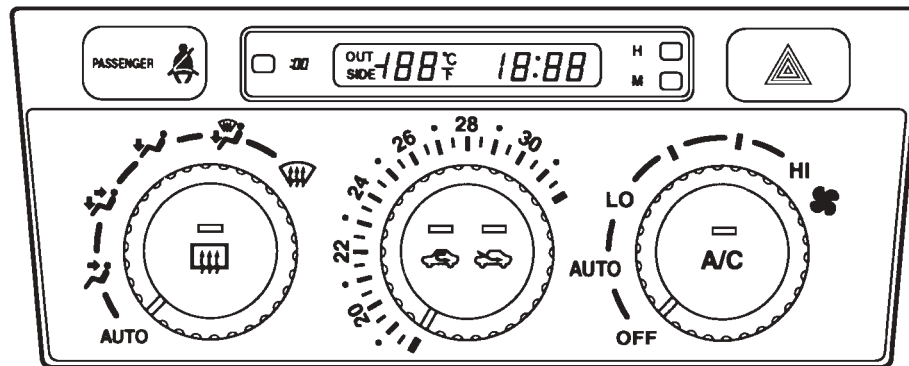


■ CONSTRUCTION AND OPERATION.

1. Heater Control Panel

- The dial switch is used to turn the air conditioner ON/OFF and to select the air outlet modes and blower speeds and set temperature. This control panel shows the outside temperature and clock.
- In addition, signals from the hazard switch and the seat belt warning light for the passenger are input in the A/C ECU.

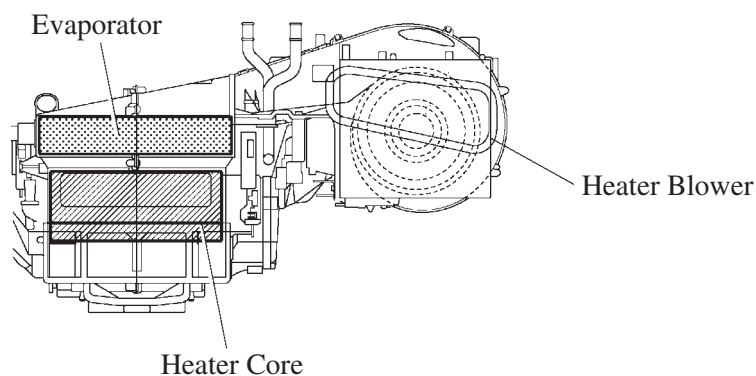


European RHD Model

163BE14

2. Air Conditioner Unit

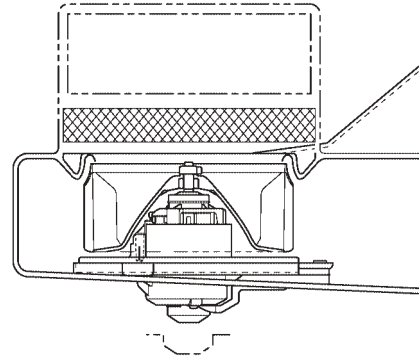
A semi-center location air conditioning unit, in which the evaporator and heater core are placed in the vehicle's longitudinal direction. As a result, the air conditioning unit has been made more compact and light weight.



152BE16

Blower Fan

A radial fan that has a larger diameter and narrower width has been adopted to realize a compact blower unit.

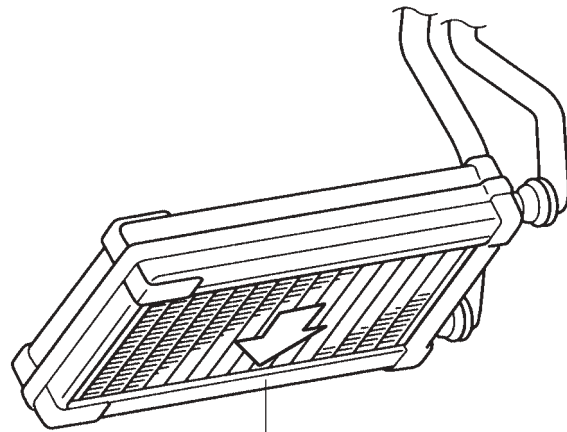


163BE15

Heater Core

The flow of the heater water in the heater core has been adopted a full-pass flow.

