■AUTOMATIC AIR CONDITIONING SYSTEM CONTROL

1. General

The air conditioning system uses the following types of control.

Control		Outline
Neural Network Control [See page BE-65]		This control is capable of effecting complex control by artificially simulating the information processing method of the nervous system of living organisms in order to establish a complex input/output relationship that is similar to a human brain.
Outlet Air Temp. Control		Based on the temperature set at the temperature control dial, the neural network control calculates the outlet air temperature based on the input signals from various sensors.
	Left & Right Independent Control	The temperature setting for the driver and front passenger is controlled independently in order to provide a separate vehicle interior temperature for the right and left side of the vehicle. Thus, air conditioning that accommodates the occupants' preferences has been realized.
	Up & Down Independent Control	Adjusts the temperature of the air blown over the upper body and lower body separately based on signals from the solar sensor.
Blower Control		Controls the blower motor in accordance with the airflow volume that has been calculated by the neural network control based on the input signals from various sensors.
Air Outlet Control		Automatically switches the air outlets in accordance with the outlet mode that has been calculated by the neural network control based on the input signals from various sensors.
		In accordance with the engine coolant temperature, outside air temperature, amount of sunlight, required blower, outlet temperature, and vehicle speed conditions, this control automatically switches the blower outlet to the FOOT/DEF mode to prevent the windows from becoming fogged when the outside air temperature is low.
Air Inlet Control		Automatically controls the air inlet control damper to help achieve the calculated outlet air temperature that is required.
		Drives the servo motor (for air inlet) according to the operation of the air inlet control switch and moves the dampers to the FRESH or RECIRC position.
Compressor Control		This control turns OFF the magnetic clutch of the A/C compressor when the blower motor is turned OFF at the time the engine coolant temperature is below a predetermined value, an abnormal refrigerant pressure has been detected, or the discharge temperature of the evaporator is below a predetermined value (evaporator too cold).
		The A/C ECU turns the compressor off if the engine coolant temperature becomes abnormally hot (120°C [248°F] or above) when driving under a high load.
Mirror Heater Control [See page BE-172]		Switches the outside rear view mirror heater on for approx. 15 minutes when the mirror heater button is pressed.

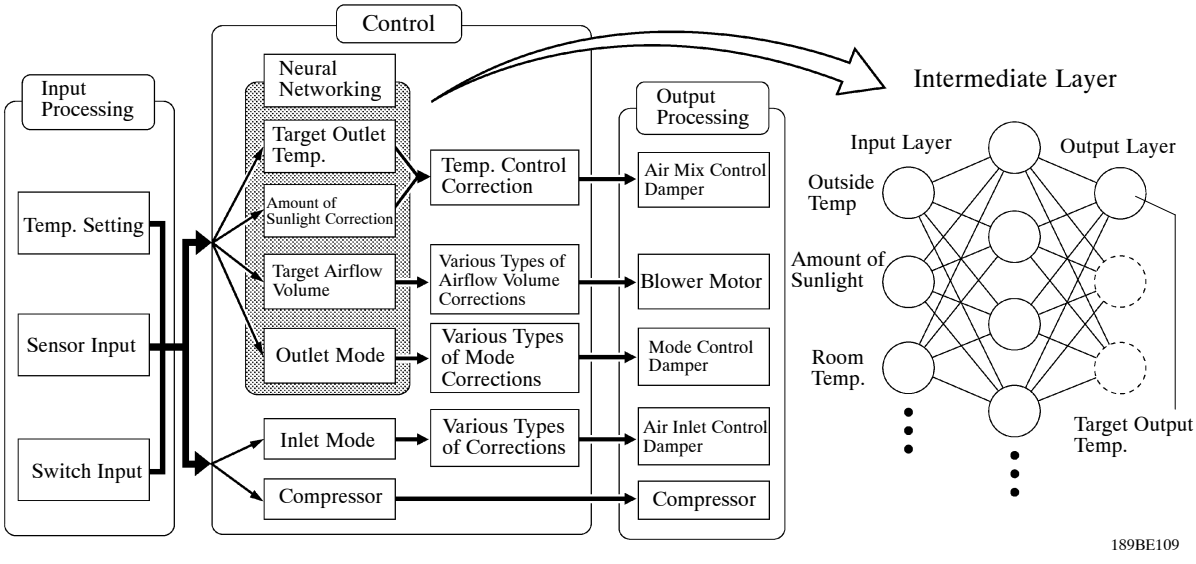
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Control	Outline
Front Wiper Deicer & Mirror Heater Control* [See page BE-183]	Switches the outside rear view mirror heaters and front wiper deicer on for approx. 15 minutes when the mirror heater button is pressed.
Outside Temperature Indication Control	Based on the signal from the outside temperature sensor, this control calculates the outside temperature, and this value is then corrected in the A/C ECU, and shown on the multi-information display.
Self-Diagnosis [See page BE-66]	A DTC (Diagnostic Trouble Code) is stored in the memory when the A/C ECU detects a problem with the air conditioning system.

*: Optional Equipment

2. Neural Network Control

- Previously, in automatic air conditioning systems without neural network control, the A/C ECU determined the required outlet air temperature and blower air volume in accordance with the calculation formula that has been obtained based on information received from the sensors.
  However, because the senses of a person are rather complex, a given temperature is sensed differently, depending on the environment in which the person is situated. For example, a given amount of solar radiation can feel comfortably warm in a cold climate, or extremely uncomfortable in a hot climate. Therefore, as a technique for effecting a higher level of control, a neural network has been adopted in the automatic air conditioning system. With this technique, the data that has been collected under varying environmental conditions is stored in the A/C ECU. The A/C ECU can then effect control to provide enhanced air conditioning comfort.
- The neural network control consists of neurons in the input layer, intermediate layer, and output layer. The input layer neurons process the input data of the outside temperature, the amount of sunlight, and the room temperature based on the outputs of the switches and sensors, and output them to the intermediate layer neurons. Based on this data, the intermediate layer neurons adjust the strength of the links among the neurons. The sum of these is then calculated by the output layer neurons in the form of the required outlet temperature, solar correction, target airflow volume, and outlet mode control volume. Accordingly, the A/C ECU controls the servo motors and blower motor in accordance with the control volumes that have been calculated by the neural network control.



: Neural Network Operation Range

3. Self-Diagnosis

The A/C ECU has a self-diagnosis function. It stores a record of any air conditioning system failures in memory in the form of DTCs (Diagnostic Trouble Codes).

- There are two methods for reading DTCs. One is to use a hand-held tester or Techstream*, and the other is to read the DTCs using the heater control panel display.

For details, see the 2007 TOYOTA TUNDRA Repair Manual (Pub. No. RM04E2U).

*: Techstream is the name for the diagnostic tester in North America, but other countries will continue to use the hand-held tester.