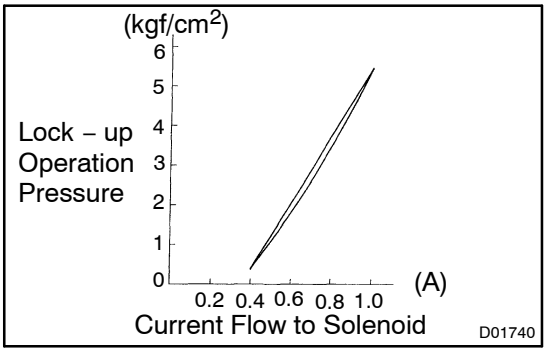
DI5SI–01

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

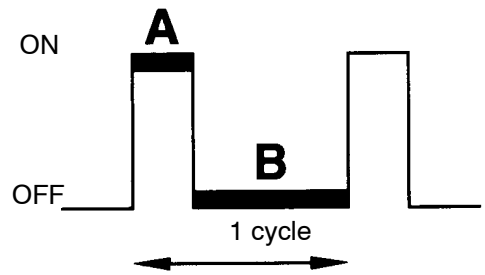


CIRCUIT DESCRIPTION

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



(*)

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

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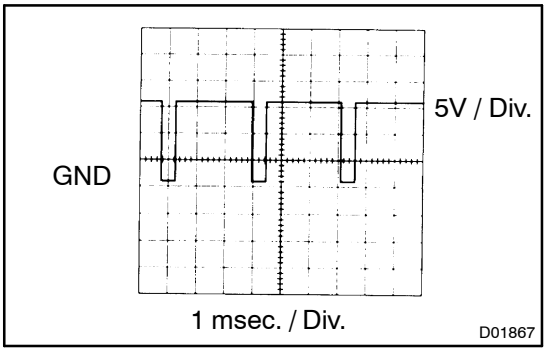
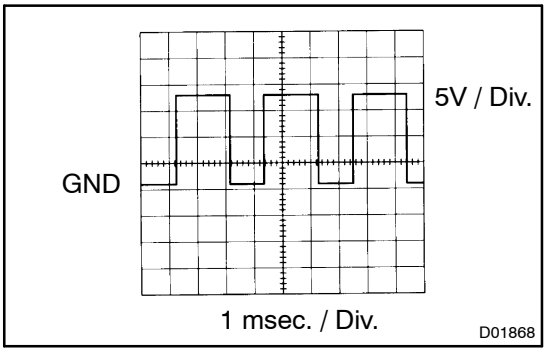
DTC No.	DTC detection condition	Trouble Area
P1755/68	(a) or (b) condition below is detected for 1 second or more. (a) SLU output signal ON time is 3.3 m sec. or more. (b) SLU output signal ON time is 100 m sec. or less. (frequency: 300 Hz)	• Open or short in shift solenoid valve SLU circuit • SLU solenoid valve • Engine and ECT ECU



