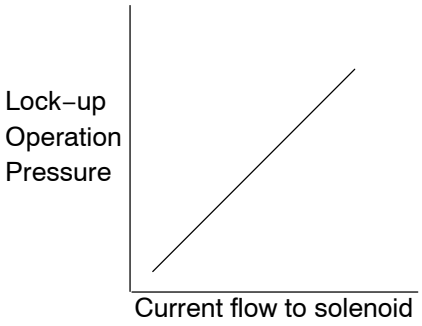
DI9HE–01

DTC	P1755/68	Linear Solenoid for Lock–up Control Circuit Malfunction (SLU Solenoid Valve)

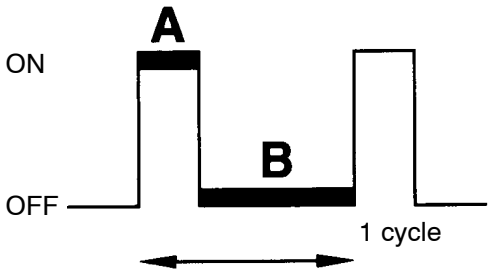


CIRCUIT DESCRIPTION

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



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(*)

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

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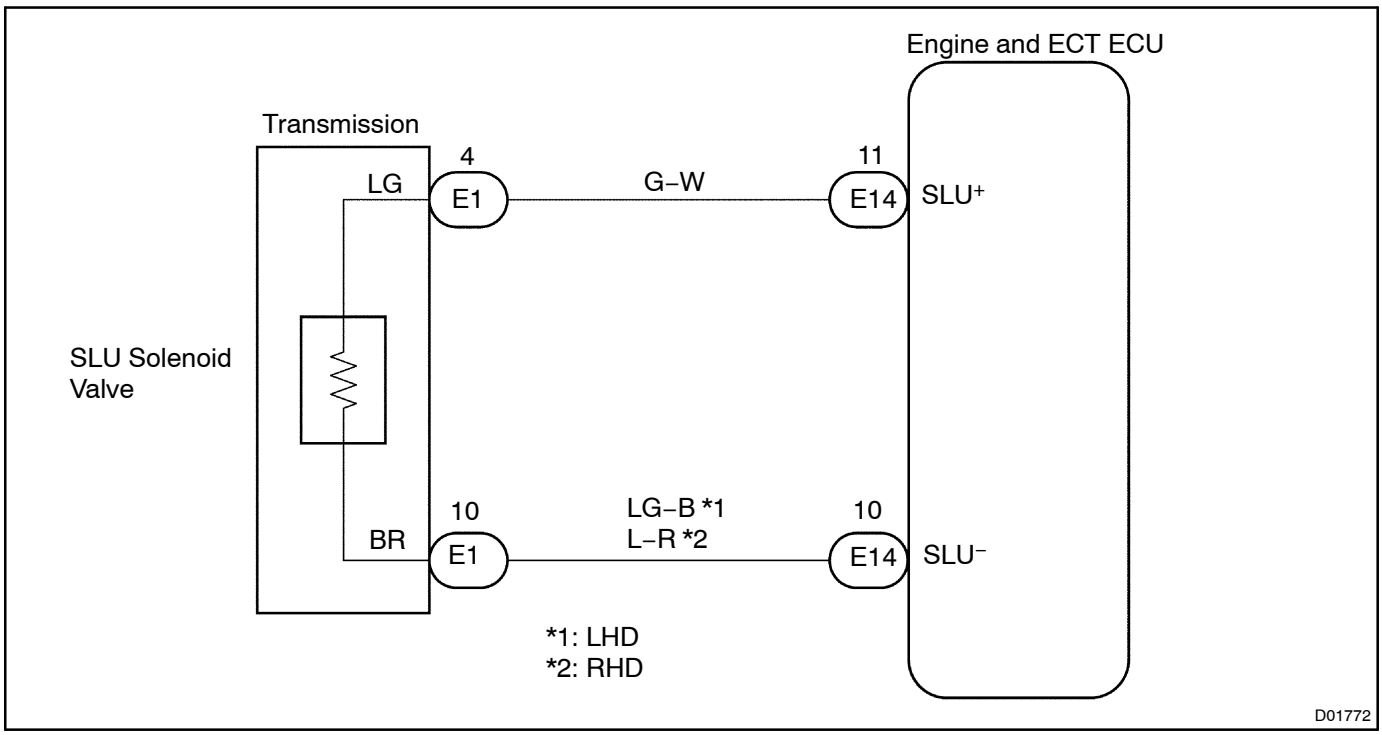
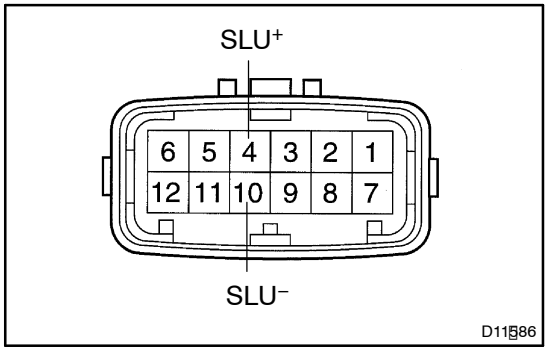
DTC No.	DTC detection condition	Trouble Area
P1755/68	The following condition is detected. (2–trip detection logic) Signal output from SLU is ON for 3.3 msecs. or more and duty ratio is at least 95 % for 1 second.	• Open or short in SLU solenoid valve circuit • SLU solenoid valve • Engine and ECT ECU • Automatic transmission assembly

