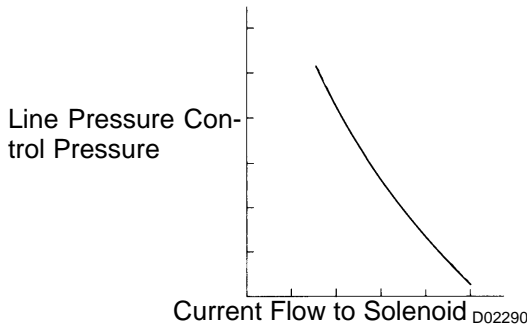


DTC	P1760	Linear Solenoid for Line Pressure Control Circuit Malfunction (Solenoid Valve SLT)
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CIRCUIT DESCRIPTION

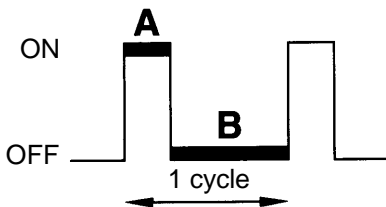
The throttle pressure that is applied to the primary regulator valve (which modulates line pressure) causes the shift solenoid valve SLT, under electronic control, to precisely and minutely modulate and generate line pressure according to the accelerator pedal effort, or engine power output detected.

This reduces the function of line pressure and provides smooth shifting characteristics.

Upon receiving the throttle valve opening angle signal, ECM controls the line pressure by sending a predetermined (*) duty ratio to the solenoid valve, modulating the line pressure, generating throttle pressure.

(*) Duty Ratio

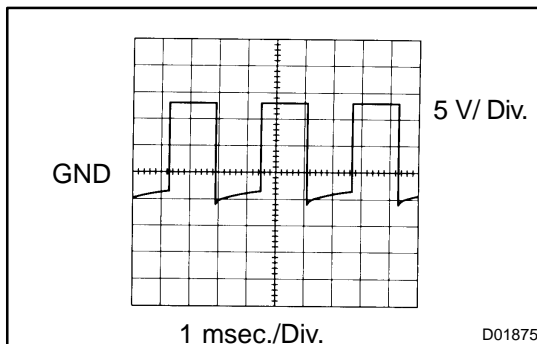
The duty ratio is the ratio of the period of continuity in one cycle. For example, if A is the period of continuity in one cycle, and B is the period of non-continuity, then



BE4056

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

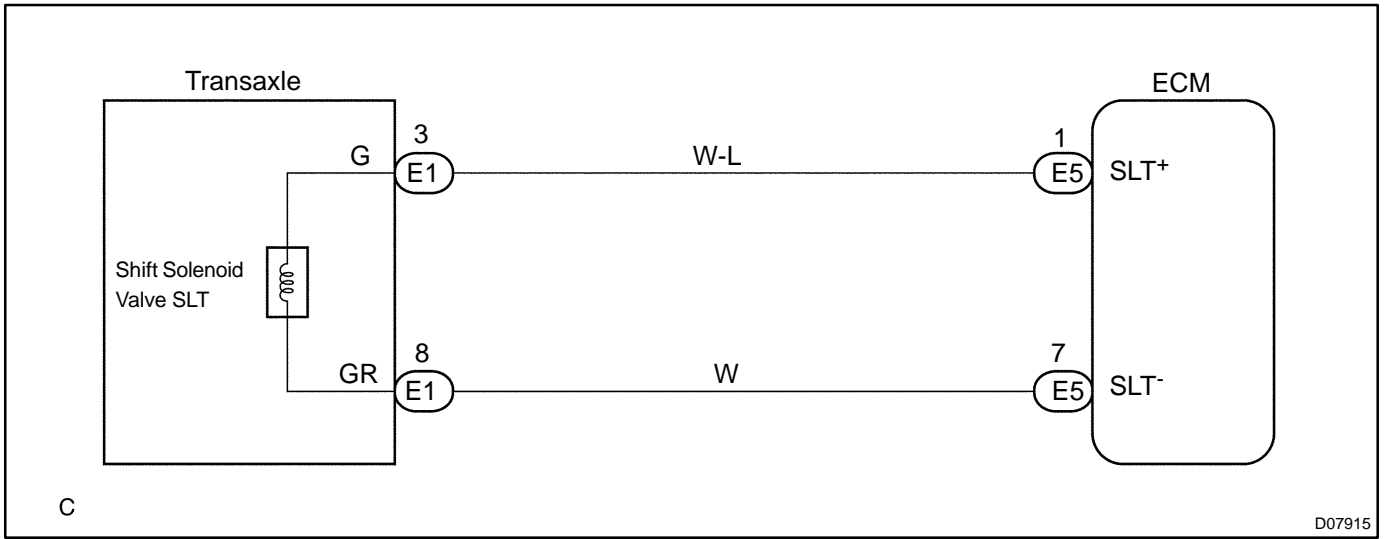
DTC No.	DTC Detecting Condition	Trouble Area
P1760	(a) or (b) condition below is detected 1 second or more. (a) SLT ⁻ terminal: 0V (b) SLT ⁻ terminal: 12V	<ul style="list-style-type: none"> • Open or short in shift solenoid valve SLT circuit • Shift solenoid valve SLT • ECM



HINT:

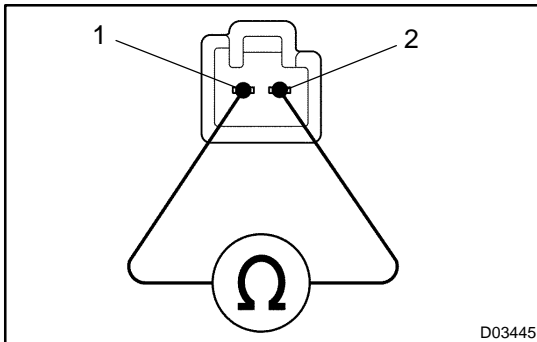
Refer to the chart for the wave form between terminals SLT⁺ and SLT⁻ during engine idling.

WIRING DIAGRAM



INSPECTION PROCEDURE

1 Check shift solenoid valve SLT.

**PREPARATION:**

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

Check solenoid resistance:**CHECK:**

Measure resistance between terminals 1 and 2 of solenoid connector.

OK:

Resistance: 5.0 - 5.6 Ω at 20 °C (68 °F)

NG

Replace shift solenoid valve SLT.

OK

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

NG

Repair or replace harness or connector.

OK

Replace ECM (See page [IN-29](#)).