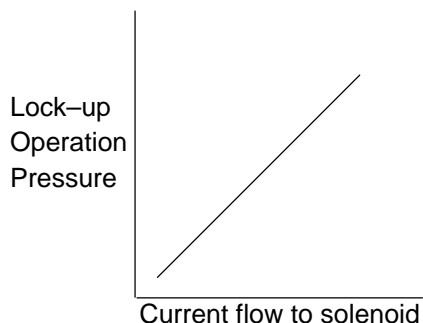


<b>DTC</b>	<b>P1755</b>	<b>Linear Solenoid for Lock-up Control Circuit Malfunction (Shift Solenoid Valve SLU)</b>
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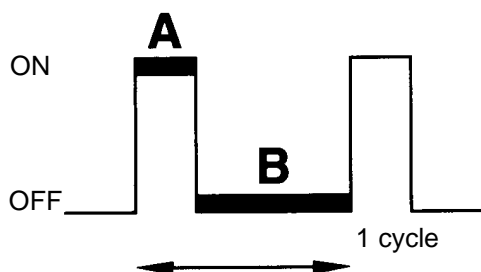


### CIRCUIT DESCRIPTION

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



(\*)

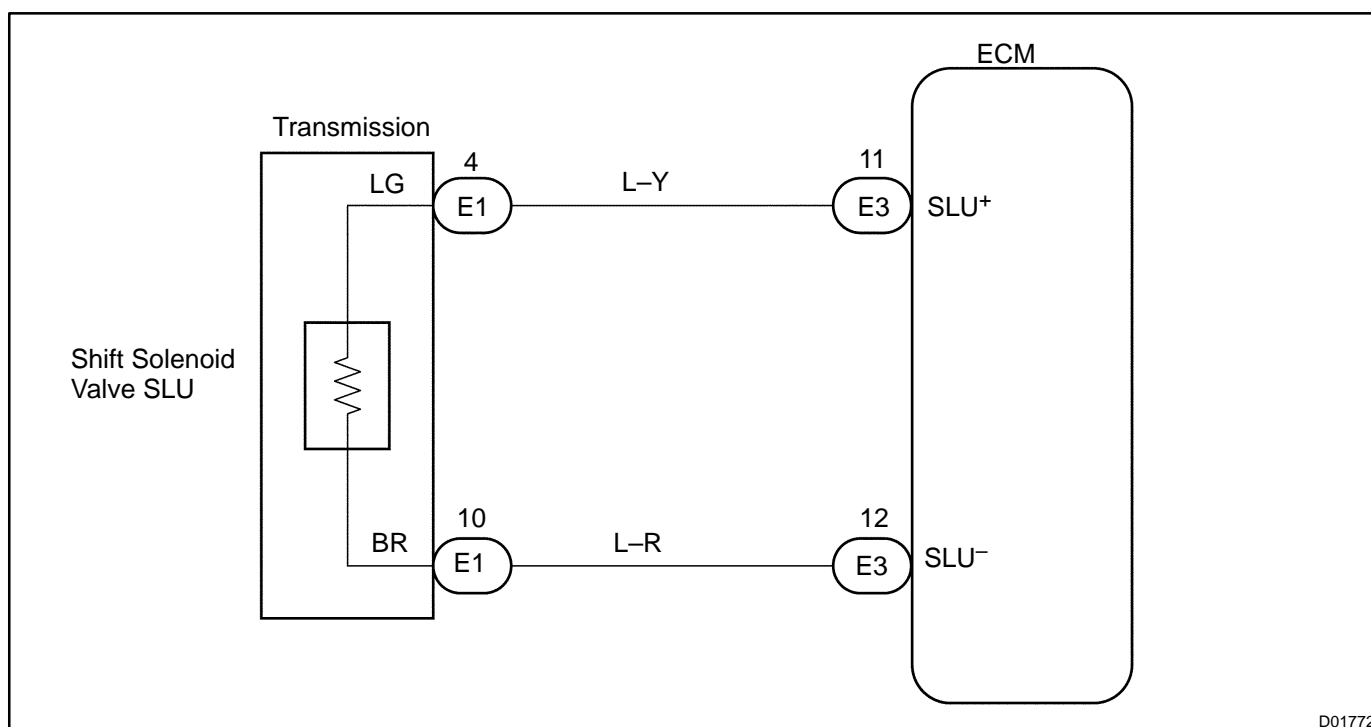
$$\text{Duty Ratio} = \frac{A}{A + B} \times 100 (\%)$$

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DTC No.	DTC detection condition	Trouble Area
P1755	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.	<ul style="list-style-type: none"> <li>• Open or short in shift solenoid valve SLU circuit</li> <li>• Shift solenoid valve SLU</li> <li>• ECM</li> </ul>

### WIRING DIAGRAM



D01772

## INSPECTION PROCEDURE

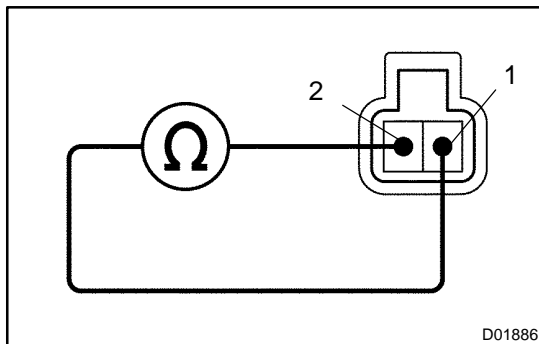
- |   |   |
|---|---|
| 1 | Check that the resistance between terminals 4 and 10 of transmission wire connector (See page <a href="#">DI-460</a> ). |
|---|---|

OK

Go to step 3.

NG

- |   |                           |
|---|---------------------------|
| 2 | Check shift solenoid SLU. |
|---|---------------------------|

**PREPARATION:**

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

**CHECK:**

Measure the resistance between terminals 1 and 2.

**OK:**5.0 – 5.6  $\Omega$  at 20 °C (68 °F)

NG

Replace shift solenoid valve SLU.

OK

- |   |   |
|---|---|
| 3 | Check harness and connector between shift solenoid valve SLU and ECM (See page <a href="#">IN-32</a> ). |
|---|---|

NG

Repair or replace the harness or connector.

OK

Check and replace the ECM  
(See page [IN-32](#)).