WIRING DIAGRAM



INSPECTION PROCEDURE

1	Check transmission wire.

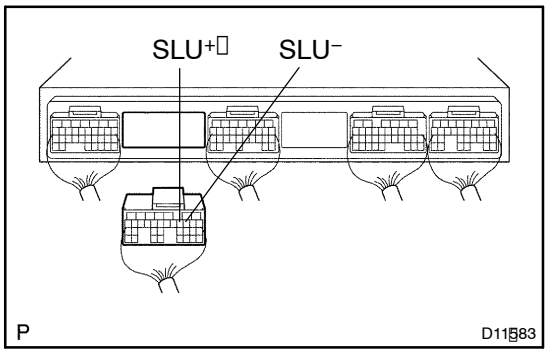


PREPARATION:
Disconnect the transmission wire connector.
CHECK:
Measure resistance between SLU+ and SLU– of transmission wire.
OK:
Resistance: 5.0 – 5.6 Ω at 20°C (68°F)

NG	Go to step 3.

OK

2	Measure resistance between terminal SLU+ and SLU– of Engine and ECT ECU connector.



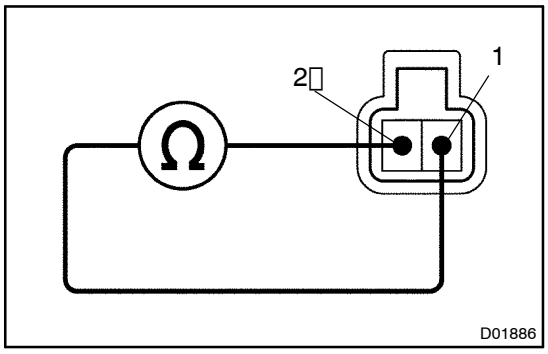
PREPARATION:
(a) Remove the Engine and ECT ECU hood.
(b) Disconnect the connector of the Engine and ECT ECU.
CHECK:
Measure resistance between terminals SLU+ and SLU– of Engine and ECT ECU connector.
OK:
Resistance: 5.0 – 5.6 Ω at 20°C (68°F)

NG	Repair or replace the harness or connector (See page IN–34).

OK

Check and replace the Engine and ECT ECU (See page IN–34).

3	Check SLU solenoid valve.



PREPARATION:

(a) Remove the oil pan.

(b) Disconnect the solenoid valve connector.

CHECK:

Measure the resistance between terminals 1 and 2.

OK:

Resistance: 5.0 – 5.6 Ω at 20°C (68°F)

NG → **Replace the SLU solenoid valve (See page AT–144).**

OK

Repair or replace the transmission wire (See page AT–9).