

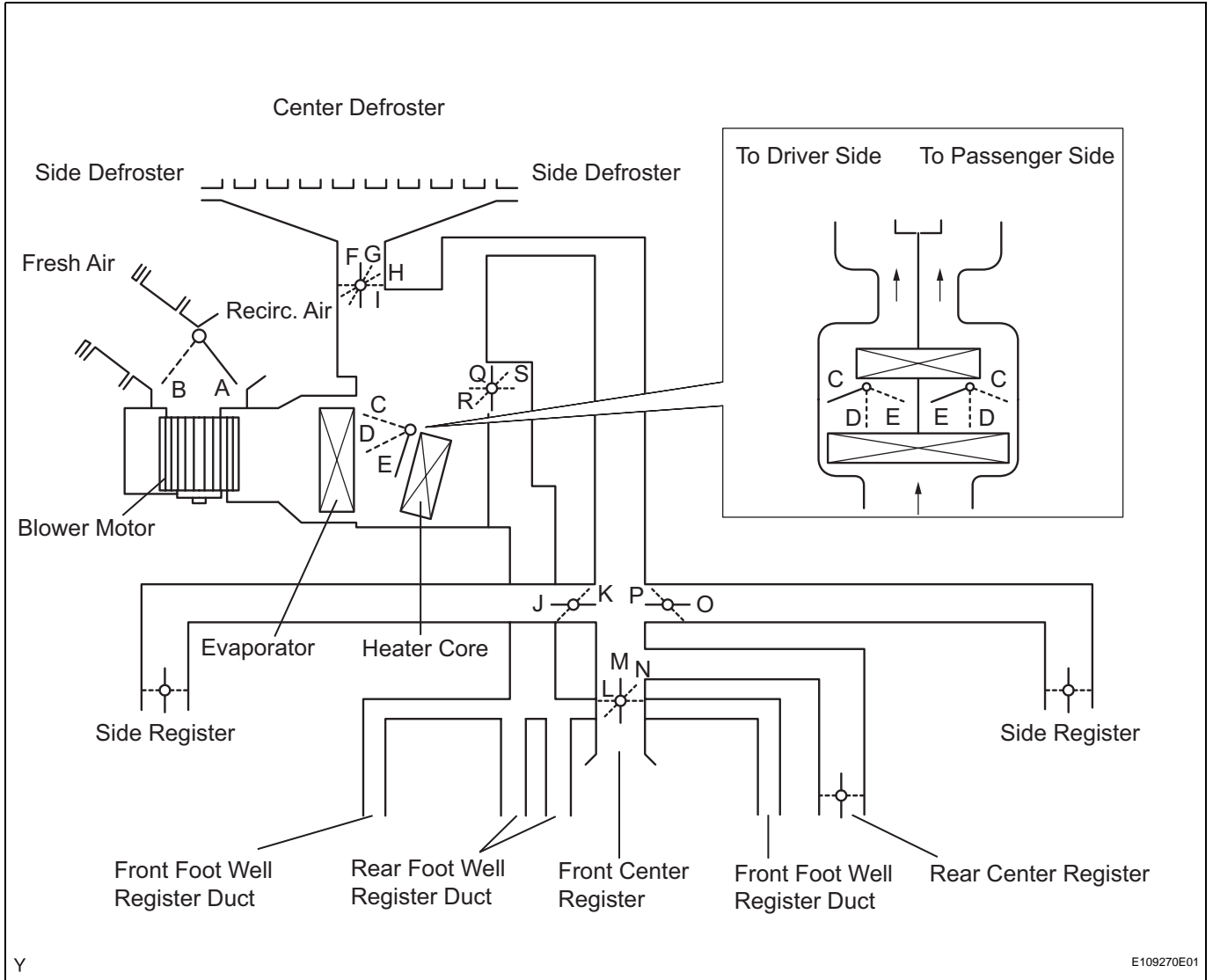
SYSTEM DESCRIPTION

1. General

The air conditioning system has the following features:

- A compact, lightweight, and highly efficient electrical water pump is used in order to ensure the proper heater performance while the engine is stopped.
- A left / right independent temperature control and neural network control have been adopted to make air conditioner control available to suit the perception of the persons in the driver seat and in the passenger seat. Automatic air conditioner is standard in all models.
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- A semi-center location air conditioner unit, in which the evaporator and heater core are placed in the vehicle's longitudinal direction, is used.
- A compact, lightweight, and highly efficient straight flow (full-path flow) aluminum heater core is used.
- A revolutionary slim structure evaporator is used.
- A humidity sensor function has been added to the room temperature sensor in order to optimize the amount of dehumidification effort during the operation of the air conditioning system.
- A deodorizing function that eliminates the exhaust gas smell that enters the cabin from the outside has been added to the conventional clean air filter.
- The air conditioning ECU is equipped with a self-diagnosis function. If there is a malfunction in the system, it stores the DTCs (Diagnostic Trouble Codes) in its memory.






2. Mode Position and Damper Operation



AC

Function of Main Damper

Control Damper	Control Position	Damper Position	Operation
Air Inlet Control Damper	FRESH	A	Brings in fresh air.
	RECIRCULATION	B	Recirculates internal air.
Air Mix Control Damper (Left / Right Independent Control)	MAX COLD - MAX HOT TEMP. SETTING (18°C (65°F) - 32°C (85°F))	C - D - E	Varies the mixture ratio of the cool air and the warm air in order to regulate the temperature continuously from HOT to COLD.