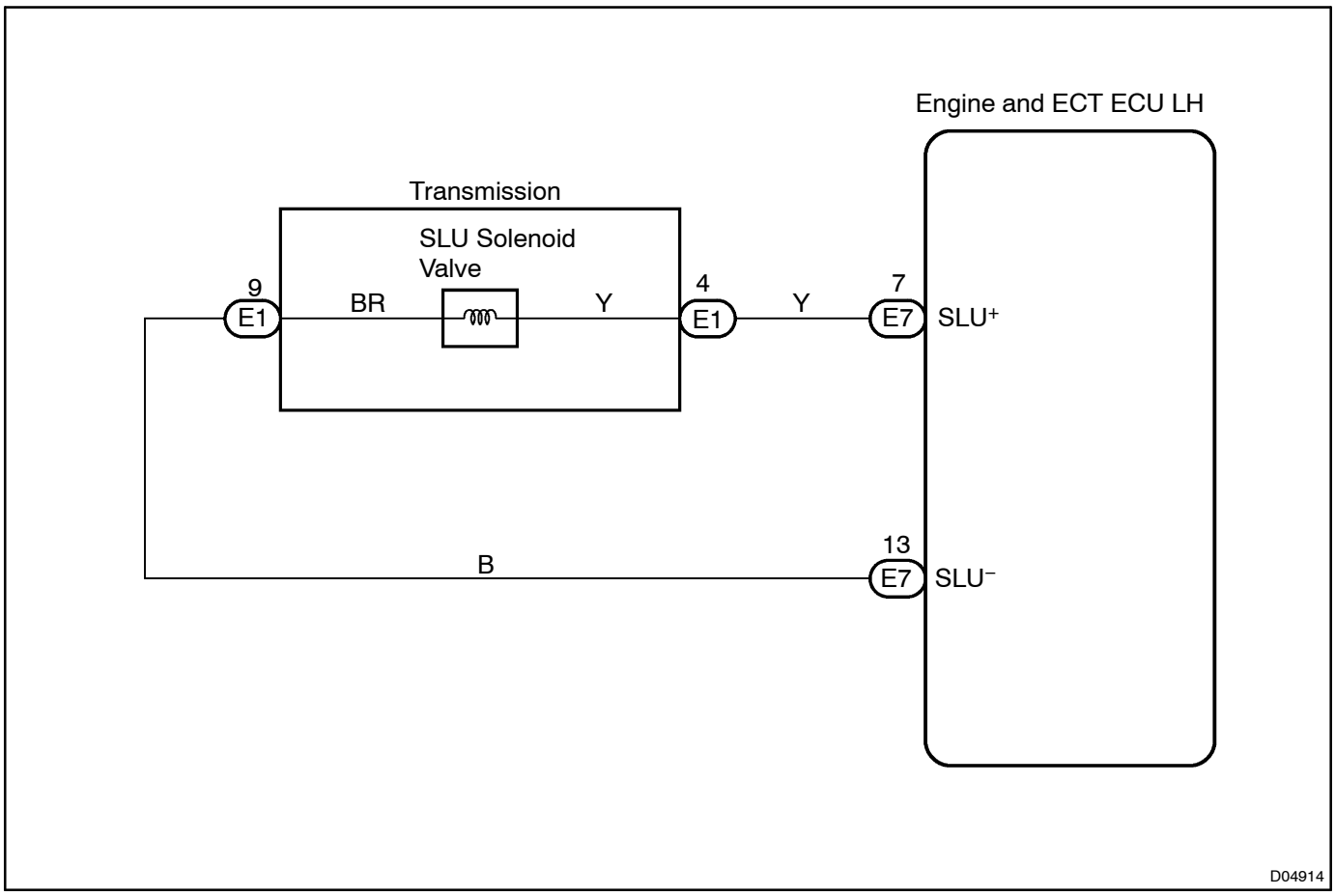
HINT:

- Refer to the chart for the wave form between terminals SLU^+ and SLU^- when lock–up function is not operating.



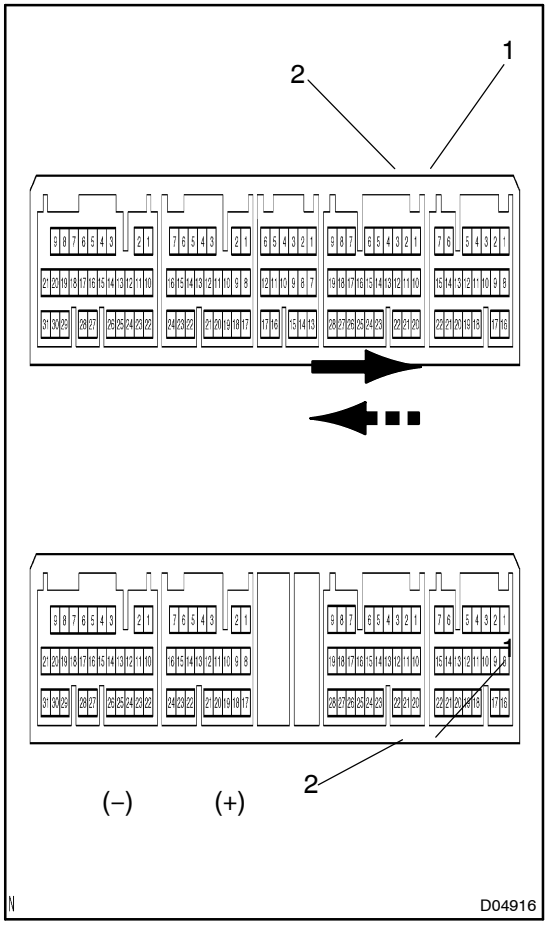
- Refer to the chart for the wave form between terminals SLU^+ and SLU^- when lock–up function is operating.

WIRING DIAGRAM



INSPECTION PROCEDURE

1	Check SLU solenoid valve.



Check solenoid resistance:

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:

Resistance: 5.1 – 5.5 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 on the left.
When B+ is cut off.	Valve moves in ← direction in the illustration on the left.

NG → **Replace SLU solenoid valve.**

OK

2	Check harness and connector between SLU solenoid valve and Engine and ECT ECU (See page IN–30).

NG → **Repair or replace the harness or connector.**

OK

Check and replace the Engine and ECT ECU (See page IN–30).