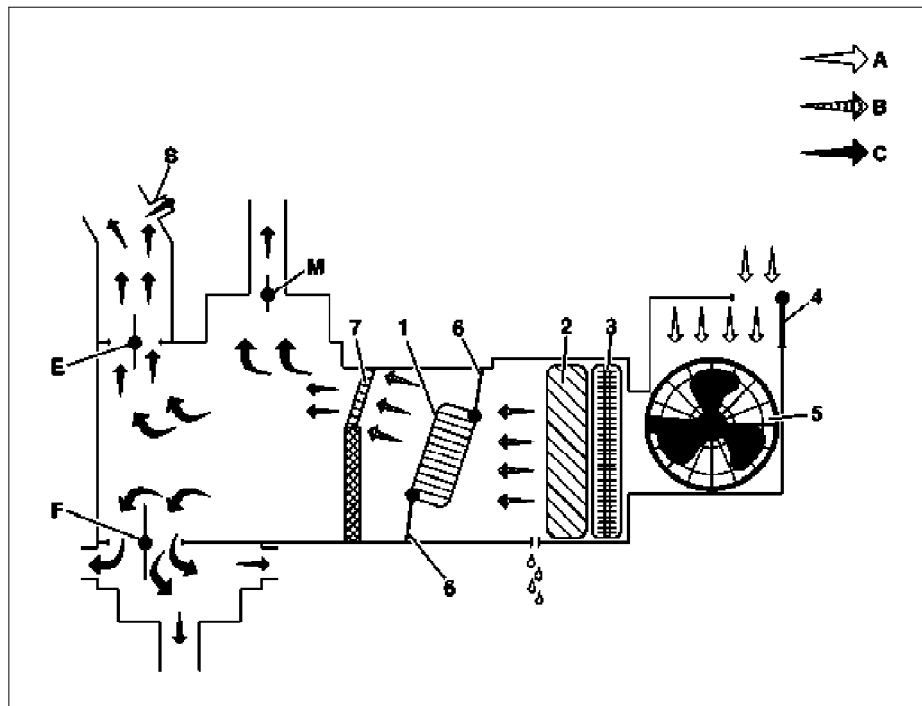


Operating condition: Air ducting in maximum heating mode

- A Fresh air
 B Dried (cooled, cleaned) air
 C Warm air
 E Defroster flap
 F Footwell flap
 M Center nozzle and lateral nozzles
 S Defroster vent for side window
 1 Heating system heat exchanger
 2 Evaporator
 3 Dust filter
 4 Recirculated air flap
 5 Blower
 6 Blending air flaps
 7 Electric heater booster



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Operating condition: HEATING

Function

In the heating operating status, the fresh air (A) is drawn in by the blower (5) into the evaporator housing and routed through the dust filter (3). The air cleaned by the dust filter (3) is then routed through the evaporator (2) and dried at temperatures above 4 °C. The fresh air (B), which has been dried, cooled and cleaned, is subsequently routed through the heat exchanger (1). This air conduction is controlled via the setting of the blending air flaps (6).

The dried, cooled and cleaned air (B) cannot be heated up sufficiently in the heat exchanger (1) because of the high efficiency of the diesel engine. The dried, cooled and cleaned air (B) is therefore routed further through the electric heater booster (7), where it is additionally heated by heating elements.

The warm air (C) is conducted via the air outlets (E, F, M and S) into the vehicle interior.