A aluminum flat tube type heater core is used on all models.

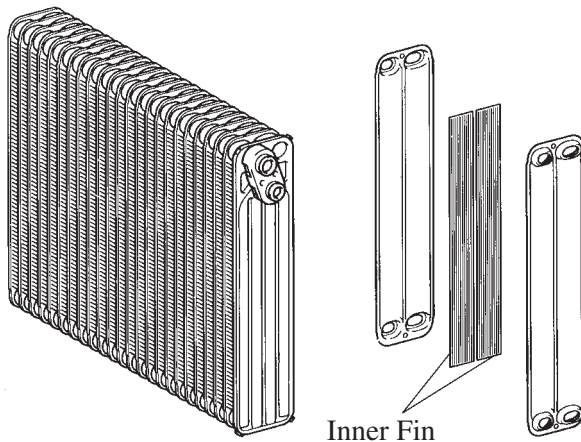


Full-Pass Flow

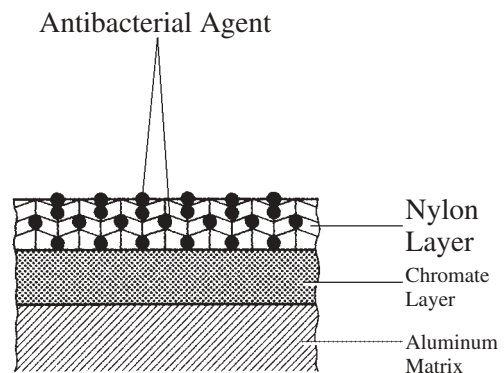
163BE16

Evaporator

By placing the tanks at the top and the bottom of the evaporator unit and by adopting an inner fin construction, the heat exchanging efficiency has been improved and the evaporator unit's temperature distribution has been made more uniform. As a result, it has become possible to realize a thinner evaporator construction. Furthermore, the evaporator body has been coated with a type of resin that contains an antibacterial agent in order to minimize the source of foul odor and the propagation of bacteria.



Inner Fin



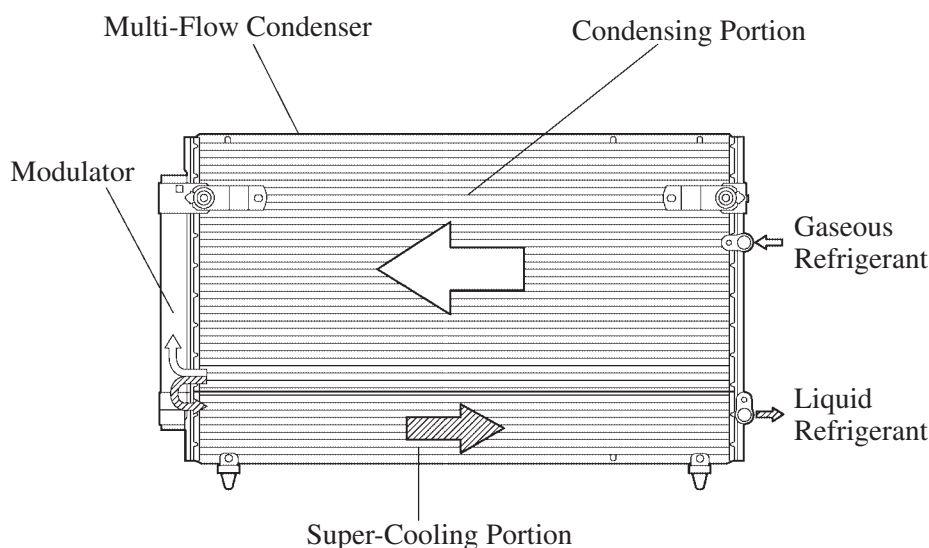
163BE17

3. Condenser

The IS200 has adopted a sub-cool condenser in which a multi-flow condenser (consisting of two cooling portions: a condensing portion and a super-cooling portion) and a gas-liquid separator (modulator) have been integrated. This condenser has adopted the sub-cool cycle for its cooling cycle system to improve the heat exchanging efficiency.

