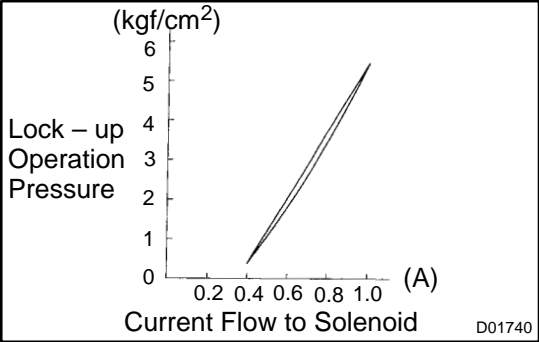


DTC	P1755	Liner Solenoid for Lock-up Control Circuit Malfunction (Shift Solenoid Valve SLU)
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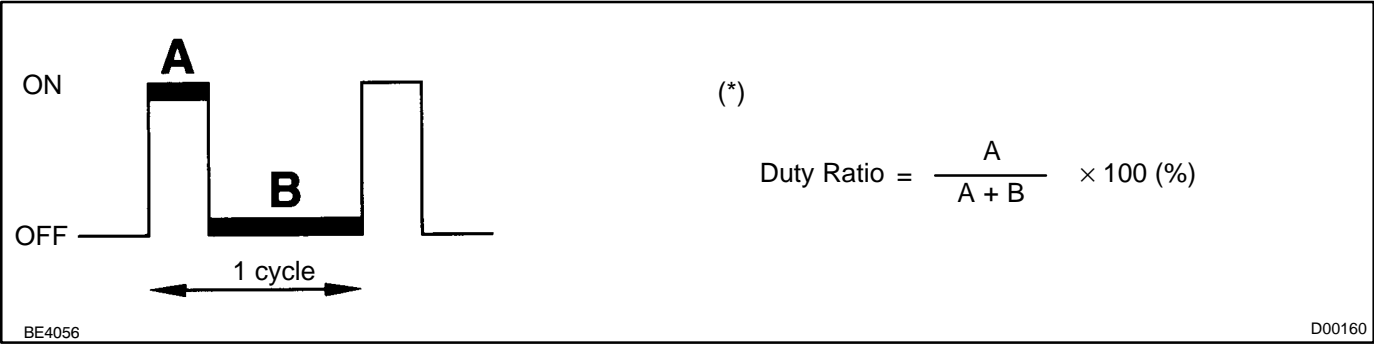
CIRCUIT DESCRIPTION



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.

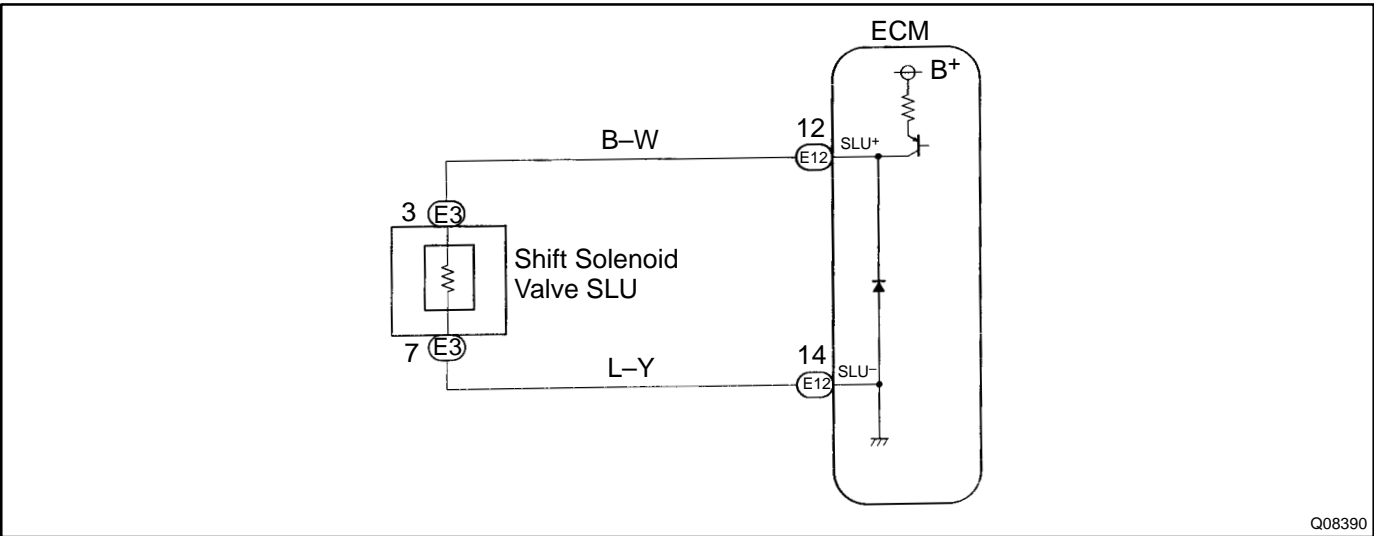
(*) Duty Ratio

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.



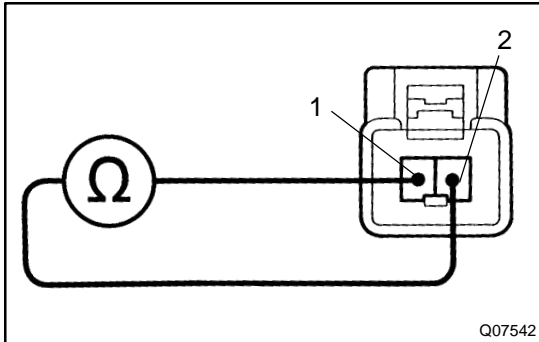
DTC No.	DTC Detecting Condition	Trouble Area
P1755	The following condition is detected. (2 trip detection logic) SLU output signal's duty ON of 3.3 msec. or more with duty ratio of at least 95 % lasts for 1 second	<ul style="list-style-type: none">• Open or short in shift solenoid valve SLU circuit• Shift solenoid valve SLU• ECM

WIRING DIAGRAM



INSPECTION PROCEDURE

1 Check shift solenoid valve SLU.

**Check solenoid resistance:****PREPARATION:**

- (a) Jack up the vehicle.
- (b) Remove the oil pan.

CHECK:

- (a) Disconnect solenoid connector.
- (b) Measure resistance between terminals 1 and 2 of solenoid connector.

OK:

Resistance: 5.0 – 5.6 Ω

2 Check harness and connector between shift solenoid valve SLU and ECM (See page [IN-29](#)).

NG

Repair or replace harness or connector.

OK

Check and replace ECM (See page [IN-29](#)).