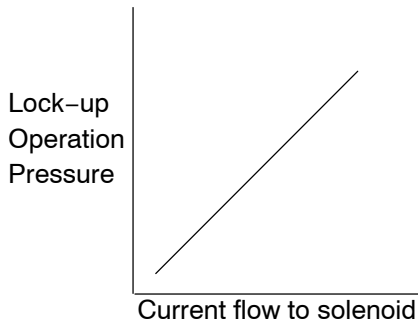


DTC	P1755/68	Liner Solenoid for Lock-up Control Circuit Malfunction (SLU Solenoid Valve)
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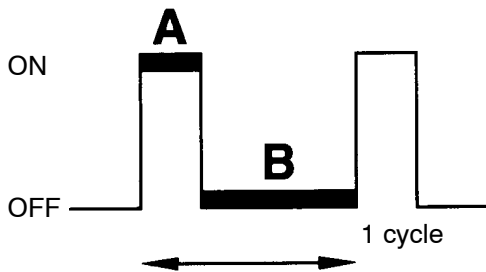


CIRCUIT DESCRIPTION

The amount of current flow to the solenoid is controlled by the (*) duty ratio of the Engine and ECT ECU output signal. The higher the duty ratio becomes, the higher the lock-up hydraulic pressure becomes during the lock-up operation.

(*) Duty Ratio

The duty ratio is the ratio of the period of continuity in one cycle. For example, if A is the period of continuity in one cycle, and B is the period of non-continuity, then



(*)

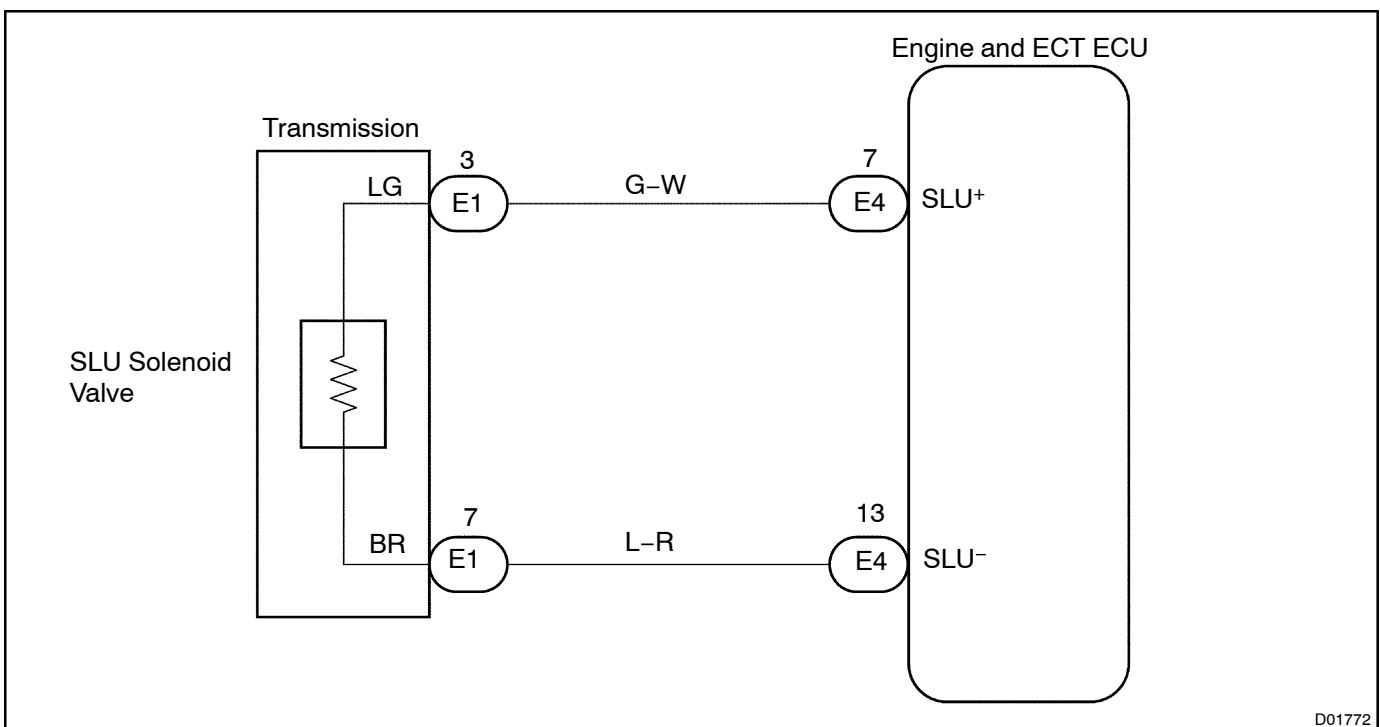
$$\text{Duty Ratio} = \frac{A}{A + B} \times 100 (\%)$$

