

## Blower control with push buttons

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The heating/air conditioning system is placed into operation (prerequisite terminal 15 ON) by pressing the **blower button** on the driver's side. The **required air flow rate** can be set separately for the **driver** and **passenger** with **only one blower**. This is achieved by means of a **programmed characteristic map**, which controls the **ventilation flaps** as well as the **blower capacity** corresponding to the **setting of the two airflow control wheels**.

### Automatic blower control AUTO

The heating/air conditioning system assumes **automatic mode** by pressing the **air distribution button AUTO**. Based on the **input variables** and **specified setpoints**, the automatic control operates **air distribution** and **blower outlet** automatically. The greater the **difference** between the **setpoint** (temperature set at operating unit) and the actual **interior temperature**, the **blower output** is increased in the cold or warm range in order to counteract the **temperature difference** with a **large volume of air**. The **blower output** is reduced in **steps** as it approaches the **setpoint**.

**Note:** Automatic blower control is deactivated by pressing the **blower rocker switch** in **automatic mode**.

### Backpressure compensation

An increase in the set **air flow volume** due to the **wind from driving** is essentially compensated for by closing the **fresh air flaps** dependent from the **driving speed (backpressure compensation)**.

Increase in the **set air flow rate** due to the driving wind is essentially compensated by the fresh air flap closing dependent on the **vehicle speed**.

This air flow rate influencing option has rendered adjustment at the ventilation grilles unnecessary.