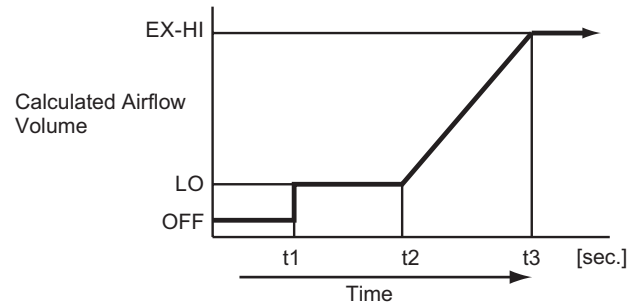


When the Post-Evaporator Sensor Temperature Is Low (30°C maximum)

- As shown in the diagram, the system operates the blower motor for approximately t_4 seconds in the manual LO mode. Then, until approximately t_5 seconds, the system compares the delay calculation airflow volume and the target airflow volume calculated by the neural network, and automatically controls the blower motor at the lower airflow volume of the two. After approximately t_5 seconds have elapsed, the system controls the blower motor in accordance with the target airflow volume calculated by the neural network.



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Air Flow Mode Control

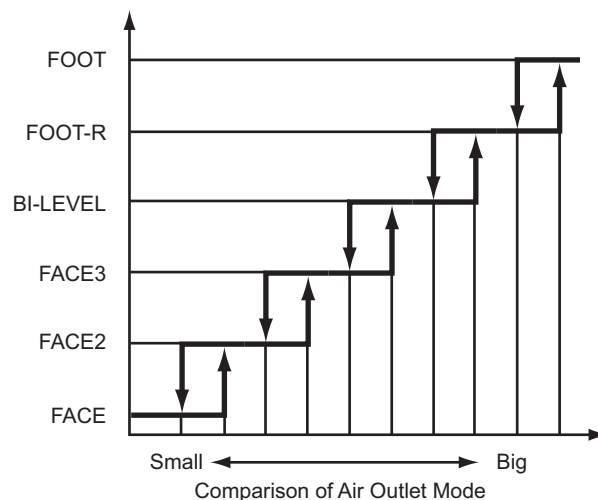
- Air outlet control that consists of air outlet servomotor control and low-temperature FOOT/DEF control is used.

Manual Control

- The system switches the air outlet to suit the position of the blower mode selector switch that has been selected.

Mode Damper Selector Servomotor Control

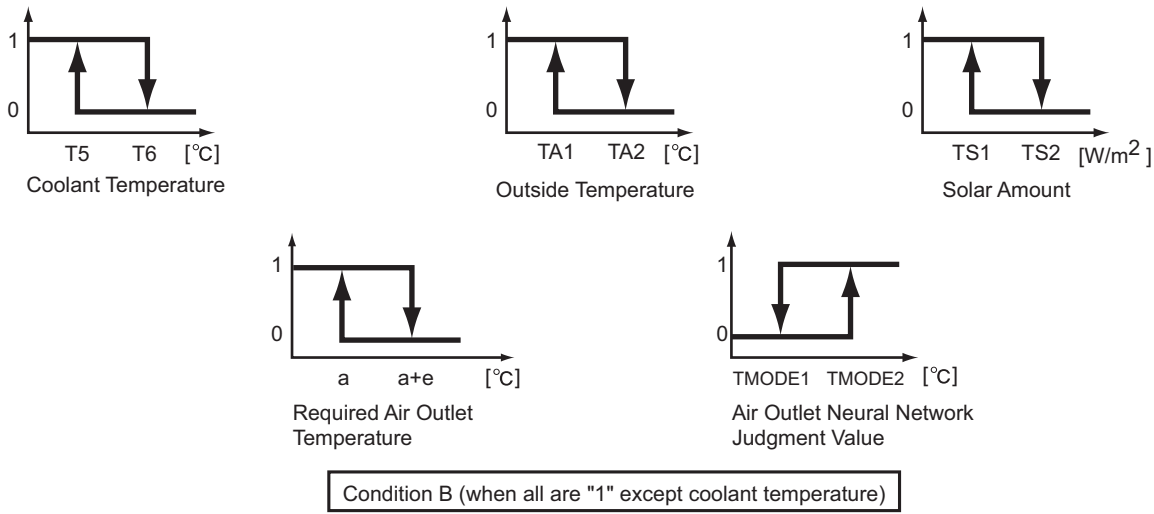
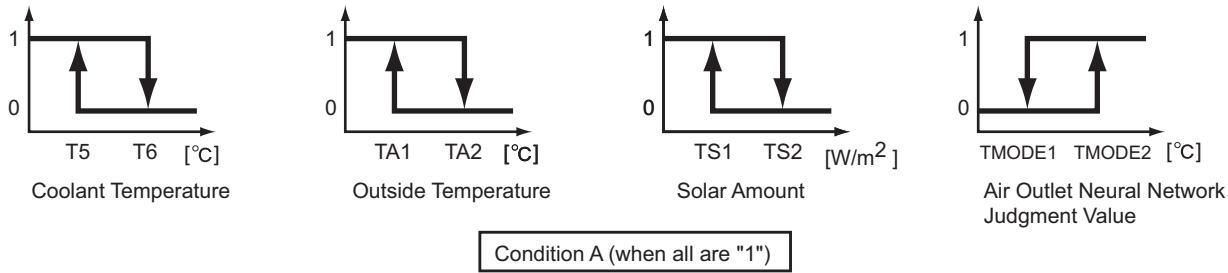
- When the AUTO switch on the air control is turned ON, the system calculates the target damper position in accordance with the air outlet mode ratio calculated by the neural network. Then, the system automatically switches the air outlet mode to FOOT, FOOT-R, BI-LEVEL, FACE3, FACE2, and FACE, in accordance with the target damper position.



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Low-Temperature FOOT/DEF Control

- When one of the conditions (A or B) shown below is met, the system automatically switches the air outlet mode to FOOT/DEF, in order to prevent the windows from becoming fogged at a low temperature or when the vehicle is being driven at high speeds.



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Air Inlet Control

- The following types of air inlet controls are used: air inlet servomotor control, exhaust gas & air inlet servomotor control, etc.

Manual Control

- This control switches the air inlet mode to suit the position of the automatic recirculation switch that has been selected.