BE4056

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DTC No.	DTC detection condition	Trouble Area
P1755/68	The following condition is detected. Signal output from SLU is ON for 3.3 msec. or more and duty ratio is at least 95 % for 1 second.	<ul style="list-style-type: none"> • Open or short in SLU solenoid valve circuit • SLU solenoid valve • Engine and ECT ECU • Automatic transmission assembly

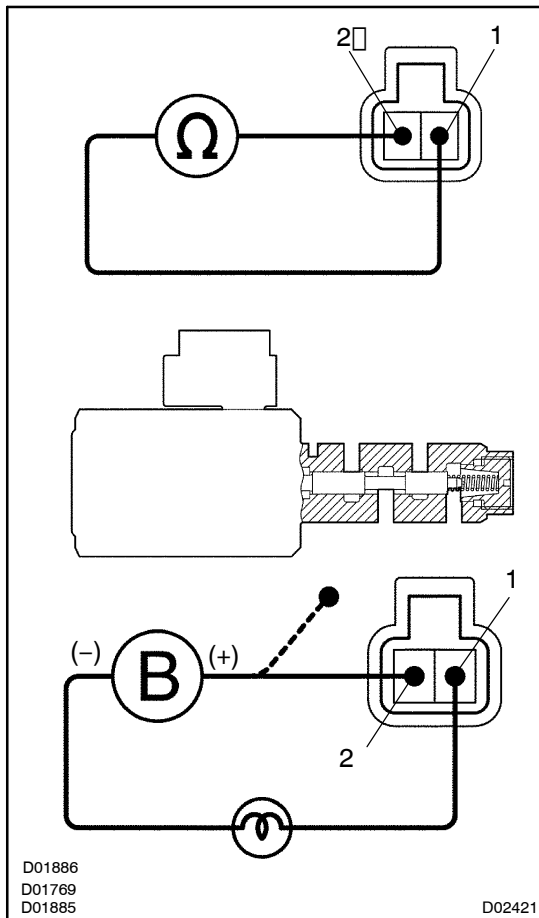
WIRING DIAGRAM



D01772

INSPECTION PROCEDURE

1 Check SLU solenoid valve.

**PREPARATION:**

- (a) Jack up the vehicle.
- (b) Remove the oil pan.
- (c) Disconnect the solenoid connector.

CHECK:

Measure the resistance between terminals 1 and 2.

OK:

5.0 - 5.6 Ω at 20 °C (68 °F)

Check solenoid operation:**PREPARATION:**

- (a) Jack up the vehicle.
- (b) Remove the oil pan.
- (c) Remove the SLU solenoid valve.

CHECK:

Connect the positive (+) lead from the battery to terminal 2 and negative (-) lead to terminal 1.

OK:

When B+ is applied.

Valve moves in direction in the illustration.

When B+ is cut off.

Valve moves in direction in the illustration.

NG

Replace SLU solenoid valve.

OK

2 Check harness and connector between SLU solenoid valve and Engine and ECT ECU (See page N-32).

NG

Repair or replace the harness or connector.

OK

Check and replace the Engine and ECT ECU (See page N-32).