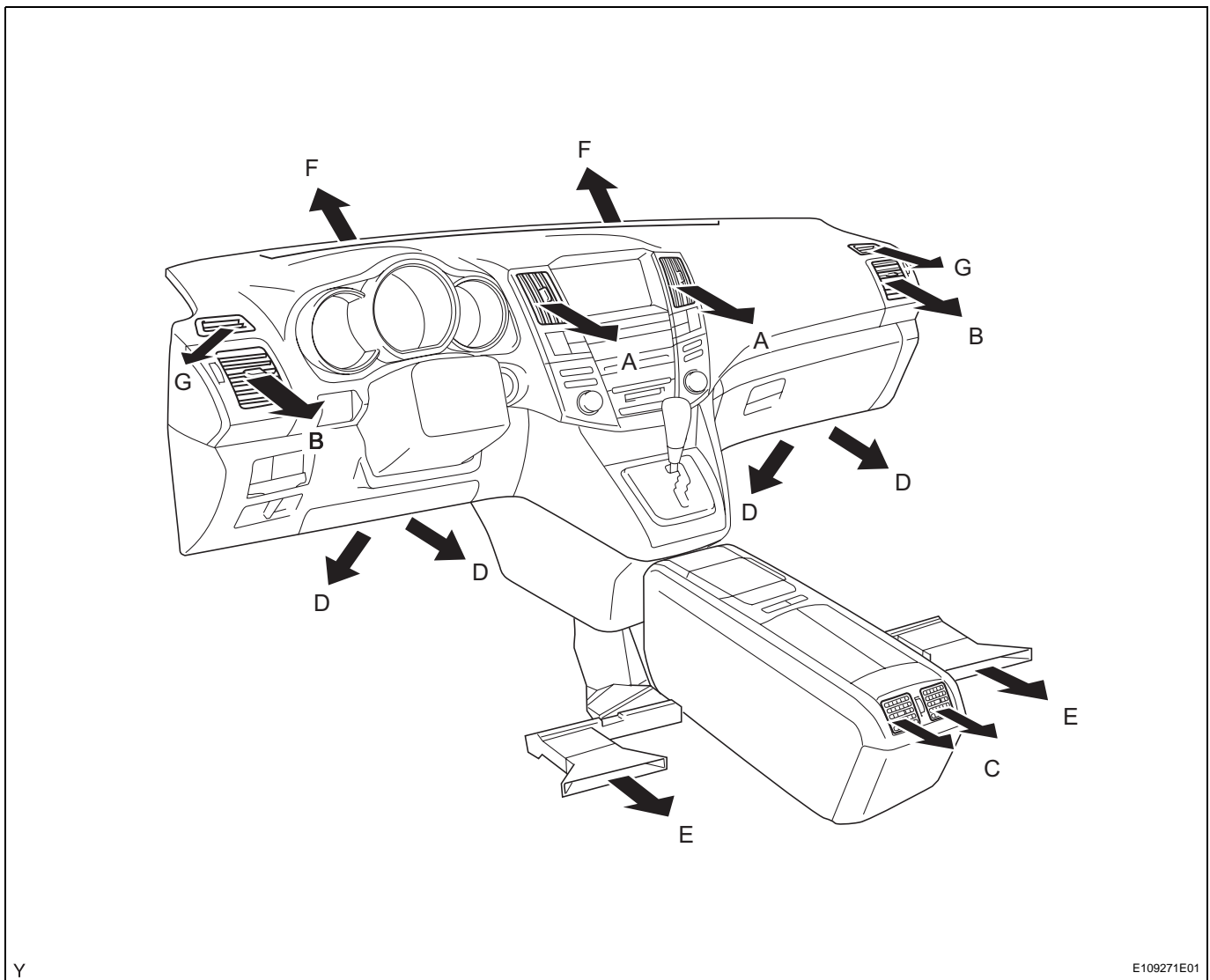
Mode Control Damper	DEF 	F, K, L, P, S	Defrosts the windshield through the center defroster, side defroster, side registers and rear center register.
	FOOT/DEF 	G, K, L, P, Q	Defrosts the windshield through the center defroster, side defrosters, side registers and rear center register, while air is also blown out from the front and rear foot well register ducts.
	FOOT 	H*1, *2, K, L, P, Q	Air blows out of the front and rear foot well register ducts, side registers, and rear center register. Furthermore, when the damper is set to FOOT in the AUTO mode, a slight amount of air also flows from the register.
	BI-LEVEL 	I, K, N, P, R	Air blows out of the front and rear center registers, side registers, and front and rear foot well register ducts.
	FACE 	I, J, M, O, S	Air blows out of the front and rear center registers, and side registers.

AC

*1: Auto FOOT Mode

*2: Manual FOOT Mode






3. Air Outlets and Air Volume Ratios



Y

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Air Outlet Position Symbol	A	B	C	D	E	F	G
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Air Outlet Mode	Air Mix, Position	Center Face	Side Face	Rear Face	Front Foot	Rear Foot	Center Defroster	Side Defroster
FACE 	Max. Cool	○	○	○	—	—	—	—
BI-LEVEL 	Center	○	○	○	○	○	—	—
FOOT 	Max. Hot	—	○	○	○	○	○	○
FOOT/DEF 	Max. Hot	—	○	○	○	○	○	○
DEF 	Max. Hot	—	○	○	—	—	○	○

AC

The size of the circle ○ indicates the proportion of airflow volume.