Sub-Cool Cycle

In the sub-cool cycle of the sub-cool condenser that has been adopted, after the refrigerant passes through the condensing portion of the condenser, both the liquid refrigerant and the gaseous refrigerant that could not be liquefied are cooled again in the super-cooling portion. Thus, the refrigerant is sent to the evaporator in an almost completely liquefied state.

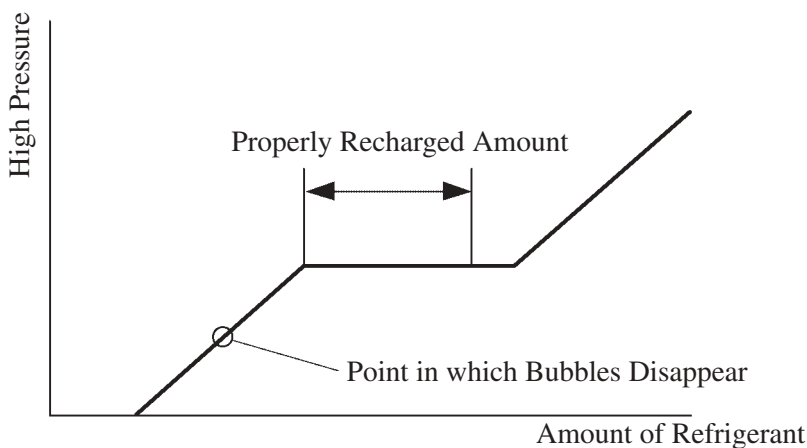


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NOTE: The point at which the air bubbles disappear in the refrigerant of the sub-cool cycle is lower than the proper amount of refrigerant with which the system must be filled. Therefore, if the system is recharged with refrigerant based on the point at which the air bubbles disappear, the amount of refrigerant would be insufficient. As a result, the cooling performance of the system will be affected.

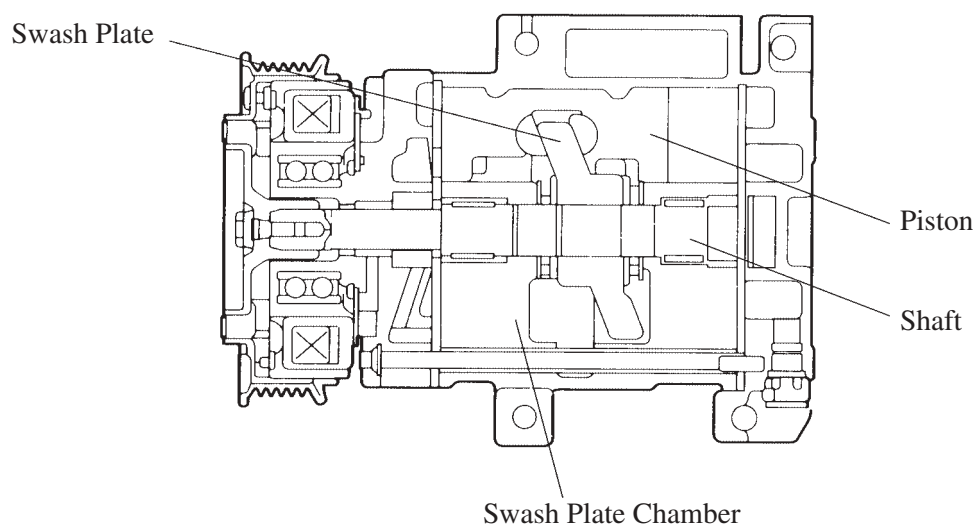
For the proper method of verifying the amount of the refrigerant and to recharge the system with refrigerant, see the LEXUS IS200 Repair Manual (Pub. No. RM684E).



152BE40

4. Compressor

A compact, lightweight, and low-noise swash plate type compressor has been adopted on the IS200.



163BE18