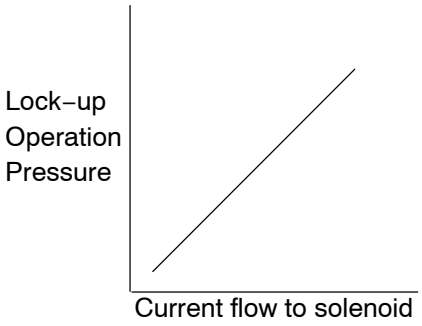
DI2LD–02

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

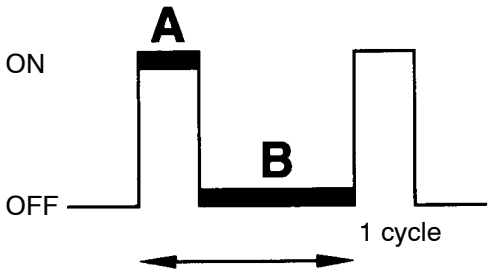


CIRCUIT DESCRIPTION

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



BE4056

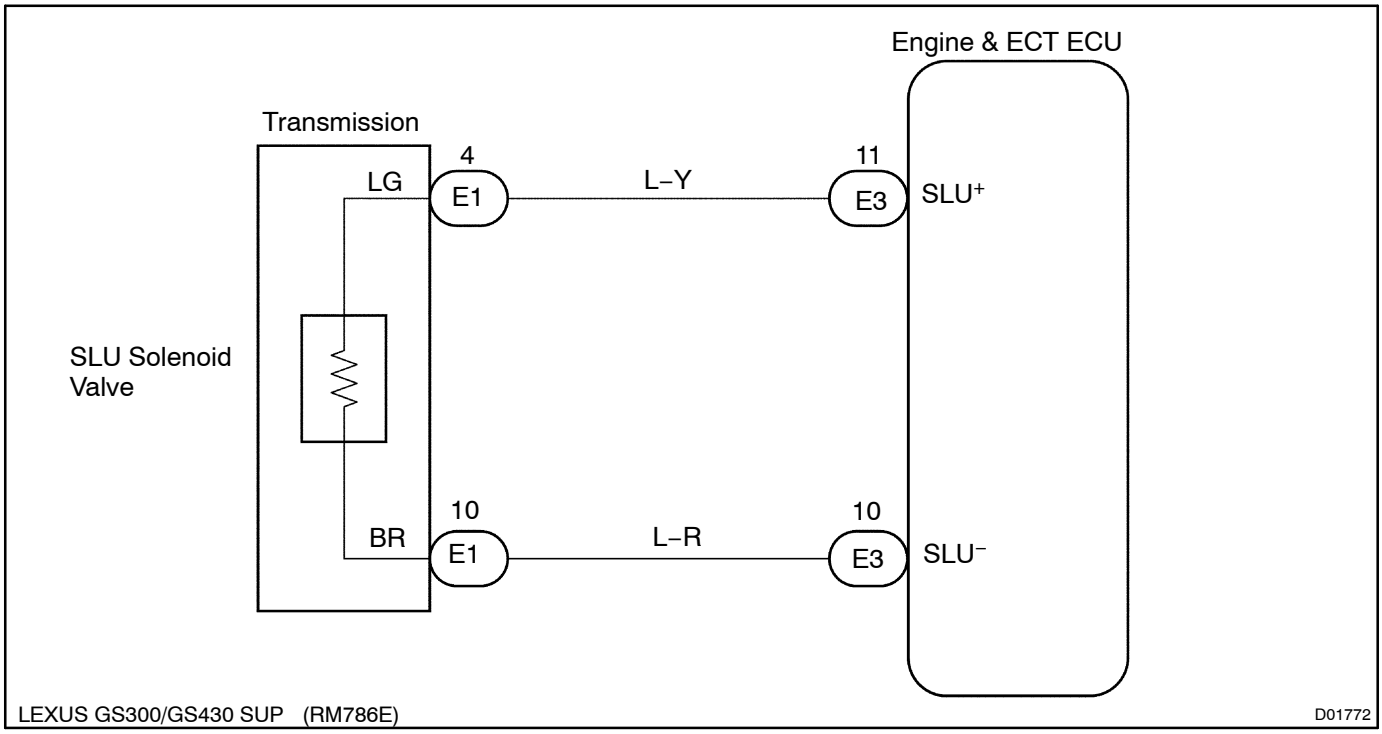
(*)

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

D00160

DTC No.	DTC detection condition	Trouble Area
P1755	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.	• Open or short in SLU solenoid valve circuit • SLU solenoid valve • Engine & ECT ECU • Automatic transmission assembly

WIRING DIAGRAM

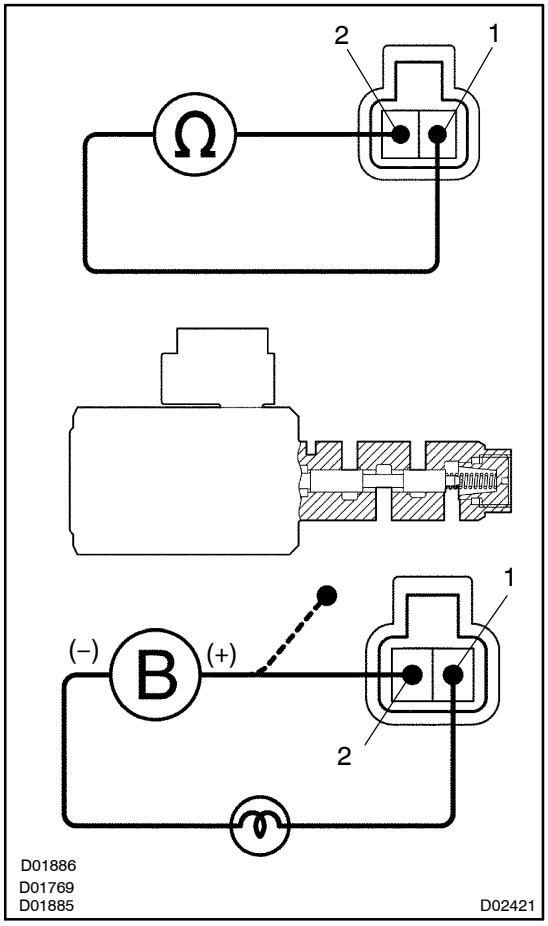


LEXUS GS300/GS430 SUP (RM786E)

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 – 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 & ECT ECU (See page IN–30).

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

OK

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