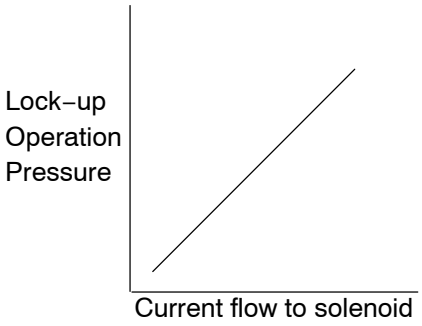
DI2LD–03

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

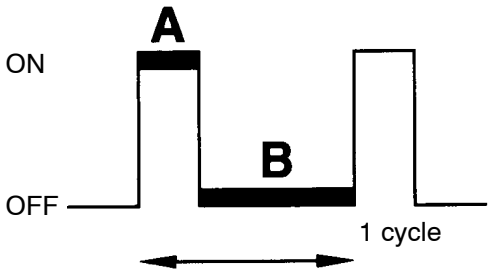


CIRCUIT DESCRIPTION

The amount of current flow to the solenoid is controlled by the (*) duty ratio of the ECM 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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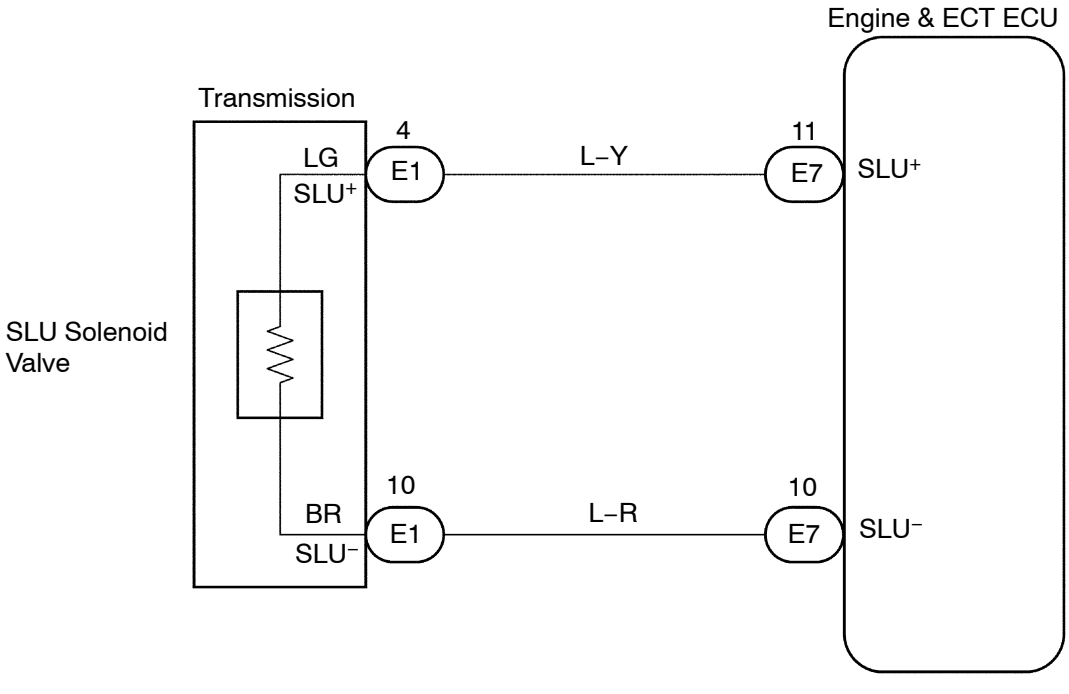
DTC No.	DTC detection condition	Trouble Area
P1755/68	The following condition is detected. (2 trip detection logic) SLU output signal's duty ON of 3.3 msec. or more with duty ratio of least 95% lasts for 1 second.	• Open or short in shift solenoid valve SLU circuit • Shift solenoid valve SLU • ECM

WIRING DIAGRAM



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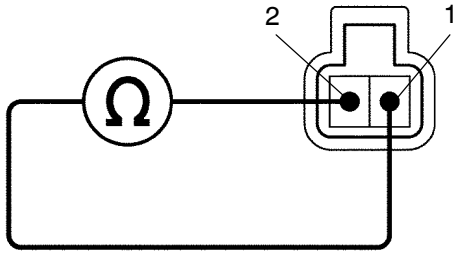
INSPECTION PROCEDURE

1	Check that the resistance between terminals 4 and 10 of transmission wire connector (See page DI–218).

NG → Go to step 3.

OK

2	Check shift solenoid SLU.



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:
Voltage: 5.0 – 5.6 Ω

NG → Replace shift solenoid valve SLU.

OK

3	Check harness and connector between shift solenoid valve SLU and ECM (See page IN–35).

NG → Repair or replace the harness or connector.

OK

Check and replace the ECM.