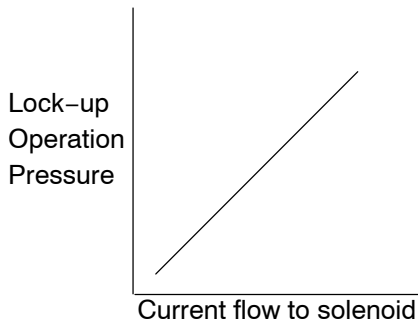


<b>DTC</b>	<b>P1755/68</b>	<b>Linear Solenoid for Lock-up Control Circuit Malfunction (SLU Solenoid Valve)</b>
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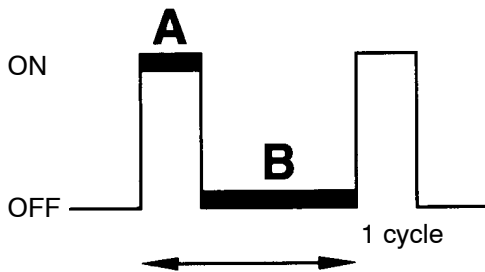
### CIRCUIT DESCRIPTION



The amount of current flow to the solenoid is controlled by the (\*) duty ratio of the Engine & 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



(\*)

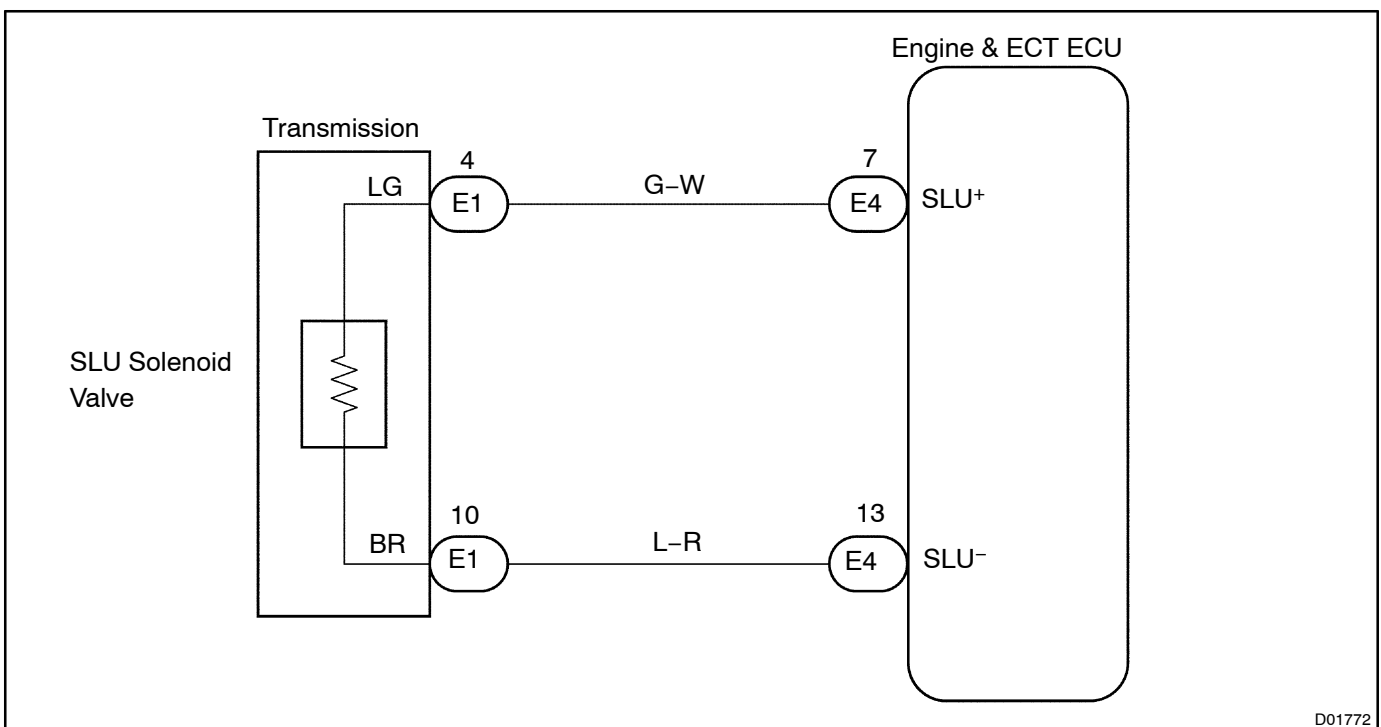
$$\text{Duty Ratio} = \frac{A}{A + B} \times 100 (\%)$$

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DTC No.	DTC detection condition	Trouble Area
P1755/68	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.	<ul style="list-style-type: none"> <li>• Open or short in SLU solenoid valve circuit</li> <li>• SLU solenoid valve</li> <li>• Engine &amp; ECT ECU</li> <li>• Automatic transmission assembly</li> </ul>

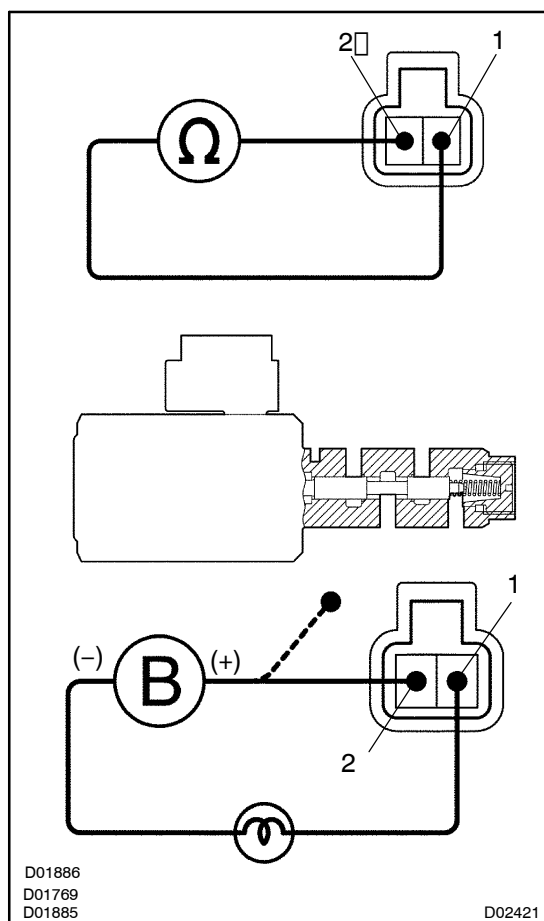
### WIRING DIAGRAM



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 Ω - 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 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 &amp; ECT ECU (See page N-29).

NG

Repair or replace the harness or connector.

OK

Check and replace the Engine & ECT ECU (See page N-29).