving any changes.

#### Setting Desired Maximum EGT Limit:

To set the desired maximum EGT limit and alarm level from the normal display mode, press the 'MENU' button until '**TLMT**' is displayed, then press the 'SELECT' button.

The current EGT limit will be displayed, in degrees Fahrenheit (the default value is 900 °F). Press the 'SELECT' button to continue operating with this EGT limit and return to normal operating mode (the module will display a '**SAVED**' message confirming your selection), or press the 'MENU' button to cycle through all available EGT limit options from 800 °F to 1500 °F, in 50 degree increments.

Press the 'SELECT' button when your desired maximum EGT limit is displayed, and the Bullet module will save your selection, display a '**SAVED**' message, and return to the normal display mode. If no buttons are pressed within five (5) seconds, the module will return to the standard display mode without saving any changes.

The Bullet module will now limit the measured EGT at or below this value as much as possible by reducing the amount of extra fuel that it injects into the engine. In addition, if the measured EGT increases past the selected limit, an alarm will trigger and illuminate the warning light as well as flashing the current EGT value on the display.

WARNING: If the Bullet Diesel Tuner is installed in tandem, or 'stacked' with another performance module that modifies the amount of fuel injected into the engine, the Bullet module may not be able to control EGT within the set limit as it is not able to control the functions of the secondary performance module.

#### ALWAYS CAREFULLY MONITOR YOUR EGT WHEN RUNNING STACKED PERFORMANCE MODULES.

#### **Setting Default Display Options:**

To set the desired default display parameter from the normal display mode, press the 'MENU' button until '**DISP**' is displayed, then press the 'SELECT' button.

The currently selected engine parameter is displayed – to continue operating with this parameter displayed by default on the Bullet module, press the 'SELECT' button – a '**SAVED**' message will be displayed and the module will return to the normal display mode. To cycle through the available parameter display options, press the 'MENU' button. 'EGT' will display the Exhaust Gas Temperature from the thermocouple (if installed): **'BST'** will display boost (manifold) pressure; 'FUEL' will display the amount of fuel entering the engine as a percentage of the stock fuel amount. '**VER**' will display tuner part number and current firmware/calibration version.

Press the 'SELECT' button to set the currently displayed engine parameter as the default display parameter – the Bullet module will save your selection, display a '**SAVED**' message, and return to the normal display mode where the parameter you have just selected will now be displayed on the module. If no buttons are pressed within five (5) seconds, the module will return to the standard display mode without saving any changes.

#### Setting the Boost Level Set Point:

To set the boost level at which the Bullet module will trigger a visual alarm warning you of a high boost condition, press the 'MENU' button while in the normal display mode until '**B SP**' is displayed, then press the 'SELECT' button.

The current Boost Level Set Point will be displayed, in PSI (the default value is 50 PSI). Press the 'SELECT' button to continue operating with this Boost Level Set Point and return to normal operating mode (the module will display a '**SAVED**' message confirming your selection), or press the 'MENU' button to cycle through all available Boost Level Set Point options from 20 PSI to 50 PSI, in 1 PSI increments.

Press the 'SELECT' button when your desired Boost Level Set Point is displayed, and the Bullet module will save your selection, display a '**SAVED**' message, and return to the normal display mode. If no buttons are pressed within five (5) seconds, the module will return to the standard display mode without saving any changes.

NOTE: In the normal display mode 'T SP' (Transmission Temperature Set Point) is a non-functioning setting for this model vehicle. This menu will still be accessible and editable, but the settings it contains will not have any affect on the Bullet diesel tuner. Please disregard this setting.

-END, SECTION 3-

#### Section 4 TROUBLESHOOTING

The Bullet Diesel Tuner is equipped with self-diagnosing features that automatically check for proper sensor and module operation. Error codes that your module may display, either upon startup or after accessing the Diagnostics submenu, are listed below. If the Bullet Diesel Tuner should ever need to be removed from the vehicle, the system includes a bypass plug that must be connected to the six-pin MAP/ FRP harness in place of the module. Failure to utilize the bypass plug when the Bullet module has been unplugged from the harness will generate a Check Engine light when attempting to start the vehicle.

-END, SECTION 4-

Table 2				
Error Code	Code Description	Course of Action		
BST ERR1	The Bullet module has detected a fault in the Manifold Absolute Pressure (MAP) input circuit.	The listed error code(s) will occur when the Bullet module fails to receive any signal from the associated sensor, or receives an input signal from the sensor that is out of the normal operating range		
FRP ERR2	The Bullet module has detected a fault in the Fuel Rail Pressor (FRP) input circuit.	Turn the vehicle and ignition completely off, check the Bullet harness connections at the sensor in question to ensure that they are fully engaged. Also check the 2- and 6-pin connectors at the back of the Bullet module to ensure that they are properly engaged. After checking all connections, restart the vehicle – if the Bullet module continues to display the same error message, please contact Banks Technical Service		
EGT ERR3	The Bullet module has detected a fault in the Exhaust Gas Temperature (EGT) input circuit.			
BSTO ERR4	The Bullet module has detected a fault in the Manifold Absolute Pressure (MAP) output circuit.	The listed output error(s) will be displayed when the Bullet module detects a problem with the associated output signal. Turn the vehicle and ignition completely off, check the Bullet harness connections at the sensor in question to ensure that they are fully engaged. Also check the 6-pin connector at the back of the Bullet module to ensure that it is properly engaged. After checking all connections, restart the vehicle – if the Bullet module continues to display the same error message, please contact Banks Technical Service.		
FRPO ERR5	The Bullet module has detected a fault in the Fuel Rail Pressor (FRP) output circuit.			
INT ERR6	The Bullet module has detected an internal (module) error.	Turn the vehicle completely off then restart it – if the error is still present contact Banks Technical Service.		

#### **Section 5** PLACEMENT OF THE BANKS POWER DECALS



### NOTES

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